



Flight Team Takes Second at Nationals

Team finishes just one point behind Air Force Academy

By Rachel Cain, ATV

It should be no surprise that the AES Flight Team is talented!

The team recently finished 2nd at the National Intercollegiate Flying Association Region I SAFECON (Safety and Flight Evaluation Conference), held in Rangely, Colorado, hosted this year by Colorado Northwestern Community College (CNCC).

They competed against five other teams, including the Air Force Academy, CNCC, Rocky Mountain College, Utah Valley State College, and Westminster College.

The Metro State Flight Team competes in four flight, and four ground events. The flying events consist of power-off and power-on spot landings, a "bomb drop" event (using safe blocks of wood), and a precision navigation event done solely by pilotage and dead reckoning. The ground events consist of a SCAN test, Manual Flight Computer, Aircraft Recognition, and Simulator.

Overall, the Metro State Flight Team had a very solid and consistent performance. One of the members, Dustin Durnen, won the very prestigious award of Top Pilot. Also competing were: Ean Biggs, Steven Lane, Carissa Shea and Seth Williams, junior Alex Brancard and sophomore Sean Cowan.

The team placed just one point behind the Air Force Academy, a fairly consistent trend, however the point spread was the closest its ever been.

The team qualified to move on to the national competition this spring (in Tennessee) and hosted by Middle Tennessee State College.

At nationals, the flight team will be up against nearly 30 colleges in the country, including the United States Naval Academy, Embry Riddle, Ohio State and Western Michigan University.



In this Issue:

- *Flight Team 1*
- *Altitude Chamber 1*
- *Delta Connection 2*
- *AAAE Chapter 2*
- *Bart Whitehouse, Hall of Fame 3*
- *NSO 3*
- *New Classes 4*
- *CRJ Simulator? 5*
- *Success strategies for all students*

Important Dates

- *12/8 — Finals*
- *1/20 — Spring semester starts*

Note:

This is the first issue of Metro Flyers. If you would like to contribute to future issues, contact Jeff Price at pricej@mscd.edu

Where's the altitude chamber?

Chamber off-campus; department still has use

By Michael Stawicki, ATV

Students returning to Metro this fall may have noticed a vacant space adjacent to the Aerospace Science building. The weathered blue altitude chamber which sat dormant outside the building for as long as many students can remember was finally donated to the University of Colorado (CU).

This past summer, department chair Jeff Forrest, negotiated a deal with the CU High Altitude Research Center to take-over and maintain the altitude chamber.

"It was a relief to finally establish a location and operational support for the chamber" said Forrest. "For five years we've been talking about what to do with it." Forrest contacted a variety of airlines and fixed-base operators during his search for a caretaker, including Frontier and United Airlines, until CU offered to take the chamber.

In the agreement worked out with CU, Metro State's Aerospace Department is guaranteed access to the chamber for 14 days-a-

year. CU will provide training for the students and staff with no financial obligation to students.

"The big advantage to this whole joint venture is CU provides the physicians, nursing staff, and technicians" explained Forrest. One side of the chamber will be painted in Metro's colors and it is expected to be completed Spring 04.

FUN FACT: The only major airline never to have a fatal accident is Qantas of Australia

Department resurrects airport executives chapter

Student group affiliated with national organization
 By Kenny Jolley, AMG



Several years ago, the Department was granted a charter from the American Association of Airport Executives (AAAE). The Metro State student chapter was very active in the 1980s and 1990s and several former members are now in management at airports such as Centennial and Steamboat/Hayden.

As of October, the student chapter officially restarted. The organization began holding meetings and is focused on professionalism and integrating students with the local airport and aviation community. Officer elections were also held with Tracey Milosevic voted as President of the organization; Mark Inzana will be the Vice President and Kenny Jolley is this years' Secretary/Treasurer.

Colorado has strong ties with AAAE as well as the Department at Metro, which the students hope will provide much local support for the chapter.

Chapter objectives for the year are to get every member to the National Conference in Las Vegas in June, get members involved with the aviation industry along with community involvement and college support and camara-

derie. The chapter approved their by-laws and started working on its professional and social events.

Proposed ideas for events include luncheons with local aviation professionals as well as airport tours and guest speakers. The chapter has a strong student base and is looking forward to a productive year capped off at the National Conference. If you are interested in an airport or aviation management career get involved with this organization. Chapter meetings are every other Tuesday at 7:00 p.m., in Room 105. Check the bulletin board in the hallway for meeting dates. For more information contact Tracey at milosevi@mscd.edu.

For information on the national AAAE organization go to www.airportnet.org

Delta Update

By Jeff Price, MA

The Metro State Board of Trustees has approved a new AES major entitled Professional Flight Officer. This degree will offer the Delta Connection Flight Training Academy program once negotiations are completed.

If negotiations go as planned, Delta Connection Academy may be able to start operations as early as August of 2004.

It is our understanding that Delta is currently looking at Centennial Airport or Jefferson County Airport, or possibly both airports, to base the flight training operation.

Students in the ATV track, also known as the Professional Flight Officer program, will have the opportunity to be hired by Delta Connection as a flight instructor, leading to an interview for one of the Delta Connection carriers, Comair, ASA or AirElite business jets.

Freshman Success Strategies

- Set your GPA this year! It's very difficult to recover from bad grades in your junior and senior years
- Avoid problems with the law! Underage drinking and driving under the influence is not only dangerous, it's a guaranteed career killer
- Get organized! Develop good habits now, like showing up for time to class and not missing assignments. Create the habits today that mean success when you must be on time in the future.
- Medical questions? Get to the FAA medical examiner now. Now is the time to address any questions about your ability to fly, not when you're in the hiring process.

The Metro Flyer

Newsletter of the Aviation and Aerospace Science Department, Metropolitan State College of Denver

*P.O. Box 173362, Campus Box 30
 Denver, CO 80217
 303-556-2982
www.mscd.edu*

Department Chair, Jeff Forrest

Editor, Jeff Price

*Staff
 Rachel Cain
 Tyler Bowron
 Michael Stawicki
 Kenny Jolley*



Bart Whitehouse headed for Hall of Fame

Longtime Metro Instructor to be honored at Wings over the Rockies

By Michael Stawicki, ATV

Bart Whitehouse, the department's history and avionics instructor, is being inducted into Colorado's aviation hall of fame for his lifelong contributions to aeronautics.

Whitehouse started flying in the 1940s and has taught at Metro since 1990. He came to Metro after former department chair Bob Mock realized that what Metro lacked, when compared to other aviation schools, was an avionics lab. Shortly after starting at Metro, the former aviation history teacher, Captain Glenn Dorward retired, and Whitehouse took over the aviation history class.

Recently, Peter Luce, a board member of the historical society and longtime aviation contributor decided to nominate Whitehouse.

"The (nomination) process is tedious" said Babette Andre, another instructor in the department and also a historical society board member. "You have to fill out a lot of forms, you have to get supporting letters, and provide proof of what you've done."

The information is submitted in book-form along with a résumé, background information, and copies of awards and citations the nominee previ-

ously earned.

There were several accomplishments and contributions that Andre noted which earned Whitehouse the nomination.

"He's had a lifelong contribution to aviation education, influencing thousands of lives in the state," she said.

Along with Whitehouse's extensive background in education, he is also an avid aviator. As an owner of a Cessna 205, Whitehouse has traveled to Latin America, Newfoundland, and the Arctic. Whitehouse has also participated in expeditions with The International Group for Historic Aircraft Recovery (TIGHAR) and their efforts to locate and recover Amelia Earhart's aircraft. The Colorado Aviation Historical Society, after reviewing Whitehouse's work and accomplishments, decided to induct him into the hall of fame.

The Colorado Aviation Historical Society is also responsible for gathering, recording, and archiving significant artifacts and events from the state's involvement in aviation.

This year, the "Minute-men", the Air National Guard's demonstration team, will be inducted along with Whitehouse.



Bart Whitehouse in his avionics lab

Sophomore Success Strategies

- Get involved in extracurricular activities; develop your leadership skills and build résumé material
- Start networking; learn what's out there, learn about the industry, make critical industry contacts
- Journal: start keeping track of interesting experiences for future interview stories

New Student Orientation, 2003

Events third year brings the largest crowd ever

By Kenny Jolley, AMG

The New Student Orientation for the Aviation and Aerospace Science Department was held in August and provided valuable opportunities for new students to get acquainted with the faculty and the aviation program, while speaking with alumni and industry professionals.

The turnout for the event was spectacular; the number of students attending tripled the numbers from previous years. Also attending were the entire full time aerospace faculty and over 50 alumni from the department.

The orientation is for new students to the school or the department and transfer students from other colleges.

Jeppesen sponsored a breakfast sponsored with Jepp-

sen President and CEO Mark Van Tine as the featured speaker. He did a great job addressing the students. Jeppesen also donated door prizes, flight bags with training material. Each bag is worth over \$150.

Delta Connection sponsored the lunch. There were twelve vendor tables and time for one-on-one interaction with industry professionals, a tour of the World Indoor Airport and strategic planning sessions for the students.

The department is extremely pleased with the outcome of the orientation and is looking forward to improving the event even more for next August.

Department Name Change

By Jeff Price, MA

We are now the Department of Aviation and Aerospace Science.

The name change, adding "Aviation" to Department of Aerospace Science, enhances understanding of the department's mission and focus. Student surveys indicated many students believed Aerospace Science referred to an engineering program.

With this change, and more changes as a result of the Delta Connection Professional Flight Officer program, expect some nomenclature adjustments.

AES will become AVS, but in most cases will still be referred to as AES for administrative purposes.

Beginning 2004 the Professional Flight Officer program will be referred to as ATV4 and the Corporate and General Aviation emphasis will become ATV5. Many of these changes are coming at press time so look for more information in coming issues.

Junior Success Strategies

- Get a job in the industry; start looking at internships
- Set your goals from now until you graduate; pilots, give yourself a deadline to get each flight rating; work to get your CFI before your senior year
- Read aviation books and magazines; get familiar with the industry
- If you're just turning 21, don't blow your career with a DUI!
- Become familiar with the job application process

Create public policy; defeat terrorism

Classes address real-life industry issues

By Tyler Bowron, ATV

Two classes available for juniors and seniors that you may not know about.

Aviation Security is offered for the second time this spring, and Mr. Balazs again offers his class, Formulation of National Aviation Policy (AVS 4250). The policy class is filled for this year, but juniors should think ahead to next year as the class is a great chance to learn about aviation outside the Seventh Street classroom.

The Aviation Security (AVS 390b) class was developed in the wake of the September 11th attacks. It was first offered last spring and offers students the chance to learn about the policies and regulations of aviation security both before and after 9/11. Instructor Jeff Price brings his practical knowledge and expertise to the class.



Mr. Price was the Assistant Security Director at Denver International Airport, and was the Jefferson County airport manager during the attacks of 9/11. He is also the designated trainer for Airport Security Coordinators for the American Association of Airport Executives.

Aviation Security covers the history of hijackings around the



world and progresses into topics like anti-hijacking strategies and modern security screening equipment. The course culminates with a real time incident command and response drill involving all of the students. The course is a great way to learn about the newest threats and responses to the US aviation system.

AVS 4250 offers students the opportunity to learn the methods involved in the formation of aviation policy. Students meet once a week to discuss the issues of laws and regulations affecting the aviation industry, and spend one week in Washington DC meeting with other college students from around the country.

Students are able to tour various facilities in the DC area, and meet with officials that affect the aviation industry from the highest levels.

Both of these classes offer metro students unique opportunities to learn more about the aviation industry.

Senior Success Strategies

- Do an internship; get a job in the industry, entry level, throwing bags or pumping jet fuel gets your foot in the door
- Network—Network—Network
- Get your plan together for after you graduate; what's your job search plan? What's your plan for additional training or education?
- Stay focused, you're nearing the end of this journey and about to start on another one. Senioritis can turn A's into B's, and B's into C's. Finish strong!

Is a regional jet simulator in our future?

DC-10 headed for departure; replaced by new technology

By Rachel Cain, ATV

Once upon a time there were two DC-10 simulators in the Aerospace building. Then, about 6 months ago, the first monolith was donated to Wings Over the Rockies aviation museum, where it will help inspire and teach young children about the excitement of the cockpit, with the utmost effectiveness.

The fate of the second DC-10 simulator is decided but still awaiting action. The machine is incapable of functioning to its fullest potential and original intent. It has been diagnosed with the fatal error of being too obsolete to be fixed. Although the DC-10 was once the latest and greatest technology, time has made it archaic outdated; and now only air cargo and less funded countries use the DC-10 in routine operations.

The Aerospace faculty is actively working with Jeppesen and CAE to negotiate the introduction of at least two new simulators. These negotiations are in the early stages and nothing is guaranteed at this time. At the same time, talks are



underway for CAE to provide discounted training to those AES students that wish to be type rated in a CRJ. It also may be possible for Dave Fagrè, a Metro State alumni at CAE, to train current faculty to run the new CRJ simulators, and teach students how to fly them, however, Mr. Forrest notes that this too is just in the idea stage, and not in serious negotiation.

CRJ's have totally glass cockpits, and provide for training in Crew Resource Management (a point that is huge at any carrier), auto-flight characteristics, and integration with computer-based flight scenarios. These attributes will give all AES students a better edge on the job-entry requirements for any regional air carrier.

At the moment, it is only a matter of time before the powers that be can get the new simulators in the department, up and running, with a master teacher. Please look for this new technology in the future, as one day they will too be obsolete, but every machine has its time.

Will you survive the 3rd rejection?

By Jeff Price, MA

Profound Knowledge

Perseverance.

It's the only cure for failure.

Can you survive the 3rd rejection?

In the book, *The One Minute Millionaire* authors Mark Hansen and Robert Allen talk about the importance of overcoming the 3rd rejection. Successful people are the ones who can overcome this rejection.

Many people, unfortunately and particularly in this industry, never even start the game before declaring defeat. They let stories of how tough it is out there deter them from even playing the game. The first rejection.

Dozens more will send out some job applications and résumés, then quit as the first few come back, rejected. The second rejection.

A handful more continue to send out more applications, network, do infor-

mational interviews and keep plugging away, sometimes for a few years. But either they run out of money and can't stay in the game, or finally declare defeat and settle for a life less lived. Usually this comes in the form of another job opportunity, out of aviation, with the false belief: "I'll just do this for awhile then get back into flying." Few ever make good on that promise. The third rejection

Ever wonder why so many people in aviation know each other? It's because there is an elite few who actually persevere long enough to make it in this industry. Are there some folks that don't work as hard and just sort of luck-in? Sure. But we're talking about your life.

Can you overcome failure?

The secret to success is to fail more. I'm not talking about going out

there with an ineffective strategy and intentionally trying to fail. I'm talking about increasing the number of times you try, because the more you try, the closer you will get to success.

When you fail, say to yourself: "Yes!" You are that much closer to success. Learn from the failure, apply those lessons and try again.

When you were a little baby learning to walk, you occasionally fell down. Did you get back up and try again? Or, did your parents look at each other in sadness and say: "Gee, I guess our baby is just not a walker."

Of course not. They helped you up and you tried again and again until you got it. You have not lost the ability to get back up and try again.

Perseverance cures failure; it's time to start walking.

Fitness for your head!

How smart are you?

1. Frontal waves normally form on
A — stationary or occluded fronts
B — slow-moving warm fronts or occluded fronts
C — slow-moving cold fronts or stationary fronts
2. Crankcase breather lines of an aircraft engine should receive special attention during preflight in cold weather because they are susceptible to being clogged by:
A—ice in the breather lines
B—congealed oil from the crankcase
C—moisture from the outside air which has frozen

Aviation Internships

- Contact Ed Theisen in the Cooperative Education office at (303) 556-3290
- Check the bulletin boards in the hallway of the Seventh Street Classroom for available internships (printed on golden-rod paper)

Food for your head!

New aviation books

Your Job Search Partner: A 10 Day, Step-by-Step, Opportunity Producing Job Search Guide, by Cheryl A. Cage. Cage has long been an aviation career consultant with several other books to her credit including *Checklist for Success*, a textbook used in Aviation Career Planning (AVS 4910—formerly Job Targeting). This book provides a step-by-step strategies for finding a job.

Mental Math for Pilots, by Ronald D. McElroy. Mental Math for Pilots revs up the computer between your ears, enabling you to quickly process the math questions you'll get during airline interviews, and stretches the mental muscles to handle practical number problems in flight.

The Killing Zone: How & Why Pilots Die, by Paul A. Craig. Most pilots enter the killing zone between 40 and 70 flight hours and stay there until about 250 flight hours. By then, most have acquired enough experience, and training and judgment to take off with some degree of confidence in landing safety. Learn what kills pilots before the 250 hour-mark.

Metropolitan State College of Denver
Department of Aviation and Aerospace Science
P.O. Box 173362, Campus Box 30
Denver, CO 80217

Must have
proper
postage