

CPA FLIGHT LINES

Vol. 10, No. 8

September, 1993



CPAer John Miller of Aurora with his Ryan PT-22. He and wife Than-Than, barely visible in front cockpit, are frequent visitors to local fly-ins. Aircraft is based at Front Range Airport.



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

PRESIDENT'S MESSAGE

by Walter Bell

As most of you know, our Mountain Flying Committee was asked to do a Mountain Flying Seminar at Oshkosh. This is the second year CPA has been honored with an invitation to teach a seminar at OSH. Bill Standerfer, as usual, did an outstanding job of teaching the basics of mountain flying to the near capacity crowd. I certainly want to thank Bill for putting forth the effort to travel to Oshkosh to do the seminar.

CPA's summer fly-in to Ruidoso, New Mexico, came off without a hitch August 14th. The weather was great and the horse races were exciting as promised. Ruidoso is an old town nestled in the Sacramento Mountains. It reminded some of us of Estes Park. Cliff Malmquist coordinated the trip and I think all of the 14 people who attended enjoyed themselves. One of the highlights was dinner

at the Inn of the Mountain Gods. The food was excellent. Thanks to Cliff for his efforts in putting the trip together.

As I mentioned in the August *FLIGHT LINES*, Fred Issac invited some of the CPA Board to lunch so that we could exchange thoughts on current flying issues. Along with CPA was AOPA's Regional Representative, Bill Hamilton. One of the issues that Mr. Issac reported to us about was the FAA's decision to not fund a tower at Front Range Airport. That announcement, although not unexpected, begs the question what will become of FTG? As some of you know, the airport is currently being managed by the County Planning Director who is installing two new ILS's to runway 18/36. Soon FTG will have three operational ILS's and no one to direct traffic. I really think it is about time that someone (FAA for instance) ought to convene a meeting to determine FTG's role. CPA would, of course, like to see FTG continue to serve general aviation but with the level of federal investment estimated at \$35,000,000, it is hard to see how FTG will be able to operate without some heavy iron to bolster the revenue.

Another topic of conversation was the current MOA proposals. CPA has not yet formulated a policy on the new Colorado Initiative, thus we spoke about it in

PRESIDENT

Walter Bell
303/488-9780

VICE PRESIDENT

Phyllis Kramer
303/835-8102

SECRETARY

Gretchen Jahn
303/934-1330

TREASURER

Don Vander Ploeg
303/757-1310

PUBLISHER

Colorado Pilots
Association
P.O. Box 200911
Denver, CO 80220

EDITOR

Terry Barbo
303/367-0670

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

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

**Copy Deadline for
FLIGHT LINES**

20th of the Month

RENEWALS

John Lorimer, Edina, MN
 Vince Jehlik, Aurora
 Kurt Cary, Antonito
 John Rostie, Brighton
 Don Nelson, Arvada
 Karl Sutterfield, Eastlake
 Robert Robbins, Arvada
 Robert Evans, Dillon
 Judith McFarland, Littleton
 Robert Stephen, Colo. Springs
 Scott Hamilton, Louisville
 Dr. Richard Dysart, Austin
 Tim Morgan, Brighton
 Charles Beck, Denver
 L. D. Holt, Brighton
 Scott Noall, Evergreen
 Hank Rist, Englewood
 John Pohly, Berthoud
 Hal Moore, Highlands Ranch
 Robert Libra, Northglenn
 Bill Hamilton, Winter Park
 Rick Broome, Colorado Springs
 Roger Mac Donald, Westcliffe

WELCOME NEW MEMBERS

Bottom, Steve
 2693 Wilshire Court
 Grand Junction, CO 81506

Christensen, Odin D.
 5549 S. Lisbon Street
 Aurora, CO 80015-3631

Gaines, Robert D.
 15622 Duquesne Circle
 Brighton, CO 80601

Hellman, Bill
 750 E. Hwy 92
 Delta, CO 81416

Huft, John M.
 20 Conifer Rd.
 Golden, CO 80401

Malachowski, Ernest S.
 1278 Harper Lake Court
 Louisville, CO 80027

general terms. The Academy MOA, however, was fertile ground. From the discussion it became evident that CPA's argument of congested airspace along the Front Range, and the current restricted airspace (Fort Carson and COS ARSA), had impressed the FAA. Although no decisions have been made it seems to me that the FAA understands our concerns and is trying to find a way to satisfy our desires.

Although a lunch meeting with the Regional Administrator doesn't solve all the world's aviation problems, it is a worthwhile opportunity to exchange ideas and remind one of the top FAA executives of GA's needs. It is one excellent reason CPA exists: To project the needs of GA to state and federal officials who are spending our money to provide aviation service.

DENVER AFSS TIBS

(TELEPHONE INFORMATION BRIEFING SYSTEM)

Call 1-800-WX BRIEF. On tone, press # *
 then selection below.

636 Main Menu	333 Fastfile
212 Hazards (WA, WS, etc.)	214 DEN 60 NMR (Excl mins)
211 Special Info	215 DEN to GLD Rte.
205 SA's for W. CO	216 DEN to TAD Rte.
206 SA's for E. CO	218 DEN to BIL Rte.
207 SP's for CO	220 DEN to AMA Rte.
208 UA's for CO	222 Hot Air Balloon
209 TWBE routes	223 Soaring Forecast

BOARD OF DIRECTORS MEETING HIGHLIGHTS

The August 9th meeting of the board was held in the Conference Room of the jetCenter at Centennial Airport. These meetings occur on the first Monday of each month at 7:00 p.m. and usually conclude about 9:00 p.m. Just a reminder: members are most welcome to attend -- just show up. The Board will be glad to see you.

President Walter Bell thanked Steve Harless for doing such a great job as Chairman of the Jackpot Committee and for his help in keeping the event from being scrubbed due to the unfavorable weather on July 17. This was Steve's first year as Chairman and inspite of this year's problems has indicated a willingness to tackle the job again next year. Steve said that he would like to formulate a more equitable handicap system for the future and explore some ideas to make the Classic more appealing.

Thanks was also extended to Bill Standerfer for presenting the CPA Mountain Flying Course seminar once again at Oshkosh. Bill estimated that about 150 people attended inspite of a more diminished crowd at the EAA Convention which may be attributed to the devastating weather in the mid west this summer.

Bill indicated that the Committee will be helping to rewrite the FAA brochure, "Tips on Mountain Flying" in the near future.

Other committee reports included one from Frank Gallo, Legislative Chairman, that state law prohibits landing of an aircraft on a body of water in Colorado. He thought that an effort to change this might be the subject of some possible future legislation. Frank also reported on his and Vanita's attendance at the Colorado Air Festival at Greeley on July 24. They were in charge of the CPA booth that day and said that the picture

boards and the CPA Mountain Flying Course workbook were very popular with spectators. The air show itself was one of the best seen in the area in recent years.

Program Chairman Michael Baldwin reported that the Wings Seminar at Sterling was attended by over 40 people including some CPAs. Plans are coming together for the Annual Meeting on November 13. This will be an all-day event at the Clarion Hotel (Centennial Airport) and will feature a talk by CPAer John Schoonhoven of Evergreen on his Stearman flying experiences. Mike also announced that he had invited a well known Colorado VIP (unnamed at this time) to be the speaker at our Christmas Dinner. He's awaiting a response.

Walt Barbo reported on activities relevant to CPA in connection with the New World Airport Commission. Twenty aircraft ranging from an Aircoupe to a Stearman were scheduled to participate in the COLORADO TAKES OFF event set for Saturday, August 21. These aircraft will fly press kits (and some dignataries) to various outlying GA airports throughout the state publicizing the upcoming opening of DIA.

Walt also announced - much to his disappointment -- that he had received official word that the much anticipated General Aviation Fly-In to the new airport was now a 'no go.' The explanation from the Denver officials is that they are too preoccupied with the rush to get construction finished in time for the December 19 opening.

The good news from Walt, however, is that plans for the First Annual Rocky Mountain Air Fair set for October 1-3 are at a feverish pitch. Opening ceremonies, sponsored by the FAA, will take place on Friday evening and the Air Fair commencing Saturday morning when the first

of the many continuous seminars starts at 8:00 a.m.

Terry Barbo, Membership Records, called the board's attention to the decline in membership renewals over the past few months. This trend was reflected in Treasurer Don Vander Ploeg's 9-month financial report which reported a downward growth trend.

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.



MEMBERS: PLEASE NOTE . .

THAT the mailing label on your newsletter contains the expiration date of your membership. This line is highlighted in yellow to call to your attention when your dues are payable.

Dues are \$20 for one year; \$38 for two years; or \$55 for three years. A membership renewal form is provided for your convenience inside the back cover of **FLIGHT LINES**.

This form can also be used to inform CPA Membership Records of a change of address or other pertinent information.

If you subscribe to **Flying Review** magazine, please inform them of any change of address at:

FLYING REVIEW
4801 Charlotte Ct. NE
Albuquerque, NM 87109



UNIVAIR®



Aircraft Parts & Supplies from UNIVAIR



..... *The World's Largest Stock of New Piper Parts is Right here in Colorado!*

We stock original Piper and high quality UNIVAIR FAA-PMA parts. Our 43,000 square foot facility holds a complete line of parts for Aeronca, Champion, Citabria, Cessna 120, 140, 170, 172, Ercole, Alon, Forney, Piper J-3 to PA25, and Stinson 108 series aircraft. From wings and major components to tires and batteries.

..... *Come to UNIVAIR to help keep your classic aircraft in the air.*

**UNIVAIR Aircraft Corporation Dept. CPA, 2500 Himalaya Road
Aurora, CO 80011 Just off 32nd Avenue Parkway on Himalaya Road**

..... **303 375-8882 FAX 303 375-8888 Telex 317327**

■ Official word is now out on fate of the proposed General Aviation Fly-in to the Denver Airport. It was tentatively scheduled for October 16. DEN officials scrubbed the event.

On August 20, Stapleton Airport Manager Jim DeLong, advised the city rejected the proposal because of possible distractions to completion of airport construction.

Before the meeting with DeLong, information had been circulating (from Denver sources) that the decision was influenced by pressure from the FAA to deny the fly-in because the facility was not an operational airport. It appeared to be a case of where the city felt it needed a scapegoat. But the sources apparently didn't know the FAA had worked with planners for the event and were supportive. Truth of the matter is it was Denver's decision. Confirms the observation of many . . . that Denver views general aviation as a distraction.

■ Distraction or not, the September 25-26 airshow will have a general aviation pavilion featuring static displays of Berkut, Lancair IV, Cirrus VK-30, Murphy Rebel, Avid Stol, Van's RV-6A, Quickkit Glass Goose Amphibian, Mellex M-26, Fighter Escort Wings P-51 Replica and Quicksilver GT500.

The aircraft will be displayed in a 100 ft x 225 ft pavilion near the main entrance to the air show. Manufacturers attending will be available for demo rides the following Monday morning at Front Range Airport.

■ Thanks to some unscheduled monsoon weather, the Denver-Takes-Off airlift on Saturday, August 21 was not as successful as it could have been. This was the airlift by general aviation aircraft to some 35 communities in Colorado & adjoining states to spread the word on the airshow and opening activities for the new airport.

Of 20 aircraft originally scheduled, at least 3 scrubbed because of equipment failures. One canceled because the aircraft was mispositioned in California. And several were delayed or could not reach their destination due to weather. Also, a few who did reach their destination were disappointed to find that representatives of the media scheduled to meet them did not show.

One of the personal objectives for CPA sponsorship of the event was to prove and make visible the value of general aviation as an extension of airlines in providing access to small communities. While we were not 100% successful, we did gain favorable press.

■ Recall the landmark \$105 million product liability judgement against Teledyne Continental. It was the suit that arose from a 1986 crash of a Beech Debonair which crashed on landing in Winston-Salem, North Carolina. Late word is the judgement was reduced by a court to \$1.1 million. Expect further appeals.

■ In other legal matters affecting general aviation, AOPA shared with us a copy of its friend-of-the-court brief to the U.S. Supreme Court in the *Cleveland v. Piper* case.

This is the case in which the U.S. Tenth Circuit Court of Appeals had earlier upheld the case against Piper which alleged defects in the Piper Cub's "tailedragger" design. Piper Aircraft Corporation appealed the decision to the Supreme Court.

The AOPA motion addresses the doctrine of federal preemption: whether the Federal Aviation Act of 1958 and Federal Aviation Regulations preempt state common law tort claims against aircraft manufacturers in matters relating to aircraft certification.

The petition also expressed concern that if the lower court's decision is

allowed to stand, juries throughout the nation will, in effect, undertake the redesign of aircraft to meet whatever new standards might be suggested in hindsight following an accident.

■ Attorney J. Scott Hamilton informs us the Boulder banner towing case has been appealed to the Colorado Supreme Court. This is the case in which the City of Boulder banned commercial banner towing flights over the city. Lower courts found in favor of the city.

As with the Piper case, the appeal gets into the issue of federal preemption over local law. It focuses on the question of who controls the use of navigable airspace.

AOPA has filed a friend-of-the-court brief in support of the appeal.

■ Congratulats to Education Chairman Bill Dunn and wife Dee on the birth of daughter Carlee Ann on August 20. She joins sisters Molly, age 7, and Christa, age 3½. Wonder if Carlee Ann realizes she shares her birthday with a

certain 1600 Pennsylvania Avenue, Washington DC resident who has the same first name as her dad?

■ The Colorado Aviation Historical Society will induct four individuals into its Aviation Hall of Fame this year. They are: Harry Blout for his contributions to soaring; Greg Isbill, for his long career as an airport engineer; Ansel McAllaster, in recognition of his 50 years' involvement in aviation; and Herbert F. "Mick" Wilson, well known FAA Accident Prevention Program Manager.

They will be inducted into the Aviation Hall of Fame at the CAHS Banquet on October 9 which will be held at the Air Force Academy Officers Club at Colorado Springs.

■ From a 1919 novel on formation flight in air combat: "... it is dangerous for two aeroplanes to approach too closely. If they do, and are not under good control, there may be a suction created that will cause a collision." □

A TRIBUTE

By Phillis Kramer
Area Representative Coordinator

I'm sitting here trying to think how to tell you about **FRANK LeFEBRE**, Gunnison County Area Rep. Frank passed away Sunday, August 1st.

The last time I saw and spoke with Frank was July 19 while I was at the Gunnison Valley Airport. I gave him a hug and thanked him for sharing his genuine interest in aviation. Frank's concern was that he hadn't been able to be of much help in the Area Rep program. My response was that he was there when we needed the help and his support the most. The support that is given without need for recognition or compensation cannot be measured in time or deeds -- it's being there and being of the right stuff -- that was Frank!

A special memorial service was held for Frank LeFebre at the Gunnison Valley Aviation FBO at the Gunnison Airport on Saturday, August 7, 1993 at 7:00 p.m.

A memorial fund has been designated: "The Frank LeFevre Aviation Scholarship Memorial Fund." Contributions to this fund may be sent in care of Todd LeFevre, 421 N. Blvd., Gunnison, CO 81230.

YOUR AREA REPS

by Phyllis Kramer
Vice President

From Summit, Grand County, Area Rep **RON LEWARK**: August 21 and 22 180/185 Club Fly-In at Dutch John Utah, Flaming Gorge.

J.S.C. Aircraft Services has moved to Tucson, AZ from the Kremmling Airport. Reason given: not enough business. As of the present time, we still have fuel at field. Grand County let bid for five new hangars at Kremmling; Grand County built five new hangars at Granby last winter.

Contact Ron at 303/668-3093.

MTJ VOR shut down for relocation and realignment. New MTJ VOR frequency 117.1; Denver Radio 122.65; Denver Center 127.8; CTAF 122.8. FAA advises the VOR will be out of service until November 11. It is expected the new runway 17/35 will not be completed until September. The MTJ ASOS is in test procedure.

Pueblo Area Rep LEE PORTER sent us news about a matter that provides a good reason for goin' fishin'! "Pueblo Airport now has open the very best, most attractive airport restaurant in the state. Newly remodeled to the tune of \$160,000; new owners . . . fly in and see

their \$18,000 worth of new aviation paintings. You've got to see it to believe it . . . great food, great prices . . . breakfast, lunch and dinner. Easiest approach in the state."

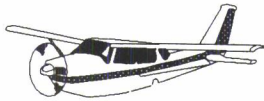
Call Lee at 719/547-3339. I've a hunch he'll be glad to join you!

Canon City, Fremont County, new Area Rep will be **DEAN BAIRD**. Dean is Chairman of the Airport Advisory Board and is on the Industrial Park Airport Board. He can be found also at the AF Academy giving glider check rides. In his free time he is available for flight instruction. Some of you might remember Dean when he was with the FAA GADO at BJC.

Dean can be reached at 719/275-0703.

We all wish to give **JIM HOGAN** much thanks for the time he devoted as the former Canon City CPA Area Rep.

Leadville Area Rep URSULA GILGULIN suggests checking NOTAMS for Lake County as the airport improvement project is in progress -- exact dates for closure/opening not known -- had a 10-day delayed start.



CPA HOTLINE (303) 266-6266

FSS CORNER

When Pigs Fly!

by Bill Dunn

I have a recurring dream of being a test pilot, assigned by Walter Beech to the prototype Bonanza. Pretty farfetched, but likely a product of Beechcraft brain washing of my youth (Dad, of course). Surely it would be exciting to play a part in the development of a classic like the Bonanza or anything having a significant impact on future technology, especially aviation!

Denver AFSS is fortunate to be in that situation as we speak. Those of us who used 1928 teletype technology (in FSS) until about seven or eight years ago are quite pleased with the newer graphics and data computers currently in use, but OH BOY, what lies ahead is worth smiling about!

The proximity of the National Center for Atmospheric Research (NCAR) in Boulder, allows Denver AFSS a peek into the future. Over the past three years we have been working with NCAR on a test basis, evaluating prototype systems they have designed with a goal of advancing "aviation weather products and display concept." This summer is no exception.

Technology is often the mother-of-acronyms, so welcome the "RAW-PIG." This is not just another undercooked meal at a Hawaiian luau. The Regional Aviation Weather Products Generator (RAWPG) has been hard at work this summer in Colorado, enhancing your flying safety . . . and you won't believe its capability.

This "Weather Products Generator" does what its name suggests: It computes and supplies a number of types of weather data to its user. "So what has the Flight Service Specialist been briefing me with until now?" may be your question. We currently have many sources of information that talk about the same meteorological conditions as the RAWPG, but not with such real time accuracy and

graphic clarity. It is like comparing a game of tic-tac-toe to the "Nintendo" video game.

It is easy to get excited about the composite RADAR of the entire United States (okay -- just the lower 48). Add the capability of instantly expanding any area on the map to any zoom size you wish, and now we're talking! Still not impressed? Throw in the ability to enter specific flight path, location finder of thunderstorm cells reference to aircraft or VOR. WOW!

Specific terminal areas, Denver included, are highlighted in a special "window" with Doppler Radar. This allows information on dangerous microbursts and gust fronts with pinpoint accuracy out to 50 nm radius. This not only helps the FSS specialist, but the tower specialists, who also have access to this system, at Denver TRACON.

Other featured overlays include: lightning strike indicator; storm directional track; winds aloft; adjustable terrain elevation; jet-stream; freezing levels; and split screen profile images of a pilot's flight path.

The split screen is provided upon command, once the specialist has input a flight path. The display shows both an overhead view of the radar, PLUS a profile view of the route, depicting mountains, areas of potential icing or other hazards. Pretty neat, huh?

The equipment will leave the facility again at the end of the month. The NCAR scientists will be examining test results, and implanting new technology for later test periods.

You're welcome to come for a demo -- but make it quick!

Bill Dunn is a Supervisor Air Traffic Control Specialist with the Denver AFSS and a CPA member.

OBSERVING AIR CARRIER OPERATIONS

by Bill Bredar

I wanted to relate a very exciting and interesting experience I had this past June as a guest aboard the aircraft carrier JOHN F. KENNEDY during carrier qualifications. I hope all other former Navy pilots in our association will bear with me. However, this article may rekindle a few memories.

I was invited by the Navy to embark on "Big John," the last of our oil burning carriers, on June 5, 1993, and reported to the Naval Air Station at Norfolk, Virginia, along with three other civilians and two media types from World Air Power Magazine of New York.

We were briefed by two naval officers, issued flotation vests, and immediately boarded the COD (carrier on board delivery) which is a Grumman turboprop utility transport used for transporting people, freight, mail, etc., from shore to carrier and vice versa. In this aircraft, which has about 20 seats, you sit backwards, two to a side, with an aisle down the middle. It has no windows except for two small portholes on either side near the rear. We were off and away around 10:30 to meet the carrier which was about 200 miles out in the Atlantic, generally east of Cape Hatteras.

The two Navy loadmasters on board briefed us on what to expect for the carrier landing, or "trap" as they refer to it. The flight was about an hour and as we approached the carrier landing we were issued cranials which are padded head-gear and also goggles and ear protection. I really missed being able to see our approach to the carrier, and as it was we just sat there waiting; a horn blared and bang! we hit the deck and were trapped by one of the four arresting wires. Sitting backward you are thrown into the back of your seat and it's a pretty good jolt because of the rapid

deceleration. Prior to leaving the aircraft, the loadmasters instructed us to follow them carefully because we would be emerging into an operational environment with jet aircraft in the process of landing and being catapulted off the carrier.

Emerging from the rear of the COD, you are in a different world, you are out at sea, everything was quite gray and there is a heck of a lot of activity on the flight deck.

We were ushered across the flight deck into the carrier superstructure and assembled in a pilot's ready room where they served us coffee, juice, cookies, everything being first class. The executive officer of the ship greeted us, issued us name tags and gave us a fine briefing including a brief slide show about the carrier's operations.

The ready room was one deck below the flight deck and the first time you hear an aircraft landing and being trapped it really wakes you up because it sounds like a loud crash just above your head. During flight operations this continues all the time and after a while you get used to this noise. We were treated as VIPs throughout our 24-hour visit and the Navy could not have been more hospitable. Following lunch in one of the officers' messes we were shown to our private staterooms which were configured for two officers in bunk beds with typical Navy steel furnishings, desks, chairs, etc. Also awaiting us in each room was a basket of fresh fruit.

Thence began an intense 24 hours of visiting just about every part of this large ship.

A lieutenant, Dave Schneider, a Navy pilot, was assigned to us, and was with us at all times when we were not in our rooms. If he hadn't been with us, we would have been lost in the maze of

corridors and ladders. The interior of the ship is just that, a maze of horizontal corridors and vertical ladders. You are either going horizontally through passageways or vertically on ladders which have a slight slope to them, except for those going down into the ammunition magazine which are vertical.

I had not expected to be permitted to spend much time on the flight deck, but to our surprise we spent a good deal of time on the flight deck in the middle of operations. This is exciting; imagine yourself in all the protective gear and flotation vest following the hand signals of our leader (you can't hear voices) and being positioned, crouching down, right beside an F14 Tomcat as it is being attached to the deck catapult. The activity on the flight deck is a huge ballet amid a background of a lot of noise.

All hands working out there wear color-coded jackets or turtlenecks as follows: yellow are the plane directors, white are safety people, green are maintenance people, purple are fuel people, red are fire or ammo people, and brown are arresting gear people. It is a dangerous environment.

After the aircraft is positioned and secured on the catapult by its nose gear, the handlers slip out to the side, give signals to the pilot who revs up the jet engines, and when he is ready he salutes and shortly thereafter the catapult is activated and the plane is shot down the deck going from 0 to approximately 150 mph in two seconds. Being crouched down on the deck right beside the aircraft, the catapult shot is an exciting experience to witness. Following an aircraft launch, the jet deflectors are lowered and the next bird is positioned on the catapult and everything is repeated. During the flight a large helicopter is in the air circling the carrier as a precaution to pick anyone out of the drink if necessary. On board this helicopter, along with the crew, is a diver who can aid in rescue if needed.

At the stern of the carrier, aircraft are landing on the canted deck and being arrested by the cables. A pilot approaches the carrier in a typical Navy 180 degree turn from downwind, which all Navy pilots are taught from Day 1, and on final he is visually looking at the fresnel lights to the left side of the flight

A-6 INTRUDER

STEAM FROM CATAPULT SHOT
OF ANOTHER AIRCRAFT



TOMCATS POSITIONING ON CATAPULT



deck landing area. He keeps the vertical and horizontal bars of the lights centered and flies it right down to the deck and upon hitting the deck he hits full power to permit a go-around if he missed the last wire.

Four arresting wires are stretched across the deck and these are actually heavy cables resting on supports that are about three or four inches above the deck, just high enough to catch the aircraft's hook. He aims for the third wire and some landings of course catch the first wire, some the second, some the third, some the fourth, and some are "bolters" which means you are going around. We witnessed all these combinations including purposeful touch and gos with hook up, since some of the pilots were making their first actual carrier landing having practiced the same on dry land. During our visit both F14 Tomcats and A6 Intruders were landing and being catapulted off.

We had the opportunity to meet and visit Captain Tim Beard, the C.O., at his station high up in the superstructure where he can observe all activities. Each

landing is graded and there is a lot of competition between the pilots. He told us he had to send one pilot home earlier in the day because the guy was having a bad day, was making too many goofs, so he sent him back to the beach at NAS Oceana. He would probably be back the next day when things would, hopefully, be better for him. The skipper was a very personable guy, relaxed, talkative, and informal, and I was told he was a current jet pilot. The pilots seemed very young to me, probably in their early 20's, certainly reminiscent of my days in going through flight training during World War II.

We had the opportunity to eat, not only in the officers' mess, but with the enlisted men and with the chief petty officers. There were some women on board, since this ship was not at that time in a combat role, and there are many minorities serving on board.

One of our group of four had also been a World War II Navy pilot and he and I were interviewed by the ship's TV station personnel. They were most interested in the difference between then

and now.

Friday night the captain had said they were going to continue flight operations until 2:00 a.m.; however, light rain began just before midnight and after continuing for a while in the light rain operations were suspended, following which we all went down below and had pizza with the various flight crews coming off the flight deck observing night operations, another highlight.

Saturday morning we wound things up, had a debriefing giving our thoughts about our visit to the executive officer and were then again issued flotation vests, headgear, and eye cover before boarding the COD.

The COD had arrived from Norfolk N.A.S. discharging an admiral and a couple of congressmen and their aides. With the props still turning, we were ushered out across the flight deck and into the rear of the COD joining a much bigger group this time than when we had come out to the carrier. In fact, most of the seats were filled. I managed to grab the right rear seat near a porthole and had a pretty good view out onto the deck while the handlers unfolded the COD's wings back into flying position, and

positioned the Grumman on the catapult. With the engines revving, the loadmasters told us to brace our feet against the seats in front of us, cross our arms over our chests, and lean slightly forward. Of course, we were secured with seat and shoulder harnesses.

I snapped a few pictures through the small porthole but decided it would be futile to try to photograph out that little window during the catapult shot.

We sat there, tensed, as the engines revved to max, and pow! we were shot down the catapult, and sitting backwards were forced away from our seats. The acceleration forces are really something. The flight back to Norfolk was again about an hour in beautiful weather above the Atlantic this Saturday morning.

All in all, it was a memorable experience that I would recommend to any pilot.

It made me remember and appreciate the inscription over the main door to the bar in the San Carlos Hotel in Pensacola, which read:

"THROUGH THESE PORTALS PASS THE
FINEST PILOTS IN THE WORLD,
NAVAL AVIATORS"



COLORADO AVIATION CALENDAR

- SEP 25-26 **DENVER INTERNATIONAL AIRSHOW** at new Denver International Airport. Will be one of the largest airshows in the country. Featuring USAF Thunderbirds, Canadian Snowbirds and England's Red Arrows jet team. Free admission. Hosted by City and County of Denver. *Info: New World Airport Commission 303/391-5900.*
- OCT 1-3 **1st ANNUAL ROCKY MOUNTAIN AIR FAIR**, Colorado Convention Center. An entertaining and educational introduction to aviation for the whole family. General aviation trade exhibits, static displays and seminars. Free admission. Sponsored by the Rocky Mountain Aviation & Aerospace Assn. *Info: Walt Barbo 303/367-0670.*
- OCT 7-8 **COLORADO AIRPORT OPERATORS ASSOCIATION ANNUAL MEETING**, Doubletree Hotel, Aurora. *Info: Kathryn Shultz 303/363-0894.*
- OCT 9 **COLORADO AVIATION HISTORICAL SOCIETY'S HALL OF FAME BANQUET**, Air Force Academy Officers Club, Colorado Springs. *Info: Tom Menza 719/473-1548(H) or 719/634-2240(O).*
- OCT 14-17 **SILVER WINGS INTERNATIONAL CONENTION**, Clarion Hotel Southeast at Centennial Airport. *Info: Harry Blount 719/495-2432 or Peter Paul Luce 303/850-0600(O).*
- OCT 23 **PLATTE VALLEY FALL FLY-IN**, Platte Valley Airpark, 9:00 a.m., continental breakfast and lunch. *Info: Marilyn Taylor 303/659-7265.*
- OCT 28-31 **USPA WINTER MEETING**, hosted by the Carolina Aero Club in Myrtle Beach, SC. Headquartered at the Kingston Plantation, a Raddison resort; cost \$89/night, plus tax. Board meeting, safety seminar, banquet, social events. *Info: USPA Executive Director Arnold Zimmerman 314/849-USPA.*
- NOV 13● **CPA ANNUAL MEETING.** *Info: Michael Baldwin 303/674-3836.*
- NOV 19 **DENVER INT'L AIRPORT DEDICATION CEREMONIES.** Dedication ceremonies in morning; gala benefit in evening includes dinner, dancing and entertainment. *Info: New World Airport Commission 303/391-5900.*
- DEC 5-9 **AVIATION AND AIRPORT INFRASTRUCTURE: INT'L CONFERENCE**, Colorado Convention Center. Forum for government officials, airport executives and aviation industry on new airport technology. Organized by World Trade Center Denver & University of Denver. *Info: 303/592-5760.*
- DEC 11-12 **DENVER INT'L AIRPORT OPEN HOUSE ARTS WEEKEND.** Open house to allow the public to get acquainted with the new airport before it opens. Open house will also unveil the Airport Art Program's commissioned art work in the facility. *Info: New World Airport Commission 303/391-5900.*
- DEC 12 **CPA CHRISTMAS DINNER.** *Info: Michael Baldwin 303/674-3836.*
- DEC 19 **NEW DENVER INTERNATIONAL AIRPORT INAUGURATION.**

- This is a change from November 6

AREA REPRESENTATIVES

SAN LUIS VALLEY

Paul Foster (H) 719/852-9860

BOULDER

Ken Carter (H) 303/494-3663 (O) 303/444-2216

BURLINGTON

Larry Mack (H) 719/346-7884 (O) 719/346-5352

COLORADO SPRINGS

Kent Eckhart (H) 719/599-9259 (O) 719/570-9173

Linda "Clancey" Maloney (H) 719/475-8781 (O) 719/573-9490

CANON CITY

Dean Baird (H) 719/275-0703

DELTA

Glen Cheney (H) 303/874-3368 (O) 303/874-3368

FORT COLLINS DOWNTOWN

Randy Bailey (H) 303/223-4750

GREELEY

Kevin Bunnell (H) 303/330-5121 (O) 303/356-9141

MONTROSE

Roger Lake (H) 303/249-8390 (O) 303/249-2944

MEEKER/RANGELY

Mike M. Brennan (H) 303/878-4346 (O) 303/675-3289

GUNNISON

KREMMLING/SUMMIT COUNTY

Ron Lewark (H) 303/668-3089 (O) 303/668-3093

LEADVILLE

Ursula Gilgulin (O) 719-486-1743 (O) 719/486-2627

LONGMONT

Lester von Hagel (H) 303/776-6165 (O) 303/651-1111

PAGOSA SPRINGS

Larry Bartlett (H) 719/731-2489

PUEBLO

Lee Porter (H) 719/547-3339 (O) 719/547-3339

WRAY

Lucile Bledsoe (H) 303/332-5143 (O) 303/332-4955

GRAND JUNCTION

Judy Humphries (H) 303/242-0261 (O) 303/243-8479

SALIDA-CHAFFEE COUNTY

Joyce Hanagan (O) 719/539-3720

COMMITTEE CHAIRPERSONS

AIRSPACE

Walt Bell (H) 303/488-9780

AIR CLASSIC

Steve Harless (H) 303/659-8648

EDUCATION

Bill Dunn (H) 303/730-3202

PROGRAMS

Michael Baldwin (H) 303/674-3836

LEGISLATIVE AFFAIRS

Frank Gallo (H) 303/337-5864 (O) 303/837-3649

FLY-IN EVENTS

Cliff Malmquist (H) 303/430-4484 (O) 303/233-1000

MOUNTAIN FLYING COURSE

Bill Standerfer (H) 303/229-9442 (O) 303/679-2378

LIAISON

Bruce Hulley (H) 303/344-2843

MEMBERSHIP

Varitta Gallo (H) 303/337-5864

NEWSLETTER

Terry Barbo (H) 303/367-0670

PUBLIC AFFAIRS

MEMBERSHIP RECORDS

Terry Barbo (H) 303/367-0670

Colorado Pilots Association

APPLICATION FOR INDIVIDUAL MEMBERSHIP/RENEWAL

Name _____ Spouse _____

Mailing Address _____

City _____ State _____ Zip _____

Phone (Home) _____ (Bus.) _____

Pilot Rated? ☐ Yes ☐ No Profession _____

A/C Owned (Make) _____ (Model) _____ N _____

Check enclosed in amount of:

- ☐ \$20 for 1 year membership
- ☐ \$38 for 2 year membership
- ☐ \$55 for 3 year membership

Applying for: (Indicate)

- ☐ Renewal or
- ☐ New membership
- ☐ Flying Review Subscription

Add \$5.50/yr. for subscription to Flying Review

Please complete form and mail to: **Colorado Pilots Association • P. O. Box 200911
Denver, Colorado 80220**

Printing of the newsletter
courtesy of



Colorado Pilots Association
P.O. Box 200911
Denver, CO 80220

RETURN POSTAGE GUARANTEED

U.S. POSTAGE

PAID

BULK RATE

Permit No. 301

Aurora, CO

CPA

