

# CPA FLIGHT LINES

Vol. 10, No. 6

July, 1993



CPAer Bob Sumner of Aurora poses with his Smith Miniplane N16C. Bob and wife Marion are moving to Florida for a year; however, Bob renewed his CPA membership so he can keep current on aviation in Colorado.



COLORADO PILOTS ASSOCIATION, INC.  
P. O. Box 200911 Denver, CO 80220

## PRESIDENT'S MESSAGE

by Walter Bell

As some of you know, the Jefferson County Airport Authority commenced an ambitious project to repave much of the ramp area this summer. The area in front of my hangar was Phase I. For about a week I had only marginal access to my airplane. The Airport Authority warned that it might take longer. But good weather and lots of effort by the work crews got the job done early. I was certainly pleased with the construction time and the obvious efforts made by Dave Gordon and his people to insure minimal inconvenience to the pilots.

One thing that really helped was that the airport management hosted a meeting for the airport tenants to explain the project. The meeting gave the affected pilots a chance to plan for the construction and to suggest alternatives. I hope Dave and his people are able to

keep this project on time and keep the inconvenience to others to a minimum. So far its a job well done.

In addition to the repaving, a dozen or so hangars are under construction at Jeffco. By fall we are going to be sharing the runway with lots of new faces. Perhaps the Airport Authority should plan a get acquainted party for late in the fall.

CPA's Fly-in Events Chairman, Cliff Malmquist, has put together an August Fly-in to Ruidoso and Carlsbad, New Mexico. The trip is planned for August 14-16. Ruidoso is about a 3-hour trip at 130 knots over mostly level terrain so getting there ought to be easy. Last month's *FLIGHT LINES* included a flier with all the details. I hope you will get your reservations in now while its on your mind.

On an additional note, I visited Carlsbad Caverns earlier this year and found it to be a genuinely interesting place. The tour can be either a three mile walk (mostly downhill) or a shorter trip using the elevator on both ends. The longer walking trip takes about three hours so everyone ought to be able to visit the caverns and make it back to Denver on Monday without much strain.

I just received word that the FAA is taking seriously the concerns of the CPA and others about the Academy MOA. A notice will soon be mailed announcing a

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### \*Publication Notice\*

Articles for the CPA FLIGHT LINES are sought from members and other persons and organizations. Stories and articles can include flying tips, rebuilding and restoration experiences, special trips, activities, etc.

All articles should be sent to:

**EDITOR, CPA FLIGHT LINES**

**P. O. Box 200911  
Denver, CO 80220**

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**Copy Deadline for  
FLIGHT LINES**

**20th of the Month**

public meeting on August 5, 1993 at the Radison Hotel in Colorado Springs at 7:00 p.m.. Everyone is encouraged to come and provide input about the proposed MOA. The military is anxious to gain approval for the MOA but enough public concern has been raised to cause the FAA to withhold their rubber stamp. If you have an interest in this issue please plan to attend. The Radison Hotel is located at 1645 N. Newport Road.

When talking with my insurance agent recently, he informed me that Lloyds of London was in the process of getting out of the aviation insurance business. As many of you know, Lloyds provides reinsurance to many of the companies we deal with on a retail level. My insurance agent says that some of the smaller insurance companies are less willing to write aviation policies now and for me to expect some changes shortly because of reduced competition.

I discussed this with a fellow pilot recently and he said his insurance company required him, as a condition of renewal, to successfully pass a flight check in his airplane, pass an instrument competency checkride, and pass an annual medical exam. As you can see his insurance company has higher standards than the FAA. He said he was astounded at the conditions because he has insured with this company for years, owned the same airplane and has not had any accidents or violation, and in prior years they never required any of this from him. I have heard several similar stories from others.

The lesson to be learned is to give yourself a little more time at renewal this year in case you want to shop around.

Jim Custis, Denver  
 Brian Lewis, Louisville  
 Ken Peterson, Aurora  
 Dr. Ron Hanawalt, Ft. Collins  
 Bob Klein, Wray  
 John Quella, Arvada  
 Bill Greener, Lakewood  
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 Col. Ed Huber, Parker  
 Bill O'Brien, Aurora  
 Michael Mann, Rye  
 Walt Barbo, Aurora  
 Kevin Bunnell, Greeley  
 Beverly Cameron, Erie  
 Richard Lyons, Platteville  
 Scottie Riffle, Masonville

**CPA HOTLINE . . . . . (303) 266-6266**

## BOARD OF DIRECTORS MEETING HIGHLIGHTS

The June 7 meeting of the Board of Directors was held as usual in the boardroom of the jetCenter at Centennial Airport at 7:00 p.m. These Board Meetings are scheduled for the first Monday of each month and you are most cordially invited to attend. They normally run about two hours, although they have been known to take longer.

Upcoming events consumed most of the business of this meeting, particularly reports on plans for the Poker Fly-In set for July 4, the Colorado-to-Jackpot Classic on July 17-18, and the Fly-In to Ruidosa, New Mexico, the weekend of August 14-16. An optional side trip to Carlsbad for a tour of the caverns will be offered for Monday, August 16, for those who are able to stretch their mid-summer weekend out of town.

Bill Standerfer reported on preparations for the Mountain Flying Ground School scheduled at the Clarion Hotel at Centennial Airport on June 25. He and Bill Marshall planned to conduct the course. Incidentally, for those attending the EAA Convention in Oshkosh, Bill Standerfer will present an abbreviated ground school course on August 3, at 1:00 p.m. in Tent 8.

Bill also announced an FAA Wings Program is scheduled for August 20-22 at the Radisson Hotel in Colorado Springs.

President Walter Bell has forwarded a letter to Secretary of Transportation Federico Peña outlining CPA's objections to the termination of the DUATS program.

A survey of airport camping sites is being conducted by Vice President Phyllis Kramer. She is enlisting the help of the CPA Area Reps in this endeavor. Phyllis announced the appointment of a new Area Rep for Canon City. Dean Baird has agreed to take this position. He will replace Jim Hogan who has served for the

past several years. Dean is Chairman of the Airport Advisory Board and is a member of the Industrial Park Airport Board.

The Colorado Air Safety Foundation took a big step forward when the Board passed a resolution placing the organization and management of CPA activities concerning aviation safety education under its management. This results in the CPA Flight Safety position being eliminated. The Foundation will be represented on the CPA Board by its President, Michael Baldwin.

*BOARD MEETING HIGHLIGHTS is prepared to provide members with coverage of issues considered to be of interest to members and frequently embellished with greater detail than what transpired at the meetings. A copy of the official Board meeting minutes may be obtained by contacting CPA Secretary Gretchen Jahn or from your Area Representative.*



## WELCOME NEW MEMBERS

Garrett, James L.  
780 North Gate Road  
Colorado Springs, CO 80921

Lamm, Robert J.  
P. O. Box 545  
Olathe, CO 81425-0545

Oparowski, William J.  
P. O. Box 8058  
Loveland, CO 80539

## FSS CORNER

by Bill Dunn

Recently, I had an opportunity to take a couple of cross country flights to north-central Texas and back. As I planned, with charts and directories, I realized it had been well over a year since I had piloted beyond the Colorado state borders in an airplane. I wondered whether I had lost some perspective from the "other side of the microphone" on ATC services.

Have you ever wondered how many "pilot rated" specialists there are at Denver AFSS? The answer: about one-third of the people that brief you are also certified pilots. This includes 4 CFI's, of which 2 are ATPs. An additional 10 percent have had at least some primary training.

We feel fortunate to have the "pilot's perspective" well established in the facility. These pilot-specialists readily contribute pertinent information when other specialists face scenarios that might be confusing to someone who does not fly.

When I went on my flight I wanted to make sure I tried all services I could from as many different facilities as possible. This was not too difficult because Albuquerque, Denver, Ft. Worth, and Kansas City Center borders all seem to come together half way along the route.

There was plenty of weather to talk about with Flight Watch and regular FSS frequencies . . . and of course, the normal interaction with ARTCC for an IFR flight, and VFR flight following. I did make some errors in requests, reporting, and describing what I needed weatherwise, but that was what I needed to "grow" in my proficiency as a pilot.

I can see that exercising skills in each area of flying is very important, even when you work in the business daily, on the "other side of the mike."

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### CHANGES OUT IN THE STATE

Watch for NOTAMs and changes to charts, as frequencies are changing or being added state-wide. Telluride is about to have a new RCO available for FSS. Montrose VOR/DME frequency is changing from 108.6 it has had for many years, to 117.1. BJC VOR/DME is commissioning soon. EGE 122.2 will be available to DEN FSS, after Eagle FSS' normal operating hours.

■ The spring issue of the AIRLIFELINE newsletter listing of pilots who flew missions over the prior 3 months included CPA members MICHAEL BALDWIN, WALTER BELL, CHUCK CLEMEN, PAUL COLE, ALAN LEWIS, JACK ROBERTS and JOHN SCHOONHOVEN. Of interest, nearly half of all pilot participants from Colorado during the period were CPA members.

■ CPA member MIKE SEAVALL had hoped to have his new kitbuilt LANCAIRE IV (P) completed in time for the 17th Annual Colorado - Jackpot Air Classic on July 17 . . . but slippage in parts deliveries has extended the completion schedule until late this year.

Mike sold the V35 Bonanza he has flown for the last few years because he wanted something faster. The Lancaire should do it. It is a screamer . . . with a top speed well in excess of 300 mph.

■ BILL & PENNY HAMILTON lost their T210 in an accident following departure from Nogales, Mexico in early June. The aircraft was being flown by their A&P and the Hamiltons were not on the trip. There were no injuries . . . but the aircraft was totaled. Initial findings point to an air intake problem shortly after takeoff. In any case, Bill & Penny are looking for a replacement T210 or T206.

■ Aurora Airpark continues to attract healthy numbers of based aircraft. In mid-June the count was 105. Have to wonder why. The runway is undulating with pavement raveling here and there. The taxiways are a mess. And the ramp area has a fair crop of grass.

It can't be the low tiedown rates. At \$35, the rates are the same as Front Range Airport (which has more and better facilities). And further north, at Platte Valley Airpark, tiedowns are free. Front Range has much better facilities. Might have something to do with how the airport is operated. Best we can figure is that management is doing something right.

It is satisfying to see that all the effort that went into working with the FAA to save the airspace over Aurora Airpark with opening of the new Denver airport was not wasted.

■ Some pilots are not very considerate of others . . . as for example, the Cessna 172 pilot who made a right base entry into Runway 9 at the July 26 EAA Fly-In to Weld County Airport . . . when several aircraft were in the standard left hand pattern . . . and caused two aircraft to go around when he turned final approach in front of them.

■ BILL MARSHALL had to wonder if it was all worth while during his presentation of new airspace designations at an FAA Wings program on June 12 at Front Range Airport. Only two people showed up for the briefing, Walt Bell and Walt Barbo. But all attendees agreed it was an excellent program.

No intent to make light of the effort. It is brought up only to illustrate the problem of getting the word out on presentations of this type. Most pilots were simply unaware of the session.

■ Attending the Starman Brothers Aircraft Auction at Front Range Airport during the same time proved an educational experience.

An initial impression was that the salvage material on sale seems to be getting junkier each year. Might be a subtle message here somewhere.

It is always surprising to see engines and avionics removed from a salvage aircraft for separate sale. We are told this generates a higher total price than if sold on a total unit basis.

Airworthy aircraft sales included a nice looking 1965 Cessna 210 which went for \$28,000, a high time 1973 T206 for \$50,000, a 1978 T210 for \$71,000 and a low time Starduster for \$10,000. One of the bidders remarked that the engine alone in the Starduster was worth the purchase price.

■ **VOLUNTEER OPPORTUNITIES** at the DIA Airshow scheduled for September 25-26. Airshow Director Charles Newcomb, at an Airshow Committee meeting on June 24, spoke of a need for 1,500 volunteers per day.

In the function of food services, for example, there will be approximately 70 booths with need of 6-8 volunteers per booth. Volunteers will receive 10% of the gross in payment for services. Looks like a good fundraising opportunity for not-for-profit associations.

Hundreds of opportunities exist in control of the parking areas. These services will be paid at the rate of \$20/day. Also, the need for "freebie help" of all kinds offers limitless opportunity.

Those with an interest should contact the New World Airport Commission at 303/391-5900.

■ Automobile access is seen as one of the greatest challenges in staging the airshow. The planners anticipate 100,000 visitors/day arriving in about 35,000 automobiles. Anything above those numbers will have to be bussed. The 35,000 cars will completely saturate the area available for parking.

Think of the logistics problem in assuring a smooth flow into parking positions such that there is no backup on the access arterials. Those volunteers working the parking will certainly earn their \$20.

If the parking doesn't back up traffic, capacity of the access highways probably will. For example, the maximum capacity of a single lane of traffic is about 1800 vehicles/hour. The new Peña Blvd. will have two traffic lanes leading to the airport. So theoretically, it could accommodate 3600 vehicles/hour. Some of the other access arterials will add a few additional thousand. Obviously, there will not be enough capacity to handle the arrival demand. At least, not at this point. But the airshow planners are on top of the issue and we have confidence

they will come up with some creative solutions.

Look for appeals for visitors to come early and stay late and to carpool with others wherever possible. There may also be park-and-ride locations set up such that bus service can be provided. If bus service is provided from remote parking areas, expect the fee to be somewhere in the range of \$3/head, round trip.

Visitors wishing to fly in will not be able to land at the new airport. But bus service may be provided from Front Range Airport for those wishing to land there. Understand, though, at this writing, no one has taken the initiative to make this happen.

■ Pilots and aircraft owners truly are a minority group. 1993 statistics show 255.4 million population. The 692,095 active U.S. pilots (December 31, 1991 data) represented only 0.27% of the population. And the 198,475 general aviation aircraft calculates that less than 0.07% of the population own aircraft.

Of course there are two ways of looking at this. One could conclude that the low numbers give understanding as to why government, the press, and the general public are not overly supportive of general aviation. But looking at it in a more positive vein, one could view the low penetration of the market as a potential opportunity for the future. □

#### CO AWOS FREQUENCIES & PHONES

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# I REMEMBER LINDBERGH

by Bill Madsen

August 31, 1927. It was a great day in Denver.

More than 50,000 Denverites were assembled in the brilliant Colorado sunshine of early afternoon at the original Lowry Field at E. 38th Avenue and Dahlia Street. Eager early-morning arrivals were pressed against rope barriers outside a gravel landing strip, and were kept back by jovial policemen and National Guardsmen.

All were gathered that day to welcome the greatest aviation hero the country had ever known.

Colorado Governor Billy Adams of Alamosa was there, replete in sombrero, fob chain and high-heeled boots. He headed a delegation of state and federal government dignitaries.

Denver's Mayor Ben Stapleton, eyes shaded by a gray felt hat, squinted along the eastern horizon and then checked the time on his pocket watch; 1:35 p.m.

He turned to the Denver business and civic leaders clustered beside several black limousines.

"Twenty-five minutes to wait," he said to Claude K. Boettcher, parade chairman, band conductor Henry Sachs and C. A. Johnson, welcoming committee chief.

An aura of happy anticipation pervaded the multitude. Suddenly, someone shouted, "*There he is! Just over that puffy cloud!*"

Fifty thousand pair of eyes scanned the eastern horizon. They saw a silvery speck against the blue sky that rapidly grew into the form of a monoplane. The aircraft dipped downward in a gentle dive and roared across the field. On the aluminum nose were lettered the words:

*Spirit of St. Louis*

As the silver plane zoomed upwards for a circle over the city before landing a tremendous cheer of welcome came from the crowd. The "Flying Colonel" -- our

*Lindy* -- the Lone Eagle -- was about to pay a visit to the city of Denver.

Three months earlier on May 20, 1927, Charles A. Lindbergh took off at 7:52 a.m. from Roosevelt Field, Long Island, and disappeared into the morning fog at the controls of his specially built Ryan monoplane. He was attempting a flight from New York to Paris across the gray Atlantic -- alone.

Thirty-three and one half hours later he became immortal when he landed the *Spirit of St. Louis* at night on Le Bourget Field in Paris. Thousands of cheering Frenchmen welcomed him, and untold millions around the world applauded his feat.

In modern history, few men and few events have so captured the imagination of the world as Charles A. Lindbergh and his flight from New York to Paris in the *Spirit of St. Louis* -- the famous "WE."

Later, under the financial sponsorship of the Daniel Guggenheim Fund for the promotion of Aeronautics, Lindbergh agreed to fly his renowned plane to major cities throughout the nation. His purpose was to encourage the construction of airports so that one day commercial airline flights could tie the nation together.

And so Denver residents, together with visitors from all parts of the state, were gathered to welcome and pay tribute to a man and event so heroic in scope they truly enthralled our people.

I was a 14-year old Boy Scout that day, one of about 400 who volunteered to assist at Lowry Field. We held a rope which stretched around the hangar parking area. Folks would rush up against the rope, stop and smile.

My station was at the gate that opened onto Dahlia Street, and I held one end of the rope. It was an exciting assignment. Lindbergh was my idol, my

hero, and I was near where the parade in his honor was about to start.

The Lone Eagle had landed and taxied his plane carefully between wildly cheering lines of spectators. When the Ryan was safely inside Hangar No. 1, National Guardsmen escorted him to a car. He sat on the tonneau with his feet on the back seat and waved to folks in all directions. The din was deafening.

Mayor Stapleton turned to Police Chief R. F. Reed and Manager of Safety Reuben W. Hershey and asked, "Is everything in readiness? Looks like we're about to start."

The two leaders assured Stapleton that preparations were complete. Patrolman Chauncey Fowler opened the door, and the mayor stepped into his gleaming car. The motor caravan started out through the gate. Governors, majors, senators, civic leaders rolled by in quick succession. Then, the flow of traffic suddenly halted.

Lindbergh's car stopped not six feet from me. He was waving and smiling at the cheering people, looking like a young god out of the sky. Looking down, he saw me, grinned and said, "Hello young man! How are you today?"

I was petrified. My hero had spoken to me! My eyes rounded with the wonder of it. I was speechless.

Lindy winked and said, "It's great to be a Boy Scout, son. Keep up the good work!"

I popped to attention and gave him a Boy Scout salute. He nodded, then looked away, acknowledging other people as they shouted his name. The column moved on, and Lindbergh was gone. But the incident lives in my memory for life.

The parade that LINDBERGH DAY -- from east to northwest Denver and back downtown -- was probably the longest in the city's history. An estimated half million people called greetings to Lindy as the motorcade rolled by. Denver Post staff writer Bruce Gustin wrote a glowing front page story of the ovation accorded the flier in the evening edition.

Lindbergh stayed at the Brown Palace Hotel, and made a speech that night before a standing-room only audience in the Colorado Room of the Cosmopolitan Hotel. His remarks on aviation growth and Denver's potential as an international airways center were broadcast to thousands of additional admirers in City Auditorium which the Denver Post rented for the occasion.

Even as Lindbergh visited the Mile High City, plans were underway to memorialize him in Colorado. Name a highway in his honor. Rename a river or a lake to perpetuate his fame. Frank Fair of Boulder came up with a suggestion that won immediate acclaim. Why not name one of Colorado's magnificent mountains after the Lone Eagle?

Two peaks received wide attention. One was Squaw Mountain near Echo Lake west of Denver. The other was Hell Hole Peak and gorge northeast of Granby at the headwaters of Cascade Creek in the Arapaho National Forest.

Governor Adams appointed a committee to finalize the selection and the splendid mountain in the Hell Hole gorge, rising to an elevation of 11,920



feet between two living glaciers, won out. The needlepointed peak, symbolic of strength and endurance, got the approval of the Colorado Geographical Board, mountain clubs, women's clubs and other organizations.

Since the mountain lay in a National forest, the final approval of a name rested with the United States Board on Geographic Names in Washington.

In 1929, Allen S. Peck, then district forester for the U. S. Forest Service in Denver, advised the board that several names had been suggested, including Lindbergh Peak, Lone Eagle Peak and Mt. Lindbergh. It was not until February 9, 1961, however, that the Board on Geographic Names announced its decision: the mountain was to be called Lone Eagle Peak, "so named to commemorate the first solo airplane flight across the Atlantic Ocean in 1927."

In the years preceding his famous flight, when he was an obscure aviator, Lindbergh made several trips to Colorado. In 1923, for example, he visited Denver while on a "barnstorming" tour of Nebraska, Kansas and eastern Colorado. Employed by H. J. Finch, he flew a Lincoln Standard biplane for air shows. Few people thought it worth while to pay \$5 for a ride in the sky, and "Slim" Lindbergh found passenger hopping and stunt flying a tough business.

In 1925, while ferrying a Curtiss Jenny to North Platte, he was forced to land at Fort Morgan -- out of gas. There Ace Gillette, the fuel service operator, loaned Lindy \$5 worth of gas. In later years, Gillette delighted in telling the story.

In February 1927, Lindbergh made a significant visit to the Alexander Aircraft Company in Colorado Springs. He was desperately searching for an aviation firm to build a plane to his specifications in which he could fly solo across the Atlantic.

He presented his request to Don Alexander and Clyde Clevenger, company test pilot. They were interested, but

business was too good at Alexander Aircraft. They had back orders for 60 of their famous Alexander Eaglerock biplanes, and no room to construct a separate airplane. They declined the offer.

For 65 years I have followed Lindbergh's colorful career. He experienced some tragic episodes, and accomplished some wonderful things in his lifetime.

When he married the lovely Anne Spencer Morrow in 1929, the happy couple received as a gift a painting of the mountain to be named in his honor. The colorful picture was bought with the pennies and nickels contributed by children of the Rocky Mountain region. The canvas was done by Colorado artist Alfred Bancroft.

There were glorious years when Charles and Anne Lindbergh flew together across continents and oceans to chart the future airways of the world. Anne wrote wonderfully descriptive books of their adventures while flying over Alaska to China, and later to Greenland, Europe, Africa, and South America, exploring routes for great airliners not yet on the drawing boards!

There was the agonizing time of the kidnap death of the Lindbergh baby. The wild international headlines about the case, the white-hot glare of publicity during the trial, and the insufferable loss of their infant son was a soul-wrenching time for the tortured couple. The experience made them shun publicity for the rest of their lives.

Lindbergh was a man of tremendous resilience, however, and he quietly emerged as a leader in other activities. He became an early supporter of Dr. Robert Goddard at a time when the eminent rocket scientist was an object of ridicule because of his research in rocketry. Lindbergh had the vision to understand the tremendous power it would require to send our astronauts into space, and over a period of ten years was

instrumental in finding the monetary backing essential to Goddard's final success in the field of rocket power.

Biomedical research with Dr. Alexis Carrel revealed Lindbergh's interest in science. Working together, the men invented a profusion pump, the first sterile circulation pump, which was the forerunner of bypass surgery for the heart. This work opened a new era in organ transplants. Lindbergh believed all mysteries, even the innermost secrets of life, could be revealed by scientific research.

The conservation of land, the resources of the earth, and the protection of wildlife and primitive peoples were projects to which Lindbergh gave time and energy all of his life. His actions personified his deep belief in the preservation of natural environments, and he journeyed to the four corners of the world in support of conservation movements.

In the South Pacific during World War II, Lindbergh flew more than 50 combat missions. He taught fighter pilots how to extend the range of P-38 *Lightning's* through power setting and mixture control adjustments.

Colonel Glenn R. Alexander once related to me how he had met Lindbergh in the South Pacific in 1944. He stated:

"In June of that year, I was a lieutenant flying P-47 Thunderbolts assigned to the 311th Fighter Squadron. We were based at Saidor, New Guinea, as part of the 58th Fighter Group preparing for the invasion of the Philippines.

"Upon return to base after a raid one day we were advised our commander, Major Harry Odren, wanted to see us soonest at the operations tent. I noticed a tall man standing beside the entrance. He was wearing sneakers, khaki pants and white T-shirt. It was Lindbergh. We were astonished and delighted!

"Lindy spoke to us about cruise control and fuel conservation to extent the range of the P-47. His pitch was two pronged. First, instead of climbing in

formation at full throttle to high altitude, we were to fly toward the target area in loose formation at relatively low altitude while heavily loaded with fuel. As we approached the target at considerably less weight, we would climb to attack altitude and tighten up the formation. Second, he showed us how to use full throttle in auto-lean position with 36 inches of manifold pressure at low r.p.m. with the prop pitch control in place of the throttle. These innovations increased our battle range by more than two hours, a tribute to Lindbergh's understanding of aircraft engines."

In 1954, President Dwight D. Eisenhower signed into law the bill creating the U. S. Air Force Academy. He directed Secretary of the Air Force Harold Talbot to appoint a five-man Site Selection Commission. Talbot named Brig. Gen. Charles A. Lindbergh (USAF Ret) as a member of that commission.

The Lone Eagle and his peers visited sites in 22 states and traveled 20,000 miles seeking the ideal location. They narrowed the choice to three potential places: Colorado Springs, Alton, Illinois, and Geneva, Wisconsin. Lindbergh, familiar with the area from previous years of flying over it, favored the Colorado location. His opinion weighed heavily with the other men, and Secretary Talbot announced the selection of the Colorado Springs site after personal visits to the final three.

My second meeting with the Lone Eagle was on September 26, 1969, the occasion of his last visit to the Air Force Academy. I was a Civil Service employee in the office of information.

That morning Lindy drove a car from the Denver air terminal to meet with a group of Colorado Springs environmentalists who were seeking to preserve the unspoiled beauty of the Garden of the Gods.

About 11:00 a.m. -- his meeting over early -- he called the Academy information office to say he was coming out for a visit. He had never seen the place in

completed form. The chief of information advised the superintendent, Lt. Gen. Thomas S. Morman, of the development.

"Splendid! We'll invite him to have lunch with the cadet wing. He will be our honored guest on the staff tower."

Major Mike McRaney, Major Larry Means, and I were delegated to be Lindbergh's escorts to lunch and for an afternoon tour of the campus. I was to shoot pictures of the event.

The cadet who was the wing administrative sergeant was in a tizzy. The epoch flight to Paris took place years before any of the cadets were born and he thought it necessary to write out a page of introduction explaining who Lindbergh was, and what he was famous for.

At the appointed time the administrative cadet went to the microphone in Mitchell Hall and called the 4,000 plus cadets assembled for lunch.

He began to read from his script.

"Gentlemen, we are privileged to have with us today a man who, back in 1927, flew an airplane named the "Spirit of St. Louis" from New York to Paris . . ."

And that was as far as he got.

Applause broke out across the dining hall that grew into a roar.

Lindbergh walked to the microphone.

The cadet wing came to its feet as one man, clapping, whistling, hollering a welcome. Oh, did the cadets know who the Lone Eagle was!

Lindbergh raised his hands, nodded his head as if to say, *Thank you, Thank you!*

Then pandemonium broke loose. The din increased. Cadets stood on their chairs, waved, cheered themselves hoarse. They admired this man, his raw courage, his careful planning, his airmanship.

Lindbergh raised his hands again, nodded once more. The roar of welcome grew to earsplitting proportions. Tears trickled down his cheeks. We were witness to an unprecedented ovation.

After several minutes the spontaneous demonstration ended as abruptly as it began. The young men quietly took their seats.

Lindbergh spoke to them briefly. He said theirs was an enviable future in the dawning space age. The coming



leadership of the U. S. Air Force, he said, was in their hands. He wished them Godspeed and happy landings.

After lunch, Majors Means and McRaney and I took our guest for a tour of the Academy.

We drove him where he wanted to go. During the drive I related my precious brief encounter with him in 1927 at Lowry Field. He chuckled and said he did not recall that particular incident, but he did remember Denver for one of the warmest receptions in the land.

We pointed out that we had a collection of memorabilia from famous aviation leaders in Arnold Hall for the public as well as cadets to see. But we had no souvenir from him. Did he have some memento he could send us?

Lindbergh shook his head.

"Practically everything I owned in the flying days is in the Smithsonian Institution, the Air Force Museum or other places," he said. "My mother let me save bottle caps on the back porch when I was a kid, and I had hundreds of them. But now they are gone, too."

Just before departure, however, Lindbergh told us, "I've been thinking, and I do have the leather helmet I wore in the old air mail days. Would you like to have it for the collection?"

We did! And a few days later it arrived by mail. A worn brown leather flying helmet with a chin strap. On the inside, lettered in fading ink are the words: Lindbergh 1922. The helmet is on display today in the cadet library.

The scenic beauty of the Academy site impressed Lindy, and he was delighted with the harmonious architecture of the buildings. The Cadet Chapel he thought a thing of wonder.

The questions he asked, though, revealed what he truly wanted to know.

"What about the environment -- are you keeping the streams pure and the land in its natural state as far as possible?"

"How about the wildlife? Are you protecting the deer, bear, birds, bobcats and coyotes we saw here before the Academy was built?"

"How good is the quality of your product? Are you producing career officers for the Air Force of the caliber we envisioned back in 1954?"

These are the things the Lone Eagle wanted to know.

In January 1977, my wife and I visited his grave in Hawaii. Twelve miles south of Hana on the island of Maui is the lovely rustic Palapala Hoomau Congregational Church. The churchyard, high on a cliff overlooking the blue Pacific, is the Lone Eagle's final resting place. He is buried among many of the Hawaiian friends he knew and loved.

On his headstone are these words:

**Charles A. Lindbergh  
Born Michigan 1902  
Died Maui 1974**

**"... If I take the wings  
of the morning,  
and dwell  
in the uttermost parts of  
the sea."**

**C. A. L**

Yes, I remember Lindbergh.

*This article was written for and published several years ago in TALON MAGAZINE, the official publication of cadets at the USAF Academy. It appeared in the Colorado Aviation Historical Society's newsletter, March 1993, and is reproduced with permission of the author. Bill is a member of the CAHS, CPA and lives in Colorado Springs.*

## COLORADO AVIATION CALENDAR

- JUL 24-25** COLORADO AIR FESTIVAL, Weld County Airport. Weekend aviation celebration/airshow. Airshow acts includes wingwalkers, skydivers, gliders, hotair balloons, warbirds, classic and antique aircraft. *Info: Kevin Bunnell, Airport Manager, 303/356-9141.*
- JUL 29-** 41st ANNUAL EAA FLY-IN AND SPORT AVIATION CONVENTION,  
**AUG 5** Oshkosh, Wisconsin. Reminder for those planning to attend.  
**AUG 7** CPA WINGS SAFETY SEMINAR, Sterling, CO. *Info: Michael Baldwin 303/674-7864.*
- AUG 14** PLATTE VALLEY AIRPARK SUMMER FLY-IN, Platte Valley Airport, 9:00 a.m. to 3:00 p.m. Continental breakfast and open house activities. Public invited. *Info: Marilyn Taylor 303/659-7265.*
- AUG 14-16** CPA FLY-IN TO RUIDOSA AND CARLSBAD, NM. Arrive at Sierra Blanca Airport by 11:00 a.m. for ground transportation to Innsbruck Lodge in Ruidosa. Attractions include horse racing, golf and local cultural activities. Optional side trip to Carlsbad Caverns on Monday. *Info: Cliff Malmquist 303/430-4484(H) or 303/233-1000(O).*
- AUG 20-22** FAA WINGS PROGRAM, Radisson Hotel, COS Airport. Three hours of free dual instruction. Variety of safety related seminars. *Info: Tricia Jimenez (FAA Denver FSDO) 303/286-5423 or Toll Free 1 800/847-3808.*
- AUG 26-29** USPA SUMMER MEETING, Santa Fe, NM. Picacho Plaza Hotel. Includes Executive Board, committee meetings; mountain flying course ground school; sightseeing and shopping. *Info: Bob Worthington, USPA VP Meetings, 505/522-6785 or in Colorado, Don Vander Ploeg 303/757-1310.*
- SEP 10-12** MILE HIGH AIR DERBY, sponsored by Colorado Chapter, Ninety Nines. *Info: Gretchen Jahn 303/721-0907(H) or 303/721-0851(O).*
- SEP 18** HIGH COUNTRY 99s WESTERN COLORADO POKER RUN. *Info: Judy Humphries 303/242-0261.*



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