

CPA FLIGHT LINES

Volume 21, No.3

March 2004



Aerial photo of Long's Peak, photo by John Martyny

CPA WEB SITE
www.coloradopilots.org



President's Message *from John Martyny*

Camaraderie

The last few months I have been writing about what the Colorado Pilots Association may have for you, its members. I think one of the outstanding features of most pilots is that they develop a bond to other pilots. I was listening to two members of the Tuskegee airmen being interviewed on the History Channel.

They were talking about the incredible discrimination that they endured from the military and the general public during their military service. The interviewer asked how other pilots treated them and they both said that, in general, pilots treated them much better. This is not a surprise to me since, in my experience, pilots seem to have a kinship with other pilots.

I have noticed that when two people that have just met suddenly find out that they are both pilots the tone of the conversation changes. Even if airplanes don't suddenly become the topic of the conversation, which my wife tells me is rare, there is still a confidence in what the other person is saying. I'm not sure why this occurs but I have seen it happen many times.

I have also noticed that pilots will do anything to help another pilot, especially if it involves trouble. On one trip to the Idaho backcountry, a pilot in our group had the engine hesitate a couple of times. He called on the radio to us

and said that he was headed back to Johnson's Creek Airport to check out the problem. Almost immediately the frequency came alive with people asking his position and how he was doing. One helicopter pilot said that he was in the area and that our pilot should call immediately if he had any more trouble and the copter would respond. To help other pilots in need is almost expected of a pilot.

This willingness to help is not confined to only U.S. pilots. While in Mexico we stopped for fuel in La Paz and upon getting back to my airplane, I found that it would not start and that the battery was dead. I hardly had a chance to get out of the airplane before a pilot came up with a truck to give me a jump. He quickly jumped the airplane with no request for money, although we did give him a few bucks. We were quickly on our way.

The Colorado Pilots association is no different. Members can find help immediately from other members. Need a ride to pick up your airplane from a weathered in location, easy to do. Need a guess as to what might be wrong with your airplane, many opinions will be given (some even good). In general, CPA is a group of pilots that loves to help other pilots. I hope that you all take advantage of this camaraderie and that, when your turn comes, you continue to help other members when they need help.

###

OTTO SENFT - *beloved CPA*
Member passed away in Arizona, and
his wife, Mary, sends us this message:

Otto was born in Ft. Morgan, Colorado, the fourth of five children, June 15, 1922. He attended Hazen High School in Hazen, North Dakota. After receiving a B. A. degree from Wartburg College in Waverly, Iowa, he attended Wartburg Seminary in Dubuque receiving his Master of Divinity degree in 1946. His first ministry was in Elvaton, Maryland from 1946-1948 where he served as an Interim pastor. From 1948 - 1950 he served Grace Lutheran Church in Washington D.C. as an associate pastor.

Otto attended George Washington Medical School in Washington D.C. from 1950-1954 earning an M.D. degree in Family Practice and Aviation Medicine. The Air Force accepted him as a Flight Surgeon from 1955 - 1958 where he did extensive research on pilots in long endurance flights. He opened his private practice of medicine in 1958 in Monticello, Iowa where he cared for patients the next thirty years. He was honored as one of the original founding members of the American Academy of Family Physicians. He took a semi-retired position in family practice in La Fayette, Georgia, from 1985 - 1987.

The happiest days of practicing medicine culminated working for United Airlines as a Flight Surgeon at the age of 65 from 1989 - 1995 when he could mix his love of medicine and aviation. His retirement years were filled with helping to build the Lancair IV-P and flying around the country.

Otto was married to Lois Burrack in 1948 and had three children: Susan Senft and Mark Senft of Kona, Hawaii, and Tom Senft of Katy, Texas. Lois died in 1980. Otto married Mary Thuman in 1982 automatically adding two children, Jennifer Roling of Broomfield, Colorado, and Amy Roling of Longmont, Colorado. There are two grand-

children - Alexis Senft, daughter of Tom, and Nikolas Senft, son of Mark. Otto has one surviving sister, Lydia Beckman, of Omaha, Nebraska.

Otto died Friday, January 30, 2004, at St. Mary's Hospital, Tucson, Arizona.

Memorial gifts can be given to the Chancel Choir of First Lutheran Church in Longmont or to the scholarship fund which sends kids to aviation camp at Oshkosh. Those gifts should be sent to: EAA Chapter 648 Scholarship Fund, C/O Earl Bolton, 7448 Crannel Dr., Boulder, CO 80303

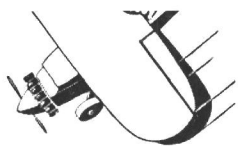
From Mary: This is the poem I read at the Iowa memorial service. I found it about a year after we were married. It really tells the story of our life together, even after 21 years.

MY HEART FLIES

My heart was in a holding pattern
waiting for a place to land
But conditions here were not right -
turbulence and blowing sand.
Another field came into sight
and my heart flew smooth as silk.
The landing was near perfect
and as soothing as warm milk.
Now two hearts, in close formation
followed every safety rule.
Avoid the great dark thunderheads
and remember to keep cool.
Cross-country was never so exciting
as we traveled side by side.
And there'll always be fair weather
on our lifelong airplane ride.

by Mary Sloan L'Herisson

My best to you and all our aviation friends,
Mary



REAL WORLD FLYING -

by Vern Foster

Flying in The Real World #8 By Vern Foster – Flight Safety Chairman CRM FOR THE ONE **PILOT CREW—Part #1**

Stick and rudder skills are commendable BUT is that really enough to assure a truly professional piloting operation ?

Cockpit Resource Management and the many title variations under which it exists was in fact developed by United Airlines, at a cost of \$5,000,000, in the late 1970's and fully implemented into their operation beginning in 1980.

A UAL study at that time revealed that 61% of all jet transport fatal accidents up to that time were caused by faulty flight crew decision making.

In GA operations (that's us) it is believed that as many as 65% to 75% of the accidents are caused by faulty pilot decision making. This sorry state of affairs is brought about by the fact that only

recently have we taken pilot decision making seriously enough to actually do training on the subject.

“Judgment” has been graded on flight tests but in a very elementary way. For example if the applicant saw a fuel truck or another plane coming a turn to avoid collision might earn a good mark for judgment.

The following is intended as a presentation of CRM FOR THE ONE PILOT CREW and how it can work to our great advantage.
!

Keep in mind that we all show some bit of the following at times –or at least I do.

ATTITUDES are roadblocks to CRM and a few are mentioned here. These were a part of the very early airline pilot culture and are to be avoided.
Here goes - - - .

1.COMPLACENCY - It is no big deal, don't worry it will work out somehow.

(go to p 6&7)

Real World Flying, Continued

2.EXCESSIVE EGO – This pilot has an exaggerated opinion of his/her flying ability.

May take unnecessary chances.

Prone to “showing off”.

3.ANTI-AUTHORITY

BEHAVIOR –This pilot does not respect FAA regulations, other rules or the operating limitations of the aircraft. “ I’ll do as I please – it’s my plane.”

4.DEEPLY OPIONATED—This pilot has rigid and often erroneous opinions.

He/she shuns advice and assistance as bothersome and not needed and not welcomed.

Resists new and better ways of doing things.

5.MAKES FAULTY ASSUMP-

TIONS—This individual jumps to conclusions possibly on the basis of emotions rather than fact and logic. This can lead to a wrong follow on decision.

6.RESIGNATION/DENIAL—

This pilot seems to be saying this is something I can’t cope with. This is really not happening to

me. How can this be, etc.

7.LACK OF SITUATIONAL

AWARENESS—This pilot has not kept aware of the ongoing progress of the overall operation—Often described as being behind the airplane.

Waaaay back there –just along for the ride !

OTHER SUBJECTS TO

CONSIDER- These items are not often mentioned in NTSB reports but are to be given careful attention because they can and do impact on flying safety.

1.FATIGUE—Fatigue is a major factor in many accidents where the NTSB has assigned a cause such as “Failed to compensate for the crosswind” or “improper fuel management enroute” etc.

Anyone who flies after a long day at the controls or in meetings is a candidate for trouble in this area.

Flying while tired is dangerous business. GA has no duty time limitations so safety demands that we use good judgment as pertains to pilot fatigue.

Avoid “get-there-itis”.

2.DISTRACTIONS—Defined as anything which may interrupt the train of thought during any phase of the piloting job ---pre-flight to parking.

The airline answer to this problem lies in the Sterile Cockpit concept where there is to be no cockpit communication when below 10,000 ft for anything not directly related to operating the airplane.

Part 2. in the next issue will deal with how CRM for the one pilot crew can be used. It is so simple that I wonder why it took so long to be a reality.

Think outside the box and fly safely. ###

**A LITTLE EDUCATION - from
Bill Linenberger**

Question: FAR Part 91.119 defines minimum safe altitudes over populated areas. It calls such areas "congested." But the term congested is not defined anywhere. How do you know if you are over a congested area?

Answer: When there is no specific definition of a term used in the regulations, its meaning is clarified through NTSB case law and FAA chief counsel opinions. Although it is typically understood as an area of a city, town, or settlement, you'll probably be surprised to learn that the Civil Aeronautics Board (now known as the NTSB) has also considered these areas to be congested: 10 houses and a school; a university campus; a beach along a highway; a camp with people on the dock and children on the shore. If you are not sure, treat the area as if it were congested. And remember, the requirement of the regulation is not only to remain 1,000 above the ground, but also to clear towers and obstacles by 1,000 feet vertically or 2,000 feet horizontally.

**Factoid—March,
2004**

Question: World War

I is often viewed as the crucial turning point in the technological development of aviation. In many respects this is true, as the design and performance of airplanes improved greatly during this conflict.

However, dramatic advances were underway even earlier.

In the 16 month period April 1913 to July 1914, many “firsts” occurred. Even though this was only five years after most people even knew that airplanes existed, records were set that are impressive even today. What were some of these “firsts” and records?



These photos were taken by Bill Linenberger at the new Smithsonian Air and Space Museum.



Concerning Learning

The Bruised Bellanca

By Wayne Henke as told to Dean Jaros

Bellancas are beautiful. I had always admired them, and a few years after earning my license, I resolved that one day I would own one. My affection settled on the model 14-19-3, a fast, comfortable, relatively modern tail dragger. One February day, a friend told me of a 14-19-3A which was for sale. The “A” meant that this was a tri-gear model, the newest and the best. I virtually salivated over owning such a plane.

Located in Akron, Ohio, the “A” seemed in great shape. The photos showed a gorgeous new paint job. It was owned by an A&P, so it had been well maintained. But I was not the only bidder. Now the excitement of competition increased my ardor to own this bird. I rushed out to Ohio to take a look. The owner took us for a flight with me in the left seat. This was really great and any last doubts about buying it evaporated. I did a quick inspection of the bird (I am an A&P). I made an offer. It was accepted. I was the new owner. I had won out! I had a Bellanca!

Still happily excited, I made plans to bring the “A” back to Van Aire. I was by no means current in a 14-19-3, so I hired a CFII, named Keith, who was well experienced with the type. He would fly all the way from Ohio with me and then return by airline. The trip would be my check-out ride. The night before departure, we carefully planned the flight, picked up all the necessary

charts, and topped off the tanks.

During the evening, I realized that I had no insurance on the “A,” seemingly a minor oversight. In the morning, I called home and asked Peggy to dig out the name and number of our agent. I gave her the necessary information on the “A.” Since she had the routine personal data at home, she could arrange for proper coverage.

Keith and I took off in light snow, plowed through the overcast, and settled down to fine flying conditions on top. The “A” performed beautifully. But at our fuel stop in Jacksonville IL, I noticed a few narrow lines of red hydraulic fluid on the belly. My A&P instincts told me to investigate this, but I had no professional tools on this trip. The mechanic at Jacksonville, we were promised, would look at it as soon as he returned. Rather than wait, we took the courtesy car and found lunch. When we got back, the mechanic had already pulled the cowl, inspected the hydraulics, and buttoned everything back up. He had topped off the fluid reservoir, but found no leaks. All the hose fittings were tight. Thus reassured, we decided to proceed.

It was nearly 3 PM when we were ready for departure. This meant that our arrival at Van Aire would be in darkness, but Keith had lots of night time and by now I knew him to be a superb aviator.

Shortly after nightfall, I noticed a slight vibration transmitted through the rudder pedals—which was soon confirmed by Keith. We had no clue with this was. Concerned but not alarmed, we made a good decision: find the nearest appro-

priate airport. In a few minutes, we were over Canton, MO, preparing to land. We clicked the runway lights on and turned onto downwind.

Then came the real shock: only two green lights when we extended the landing gear. The nosewheel was apparently still up and the vibration had increased! We asked the guy tending the Unicom to verify our condition as we did a very low fly-by. Sure enough, no nose wheel. There was now no doubt that we had a serious problem—quickly confirmed when we could not extend the hydraulic flaps.

We went on to St. Joseph, a bigger airport with available emergency equipment. En route, we tried a few positive-g maneuvers with the hope of slinging the gear down, but all to no avail. The wobble pump was similarly ineffective. The anxiety level was rising sharply—especially when the breaker popped and our landing light went out. But we had to come down somewhere and St. Joseph was as good a place as any.

Keith and I carefully planned our strategy. We went through every check list and agreed on the emergency procedures we would follow. Keith would handle the actual landing, as slow as possible (without flaps) and as nose high as possible. With the runway made, we would kill the engine, in hopes the prop would stop in a horizontal position, and cut off the fuel. At touch-down, we would shut down everything electrical. As soon as the nose banged on the runway, I would apply brakes to keep the roll out/ slide as short as possible.

Our preparations paid off—everything went as planned. We ground to a stop in a few feet. I remember being amazed at the strange nose-down attitude. We got out. The fire trucks were there, but fortunately there was nothing for them to do. FAA personnel, on the scene almost immediately, were very helpful. They declared this to be a “minor incident” and approved moving the “A” off the runway. End of their story. The FBO and a local A&P were absolutely magnificent—offering free long term storage for my broken bird, the loan of tools, and much help in disassembly.

The story finally ended a month later when I was able to trailer the “A” home to my Van Aire hangar.

What had caused all this? The hydraulic flex-hose actuating the nose gear had ruptured—a process which almost certainly had begun before of our Illinois fuel stop. Subsequently, all the fluid drained away. Lack of hydraulic pressure had allowed the nose wheel to sag downward slightly into the slipstream. Cruise airspeed caused the sheet-metal gear door to vibrate so violently that we could feel it. In retrospect, it is probably fortunate we got this early warning. There was still enough fluid to get the main gear down.

As I reflect on this adventure, I am glad that I did some things right. Hiring Keith to go along on this flight was the wise thing to do. Yes, I could have been checked out before departure and flown back alone. But unfamiliar airplanes require an extra level of caution and certainly Keith’s great skills headed off a potentially much worse result. Second, I was proud of the decisions

CPA Calendar of Events 2004

APR 13 - 19 SUN 'N FUN EAA FLY-IN, Lakeland, FL. Info: 863/644-2431 or www.sun-n-fun.org

APR 13 CPA BOARD MEETING, Boardroom, JetCenter, Centennial Airport (APA), 6:30 p.m. Info: CPA Hotline 303/366-6226.

APR 17 - 18 KANSAS COSMOSPHERE FLY-IN, Hutchinson, KS (HUT), sponsored by CPA. See SR-71, Apollo 13 command module, Russian "Vostock" space craft, full-size replica of Space Shuttle, IMAX Theater, planetarium. Possible tour of nearby salt mines. Info: Jan McKenzie 970/206-5526 or jan.mckenzie@LSIL.com or Sarah Dolliver 303/866-0289 or Sarah.Dolliver@hro.com

MAY 1 - 2 CANON CITY FLY-IN, Canon City, CO (1V6), sponsored by CPA. EAA Ch. 808 pancake breakfast; train trip through spectacular Royal Gorge including gourmet lunch; Blossom and Music Festival weekend, parade, art and craft shows. Fly-in or drive-in and stay one or two days. Info: Bob and Carolyn Doubek 303/771-8148 or idadrase@4dv.net

MAY 11 CPA BOARD MEETING, Boardroom, JetCenter, Centennial Airport (APA), 6:30 p.m. Info: CPA Hotline 303/366-6226.

MAY 29 - 31 CARLSBAD CANYON FLY-IN, Carlsbad, NM (CNM). Sponsored by CPA. Carlsbad Cavern has one of the largest underground chambers with countless limestone formations. Tour cavern; evening bat flight with park ranger guide. Also available for more adventurous a guided tour of adjacent "wild" cave. Info: John or Cathie Martyny 303/449-6875 or johnmartyny@comcast.net

JUN 8 CPA BOARD MEETING, Boardroom, JetCenter, Centennial Airport (APA), 6:30 p.m. Info: CPA Hotline 303/366-6226.

JUN 12 - 13 CRAIG & STEAMBOAT FLY-IN, Colorado (CAG / SBS). Sponsored by CPA. Breakfast, visit Gunslinger Museum; then on to Steamboat to hike, bike the river trail, float the river, fish, wander through delightful shops. Group dinner, spend the night at a downtown motel, with optional soak at Strawberry Hot Springs pools. Info: Bart or Mary Jones 719/488-0653 or jmarykathr@aol.com

JUN 19 VAN AIRE FLY-IN / DRIVE IN, Van Aire Airpark (CO12). Open House for CPA members and guests; hangar talk, classic cars; arrive 10:30 a.m., lunch at noon. Donation for lunch. Info: Everett Aden 303/659-4517

JUN 19 CPA MOUNTAIN FLYING - HIGH ELEVATION AIRPORT OPERATIONS GROUND SCHOOL, Boardroom, Centennial Tower (APA), Englewood, CO 8:30 a.m. - 5:00 p.m. Course designed to prepare pilots for flight over mountainous terrain and high elevation airports. Fee: \$120 for CPA members, \$145 for nonmembers (inc. course materials).

Optional flight portion of course may be taken at pilot's discretion, and cost, at a later date. Qualifies for FAA Wings Program and Biennial Flight Review. Info: Terry Barbo 303/367-0670, tbarbo@comcast.net or CPA Website at coloradopilots.org

JUN 26 - 27 26th ANNUAL ROCKY MOUNTAIN REGIONAL EAA FLY-IN, Front Range Airport (FTG), CO. Pancake breakfast 7:00 a.m. each day. Safety seminars, Fly Market, exhibits, judging of aircraft, demos and workshops. Info: 303/442-5002 or www.rmrfi.org

JUL 3 100th BIRTHDAY - NUCLA, Hopkins Field, Nucla, CO (6V6). Fly-in, dinner and dance. Info: Robert Johnson, Airport Manager, 970/864-7111

JUL 10 CRESTED BUTTE WILDFLOWER FESTIVAL FLY-IN, Crested Butte (3V6). Sponsored by CPA. Wildflower Festival week filled with activities: hiking, jeeping, bike tours, workshops, cooking classes using edible flowers and photography. Info: Connie Hopkins 303/494-1211 or constance_hopkins@hotmail.com

JUL 10 GRANBY PANCAKE BREAKFAST, Granby Airport (GNB), 8:00 - 10:00 a.m., \$5/adults; sponsored by Middle Park E.A.A. Info: Bob Doubek 303/771-8148, 970/887-3871 or idadrase@4dv.net

made in the air, especially the careful preparation for the emergency landing. We reacted well to a developing problem. We made a good plan and we executed it calmly; no one got hurt.

On the other hand, there were some clear mistakes—all prior to getting in the airplane—that I hope never to repeat. First, I was really excited about my new toy. Indeed, I had inspected the “A,” but it was probably with the preconceived notion that nothing could be wrong with such a beautiful airplane owned by an A&P. Specifically, I should have been more conscious that flex-hoses are difficult to assess visually. The casing can hide a lot. At the very least, I should have asked the owner when they were last changed out—or checked the log books. A little more composure and a little less excitement would have served me well.

Finally, the insurance situation turned out to be a real disaster. Peggy tried to arrange the coverage as I had asked, but the insurance company required some additional information from my log book—information I had not given Peggy. The company denied coverage, but by then I had already taken off and she could not contact me. I was completely uninsured and I paid the price big time. Repairing Bellancas does not come cheap. Again, I was so anxious to bring my new prize home that I did not wait for confirmation of a vital piece of information.

The good news is that I am capable—as we all are—of making good decisions. The issue is to get that capability to bear on everything we do in airplanes. This story—a harsh but effective lesson—has brought me closer to that goal. ###



Bellanca 14-19-3A, courtesy of Aerofiles.

JUL 10 - 11 IN THEIR HONOR AIRSHOW, Colorado Springs Airport (COS), 9:00 a.m. - 5:00 p.m. each day; aerobatics 11:00 a.m. - 3:30 p.m. Active military displays, antiques, experimentals, Big Kids Zone, food &, beverages, onsite parking. Cost: \$10/adult; \$5/child; \$7/senior and military. Additional info: www.csairshow.com or John O'Donnell 719/635-8803.

JUL 13 CPA BOARD MEETING, Boardroom, JetCenter, Centennial Airport (APA), 6:30 p.m. Info: CPA Hotline 303/366-6226.

JUL 17 AIRSHOW / PANCAKE BREAKFAST, Alamosa (ALS), breakfast 7:00 - 10:00 a.m.; airshow 9:30 a.m. - 12:30 p.m.; airport closed during airshow. Lunch also available. Ten gallons free fuel to first 20 experimental aircraft to arrive prior to airshow. Free admission. Info: Paul Foster 719/852-9860.

JUL 17 - 18 28th ANNUAL DENVER-TO-JACKPOT, NV, AIR CLASSIC (O6U). Sponsored by Colorado Pilots Association.

FOR THE REST OF THE CALENDAR, PLEASE SEE THE CPA WEB SITE!!

Fly Mart



For Sale: Two para-phernalia original softie parachutes.
Purchased March 1991. Last repacked June '95. \$500 each.
Chuck White 303/364-8296.

For Sale: ¼ Share 1972 Turbo 210. Hangered at Jeffco. New Millennium TSIO-520R engine. All new engine accessories (turbo, controller, mags, vacuum, etc). New paint, carpet, leather and glass. Garmin 430, autopilot with alt hold, JPI 700, oxygen. \$25,000 plus ¼ of the loan payment, \$271.00 each.
Tony Garrett 720-746-0103. t1garrett@qwest.net

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: jmarykathr@aol.com. Deadline is the 15th of each month, to appear in the following month. These ads run once unless you contact me by the 15th of the next month to be run again.

Answers:

1. The first "restricted areas" were established. In April 1913, Gustav Hamel, one of France's best-known early aviators, with a British journalist as passenger, flew non-stop from Dover to Cologne. Among generals and admirals, this was viewed as highly threatening to Britain's traditional insular military security. The Home Secretary panicked and quickly established no-fly zones called "prohibited areas" around ports and forts.

In September, 1913, Hamel flew across the Mediterranean Sea, a distance of 453 miles, from the French costal town of St. Raphael to Bizerte, Tunisia.

Also in September, 1913, another Frenchman, Maurice Prevost, set the world speed record of 125 mph in a radically modern Deperdussin monoplane.

On Jan. 1, 1914, American Tony Janus established the world's first airline passenger service. The route was from St. Petersburg to Tampa; the airplanes were small flying boats.

In June 1914, American Lawrence Sperry demonstrated the first automatic pilot at Bezons, France. With his mechanic clinging to the rigging far out on one wing, Sperry flew "hands off" with his arms raised above his head. Even though the plane was radically unbalanced, the gyros kept the plane straight and level.

Also in June, 1914, Russian Igor Sikorsky completed the first true long distance airplane flight from St. Petersburg to (go to page 13)

Membership Renewals

Jerry Morris, Deer Trail
 Bill Burkard, Longmont
 Joe Recknor, Strasburg
 Carl Boecher, Morrison
 Vincent Phelps, Brighton
 Scott Bell, Greeley
 Ann Luce, Golden
 Daril Cinquanta, Arvada
 Ben Kramer, Aurora
 Stanley Specht, Lakewood
 Richard Austin, Fort Collins

Steven Beckman, Centennial
 Frank Hutchins, Pagosa
 Springs
 Simon Roberts, Westminster
 John Underwood, Colorado
 Springs
 Peter Mark, Littleton
 George Thomas, Evergreen
 Edward Carr, Fort Collins
 Theodore Kalman, Fort
 Collins

Beverly Sinclair, Aurora
 Gary Winslow, Evergreen
 Cleon Biter, Lyons
 William Hanson, Longmont
 Michael Kellam, Estes Park
 Harold Steffens, Monte Vista
 Paul Rossman, Aurora
 Bob Hodapp, Erie

WELCOME NEW MEMBERS

Donna Miller
 4091 Easley Way
 Golden, CO 80403-1566

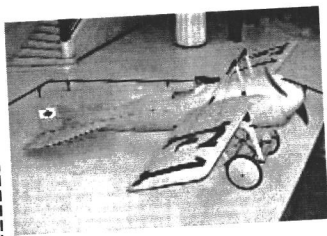
Chris Hylton
 2779 S. Olympia Circle
 Evergreen, CO 80439-8851

Brad Phelps
 2913 Martingale Drive
 Berthoud, CO 80513-8470

James Marks
 951 S. Geneva Street
 Denver, CO 80247-5204

Factoid answer cont. from page 12

Kiev, nearly 800 miles, in his massive airliner, Il'ya Muromets (See "Factoid" March, 2003). In July, 1914, German Heinrich Oelrich established an altitude record of 26,000 ft. Also in July, 1914, German Reinhold Boehm set an endurance record of 24 hours, 12 minutes. By mid-1914, aviation was on the move!



Maurice Prevost's Deperdussin
 "Monocoque", Musee de l'Air et de
 l'espace, Paris.



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WALSENBURG

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