

CPA FLIGHT LINES

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Bill Marshall, CPA member, and Herbert S. Kirk standing in front of Bill's 201 Mooney. Bill and Herbert had just finished a flight around Gallatin Valley, MT during which Herbert took control of the airplane. He is the last known WW1 (I not II) Naval pilot and flew submarine hunting missions from England during the war. Herbert's Naval memorabilia is in the U.S. Naval Museum at Pensacola, FL. Herbert was 103 years old on October, 2, 1998. Herbert's young wife, Eleanor, is 93 and they still live in their own apartment in Bozeman, MT. They celebrated their 73rd wedding anniversary on October 13, 1998.

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President's Message

"If you have time to spare, go by air." That old quip has been around as long as I can remember and, while it's a little on the cynical side, it holds the truth that patience is a virtue as we travel about in our planes. Our "virtue" was tested last week at the conclusion of our CPA fly-in to Cody, Wyoming. Almost 20 of us enjoyed ourselves visiting the Buffalo Bill Museum but on Sunday, when it was time to leave, the weather was down with local ridges obscured. In retrospect the weather may not have been as bad as it looked, as two of our more senior pilots made it out without difficulty. The rest of us chose to stay on the ground. One group rented a van and drove home, Kathy Martyny bought a commercial ticket and flew home. The rest of us just kicked back and watched the Bronco game.

Monday was much improved in Cody, but the entire front range was soaked in with low icing levels and clouds to the ground. It looked like another day of relaxation. Larry and Gil Jones rented a car to enjoy more of the Cody area where they had farmed many years before. John Martyny, the Doubeks and I took note of the fact that the weather was clear in the west toward Eastern Idaho, Salt Lake City, and the Colorado mountains, and that Pueblo was expected to lift during the day. Our strategy was to out-flank the bad weather to the west through Salt Lake City, and then head for Pueblo, if Denver didn't show signs of improvement.

If nothing else, it would be a great flight. The strategy almost worked, but was undone by my much slower airplane and a bowl of soup.

I took off behind the Doubeks in their 182 and John followed half an hour later in a Mooney. Even though we were headed west the weather to the south looked pretty good as well. We relayed that information to Frank and Marilyn Hutchins, who made it home to Pagosa Springs that afternoon, after a routine flight in their two RV- 4s. John's Mooney passed my 170 over Yellowstone Lake, and I was a half hour behind them at our planned lunch stop in Ogden. The weather, which had been beautiful up to that point, was suddenly deteriorating in the Salt Lake Basin. After a bowl of soup, it was clear that we weren't going anywhere as thunderstorms blocked our path to clear skies to the south.

With a laugh and a shrug we spent Monday night in Ogden, having made it all of 40 miles further south than Cody. The next day was a pleasant flight home. It had been two good days of flying and companionship. Also, it was the first time I had seen Yellowstone since the big fire 10 years ago. Sadly, from the air it looked stark. I hope there is more green stuff growing down there than was evident from my vantage point.

All in all it was another great trip made fun by taking a relaxed attitude and not pushing the weather too hard.

----Bart Jones



December 13 is a date to mark on your calendar!

Sure, it's early for a December reminder - but now is the time to write that date in on your calendar, because it is our annual CPA Holiday Dinner! This dinner party is for members, family, guests, and friends!

This year we are doing something unusual, and supporting the community in a different way. Our formal sit-down dinner is going to be held at the Assignments Restaurant, operated by the School of Culinary Arts in Denver. The address for Assignments is 675 S. Broadway, in case you may be looking for an interesting place to eat. But you need to call ahead for reservations. We tried to go on the spur of the moment, and had no chance what-so-ever of getting in! Their phone: 303-778-6625.

One of the well-known instructors at the school, Steve Kleinman, is in charge of our CPA event; and his students will do the work. While they are in school, students are paying tuition. This dinner will be on their time, and one of the few chances for them to make money. It will be a good opportunity for them (they will be paid for this), and a fabulous dining experience for us.

We will be meeting at 5:30 for a "happy hour" (CPA members always enjoys this part), with Hors d'oeuvres of Baked Brie

wrapped in Brioche, and an Antipasti Tray being served. It is an open cash bar.

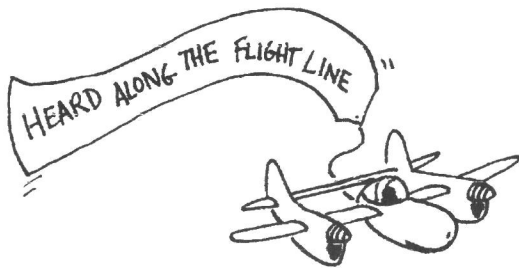
From there, we will be seated at tables with candlelight, music, and fresh flowers. Next on the menu, we will have Roasted Tomato Bisque; then a Festive Green Salad, and assorted rolls and butter.

We will be choosing from three different selections for our main course: Chicken Marsala with Wild Mushrooms, Seasonal Vegetables and Rissotto; Cedar Planked Salmon with Grilled Yellow and Red Bell Pepper Sauce, Seasonal Vegetables and Rissotto; or Roast Prime rib of Beef with Au Jus Oven Roasted Herb Potatoes, and Seasonal Vegetables.

The meal will end with a wonderful tradition: a Chocolate Yule Log with Creme Anglaise for dessert, and Coffee service. The cost? \$30 per person.

For those of us who would like wine with the meal, that is not included in the price, but we can order either a bottle of wine, or individual glasses of wine.

I'm hoping that this looks as good to you as it does to me! Watch for the sign-up flyer that will be coming out with the next newsletter mail-out. If you have any questions ahead of time, give Mary Jones a call at 719- 488-0653.



by Walt Barbo

MORE AIRPORT WEB SITES.

Centennial Airport (<http://centennial-airport.com/>) is the latest to add an Internet Web Site. It joins Jeffco Airport (<http://jeffcoairport.com/>) and DIA (<http://infodenver.denver.co.us:80/~aviation/>). Part of the new trend to use high tech communication to promote local airports.

The FAA Denver FSDO has also added a site, with a site name as long as your arm (<http://www.tc.faa.gov/NM/fltstds/denfsdo/denfsdo2.htm>), but access is sooooo slow that we wouldn't recommend trying to get in unless you have an afternoon to kill. The site is still under construction, and you can expect all the kinks to be worked out soon. When completed, it will include a calendar of local aviation events, including aviation safety seminars. The site also has a number of useful links . . . including a link to the CPA Web site. An added thought . . . if you type all of the FSDO address exactly correct, you may get into the site. We screwed up on the first few attempts. Easier to go to the FAA Web site (www.faa.gov) and follow the links to Denver FSDO.

COLORADO AERONAUTICAL BOARD

also getting into the act. Funding to create its new Web site was authorized at its public meeting on September 11.

Always a challenge on how to best circulate information on state aeronautical matters. The Aeronautical Division has a quarterly publication, *Mountain Wave*, available to anyone who wants on the mailing list. Good source of information . . . if satisfied with quarterly reporting. Depending on how the Web site is developed, and maintained, it could be an exceptional information media for current information. Easy to see how it could replace the *Mountain Wave*.

Attendance at monthly CAB meetings, however, offers one of the better sources of information on state aeronautic activities. The meetings are always open to the public. Opportunity for questions and comment. Unfiltered communication on state aviation issues.

AERONAUTICS DIVISION MOVE TO FRONT RANGE AIRPORT? Probable.

The division has attempted to renegotiate its lease at the present location in the office park near Centennial Airport. However, costs have escalated to nearly double the present lease. Meanwhile, Front Range Airport has offered space in the terminal at a rate less than what the division is currently paying. An offer that would be difficult to refuse.

The move would be a "win-win" action for Colorado aviation. The division would be more accessible to the aviation community, closer to DIA and the FAA offices, and would contribute space rental dollars to an aviation facility that could use the revenue. FTG would also benefit from the increased activity to be expected from the division's location on the airport. And the aviation community would finally have a division office accessible by small aircraft. Timing? Expect a winter move.

HOW TO IMPROVE AIR SERVICE TO OUTLYING LOCATIONS CONTINUES AS A MAJOR POLICY ISSUE IN THE

CAB. And the Legislature. Recall the efforts in the last session, by Senator Thiebaut and Representative Entz. The bill they submitted would have created a one-time grant program in the amount of \$10 million to fund capital construction projects to improve intrastate commercial air service in Colorado. It failed. But with new faces in the legislature, 1999 could be the year.

BUT WILL POURING MORE MONEY INTO AIRPORTS IMPROVE AIR SERVICE?

It would be hard to convince those airports which have invested huge sums . . . and still lost air service. If we could look at airports from an unbiased position, we would probably accept that building a facility will not guarantee that people will come. Rather, if the demand is not there, air carrier service will not come . . . or stay.

Which makes it difficult for governmental agencies which fund these developments to know where to best invest their dollars. Too often, these investment decisions are based on political factors in which the sponsoring community of an airport hopes to create an economic advantage by constructing an airport to a scale that will attract future growth to the community. Too often, these dreams fail. And the community ends up with an overbuilt facility.

SKY NOT FALLING ON COLORADO SPRINGS MUNICIPAL AIRPORT.

According to Bob Allison (former CAB board member and CPA member). This airport invested huge sums in a new terminal, primarily to accommodate gate requirements of Western Pacific Airlines. Only to have the carrier leave Colorado Springs for DIA . . . where it eventually failed.

Loss of WP caused only a temporary blip in the growth trend of Colorado Springs traffic. Allison reported that the airport is currently served by nine carriers and the terminal is operating at its design capacity of 1.3 million passenger enplanements per year.

Good example of airport investment justified by local demand for air carrier services.

SO HOW DOES A COMMUNITY (OR A FUNDING AGENCY) DECIDE ON WHETHER TO INVEST IN AN AIRPORT?

Obviously, there is a basis for creating and maintaining airports for emergency access. And for any number of commercial purposes. And investments to improve safety of existing aircraft operations. But air carrier service at marginal locations?

Experience since airline deregulation should have taught us a basic lesson. Air

carriers are not going to initiate or continue service to a location where it cannot be profitable. Subsidized services may forestall the inevitable for an interim period. This too will fail, unless the community is willing to support the service. Which most have proven, they won't.

The bottom line, why should governmental organizations help local communities improve air service when there is such little evidence of willingness to help themselves?

AIR FAIR '99 WILL BE HELD AT THE WINGS OVER THE ROCKIES MUSEUM ON MARCH 13-14, 1999.

This is the 6th staging of this annual event, the 4th at the Museum. Expect a format similar to last year with something over 100 exhibitors, featured speakers and a number of aviation related seminars. As with previous years, admission and parking will be free.

MARY ANN SENFT LEAVING AS AIR FAIR DIRECTOR.

Mary and husband, Otto, both CPA members, have acquired a residence in Green Valley, Arizona and will be residing there during winters. Mary shared with us that they will be building a hangar at Granby Airport and expect to acquire a condo there for summer residence. And of course, they expect to retain their hangar at the Vance Brand Airport in Longmont where they are completing restoration of their Alexander Eaglerock "Bullet." They hope to have the Bullet flying by next March. The Senfts also own a Lancair IVP for their cross-country transportation.

JEFFCO AIRSHOW TENTATIVELY SET FOR JUNE 4-6, 1999.

The event, marred by an accident in 1997 year, attracted nearly 65,000 visitors/day. Lot of concern in the aftermath as to whether the airport would ever again host another airshow. Now you know.

CPA CONTRIBUTES \$2,000 TO AVIATION SCHOLARSHIP FUND.

(Airpower West is also contributing \$2,000.) Funds go to the Colorado Flight Safety Foundation which administers the scholarship program. Successful applicants are selected from candidates pursuing aviation careers. Grants, provided in the amount of \$2,000 per student, are restricted to tuition fees. Funds are

payable to education institutions in Colorado with accredited aviation programs. Last year the foundation awarded three scholarship grants. (Application information available from Mike Baldwin, President, Colorado Air Safety Foundation 303/674-7864)

STREAMLINED PROCESS FOR ADMINISTRATIVE ACTIONS (TICKET PROGRAM) STILL ON HOLD. The FAA headquarters web site has a status report that reads; "The FAA believes that the aviation industry should be given an opportunity to make comments on the program before proceeding further. Therefore, the implementation of this program has been put on hold."

AOPA INCREASES ROLE IN PROTECTION OF AIRPORTS in its new Airport Support Network. The program designates one AOPA member at select public-use airports to monitor airport issues, report problems to AOPA, and foster local airport support groups and pilot activism for airport defense.

Ultimately, the program will have a designee associated with each of 5,000 U.S. public-use airports.

In a September 30 release, AOPA stated that the program will focus initially on 608 target airports that are either threatened or of special significance to General Aviation. These airports are home to nearly half the entire General Aviation fleet. Nearly one-third (193) of these airports already have an Airport Support Network volunteer.

HOW HIGH ARE WE? Overheard exchange between a mother and her young son on a recent commercial flight: About one hour into the flight a dog could be heard barking from the cargo hold underneath. The little boy asked his mother what the noise was. She replied, "It's a dog." After a brief period of thoughtful silence, the little boy asked, "Mom, how high are we?"

(Source: AVWEB)

Edge of the Envelope

by Will Barclay

General aviation has a wonderful tradition of safety consciousness. We use our checklists, strain our fuel, call weather, stay current, etc. The result is an enviable safety record. As the Delta Airlines pilot said to the passengers on a recent flight I was on, "We should have you at the terminal in another 30 minutes and the safest part of your trip will be over so remember to drive carefully."

When there is an accident, we can often trace the case to someone exceeding the capabilities of the aircraft or themselves. As we approach the limits of performance "the edge of the envelope", we sacrifice safety margin. When we get outside of the envelope, we become test pilots.

There are many "envelopes" to consider before each light. We are required to check some of them such as weather, weight and balance, and runway lengths. There are many others that are not in the Pilot's Operating Handbook. How much sleep have you had in the past couple of days? Anything to drink? Are you carrying passengers who are likely to ease you workload or add to it? What kind of

autopilot is available. What terrain are you flying over? How familiar are you with the aircraft? Any other stressors in your life these days? Do you "have to" go? Does it "feel" right?

I think the best pilot is the one who knows when not to fly. The student pilot who refuses to take chances may be a better pilot than the airshow performer willing to push too hard. In preparing for a transatlantic flight in a light twin last summer, I learned that while the majority of pilots who fly light aircraft transatlantic are not Airline Transport Pilots, the majority of those who die trying to fly transatlantic are ATPs.

I am flying about 900 hours per year now; often in a different place, with different people, in a different airplane. I'm a different pilot than I was when I flew 50 hours per year. The hard part is being a safer pilot. My envelopes are larger now. I can safely do some things that I would not have considered doing before. The hard part is knowing what not to do. I look for opportunities to demonstrate to myself that I

can and will say no. I don't want to be one of those experienced pilots who doesn't make it. I am proud to be a "Chicken Pilot."

My wife and I were returning to Colorado from a trip to New England last December 24th. We had been battling bad weather and avoiding ice all day in our P-210. On the third leg of the trip we departed Pellston, Michigan and ended up in Fargo, North Dakota after refusing to fly through the ice on the more southerly, direct route. We wanted very much to be home for Christmas. After checking weather and taking stock of ourselves we decided that we were going to spend Christmas Eve and Christmas morning in Fargo. The airplane was equipped for ice but the possibility of ice, after dark, at the end of a long day when we "had to" get home sounded too much like the stuff we read about in the accident reports. We dined out at the Olive Garden and slept in bunk beds off the pilot's lounge in the deserted FBO. We had an enormous home theater to ourselves and enjoyed one of my favorite Christmases ever. The flight back to Boulder in the morning was beautiful and uneventful.

I declined to depart Bangor, Maine a couple of weeks ago in my Bonanza. Friends were expecting me in Connecticut for dinner, the weather and the airplane were fine, I had flown 50 hours in this plane in the past 6 weeks, but I had just come from an upsetting meeting with my ex-wife and I was tired. I checked into a hotel and slept instead of flying. The flight was terrific the next morning. I missed the visit with the friends in Connecticut but I've seen them twice since then.

I believe in the concept of personal minimums. I encourage pilots to set personal limits that they will never exceed. It is important, however, to realize that even if we try to define our personal "envelope" and stay inside it, our real limits are always changing. Under one set of circumstances we might decide against flying an approach to minimums. Under another set of circumstances we might wisely decline to fly IFR at all. If we set and stick to personal limits appropriate for all aircraft and conditions and pilots, we will never fly. Like morality, you cannot legislate safe flying. There is no substitute for thinking. The best pilot is always open to the factor he never considered before, to the possibility that something might be different this time, to the reason not to fly. At

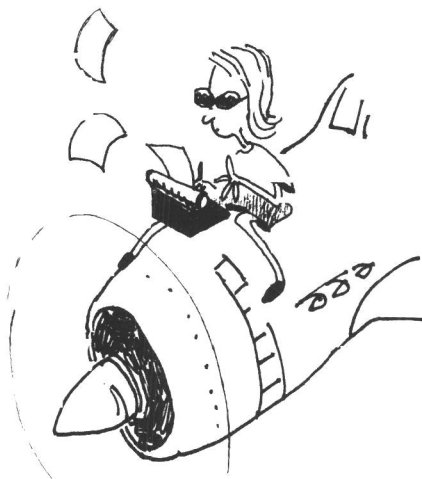
the same time it is okay to realize that there are times when something that might otherwise be dangerous can be acceptably safe or even necessary due to related factors. Pushing the envelope in one way may be the only way to stay safely inside another envelope.

When we left Wick, Scotland bound for Reykjavic Iceland, we were hundreds of pounds over gross in a Piper Seneca. This was the first time in my life I had intentionally flown a plane in excess of the maximum permitted gross weight. The fact that the FAA permits this type of weight for ferrying didn't stop my mind from rebelling. The dangers of flying over gross has been drummed into me by instructors and accident reports for years. I did it because we needed that much fuel to fly to Iceland, reject the weather there and return to Scotland. Every pound we carried, from food to water to arctic survival gear was there to enhance safety. Because we were to be outside of one envelope, other envelopes changed dramatically. The fact that we were flying over gross changed my weather standards (no turbulence). It changed my requirements for myself and my equipment (absolutely no squawks). It changed the pre-flight briefing (we reviewed ditching procedures because it was not clear that the airplane would fly on one engine even in ground effect until we burned some fuel). It even changed our choice of runways (we chose the shorter one because it was still plenty long and the longest one might have been too rough for the heavily loaded landing gear). We departed Wick gingerly, climbed out at about 1,000 feet per minute and leveled out above the thinning clouds watching for icebergs and feeling very good about having all that fuel and equipment on board.

Stay inside your envelopes, but be alert for additional factors affecting the safety of flight. Look for opportunities to expand your personal envelopes safely through experience and training. You may need to use all of one of your bigger envelopes one day in order to stay safely inside another critical envelope.

Use your checklists, sample your fuel, check weather, become familiar with runways of intended use, fly sober, stay out of thunderstorms, but don't think that because you do you are plenty safe. Keep looking for the other factors. **Keep thinking.**

From the Editor's Desk



Six years ago my husband could not pay me to go to an airshow. The Thunderbirds, Sean Tucker, Cuban eights, hammerhead stalls, Wacos, Stearmans, Patty Wagstaff, T-6's, and fly-ins didn't mean a thing to me. I wanted to go ride my mountain bike. I still love to ride my mountain bike but when it comes to aviation, a few things have changed.

Now I am the one dragging my husband (from here on "Will"), to airshows and pancake breakfasts across the country, I have flown across the Atlantic ocean in a small twin, soloed my own airplane, started an admirable historical aviation collection, flown Cuban eights in T-6's, done aerobatics in gliders, flown in a Stearman wearing my own goggles, moved next door to an airport, and recently have been a driving force behind acquiring a BT-13 project (more on that another month). I am making up for lost time.

It all seemed to start with a book of Will's I read; an early edition of *We*, by Charles Lindbergh. Having always been a history buff, there was something about being taken back to the eve of "the aviation". My husband always talked about the magic in flying and for the first time I felt it. From that moment on I was hooked and my passion for all things aviation has in many respects taken over my life!

When you spend seven days a week around airplanes and pilots and read aviation book

after aviation book one starts to have a mind full of, you guessed it, all things aviation. I thought it might be fun to share some of my thoughts with other pilots. Let me know if it works for you.

With summer officially over I figured the "Best of Summer" would be apropos.

Best ride: four way tie between an aerobatic routine in a T-6 (my first experience pulling G's), my first solo around the patch in a Piper Archer II, a glider ride over, around, beside the Flatirons in Boulder, and a recent Stearman ride where I practiced my steep turns and all I heard from the pilot in back was "steeper, steeper".

Best plane: Of all the planes at Oshkosh, my favorite plane was a 1936 Stinson A Trimotor. Will and I saw it land one afternoon and knew it was something special. I tracked down the owner who is an antique and Warbird collector and learned that the plane was originally purchased by American Airlines back in February of '36. Of the thirty or so that were built only one remains flying. This plane also sat in the Alaskan bush for many years until a dedicated soul spent over seven years pulling it out on skids! The Stinson A closely matched the speed of a DC-2 (170 at 7000) but was preferred for short-field operation because it was easy to drop into a field and drop off customers! The

Tri-motor carried eight passengers, two pilots and a stewardess. The interior placed passengers in a "friendly cluster instead of stringing them out into long rows."

Nicest Airport with Soul: Try and fly through Fort Scott Airport (FSK) in Fort Scott, Kansas any time you can. Not only is the fuel inexpensive (usually \$1.57) but Doc Lyon's, the airport manager, is about the nicest guy you will ever meet. Doc told me a great story about buying a bunch of T-6's a few years back for \$5,000 each from Newfoundland. Quite a flight all the way to Kansas without any radios. Ask Doc to tell you the story about building an airplane in the family chicken house when he was a kid!

Coollest strip: Manicured grass strip on Middle Bass Island, Ohio (0H09) a tiny island on Lake Erie. Camping permitted. Don't go here for the shopping!

Favorite new piece of aviation memorabilia: I found an edition of Wings, the Airmail Game, copyright 1928 by Parker Brothers. The goal of this card game is to safely land the air mail at twelve of the leading cities in the United States. Careful! You may draw the descend by parachute card and have to loose a turn.

Best Book: Flight of Passage, a true story, by Rinker Buck. It is summer of 1966 and two brothers, 15 and 17 years old, buy a dilapidated Piper Cub for \$300, rebuild it, and

fly it across the United States on a record breaking flight. They don't even have a radio because they couldn't afford it. Excellent book for understanding the magic of flying. Hard to put down, even my mother (who doesn't like to fly) would love this book!

Coollest Hangar: Over Labor Day we had to show a plane in Minnesota. Never knowing what I'll find at an airport, Fleming Field/ South St. Paul (D97) promised to be a good one! In front of an enormous old hangar was a T-6, a BT-13, a PBY, with a Mitchell B-25 bomber inside. Abiding by my Warbird etiquette, I was careful not to touch or get in the way. The guys invited me inside the hangar, inside the airplanes, in the turret of the B-25, and told me I had to sit in the pilots seat! I had found myself in the hangar of the Southern Minnesota Wing of the Confederate Air Force. Working that day were a bunch of dedicated guys, many WWII veterans. The hangar was full of airplanes, old military trucks, plane parts and pieces, even a nice collection of memorabilia including uniforms, training guides, instruments, and photographs. In the hangar next door was a beautifully restored 1929 Hamilton "metal plane." Wicker seats any everything!

Best Pancake Breakfast: I have come to believe that all pancake breakfasts are terrific; after all what could be better than chatting with flying buddies. The stand out breakfast for me was at Tri-County airport in Erie this past spring. There were lots of homemade goodies, good panckaes, planes a-plenty, and super friendly folk. Don't miss it next year!

From Spitfires to Eurofighters

by Vern Foster and Frank Gallo

We could have hardly guessed that our two week visit to England in September would reward us with not only the sight of castles and cathedrals, but also two superb airshows featuring vintage aircraft and the newest aircraft in the world, as well as the opportunity to visit unique WWII-era museums. A visit to the Imperial War Museum's aviation museum at Duxford had been planned, but that was pretty much it. We knew that there was an air show at Duxford on September 6, so the four of us (Kay, Vanita, Vern, and Frank) left our time share next to the Isle of Wight ferry and drove to Duxford (outside of Cambridge) for an overnight.

Arriving at Duxford, we discovered the British are fond of air shows, judging by the heavy traffic that was quickly filling a mammoth grassy parking area. Though Duxford hosts other air shows throughout the year, this was the "mother" of them all, and this year celebrated 80 years of the RAF. This former Battle of Britain RAF station is Europe's top aviation museum, and has 150 aircraft on display. It has preserved hangars, control tower and operations room which retain their wartime atmosphere.

The air show was a delight. It included a Hurricane and two models of the Spitfire (one with a Merlin engine, the other the later version with a 2,500 HP Griffon engine). Both of these aircraft were flown through beautiful aerobatic routines. An Avro Lancaster Bomber, one of two of the 4-engine heavy bombers now flying in the world, made several low passes. The Lancaster entered WWII in mid-war, but nevertheless accounted for 60% of the total RAF bomb tonnage. Other aircraft flying included the Tornado strike/attack aircraft, B-57 Canberra, C-47, two 1930's DeHaviland Rapides, P-51, Gloster Meteor and more. To our pleasant surprise, the RAF's Red Arrows, a demonstration team that flies in a 9-ship formation, was also featured.

In a way, Vern was in the air show that day also, for he was a paying passenger in a DeHaviland Rapide, which is a cabin biplane seating a pilot and eight passengers. This plane is a sporty tail dragger with faired-in main gear.

Power is from two Gypsy 210 HP inverted 6 cylinder inline engines turning fixed pitch props. There are only three flyable Rapides in the world. With aviation gas at about \$3.50 per gallon, the ride was short and the power settings low. The pilot was a real ace taking off and landing in the grass!

The most spectacular feature of Duxford is the American Air Museum, dedicated in August of 1997 by the Queen of England. The museum houses 21 aircraft, including a B-52, in the largest precast concrete structure in Britain. The collection of historic American combat aircraft range from a WWI biplane to a WWII B-17, Korean-era F-86, a U-2, and later model jets. A number of the smaller aircraft hang by cables from the hangar's ceiling, in various attitudes of flight. This beautiful new structure is a fitting tribute to the thousands of American air crews who served in England during WWII. Paraphrasing Winston Churchill, it can be said for the American aircrews that "Never have so many owed so much to so few."

Not far from the Duxford Airfield is the American Cemetery, on the eastern outskirts of Cambridge. The cemetery hosts 4,000 graves of WWII American fallen. They include airmen, soldiers, and sailors. As one looks down the sloping hill from the promontory where the U.S. flag flies, the white gravestones are arrayed in arc after descending arc, and conversing only in whispers to one another seemed appropriate in the presence of these heroes. At the top of the slope is a long wall, flanked by rectangular pools reminiscent of the view from the Lincoln's Tomb to the U.S. Capitol. On the wall are the names, rank, and outfit of those who share the hallowed ground. Larger than life statues of an aviator, soldier, and sailor, stand as sentinels guarding the wall. Following the wall, one arrives at a chapel at the far end. The seals of the 48 states are embedded in the stained glassed windows, and the chapel's walls are tiled in gold, yellow, and shades of blue in one inch tiles. On the ceiling a grouping of B-17's, B-24's, and fighters are outlined in medium brown tiles, showing the formation as one would see it from the ground, symbolically

off on another dangerous raid in enemy territory. The ceiling - - and formation - - is bordered with the following words: "In proud and grateful memory of those men of the United States Army Air Force who from these friendly Isles flew their final flight and met their God - They knew not the hour nor the day nor the manner of their passing when far from home they were called to join that heroic band of airmen who had gone before - May they rest in peace."

Back at our time share after a night in a circa 1500's farmhouse converted to a B&B south of Duxford, we decided to take the ferry to the Isle of Wight. Visiting the charming thatched-roof village of Godshill, we noticed on the map that an aviation museum was not too far away at the town of Sandown. Once there, it turned out to be rather small but interesting, located on a grass strip. There were not more than half a dozen small antique aircraft on display, and much of the museum was individual displays of photos, letters, and aircraft parts of various aircraft that had crashed in WWII and had been recovered. It makes interesting reading for WWII history buffs. One particular item of interest was the rusted remains of a wrecked RAF fighter in a crate in the yard outside the museum, which had been bought in Russia and shipped to the museum. It was hard to believe that this would ever be reconstructed.

Driving down the M3 motorway from London to our time-share at Lymington, we had seen a number of orange signs advising of the turnoff to the "air show". We surmised this must be Farnborough, and looking at our map, this proved to be true. After mulling it over for a day or two, Vern and Frank decided to go to Farnborough, and Kay and Vanita opted for shopping and lunch in Lymington. This was the 50th anniversary of Farnborough, which is sponsored by the Society of British Aerospace Companies. The "air show" was immense - 1,100 companies from 31 countries were represented, and 169 aircraft were at the show, of which 25 were making their debut appearance. By the end of the week-long aviation exposition, \$24 billion of new orders were announced. Airbus Industries led with firm orders and options for 135 aircraft valued at over \$11.3 billion, while rival Boeing only managed orders of \$6.5 billion.

We arrived well before noon, and aircraft were

flying shortly after. In fact, loudspeaker-narrated demonstration flights were conducted continuously throughout the day, and were still going on when we left after 5:00 p.m. Somewhat appropriately, a Spitfire flew the opening flight. The spectator area is close to the runway, and many chose to sit on the grass, eating their fish and chips or other food bought from nearby food stands. Aerial demonstrations included the SAAB-BAE Gröpen (a single-seat all-weather fighter), an updated Mig-29 (new avionics and fire control system, otherwise rough looking); the slick Eurofighter 2000 (U.K., Germany, Italy, Spain) soon to enter full scale production; the French Falcon 900 EX 3-engine intercontinental business jet; the Boeing C-17A Globemaster; and the new Airbus 330-200 ER, which first flew in August of 1997. There were many others, including the F-16 and a RAF Hercules transport.

In the static display area Vern bumped into Lang Kidby, a retired Royal Australian Air Force pilot who handled all of the logistics arrangements for the 1992 "Yanks Downunder Flying Safari" in which Carl Williams and Vern flew more than 5,000 miles throughout Australia. Lang was about to embark on a recreation of the historic 1928 solo flight from England to Australia in a restored 1920's Tiger Moth Provost. Lang estimated the time enroute would be "about a month." At the end of the day, we trekked some distance to the car, tired but happy, thinking we had done quite well on this trip for two aviation aficionados. We were to discover there would be more.

We did see all the sights that we could visit by car from Lymington, including Bath, Stratford-On-Avon, Blenheim Castle, Avesbury, and the Isle of Wight. After a week at Lymington, we drove to Tattersall, in Lincolnshire, south of Lincoln. We found out that this area was filled with RAF history, and according to one local historian, in the WWII years there was an airfield every 5 1/2 miles. He said that there were over 800 airfields in the British Isles at that time. We were told we should not miss the Lincolnshire Aviation Heritage Centre at East Kirkby, less than 15 minutes from where we were staying at Tattersall. We did tour the 11th Century castle at Lincoln, but managed to stop on a back road on the way to Lincoln at the Metheringham Airfield Visitor Centre, which is a small aviation museum at an old RAF airfield

FLY MART



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Partner Wanted-S35 Bonanza- 1980 TT, 1923 SMOH, strong engine, 3 bladed prop, recent custom interior, nice red & black, on white paint, King IFR through DME plus Garmin 195 GPS and Century III autopilot. Hangared at Front Range. 1/2 interest \$36,000. Bill 303-337-9753.

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on the side of a narrow country road. It was Sunday, and the museum was closed, but we noted the airfield had been the home of two British squadrons.

We left Tattersall early enough on Monday morning so we could stop at East Kirkby on our way to London, which would be a 3 hour drive. During WWII, East Kirkby had been a Lancaster Bomber base. The original control tower is still there, and a new hangar protects the pride and joy of the museum, a partially restored Avro Lancaster Bomber. It is partially restored in the sense that it is not flyable. Otherwise, it looks to be in excellent condition. The four Merlin engines have been rebuilt, and the aircraft, which cost the owners 1 million pounds (\$1.6 million), will require another 1 million pounds to be put in flying shape. On selected dates this great plane is rolled out, engines started and it proudly taxis around the ramp! Throughout the hangar there are displays of aircraft wrecks of WWII vintage, the story behind the wreck and usually information on the pilot and his fate. Also displayed in the hangar are artifacts such as a 2,000 pound bomb and a huge "bouncing bomb".

The control tower has been configured just as it would have looked during the war years, and life-like mannequins in RAF uniforms listen intently to a ghost squadron's radio chatter overhead, provided by a hidden sound system. In a small lounge area two of the "RAF control tower technicians" were reading newspapers with war-time headlines. It was easy for us to slip back to those perilous days of the early 40's.

The story behind the Lincolnshire Aviation Heritage Centre at East Kirkby is fascinating. It is a story of love and brotherhood, and was told to us by Earl Paton, one of the two brothers who own the museum. The Paton farm was next to the East Kirkby RAF airfield. Earl recalled that his family and neighbors would stand out at night as the Lancasters started engines, watch them take off in the night sky. The bombers would form up as they climbed to 10,000 feet over the airfield, and then join other squadrons from other airfields, sometimes massing in groups of 800-900 bombers. Because of the close proximity of the airfields, Earl recalls that they could see aircraft from nearby Coningsby

and other airfields. In the early morning, the aircraft would return and land, often fewer in numbers than when they departed. This was the time of day that the U.S. B-17's and B-24's would be preparing to launch from England and Italy to hammer the Nazi's in daylight raids.

Early in the war, older brother Chris joined the RAF and became a flight engineer on the Lancaster Bomber. The Lancaster, though 4-engined, was a single pilot aircraft, and the flight engineer was trained as the pilot's back-up, for emergency flying and landing. Chris was stationed at East Kirkby, and Earl, then 14, recalls that Chris was unusually contemplative and quiet the weekend he spent at home before his 21st mission. On the 19 year old's 21st mission, a German night fighter made one pass at Chris' Lancaster, crippling the aircraft. Chris remained with the aircraft aiding the other crew members as they bailed out from the stricken craft, but was killed when the Lancaster blew up on the night-fighter's second pass.

Earl, and his younger brother Fred, vowed that they would somehow commemorate Chris' service to his country. Many, many years later they were very successful farmers with the means to commemorate Chris in a manner beyond their boyhood dreams. They bought the abandoned RAF East Kirkby Airfield, and the Lancaster Bomber, and began restoration of the bomber and complex. The Museum has a large coffee shop and extensive gift shop. The walls of the coffee shop are covered with photos, letters, and memorabilia that would take a careful reader an hour or more to absorb. We were reminded of the words of Earl Paton at East Kirkby Airfield, when we stood on the steps leading to the Lancaster cockpit: "You know, if it hadn't been for the Americans we couldn't have won the war, could we?" We left, ever proud to be American.

There is much more to see in the way of aviation in England. Much of it is WWII aviation history. Not far away from where we stayed at Tattersall is the Newark Air Museum in Nottinghamshire, and the Battle of Britain Memorial Flight at RAF Coningsby, which we didn't have time to visit. Duxford is a must for airplane nuts, and can be visited at the same time as Cambridge. That Museum's information and calendar of activities can be found at <http://www.iwm.org.uk>.

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