

Cincinnati Aviation Career Education (ACE) Camp, June 23 to June 27, 2008

The ACE camp was organized by the Organization of Black Airline Pilots (OBAP) and Cincinnati's Brown Condor. The aim of the camp was to expose students to as much aviation related professions as possible as well as teaching the fundamentals of flight. The camp was attended by fourteen students ranging in age from twelve to eighteen years old.

On Monday June 23, the first day of camp, the students were presented with the brief history of aviation, OBAP and Brown Condor. They were introduced to Mr. John Lehr, who is one of the original Tuskegee Airmen, as well as to Mayard "Vert" Williams, an aeronautical engineer who is also working on his PHD for aerospace engineering at the University of Cincinnati. This presentation was intended to give the students a review of the past, the present and the scope of possibilities for them in aviation. Vert also gave a lecture on basic aerodynamics and airplane components.

We then headed to Lunken Airport where we were hosted by P&G for a presentation of corporate aviation. There Mr. Steve Ripley, P&G's head of Airplane Operations, and his staff very generously gave us an expanded overview of their operation, including a thorough tour of their Gulfstream G-4 aircraft. Having feasted on the generous lunch provided by P&G, we headed back to base.

In the afternoon, Rick Mullins from Astar Air Cargo gave a presentation on the field of airline dispatcher. This was followed by a presentation by Esaias Liggett of Air Wisconsin and Theodoros of Astar about the field of airline pilot and the requirements of being a pilot. The day ended with further lessons in basic aerodynamics and basic concepts of navigation.

Our second day was entirely dedicated to an extensive tour of GE's plant in Evendale, graciously arranged by Terry Moorman. There we toured the assembly line for the CFM56. At this plant, in addition to aircraft engines, GE builds engines that power electrical plants, engines for ships, engines to pump gas lines, and various other applications for jet engines. In addition to manufacturing, GE designs and tests new engine models at this location. Our camp was given an extensive tour of all these aspects of development, testing and production of these remarkable engines. To cap it all, GE graciously provided meals for the whole day we spent there. This was such an extensive tour that we regrettably ran out of time to visit the CTECH, which is GE's training facility.

June 25, our third day was dedicated to a trip to Greater Cincinnati Airport. Ron Zarnstorff of Pan Am International Flight Academy and Ted Mallory of Astar Air Cargo graciously provided two hour each of flight simulator time in DC-8, B727 and A300 aircraft. This gave our students a total of six hours "stick time" on large transport aircraft. Astar's airline pilots Landon Harman, Scott Mulready and Mark McDaniels and the staff of Pan Am volunteered their time for this event. It was a real treat to see all those eyes wide and excited after having experienced the thrill of flying.

We then headed to Comair to visit their maintenance facility where Beverly Wolfer and her staff welcomed us starting with a hearty meal. The main purpose of our visit was to see how aircraft maintenance is accomplished. First, we were shown the work orders and the control flow charts depicting how every work item is accomplished and tracked. Then we saw two CRJ 50 aircraft at different stages of heavy maintenance in their hangar. We were able to appreciate that an airplane is not just a tube with seats that happens to take us from A to B, but also an intricate web of wires, metal, tubes, engines, etc put together with exacting precision and maintained meticulously with a lot of skill.

Our last stop of the day was the FAA's CVG control tower. We were warmly greeted by Barry Payne, Greg Fritz and McClellan Tribble. After an over view briefing of how the traffic flow was controlled, we broke into three groups. The first group went up to the control tower, the second went to the TRACON and the third was taken the simulator training. All three groups then reshuffled to visit all the stations. In the TRACON, we saw how departures and arrivals are handled by radar control. Some of our students had opportunities to manipulate computerized controls and listen in at actual live communication with aircraft. In the tower, we were able to observe the controllers direct traffic land, take off and taxi. As an added bonus we were able to go out onto the catwalk and enjoy the view from outside. Then we went downstairs to see simulated training situations in the training room. We are grateful to Jan Lebovitz and Rick Kettel for making our FAA tower tour possible.

The theme for our fourth day was the Air Force and history. For this we went to Dayton's Wright Patterson Air Force Base for a tour arranged by the Rachel Castle. We were welcomed by our escort 1st Lt. Mollie Robinson. Mary Allen then accompanied us for a one hour thrilling tour of the gigantic C-5 transport airplane. Our students were amazed by the size and "grace" of this amazing gigantic flying behemoth. The air crew was very gracious with its time and explanation of the operation of this amazing machine.

We then headed to the Base Weather Station, where James Lane gave us a briefing of weather gathering, forecast, reporting and the entire weather information source available for the Air Force Base. We capped our tour WPAFB with a hearty meal at the Pitsenbarger Dining Hall.

The afternoon of our fourth day was spent at the National Museum of the United States Air Force. One can hardly find a better place to experience the gamut of aviation than this museum. Aircraft ranging from pre-Wright brothers to today's aerospace wonders were in display. The highlight of our tour was the P-51 display where we congregated to hear our own "aviation father" and Tuskegee Airman, Mr. John Lehr, give us a briefing on the performance of the P-51 and his own experience in it during his service in the World War II.

The fifth and the last day was when we tied all the activities of the week into an event that symbolized the whole theme. For this we headed to Co-Op Aircraft Service at Blue Ash airport where all our students and most of our chaperones got a half hour

introductory flight lesson. Flying at the controls of C-172, all legally logged their first minutes of what we hope to be their thousands of flight hours.

In the afternoon, we gathered at Woodlawn Recreational Center for a graduation ceremony where parents were invited to attend. We reviewed the activities of the week's camp. Then our guest speaker Barry Payne from the FAA gave a speech covering employment possibilities at the FAA as well as encouraging words for the students. Mr. John Lehr then addressed us, explaining the sacrifices paid by him and his Tuskegee peers which played a significant role in opening aviation to us. He stressed the importance of persevering in all we want to achieve. He then presented our students certificates and flight logbooks to cap our ceremony.

The goal of our ACE was to expose our students to as many aspects of aviation as possible. During the five days, our students were given lessons in basic aerodynamics and navigation as well as airplane components. We had panel discussions on the careers of airline pilot, dispatcher, aeronautical engineer, FAA controller and weather observer. Through our field trips we gained first hand experience of corporate aviation, simulated transport airplane flying, aircraft heavy maintenance, FAA control tower, development and production of jet engines, the Air Force, weather station, one of the comprehensive museums of aviation and, to cap it all, everyone experienced the thrill of actual flight time as a pilot.

We thank all the organizations who invited us to visit as well as those who contributed to the success of Cincinnati's Aviation Career Education Camp.