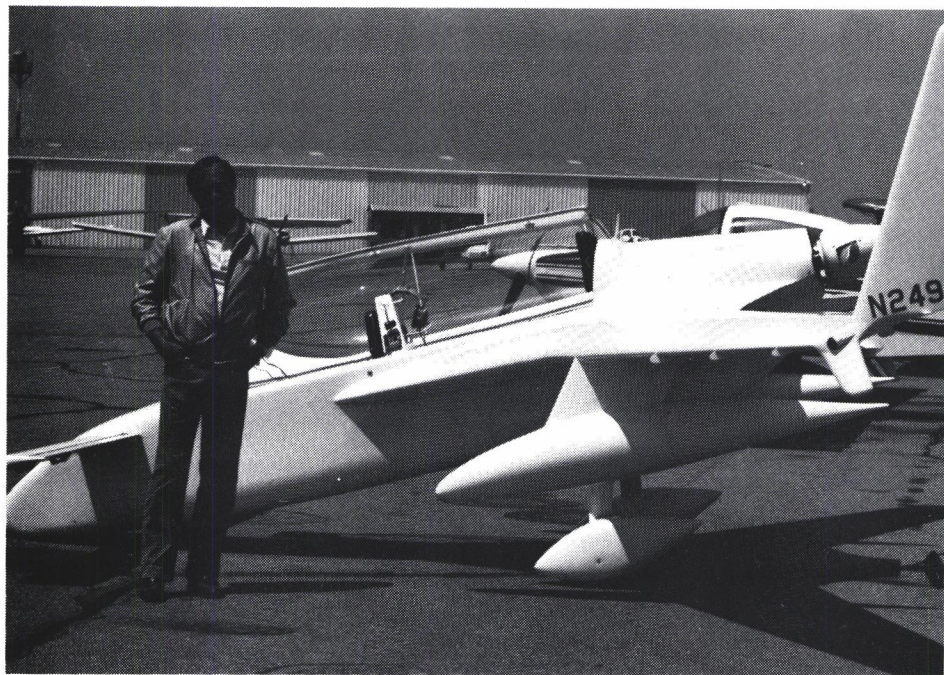


CPA FLIGHT LINES

Vol. 2, No. 5

June 1985



Perhaps you have seen one of these strange planes flying around the Denver area. The aircraft is a 200 mph, 100 hp O-235 owned by Mike and Pam Guthrie of Littleton. Mike has attended many of the Colorado Pilots Association activities. This photo was taken at the Poker Fly-in.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

President's Message

By Vern Foster

During May I appointed two additional Area Representatives. They are Cliff Clemens who will handle the Meadow Lake Airport area at Colorado Springs, and Jim Wood, manager of Chem-Air, Inc. at Brush, Colorado. Recently appointed as the second Area Representative at Colorado Springs is Pat James of the Aviators Mart. We now have a total of 15 Area Representatives. I hope to announce more "Western Slope" representatives soon so that Glen Cheney and Merle Entz will have some company in the western part of the state.

Now, back to flying...hot weather/high country flying. It is the time of thunderstorms,

windshear and density altitude considerations. No matter what your airplane manual says about rate of climb and ceiling the facts to keep in mind are:

1. The figures are for a new airplane;
2. a new engine;
3. a test pilot flying;
4. smooth air and STANDARD AIR TEMP, which is 41 deg F at 5000 feet.

A quick rule of thumb on service ceiling on a hot day is if the ground temperature is higher than 75 degrees F at elevations of 5000 to 6000 feet, the maximum altitude your airplane will reach is the approximate "Book service ceiling" minus 3000 feet.

Go forth and be mindful of density altitude. Let's make it a safe summer for Colorado flying.

Vern Foster, President
Colorado Pilots Association

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Publication Notice

The CPA Flight Lines is published once each month. Articles for the CPA Flight Lines are sought from members and other persons or organizations. Stories and articles can include flying tips, rebuilding and restoration experiences, special trips, activities, etc.

All articles should be sent to:

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Material for publication will be accepted up to the deadline date which appears in Flight Lines. Flight Lines staff reserves the right to accept, refuse, or edit any material submitted. Publication of articles and opinions in the CPA Flight Lines is not an endorsement by the Association, nor does the Association assume responsibility for the accuracy of the information contained in the Flight Lines. Permission is granted to reprint, provided credit is given to CPA Flight Lines.

COPY DEADLINE

June 27, 1985

Aviation and the State

By Dennis Mewshaw
Colorado Aviation Planning Staff

REGIONAL FLY-IN AND PILOT SAFETY SEMINAR:

The Oregon State Aeronautics and the FAA, Northwest Mountain Region would like to invite all pilots to join them for the weendend of August 3rd and 4th in Bend, Oregon.

The program will include:

- Weather Awareness
- Emergency Preparedness
- Density Altitude
- Mountain Flying
- Flight Physiology
- Your Legal Rights
- Collision Avoidance
- Preflight Inspection Contest
- Aviation Films

If you are unfamiliar with the Bend, Oregon, Area, located on the eastern flanks of the Cascades, it is noted for its abundant sunshine, the marvelous Deschutes River, intriguing geology and countless lakes.

For more information, contact the Oregon Aeronautics Division at (505) 378-4880, or my office, 866-2352 (Denver).

GENERAL AVIATION ECONOMIC BENEFIT:

In the March/April issue of Flight Lines I discussed the economic impact study underway by this office. The final report document is now available, and anyone desiring a copy should feel free to contact me.

The Aviation Staff (Phill, Bill and myself) are quite proud of this document and excited by the information it contains. GA activity generates a sizeable dollar amount of sales and earnings for Colorado's economy, and we hope our report will stimulate an increased awareness of aviation's critical role in the state's future.

ONCE AROUND THE STATE:

BURLINGTON - the Kit Carson County Airport has added a new gravel crosswind runway, designated 5/23. The surface is 2700' x 35' and will be used primarily by the spray operations relocated from the old airport.

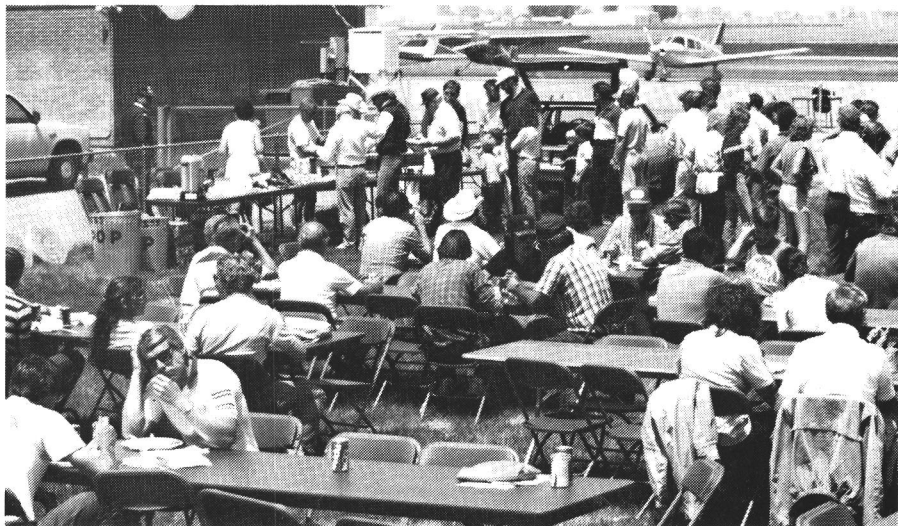
BRUSH - the Brush Municipal Airport has an energetic new manager, Mr. Jim Wood. Jim is from Missouri and will manage the airport while operating the Chem-Air spray service.

WESTCLIFFE - the county's new airport south of town is open for business. Named Silver West Airport, the existing facility has a 6000' x 40 gravel runway with numerous upgrades planned in the near future. Contact Ron Albritten at (303) 788-2744 for further information.

MONTE VISTA - I do not remember if the Movie Manor Airport was mentioned during the presentation at Metro State seminar, but if not this combination airfield/motel drive-in theatre certainly qualifies as a unique destination. Located three miles west of town, you fly into the area, land on one of the two runways and taxi to your motel room from which you watch that night's large screen feature. Take a friend and tell them you'll cover the room and movie if they'll cover the aircraft cost.

A WORD OF THANKS:

Just a quick thank you to CPA for their help in negotiating several tall tower proposals in the Colorado Springs - Pueblo region.

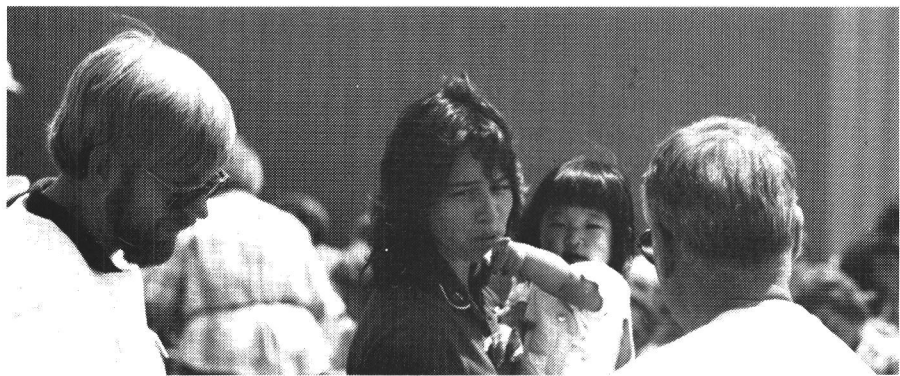


Poker fly-in crowd wanting seconds.

The 3rd Annual **POKER FLY-IN**



Several people buying cards at Greeley.



The Dennis Mewshaw family going through the chow line.



Terry Barbo in a great looking hat.



John Warrender was a big helper with a big helping of the CPA Poker Fly-in.



This years organizer of the Poker Fly-in Hal Geyer is presenting a trophy to one of the winners.

Why Aerobatics?

By Drew Chitisea

Cessna 8609J: Van Nuys Tower, Cessna 8609J at the Brewery to land with Sierra.

Van Nuys Twr: Cessna 8609J, report left downwind abeam runway 16 left.

Cessna 09J : Van Nuys Tower, 09J left downwind abeam 16 left.

Van Nuys Twr: Cessna 09J cleared to land runway 16 left, caution wake turbulence arriving C-130. [We shared the field with a National Guard squadron].

Inside the pilots head, plug into conscious thought. Amidst static, we overhear;

"Okay, cleared to land...which runway? Oh yeah, the left.. the short one...nooo problem. Lessee, abeam the numbers, carbheat..fifteen hundred..ten degrees..seventy.

Where's that traffic? Ah, there on final, turn your base...looks good..."Caution Wake Turbulence", eh? Out and down 500 feet per minute...I think...aww, that 12 knot crosswind will move it off.

Final turn, looks good...looks real good in fact. A couple of hundred yards to go and grease this puppy right...Oh[expletive deleted]!

Tower personnel look over and see a light aircraft on short final, inverted and rolling fast.

The pilot came out of that unscratched after completing two full revolutions and half of a third. It was only much later that the pilot figured out the appropriate reply to towers frantic call of "09J, are you all right?" Which would be "Hell yes,

tower, I always land like that!" But he knew he was very, very lucky.

Back at the shack that served as flight office, over the obligatory cup of coffee and a candy bar, a debriefing took place. Incredible CFIs and pilots alike were amazed that 09J wasn't a pile of junk at the end of the runway. Stories were then exchanged, comparison made, then a few conversationalists lost interest and filtered out. Those who remained began a serious discussion about wake turbulence, wingtip vortices, and related subjects. Coupled with the days experience, the words of explanations and examples stuck long and well with our erstwhile ace. But he went a step or two further in his aviation learning, by searching out a special kind of instructor and a special kind of airplane. He wanted to know what happened, then how to safely make it happen again, and most importantly how to stop and/or recover from what was happening. He took an aerobatics safety course.

Our hero learned about the use of his controls, all of them singly and in combination. He learned that there actually are three physical dimensions up in the sky [four if you consider time a dimension], and became more aware of what it takes to really pilot an aircraft, and how one really can be flown. And it was all done and learned in complete safety. Even before he went on to fly aerobatics consistently, he felt he was a better pilot following the whole experience.

He recommended the aerobatic safety course to all interested pilots [except, perhaps, the C130-induced part].

So why aerobatics? Think about Aces' experience; what if you stopped inverted in a case like that? Would you even know what to do with your controls to better the possibilities of coming out alive? QUICK! And RIGHT NOW! What about wind shear? CAT? And of course the infamous "cross-control stall". And the spin that follows? It can happen to any one of us, so we ought to have knowledge of what to do and then go out and practice occasionally. The whole point is to say that our pilot looked up a qualified aerobatic instructor with access to a qualified aerobatic aircraft, and thus learned something new about flying. He found out that his training was not as expensive as he imagined, not as frightening or physically demanding as he'd been led to believe, and, once he got accustomed to controlling an aircraft freely in the air, it even was a lot of fun.

It's safe, enjoyable, challenging, and indescribable, one has to have done it to fully appreciate it. How you get upside-down is up to choice or circumstance, so it sure is good to know what your options are. I'll mention a version of an old saw, "you either have been inverted, or you will be", and I'll declare its truth. So ask around at your local airfield, look up a qualified instructor [there are several in the Front Range], and at the very least take the Safety Course. It usually consists of basic knowledge and technique to carry over into virtually any aircraft you fly. If you like the experience, take the full aerobatic course

to have solo abilities, perhaps even enter a social aerobatic contest flown by local people. People you'll enjoy getting to know. Look up the local chapter of the International Aerobatic Club and attend a meeting or open house. The IAC and chapter affiliates have an unequalled safety record and that really is the bottom line in all activities. You can become a part of this just by checking it out, and who knows, your life may one day be on the line of what you do or don't know. Give yourself better odds and learn something new.

The author Andrew Chitisa is a CFI and qualified aerobatics instructor. Drew is also an active supporter and member of the Colorado Pilots Association and Civil Air Patrol.



CPA member and FAA Accident Prevention Specialist Mick Wilson tells a fish story.

Letter to Flightlines

What to do when you're bored (or)

A great weekend with the Gringos

We joined Colorado Pilots Association a little less than a year ago. We had recently bought a Mooney Super 21 and decided to participate in some flying activities with people who love to fly as much as we do. We watched, with interest, accounts of the Gringos activities. Then, about a month ago, we decided we'd like to go to Sedona. It took us a while to get brave enough to call to see if we could accompany the Gringos. Being timid was the most foolish thing we've done for a long while—the Gringos accepted us with open arms, even though there were no more rooms available; they offered to double up to accommodate us. What a group!

Departure was on time, Saturday, May 25, 1300 (well, almost on time) from Jeffco Airport where we were assigned our number (Gringo 9) and frequency for air to air communication. DESTINATION: BREAKFAST — at Grand Junction. Crossing those beautiful Colorado Rockies, our first challenge, and Gringo 2 (Lisa and Wayne Thetford) with a new engine in their Comanche. Thanks Walt and Terri Barbo (Gringo 7) for circling us all safely across the "rock pile."

After a good breakfast came one of the most fun things I have ever done—a formation take-off with Gringo 1 (Dave and Sue Burke). Our sweet little Mooney never had such good company, as Dave and Sue's Mooney 201 lifted off with us. Thanks to Gringo 1 for being so patient with this novice.

The scene from Grand Junction down the Colorado River to Lake Powell was breathtaking. Everyone who flies should do it at least once. We won't mention any "wrong turns" or "altitudes" because we were all taken in by the beautiful sight (right Gringo 2? Was Lisa practicing carrier landings?). Then it was Gringo 6's (Walt Bell) turn to "burn less fuel" for our benefit and ability to keep up. Thanks to Walt and the Barbos for keeping us in sight.

Sedona was taken by surprise (as was every airport) by this "flight of 6"; one poor unsuspecting pilot said, "Good thing you guys don't have guns!"

On the ground the sights were almost as beautiful as in the air. The city, Oak Creek Canyon, formations all around and almost an Oasis atmosphere. The

Continued on p. 12



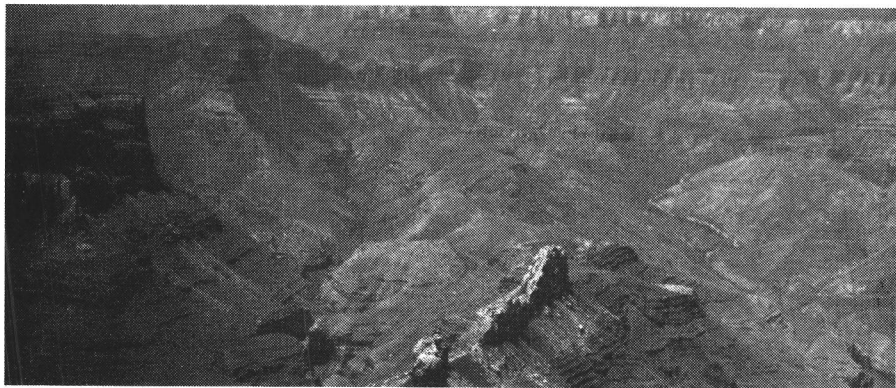
The unique beauty of Lake Powell



Formation flying over Lake Powell



The big ditch, the Grand Canyon & the Colorado River



No emergency landings in the Grand Canyon



Aviation Law Insights

By
J. Scott Hamilton

Let Me See Your Papers, Please

Although you are not required to discuss history with the FAA without having your attorney present, you are required to present your pilot certificate, medical certificate and log book to FAA or NTSB investigators or any other federal, state or local law enforcement officer upon request. You are only required to present these documents for inspection, not to surrender them [unless the person making the request presents you with an Emergency Order of Suspension or Revocation, described later]. It is important that you exercise your rights here, as well. If the inspector starts to pocket or otherwise depart with your certificates and log books in his possession, you must insist upon their return on the spot. Otherwise, you may be later held to have surrendered them voluntarily and given up all of your rights to appeal any suspension or revocation of these certificates. Again, it may be necessary for you to firmly, but politely, insist upon preserving your rights in this regard. Display, but do not surrender, these documents. Display, but do not discuss anything about these documents without first consulting your attorney.

WHEN TO TALK TO THE FAA

Talking to the FAA in advance, [to prevent problems, such as when you don't understand an FAR and need an interpretation

or other professional guidance to enable you to avoid committing a violation in the first place] is to be highly recommended.

And, while you really are "air traffic" [that is, while the aircraft is actually in operation and in communication with ATC], even if the controller's questions cause you to suspect that you may already be the focus of what may develop into an enforcement case, cooperate 100% and be absolutely truthful in all communications because any failure to do so could have far more horrible consequences than the suspension or revocation of your certificate. Imagine that ATC has cleared you to climb and maintain Flight Level 180. Because of some cockpit distraction, you climb through your assigned altitude without leveling off and ATC, noticing your mode "C" encoder return, asks you to "say altitude". Realizing that you have made a mistake and that your certificate may be in jeopardy for violating an FAR by deviation from the clearance, you may feel a strong temptation to quickly turn off the encoder and report level at 180 to avoid such troubles. The problem is that if you do that, and succeed in conning the controller into believing that you didn't really bust your altitude, he may not issue a deviating vector

Continued on p. 15

Letter from the Editor

CPA Members:

For many years the CPA used a mimeographed letter to pass along information about our activities. After many months of contemplating how we could give our readers a better quality of communications, I began discussing the possibility of a printed newsletter with various members.

Wayne Thatford graciously volunteered to print the newsletter if we could put one together. Wayne also generously volunteered his wife, Lisa, to layout the news items for printing.

The only remaining task was to persuade someone to write news items which would be interesting to read. With a minimum amount of persuasion several authors answered my requests for news stories. Finally it looked like a quality newsletter was very much a possibility for the CPA. One evening Jan and I were up at Wayne and Lisa's for dinner and the topic of conversation was the newsletter. The question arose, "what should we call it?" After bantering about several names, CPA Flight Lines was decided on for the newsletter name.

After these months as Editor of the Flight Lines I have been encouraged by the constant increase in quality of news items and photographs. I would like to thank all of the contributing authors and photographers for their enthusiasm. I would also like to thank many of our readers who have offered compliments and constructive criticism concerning the Flight Lines.

As our organization enters a period of growth the Flight Lines must follow. The CPA Board of Directors has decided that the Flight Lines should contain more material and also offer space for advertising.

I have neither the time nor the interest to expand into advertising. Therefore, this will be my last issue as Editor for the CPA Flight Lines. Thanks to all who helped get it started and I offer my sincere best wishes to whomever takes on the task of making it yet a bigger and better publication.

Sincerely,

Ken Monahan



Temporary tail dragger. A heavy wet spring snow at Jeffco holds down the tail of this C152.

Photo by Scott Hamilton



Navajo Reservoir, east of Farmington, good fishing?

hospitality was pretty special thanks to Gringo 2, Wayne, the margarita king, and Gringo 4 (Chet and Nancy Jewell). We sure would have had more respect if we'd known what was in the back of that 210, Walt.

Shopping at Tlaquepaque and a day in Oak Creek Canyon including the natural water slide and a trip to Montezuma's Well and Castle provided a variety of very well planned fun activities, thanks to Gringo 1. We don't think Sedona will soon forget "18 for breakfast" (or dinner), "flight of 6, landing," or the caravan of

three cars led by the "Orange San Diego Cab" (seats 9 or 10 friendly people). We know 18 people won't soon forget it. We noticed the "nonflyers" in the group excelled at the "3 mile dash," high dive, and the cold water swim & slide (right Chuck & Carolyn, Nancy & Chet, and Randy & Karen?).

The return trip called for breakfast in Farmington (and an accommodating traffic controller); what else could he do with "flight of 6, landing, in his pattern?"

Then it was time for the "Gringos, Flight of Six" to say "Adios." Reluctantly,



Pay attention Walter

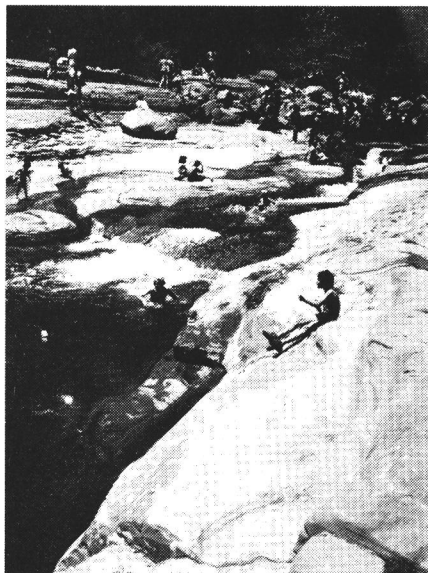


Time for relaxing and tall tales

we split up maintaining radio contact all the time. We noticed that Gringo 8 (Homer and Joyce Lyle) had no trouble keeping that Bonanza up there with the crowd all weekend (you two were like pros).

Once again over the mountains with a final "How are you doing?" check in and we were headed to our home at Centennial. (Thanks to Gringo 1 for making a check to see how we were doing before you landed at Jeffco.)

The worst winds we encountered the



Oak Creek Canyon's water slide, cold but fun

whole trip (of any kind) were on landing at Centennial Airport; and we "squeaked down" wiser and happier pilots than when we left! If you've never flown with the Gringos you don't know what you've missed.

We want to thank a super bunch of people, THE GRINGOS, for taking us "under their wing" (so to speak). Maybe someday we'll "grow up" to be Gringos, too.

Fred & Liz Wheeler



The friendly Orange San Diego Cab



Los Gringos y Amigos In Sedona

By Wayne Thetford

The Sedona trip could be described as one of those perfect trips that seems to happen only to the other guy. Seventeen of us gathered at Jeffco with six airplanes to fly South. After a weather briefing from Walt Barbo, clear skies all the way, we loaded up and headed to Grand Junction for breakfast at the Hilton.

Then it was on to Sedona via the canyon lands of Utah, one of the most beautiful flights you can take in this part of the country - we highly recommend it! We were supposed to fly the Colorado River south but, Gringo 2 got us lost and we finally intercepted the river at Lake Powell. No one complained about the scenery, it was fantastic! We stayed low all the way, especially over Lake Powell. From the lake we flew down the river to the Grand Canyon, over the canyon, and on to Sedona.

We came upon a Baron practicing touch and goes at Sedona. As our flight of six Gringos entered the pattern in an almost military-like fashion, he quickly departed the area commenting, "I'm glad you guys don't have guns."

After we fueled up and tied down our aircraft, we had our first indication of the effort Gringo 1 had put into this trip. Our rental cars were sitting at the airport awaiting our arrival. We loaded up and headed to the hotel where we had one whole wing reserved so that everyone was together, nice going Dave!

At this point it was up to Gringo 2 to host cocktail hour. It was margarita time

for the Gringos and their friends, and they say I make a "mean" margarita! After an hour and a half of relaxing, it was time for dinner, and again, our leader, Dave, had everything under control. He had dinner reservations at a super place. We walked in and were seated in our own private room. The service and food were first rate.

The next morning after breakfast we headed to Oak Creek Canyon and spent most of the day at the creek and a place called Slide Rock where we played in the sun and, some of us, in the water. After that excursion we went south to Montezuma's Castle where we learned some history of the region.

We returned to the hotel where champagne awaited everyone. Thanks to Gringo 4 who sponsored a great cocktail hour and to #1 for another good choice of restaurants.

Monday morning we loaded our airplanes and headed north to a breakfast stop at Farmington, New Mexico, and then headed for home. Our trip was over too soon.

We shared this trip with one of the greatest bunch of people. Tom Beaman joined us for the weekend from Santa Fe, New Mexico. Tom flies with the Gringos often in his 1946 Bonanza and has quite a background in aviation, including sailplanes. Also Walt and Terry Barbo in their Turbo 210, Fred and Liz Wheeler in their Super 21 Mooney, Homer and Joyce Lyle in their Bonanza, flew with us.

One notable note, out of 6 airplanes on this trip we had three of them piloted by the ladies, and at least

one lady said, "I think I am going to learn to fly." It really increases the fun of flying when both spouses fly, not to mention the safety factor. Oh! Another little benefit for us guys, it is not nearly as hard to justify that new little \$2000 trinket for the airplane when the

wife understands the value of it. Let's get our girls flying!

Remember the San Carlos trip July 3-7. We have four airplanes going at this time for some fun, sun, diving, fishing and ???

See you in the air. Talk to a Gringo on 123.4.

Continued from p. 10

to the DC-10 that is coming at you head-on at your real altitude at Mach .85. And the consequences of that could make an enforcement case look like pretty light stuff. So I would suggest that as a practical matter you cooperate fully and report truthfully to ATC during all aircraft movements (from chock to chock, you might say), but once the airplane is stopped, they are on their own and discussions of historical events should be limited to situations in which your attorney is present to advise you.

You should also be careful to avoid getting into arguments with the controllers on the frequency. Nothing is more certain to result in an enforce-

ment case being filed against you than your jamming the frequency with some ranting and raving filibuster over a difference of opinion with the controller. Carry out your responsibilities as pilot-in-command and do not accept clearances which would, in your professional opinion, endanger the safety of the flight, but save the debate until you are safely back on the ground, you and the controller have both had time to cool off, and you've consulted your attorney before taking the matter further. There is a better way to clear up past misunderstandings and prevent future misunderstandings with ATC. The radio frequency is not the appropriate forum for debate.

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