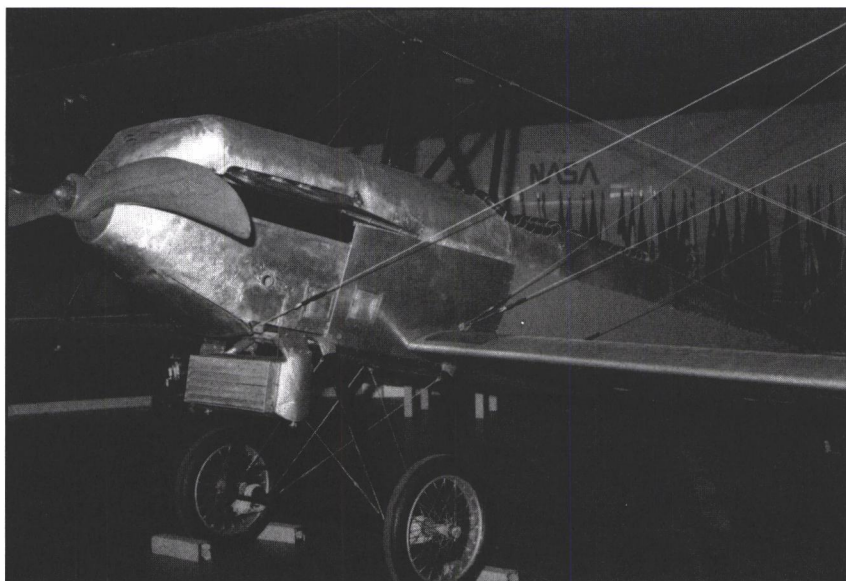


CPA FLIGHT LINES

Volume 13, No. 6

July 1996

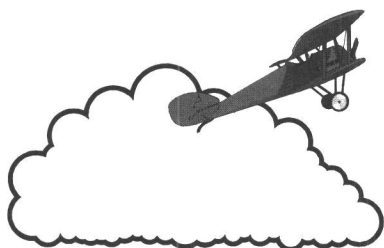


A Colorado-built Eaglerock is one of about 20 aircraft on display at the Wings Over The Rockies Air and Space Museum at the closed Lowry AFB in Denver. An additional 30 aircraft would be added to the Museum if efforts are successful to acquire the Champlin Fighter Museum collection from Mesa, Arizona. Related information in Heard Along The Flight Line column on page 4.

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President's Message



"IT'S THE
LITTLE
THINGS"

*Patti
Arthur*

A few weekends ago, my husband Steve and I decided to head out to our flying club for an early morning flight. When we arrived, one of our friends was there with her instructor getting ready to take one last flight before her checkride. She had explained to us how frustrated both she and her instructor were because this particular advanced rating was taking her so long to complete. She had been delayed by weather, family, work obligations and numerous other factors, but now she was just about ready...one more flight or two to polish up, and the checkride could finally be scheduled.

While the four of us were discussing her delays, a young college-age man walked into the club, proudly clutching a gift certificate for a "Discovery Flight". He was all smiles as he presented the certificate to the individual working behind the counter. The young man explained that his flight was scheduled with a particular instructor, and apologized profusely because he was 15 minutes late for the meeting.

As it turned out, due to a scheduling error that wasn't anyone's fault, the instructor never knew he had a Discovery Flight scheduled that morning. The young man became quite dejected because his father-in-law, who gave the gift certificate, and his wife were coming out to the airport later to meet him after his flight. There were no other instructors available at that time, and none were scheduled to come in.

My friend had been listening to all this, and when she heard that the young man was planning to leave, she tugged on her instructor's sleeve and said "Why don't you take the Discovery Flight? He looks so disappointed." Her instructor said "No way. If I do, you're just going to have one more delay, and who knows, with your schedule we may never get you to your checkride." Undaunted, she continued to gently prod him, and finally said "I already know how to fly, and I can fly anytime I want, he just wants to learn."

The instructor finally agreed to take the flight, it was successful, the young man had a thrilling time, and it looks like we now have one more student pilot to add to the ranks. My point? Who knows if this young man would have ever learned to fly if he had not been kindly introduced to it that morning by my friend's selflessness? Perhaps his own schedule or the weather would have prevented it. I know many people who have that secret yearning, but have never been invited to the skies. I know many people that have been given Discovery Flight Certificates, but have just never gotten around to using them, or they

have the mistaken idea that they could never be pilots.

It's little acts like my friend's that may add a new pilot or two to the ranks. If all of us, all across the United States, could do little things like that, I think there would be many more pilots out there. So c'mon...invite a friend to fly, buy them a Discovery Flight Gift Certificate, or just take them or their kids to the airport this weekend. You may end up with a new flying buddy and GA will be all the stronger for it!

Speaking of learning how to fly

CPA Vice President and AOPA Regional Representative Bill Hamilton introduced an idea at the June board meeting. In order to facilitate GA's aggressive goal of 100,000 student starts by the year 2000, CPA will consider funding an introductory lesson or two for three students. The cost would be minimal and AOPA would provide these students with AOPA student-start kits. The goal of the project is to identify some individuals who would likely continue their lessons and eventually receive private pilot certification. Sometimes all it takes is an invitation and a little nudge. We will keep you updated as this new project develops.

New Programs Chair

Chris Sylling has volunteered to head the CPA Programs Committee. In the past, the committee was limited in aspect, but Chris would like to turn it into something more. He has taken on the development of the CPA Flight Training Scholarship which will be available by this fall to a deserving flight student. Additionally, member Larry Smalley has had some ideas for small localized programs that may be of interest to members. And, Larry has developed a member aircraft roster where aircraft are grouped by type so that owners of a particular type can get in touch with one another for trips or maintenance hints, etc.. More to come...

One more time!

I believe I have written about the postponement by Douglas County of the Meridian Complex Hearing in every issue of Flightlines for the last several months. Well, they've done it again! The Commissioners approval hearing for the development of the 1500 unit apartment complex one mile south of Runway 17 at Centennial has been postponed once again, this time until July 10, 1996. The reason for this latest delay? One commissioner injured his Achilles tendon at home and another was to be out of town for the hearing.

Also on this topic-- CPA has added its name, along with the Centennial Airport Business Association and the Colorado General Aviation Council to a letter directed to the CEO of Merrill Lynch asking for Merrill's opposition to the project. The apartment complex is to be built in conjunction with Merrill's new business campus being built right now at the Meridian Business Center south of the airport. The letter provided a short explanation of why the project was a bad idea and included airport authority documentation of air crash locations directly on the site proposed for the development of the apartment complex. The letter also included a copy of a letter by the chairman of the Arapahoe County Airport Authority opposing the project that was forwarded to the Douglas County Commissioners. The grapevine has it that one Douglas County Commissioner is going to vote for the project, one is going to vote against it, and one is undecided at this time.

You may leave a message for the president.
Call the CPA Hotline at (303) 266-6266.



■ After noting in my column last month that nobody seemed to notice **HEARD ALONG THE FLIGHT LINE** had not appeared for a couple of months . . . it was reassuring to hear that one member did. CPA member **TOM BEIN** called in to welcome it back. With such overwhelming support, it seems only proper to continue the column for at least an interim period. So we are back!

■ Such loyalty and support should not go unrewarded. Can't think of an appropriate way to do so . . . unless, perhaps, we tampered with his handicap (or timing) in the **DENVER-TO-JACKPOT AIR CLASSIC**. Of course, race officials could never be influenced by personal considerations . . . or could they? Tom has placed a number of times in the competition. Outstanding award one year for placing last. Not that he doesn't try. And he is a super individual. Under the conditions, don't be surprised should he be a first place finisher this year.

■ Following a number of disappointing years of competition in the Air Classic, Tom traded in his old Skylane . . . for a newer Skylane. Looks about the same as the old one. Same straight legs. Later model. Fresher looking paint. But a major difference. This one has a turboed 540 cubic inch Lycoming engine. Which could be a real problem for Tom. With the turbo, he moves from the slowest class of competitors . . . to the fastest. He will now be competing against the likes of Dave Burke in a Mooney 231 and Walt Bell in a Turbo 210. Tom argues he should compete with the normal aspirated straight leg types . . . since he never flies very high. Sounds appealing. Race officials have considered creating a separate and exclusive class for Tom. One in which he would be a certain winner. Will it happen? Stay tuned!

■ Thanks to RA Ventures, CPA now has its own Web Site on the INTERNET. Look for it at <http://www.ra-ventures.com/cpa/>. You will be greeted by the CPA wings in full color . . . followed by a selection of items for more information including: Organizational Overview, Membership Benefits, Membership Plans, Colorado Calendar of Events, and Other Aviation Web Sites. Click on any of the items and the screen displays either the CPA wings or a colored photo of an aircraft . . . followed by related text. The item on Membership Plans, for example, depicts a bright yellow Piper Supercub. Superb photo!

The Calendar of Aviation Events is the same document CPA distributes to members on a periodic basis . . . except this one is updated more frequently. Anyone can access the site and download a copy. Anyone, that is, with a computer modem and a service provider for access to the Internet.

One of the cute features. Every time someone accesses the site a counter shows the access as a "fly-by." When I looked in on the site for this article it showed 112 fly-bys across our web site.

■ CPA member **ROB DUNCAN** is the computer guru who created the web site. He operates RA Ventures, a company which provides quality Internet services, including Web site design and maintenance, especially for aviation-oriented businesses. Other than the CPA site, RA Ventures currently maintains sites for FBO Resource Group, Aviation Training Institute, AIRBase One, Perry Aviation Refuelers, Jeffco Senior Squadron Colorado CAP, DIA Premier Parking, Bridger Wilderness Outfitters, and Intelco USA. The sites are all found in the RA Ventures Web site: <http://www.ra-ventures.com/>. Worth looking in. If you can't find what you want there . . . expect to find a number of links

Heard Along The Flight Line

leading you to other aviation sites on the Web.

■ We recognize that many of our members are not into computers and could care less about what is on the Internet. In fact, we read where only about 10% of households in the U.S. have computers with modems and access to the Internet. In a recent survey of the CPA Area Representative Program we found that nearly half have some kind of on-line service. Though we have not surveyed the general membership, we suspect that nearly one fourth have the capability. It is a technology in which participation is growing. In deference to those with little interest, however, expect future references to be in small doses.

■ But I will touch on one more Internet site. This one is not aviation related, but it could save users a few bucks.

Recall seeing those CD ROM disks advertised with telephone numbers for 70 million households, 11 million businesses, and I can't recall how many 800 numbers. This writer wanted to do some research on the "family tree" so bought the set . . . at a cost of somewhere near \$50. The disks worked OK. They did provide telephone numbers everywhere in the country. However, street addresses were rarely included. And the program consumed somewhere near 10 megs of memory on the computer hard drive. Attached files all over the place. Real pain in the you know what.

Then I discovered a program on the Internet called Switchboard. It has everything the CD ROM program has, is easier to use, doesn't clutter up a hard drive, provides street addresses as well as telephone numbers, and costs nothing. It is an exceptional Web site. It can be accessed at <http://www.switchboard.com>. Or for those using Netscape, try Netscape Destinations/Yellow

Pages/Switchboard. Big Book on the site even allows one to download a colored street map which shows the address circled on the map.

Capability of Switchboard is shown by the response it gave me when I asked for the telephone number of one of our members:

*Bell, Walter
8592 E Grand Ave.
Denver, CO 80237-2919
Phone: (303)488-9780*

Think of its capability when trying to locate someone anywhere in the country. Which is probably more than anyone wanted to know about Web sites in this issue.

■ The House Transportation Committee approved a bill that would require airlines to share records when a pilot changes jobs. The action stemmed from three accidents where an airline had hired the pilot not knowing he had been forced out of a previous job for poor performance, or where he misrepresented his background.

A debate on the issue appeared in the May 29, 1996 editorial page of USA Today with CPA member Walt Barbo taking the opposing view. Walt took the position that the aviation community didn't need another level of federal bureaucracy to administer a new program in a knee-jerk reaction to an isolated problem. His position was obviously influenced by prior experience as a federal bureaucrat. He also noted that the carriers have the capability to screen pilots without opening a new privacy issue resulting from intrusion into a pilot's personnel records.

The bill now goes to the House floor, and faces separate consideration in the Senate. With the new national awareness on matters relating to aviation safety, it seems certain that

Congress will pass some kind of a disclosure act. The current act addresses only airline pilots. But can disclosure for corporate pilots be far behind?

■ In other congressional matters, it is worth watching the NTSB frustrate over the FAA's dual mission to both promote growth of aviation and regulate its safety. NTSB argues the dual roll compromises the FAA mission to regulate safety and wants to remove the promotion function. It has influenced a number in Congress to the same position. Frankly, other than investing a few bucks in operating the system and improving a system of airports, it is difficult to say the FAA has much to do with promoting aviation. It would be nice to believe, however, that the agency had a support roll. It would at least give the appearance that FAA is working with us . . . rather than just against us.

The issue has been in the news a lot since the ValuJet accident. From an overview, it is unlikely that a change would have much impact on general aviation. But it is an issue worth following.

■ Some exciting things happening at the Wings Over the Rockies Air & Space Museum. Or could happen. Negotiations are underway with the Champlin Fighter Museum, Mesa, Arizona, to bring the Museum's entire collection to Denver as part of the Wings Over the Rockies Museum. The collection includes 38 aircraft depicting the evolution of fighter aircraft from WW I through WW II, Korean and Vietnam eras. It also includes nearly 50 original oil paintings on aviation and a variety of aircraft weapons

used on fighter aircraft.

Doug Champlin, owner of the Fighter Museum, expects to complete negotiations for disposition of the collection this summer and relocate it somewhere by the end of next year. He wants to get out of the museum business. In doing so, he insists that the collection be displayed as a group. He is unwilling to dispose of it through individual sales.

Others competing for the collection include Myrtle Beach, SC and the Netherlands. But the Wings Over the Rockies has some distinct negotiating advantages.

The Champlin collection currently occupies approximately 70,000 square feet of space. Myrtle Beach would have to construct a suitable building to house the exhibit whereas the Wings Over the Rockies Museum could expand into the hangar adjacent its current facility. The additional hangar contains about 100,000 square feet and could easily accommodate the Champlin collection as well as requirements for future growth. Also, Champlin would prefer to see the collection remain in this country.

There are a few challenges facing the Wings Over the Rockies Museum. First, the Museum would have to acquire the additional hangar from the Air Force. The Air Force is still using the hangar, but expects to vacate it in the near future. Also, there is the significant challenge of raising necessary funds to make it all happen. Challenging, but it all looks very promising.

■ A male pilot is a confused soul who talks about women when he's flying, and about flying when he's with a woman. — jer/.

MEMBERS: PLEASE NOTE . . .

That the mailing label on your newsletter contains the expiration date of your membership. This line is highlighted to call your attention when your dues are payable. A membership renewal form is provided for your convenience inside the back cover of **FLIGHT LINES**.

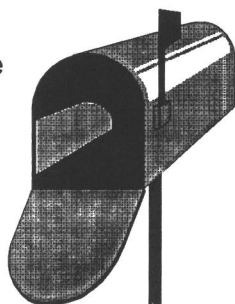
This form can also be used to inform CPA Membership Records of any change of address. Please be aware that the Post Office **does not** forward bulk mail. It is returned to CPA.

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

FLYING REVIEW
4801 Charlotte Ct. NE
Albuquerque, NM 87109

Letters to the Editor

Thanks for the article by Jeff Lewis on "Getting the most out of runways." (June 96) I found the clarifications most useful.



Sandy Wickham
Pagosa Springs

FLIGHT LINES

Advertising Rates

The rates for placing advertisements in *Flight Lines* are as follows:

1 full page	\$60.00
1/2 page	\$30.00
1/4 page	\$20.00
Business card size	\$15.00

Inserts

Commercial	\$30.00
Fly in events	FREE

Ads must be submitted line art ready. All ads that contain pictures are subject to a one time only computer scanning fee of \$15.00.

These rates are per issue. Mailing list is over 580 with an additional 100 distributed for solicitation of new members.

Colorado Pilots Association
"The voice of General Aviation"

CPA Internet Page

<http://www.ra-ventures.com/cpa/homepage.htm>

created by CPA member Rob Duncan of
RA Ventures --

RA Ventures is also the key developer of a new site which contains over 16 thousand aviation service providers (FBO's, prop shops, engine rebuilders, etc.) along with 1000's of hotels, restaurants, car rental agency's, etc., all which may be found by airport proximity.

<http://www.airbase1.com>

Rob is happy to discuss adding your ad to this service or developing a web site for your business.

(303) 665-0466.



Colorado

HI! ALL YE AREA REPRESENTATIVES!! I'VE BEEN MISSING HEARING ABOUT YOU??

By Phyllis Kramer

Well, I've got some news for you! CPA has a new Area Representative for the Delta County Blake Field Airport. RICK REISMAN came on board May 13, 1996 as the new FBO operator and Airport Manager. Rick and spouse Sue have been in the Western Colorado area for some time. We gave Rick a copy of the CPA *Flight Lines*, with the suggestion that he complete page 15 of the May 1996 issue—the application form for membership—and, he completed the line with respect to being your Delta County Blake Field Area Representative as well. If you would like to contact Rick and get acquainted with him, the new phone number at Blake Field is (970) 874-5181. The address is 870 1575 Rd., Delta, CO 81416.

The Delta County Airport Advisory Committee and the new operators, Rick and Sue Reisman, hosted an open house and grand opening celebration on Saturday, June 8th, of Blake Field's new runway. The Delta County

Blake Field airport has recently had significant improvements. The 03/21 runway was brought up to 'regional business' standards. The 03/21 runway has been lengthened to 5600 feet, visibility and operability improved, so that business- and commuter-class propjets can easily use the facilities, making Delta County a usable destination for new businesses. The new operators are excited about the prospects for developing the airport as an area business support facility, while retaining the family atmosphere for which Delta County has been renowned. Those of you who have visited the FBO facility before will enjoy the new look of the office, pilot area, and the shop area. The next time you want a special destination to fly to, come visit Delta—I'll probably be around as well—as I base my Cherokee 180D there. If I'm not around, give me a call at 856-7263, and I'll stop by for a cup of coffee!

Welcome New Members

Jeff Lewis-Boulder

Robert Martin-Louisville

Ronald Fresquez-Denver

Joan Bubb-Littleton

Dr. Art Legate-Colorado Springs

Thomas E. Luinstra-Denver

Leslie H. Varnicle-Elizabeth

Robert W. Brown, Jr.-Castle Rock

Richard M. Brent-Boulder

Rick Reisman-Montrose

Patrick Connors-Ft. Collins

Peter Dwork-Denver

Membership Renewals

Your continued support helps Colorado Aviation!

Brian Lewis, Louisville
 Daniel Walter, Wray
 Chuck White, Aurora
 Austin Patten, Denver
 Jack Miller, Fort Collins
 C. Allan Winter, Denver
 Greg Babcock, Parker
 Dr. Doug DeYoung, Fort Collins
 Raymond Stranske, Denver
 Terry Barbo, Aurora
 John Snyder, Denver
 Bruce McMillan, Boulder
 Larry Steinbrink, Denver
 Arnold Zaharia, Aurora
 Kevin Bunnell, Greeley
 Ed Huber, Parker
 Charles Clemen, Erie
 Steve Arthur, Highlands Ranch
 Stan Oleson, Denver
 Ken Peterson, Aurora
 Doug Tabor, Boulder

John Kane, Littleton
 Woody Hillyard, Arvada
 Norman Nash, Greeley
 Jack Cronin, Denver
 John Quella, Arvada
 Ralph Kibler, Palisade
 Donald Reimer, Boulder
 Scott Noall, Evergreen
 Jim Over, Crawford
 Deanna Strand, Grand Junction
 Russ Tarvin, Denver
 Richard Orr, Denver
 Larry Royston, Santa Fe, NM
 Loren Pottorff, Stratton
 Brad Peterson, Ft. Collins
 Bill Farrell, Boulder
 Steve Carver, Glenwood Springs
 Max Polen, Cuchara
 Gordy Jack, Arvada
 Mike Mann, Johnstown

FLY MART

- **Denmar Wing & Fuselage Covers for Cessna 182.**
 Excellent condition. Price \$300. Call Frank at (303) 649-8733.

- **Cessna 172 Wheel Pants, \$550.00.** For models from 1971 with tubular-strut main gear.
 Set of 3 pants includes mounting plates & delivery to your airplane or hangar. Call for info., Diane Brady (303) 758-3703.

- **Sigtronics portable intercom** model spo-4. 2-place main with 2-place plug-in for rear.
 External audio in and out jacks. Battery power with fail-safe and optional cig. lighter power cord. 2 push-to-talk switches. \$70. **II Morrow Apollo portable GPS.** All factory upgrades including approach monitor and runway centerline extensions. Yoke mount, external antenna, two power cords - cig. lighter and customizable end. AC adapter.
 \$550 Roger Bates (303) 988-0207. E-mail rbat@aol.com.

- **1941 Naval A/C Factory N3N-3.** Total restoration. P/W 450, 700 SMOH, Dacron, Polyurethane, Full Panels, Nav-Corn, I.C., Xponder Mode e, Encoder, GPS, Horizon, D.G., Elect Start, Strobes, Leather Seats - A 10! Dual Controls, Standard Category, Fresh Annual w/purchase. Asking \$82,500. Call Jack Miller, 970-482-3706.

- **British Jet Provost,** for sale or partnership. 8800 TT, 30 SHOT, Fresh Annual, Full IFR, Intercom, new paint, side by side seating. Easy to fly. Price \$89,900 or 1/4 share for \$25,000. Call Dick (719) 596-7324.



Fly Mart is a free service provided for CPA members only.
 If you have a personal item to list, please submit the ad to the
Flight Lines editor, (address in the back of the newsletter).

Mr. Kirk will be 101 years old in October of 1996. He resides in Bozeman, MT. CPA member Bill Marshall submitted this article which was passed along by his daughter.

Naval Aviation in World War I

by Herbert S. Kirk

The Beginning

It is not easy to go back 70 to 80 years to recall what transpired, but I will try to give you some highlights of my World War I experiences.

W.W.I started in the Balkan countries and quickly spread over Europe, thanks to various secret treaties. At first this country was guided by Woodrow Wilson to stay out of the conflict and incidentally we reaped significant gains by selling war materials to both sides. But gradually, as the German submarines began sinking our ships, our attitude changed and we were drawn into the "War to Make the World Safe for Democracy."

Ground School

It is difficult for college students today, especially after the Vietnam War to understand the drive and fervor of young people at that time to get into the war. Several of us at Lehigh University enlisted in the Navy Flying Corps. Eventually we were ordered to report to the MIT Ground School in Boston. The ground training was similar to what we had experienced in college-lectures, exams and the theory of flight. We were given enough information so that we could have constructed our own aircraft from wood, wire and canvas.

I remember that after a few marching drills we joined members of the Army and Marines for a parade. Halfway into the parade, someone in the front shouted "Fix bayonets." Without any training you can

imagine what a God awful mess we made. We were told that an Admiral in the stands was reduced to tears.

After four weeks of ground school we went to Miami for flight training. My first flight was in an open boat type plane. I sat beside the pilot as we skimmed over the Biscayne Bay. The plane gradually rose in the air and I said to myself "This is wonderful." The pilot made a sharp left bank and I looked at the water a few hundred feet below with nothing holding me in except centrifugal force — no seat belt or canopy. My reaction was "Oh, Lord, I'll never be able to fly." Then the plane straightened out. After a shallow turn we landed gently on the water. I said, "If others can fly, so can I."

The death of one of our group two days after his first solo (his name was Manahan) made all of us realize that we were at war and that we could die even in training. In fact, in our group of 15, three were killed in Miami, two in Pensacola and two permanently injured in crashes so the percentage of casualties was pretty high.

As you are no doubt aware, "We flew by the seat of our pants." If you got caught in a rain storm or in fog, your chances of crashing were pretty high. The instruments consisted of a tachometer to protect the engine, a compass and a bubble in a glass tube for a bank meter. Later we got a telegraph key to communicate with the ground and other planes in Morris code.

Solo in 5 1/2 hours

After the log book showed that I had 5 1/2 hours with a training pilot, I was turned out to solo. After 6 hours of solo flight I was feeling rather cocky. I passed a cloud and wondered what it looked like inside. It was like flying with a blindfold. I could not find my way out, so I pushed the controls full forward and dove out. The engine roared and just as I was leveling out under the cloud, the engine froze. I had forgotten to pull back on the throttle. Over the side I could see the wooden propeller tips floating into the bay. The engine kept spitting oil at me. I think it was trying to tell me something. We had been told how to make a dead stick landing but had never trained for one, so I circled around until I could make a fairly good pontoon landing into the wind. After a long wait, a motor boat picked me up and I was told that the Captain wanted to see me. I walked up to his open car where he was talking to another officer. I was expecting a little praise for landing the plane safely, so I stood for several minutes at rigid attention. I thought maybe he had not noticed my arrival, so I relaxed a little and put my hands on my hips. He snapped "Is that any way to stand at attention?" "No sir," I said and stood in a stiff brace while he went on talking for several more minutes. He looked me over in my oil stained uniform and said "Well, go get cleaned up." Now I can understand how this military manner got my Captain promoted to Admiral Nimitz in World War II.

Advanced Training

After a month in Miami where I logged about 85 hours of flying time, we were assigned to Pensacola for advanced training. There was a lot of gunnery practice with live ammunition to hit targets on the water from different heights. Simulated combat against a fighter plane was most interesting. The gunner would stand behind the pilot in a ring stand with a 16 mm camera attached to the trigger of the empty machine gun. Until we learned to coordinate with the pilot, we would get pictures of parts of the plane in our pictures. Later when the group was assembled to review the pictures, there were loud hoots and

jeers when they yelled, "You shot up your own pilot."

At that time we all wanted to be fighter pilots and hoped to shoot down at least 5 planes to become "Aces." Our heroes were Rickenbacker and other U.S. and English "Aces." Then there was the Red Baron with forty kills, but he was pretty well discredited as he stayed high above the "dog fights" until he saw one of our planes had been hit. Then he would dive to fire a few shots and claim the kill. One of the most innovative "Aces" was an English man named Pereson. He flew out one early morning and landed just beyond a German runway. As the Germans took off, he shot down 12 before flying back safely to his base.

Giving Up the Fighter Pilot Dream

About half way through our advanced training, an instructor I had known at Lehigh told me that if I wanted to go overseas, I would have to switch from a fighter pilot to a night bomber. I hated to give up my dreams of becoming an "Ace", but I did want to go where the action was. The bomb sights were rather primitive with a telescope with many cross hairs and a bubble level, but I learned to use it with some degree of proficiency. I was in the last contingency of Naval pilots to go overseas.

The troop convoy consisted of 20 transports with many destroyers on the flanks as the German submarines were still very active. We landed at Liverpool, then on to an English Aerodrome north of London. We were there about a month, but the only action I got was to fly reconnaissance on the English Channel in an English De Havilland with English pilots. We never saw a submarine, but I had to write long reports which nobody paid much attention to.

Finally we were ordered to report to a French base at Poliac about 10 miles up the river from Bordeaux. Our group got as far as Paris when the Armistice was signed. To say that everyone in France was overjoyed was putting it mildly. The people of Paris flocked to the Place de la Concord in the center of town. There was much hugging and kissing. "Finis la gare," was heard everywhere.

We stayed in Paris until our money ran out, then on to Poliac, France, where we heard many war stories from the “old pros” about bombing of Austrian and German cities. Several of us traveled into Germany. I had taken a little German language in high school and college. To my surprise, the Germans we spoke to were very similar to some German families that I knew in my home town of New Castle, P.A., and I wondered why I was so hell bent on dropping bombs on these people.

Blimp Time

When our group was sent home after the war, we were stationed in New York City. To get flying pay, we had to fly at least once a month. Two taxi loads of pilots drove out to Far Rockaway Long Island. In January there was 2” of snow on the ground. The base commander did not want to break out any planes so they put us in a gondola of a blimp and raised it 6 feet inside the hangar. They signed our log book as having flight time.

The Spin

My final episode occurred about a year after the war ended. I went to Norfolk for two weeks training. I was assigned to take a reserve officer, named Krause, on his first flight. We were assigned to fly an old flying boat, possibly the most deadly concoction designed by man. The engine and propeller were directly over our heads.

The flight went smoothly around Chesapeake Bay, so I motioned Krause to take it down. He thought he would show off a little and started to spiral down. Before I realized it, we were in a tight spin. I tried to push the controls forward but Krause panicked and pulled them back. Luckily, I was just a little bit stronger. Somehow, by the grace of God, we leveled out about 50 feet above the water. However, we had lost our flying speed and nose dived into the Bay. Fortunately, I got out with only a few scratches, but Krause was badly cut up from the wires and spent several days in the hospital. He never returned for further training. I went on inactive status about a year later.

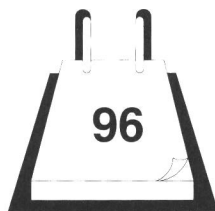
Oldest Living Naval Aviator

In June 1995, I was given a large photograph of the Blue Angels Naval Flying Team after the Portland, Oregon Air Show. The team all signed it and commended me for being the oldest living Naval Aviator. I complimented them on their advanced flying skills. Then their Commander Donnie Cockran thanked me for helping pioneer aviation.

In conclusion, I join most Americans in the hope that there will never be another World War. However, there is so much unrest and tension in the world that we must never let our guard down and that aviation is truly our “first line of defense.”

CPA HOTLINE
(303) 266-6266
Hot! Hot ! Hot!

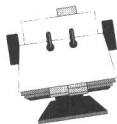
Colorado Aviation Calendar



August 5	Colorado Pilots Association Board of Directors Meeting , Ashbrook Room, Centennial Airport Tower, 6:30 p.m. Open to all members. Info: Dave Robertson, 303-666-8284.
August 1-7	EAA International Fly-In Convention . Oshkosh, WI.
August 10	Buena Vista Municipal Airport Gold Rush Days Fly-in . Town parade starts at 10:00 a.m. Also features old fashion melodrama, western shootout, singers, bands, gold panning, arts & crafts, etc. Info: Phil or Jane Asay, 719-395-2496.
August 10-11	CPA Fly-In to Creede, CO . Fishing or biking, underground mining museum, Wheeler Geological area, camp or stay at Creede Hotel, attend Repertory Theater performance. Info: Mary & Bart Jones, 719-488-0653.
August 11-16	23rd Annual International Comanche Society Convention , Adams Mark Hotel, Denver. Fly in to Centennial Airport. Info: Bernie Logan (303) 935-1637.
August 16-19	Mountain Pilot Magazine Fly-in , Gunnison (GNC). Ground school and flight instruction for mountain flying, other scheduled flying, daily and evening events, visit local attractions, and more. Info: Ed Huber, (303) 397-7600, Ext. 284, Fax (303) 397-7619.
August 17	Platte Valley Summer Fly-in . Platte Valley Airport. Info: Marilyn Taylor, 303-659-7265.
Aug 31-Sept 2	CPA Fly-In, Steamboat Springs . Labor Day weekend fly-in. Attend evening <i>Strings in the Mountains</i> performance, walking tour of downtown hot springs, museum visit, float trip, fishing, mountain biking, or shopping. Camp or stay in luxury digs. Info: Mary & Bart Jones, 719-488-0653.
Aug 31-Sept 2	Steamboat Springs Vintage Aircraft Fly-in . Steamboat Springs, CO. Info: Jim Fuller 970-879-1204.
Sept 12-15	Reno Air Races . Reno, NV. Info: 702-972-6663.
Sept 13-15	Mile High Air Derby . First place \$1,000. Open to all pilots. Sponsored by the Colorado Ninety-Nines. Non-mountainous route, good for local and first timers. Info and race packets: Linda Horn 303-278-4435.
Sept 14	Spanish Peaks Air Show & Fly-in Breakfast , Walsenburg Spanish Peaks Airfield (Johnson Field) (4V1). Breakfast starts 8:00 a.m., events start at 10:00 a.m. Info: Mike Mann (719) 738-3782.
Sept 14	Grand Junction Airshow , Walker Field. Featuring the U.S. Navy Blue Angels. Info: Dennis Wiss (970) 244-9100 or Wayne or Mary Hammack, (303) 469-7479.
Sept 21	Buena Vista Municipal Airport Fall Color Fly-in . Pancake breakfast starts at 7:00 a.m. Info: Phil or Jane Asay, 719-395-2496.
Sept 28	CPA Mountain Flying & High Elevations Operations , ground school, Centennial Tower (APA). Info: Bill Marshall, (303) 341-4744.

Colorado Calendar is compiled by the Colorado Pilots Association for the benefit of its members and in the interest of creating an awareness and support for aviation activities in the State of Colorado. Information on current activities is also maintained on the CPA HOTLINE (303) 266-6266. Please submit events or changes to *Flight Lines* Editor, 627 Wildrose Way, Louisville, CO 80027.

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