

CPA FLIGHT LINES

Vol. 3, No. 10

December 1986

*Season's
Greetings*



Cessna 195 at Oshkosh '86



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

by Sonny Elgin

Some of us have been guilty of trying to do the job alone while performing duties assigned or elected to (President CPA). This has resulted in bent pride, fouled up or no events, membership decline and eventual downfall of the organization. If you ask for and accept the help you need, you should never suffer consequences as severe as this person:

"Dear Sirs:

I am writing in response to your request for additional information. In block number three of the accident reporting form, I put "trying to do the job alone" as the cause of my accident. You said in your letter that I should explain more fully, and I trust that the following details will be sufficient.

I am a bricklayer by trade. On the day of the accident, I was working alone on the roof of a new six-story building. When I completed my work, I discovered that I had about 500 pounds of brick left over. Rather than carry the bricks down by hand, I decided to lower them in a barrel by using a pulley which fortunately was attached to the side of the building at the sixth floor.

Securing the rope at ground level, I went up to the roof, swung the barrel out, and loaded the brick into it. Then I went back to the ground floor and untied the rope, holding it tightly to insure a slow descent of the 500 pounds of brick. You will note in block number 11 of the accident reporting form that I weight 145 pounds.

Due to my surprise at being jerked off the ground so suddenly, I lost my presence of mind and forgot to let go of the rope. Needless to say, I proceeded at a rapid rate up the side of the building.

In the vicinity of the third floor, I met the barrel coming down. This explains the fractured skull and broken collarbone.

Slowed only slightly, I continued my rapid ascent, not stopping until the fingers of my hand were two knuckles deep into the pulley. Fortunately by this time I had regained my presence of mind and was able to hold tightly to the rope in spite of my pain.

At approximately the same time, however, the barrel of bricks hit the ground, and the bottom fell out of the barrel. Devoid of the weight of the bricks, the barrel now weighed approximately 50 pounds.

PRESIDENT

Sonny Elgin
303-361-9365

VICE PRESIDENT

Liz Wheeler
303-770-0155

SECRETARY

Bill Totton
303-364-5238

TREASURER

Don Vander Ploeg
303-757-1310

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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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I refer you again to my weight in block number 11. As you might imagine, I began a rapid descent down the side of the building.

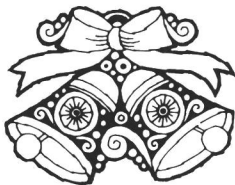
In the vicinity of the third floor, I met the barrel coming up. This accounts for the two fractured ankles and the lacerations on my legs and lower body.

The encounter with the barrel slowed me enough to lessen my injuries when I fell onto the pile of bricks and, fortunately, only three vertebrae were cracked.

I am sorry to report, however, that as I lay there on the bricks, in pain unable to stand, and watching the empty barrel six stories above me, I again lost my presence of mind--and I let go of the rope. The empty barrel weighed more than the rope so it came back down on me and broke both my legs.

I hope I have furnished the information you require as to how the accident occurred."

NOTE: Although amusing, this article makes painfully clear the seriousness of trying to do the job alone. Happy Holidays!



There will be NO
FLIGHT LINES
published in January

WELCOME NEW MEMBERS

ENTZ, Lewis H.
1016 N. 11th Ln.
Hooper, CO 81136
Cessna T206/N31DW

FAGERHAUG, Gerald I.
2525 S. Dayton Way, #1095
Denver, CO 80231
Air Carrier Tech. Rep./
Jeppesen Sanderson Inc.

HAASE, Edward N.
6373 S. Annapurna Dr.
Evergreen, CO 80439

HAWKINS, Jim
793 Alkire St.
Golden, CO 80401

MILLER, Harold Jr.
P.O. Box 1070
Pagosa Springs, CO 81147
Utility Contractor
Cessna 320/N3307Q

NELLESSEN, Jack
21 Rock Lane
Castle Rock, CO 80104
Corp. Officer
Cessna 132/N7555S

NEWMAN, Henry L.
3700 Walton Avenue
Fort Worth, TX 76133
Piper Arrow/N16413

POIROT, Jim & Raeda
19613 E. Long Ave.
Aurora, CO 80016
Civil Engineer
Cessna
340A/N65RS



FLYING THE HAWAIIAN ISLANDS

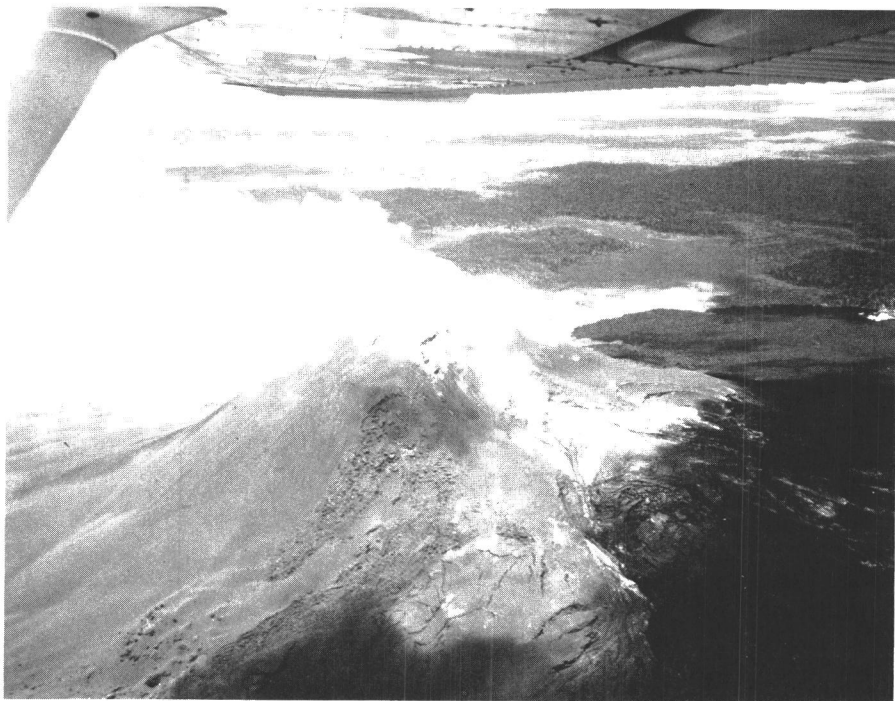
by Helen Pustmueller

Our flying trip around Hawaii materialized because Paul saw a Colony Resorts advertisement. During the slow months of April and May, they were advertising "9 Nites Room and Car - Three Island Tour." There were to be two days of nature seminars on each island: Kona--land, Maui--sea, and Oahu--sky. The seminars were not held because Colony Resorts were too late in getting out their ads. We did take advantage of just the three-island tour which covered Kona, Maui, and Oahu by car. We ended up on Oahu and had the plane for a week.

Paul had been talking about flying around the Hawaiian Islands for several years. I had

met Karen Knight through the 99's. Ken, her husband, had been an FBO in Honolulu. They loaned us an old airport directory and charts and suggested that we call Bob Fraker at Associated Air Activities. Shortly after that we talked with another pilot who also knew and recommended Bob Fraker. So we called and reserved a plane for a week from April 30 to May 6, 1986. The plane was a Cessna Skyhawk II, N51896, an instrument trainer. We flew 11.1 hours at \$55.00/hr. wet. The minimum daily fee was for two hours.

The Hawaiian Islands run from the northwest to the southeast. Kauai is the farthest north, the oldest, and has the most vegetation. The Big Island (Hawaii)



Smoking volcano, Pu'u O'o, near Kilauea Crater, Volcanoes National Park, Big Island (Hawaii).

is the most southerly, the youngest, and has the least vegetation. The northeast coasts of the Islands are the most spectacular because of their steep sides. The Islands extend for about 300 miles. We flew under 2000 feet most of the time - just like the sightseeing planes. The rules are 1000 or 2000 westbound and 1500 and 2500 eastbound. We were in continuous contact with Honolulu Radio, wore life vests which were furnished with the plane, and used the 1986 Airport Directory and Flying Safety Manual.

The checkout at Honolulu International, which is a busy TCA, included written and flying tests.

Our first day's plan was to fly from Honolulu to Hilo which had to be changed because Hilo was IFR. Instead, we flew from Honolulu to Molokai and continued along the north coast to Maui and the Kahului TRSA to land at the new Hana airport. Royal Hawaiian let us use one of their carts for our baggage because we had to park so far away from the terminal. No fuel was available. The one rental car business didn't have any cars. In order to get a car we had to stay at Hana Maui where our \$326.00 room was given to us for only \$236.00! This hotel is a new project of the Rosewood Hotel Group (Carolyn Hunt), and they are completely renovating the 82 cottages which make up the old resort hotel. We used the car to drive along the bumpy south coast road to Seven Pools and Lindbergh's grave which we couldn't find.

Our second day's flight was from Hana to Hilo. After taking off from Hana, which was cloudy and rainy, we flew along the south shore of Maui. We were able to spot the church where Lindbergh was buried. We dipped our wings as suggested by a

flying guide. From here we went to the north coast of the Big Island and landed at Hilo where the weather was great. We were greeted at Anuenue Aviation by Buddy, the baby goat, which was tied up there as a mascot. Here the attendant fueled the plane, and there was no problem renting a car. We drove to the Hilo Hawaiian Hotel where our room, overlooking the bay, cost \$46.00. There was time for a trip to the Tropical Botanical Gardens and Volcano Park before dinner.

The next day we headed for Mauna Kea, the north volcano, on the Big Island. It was completely clear early in the morning but soon clouded over. We flew to Kilauea Crater by way of Chain of Craters Road, then out to the coast and followed that to South Point. From there we flew along the Kona Coast passing many lava flows, Place of Refuge, Capt. Cook's grave site, our condo at Keauhou, and landed at Keahole for fuel. Paul had to pump the fuel himself. Our plan was to fly along the Maui coast to Molokai, but we had to deviate to Lanai VOR because of a big rain storm over Maui and then to Molokai. We rented a car and chose Hotel Molokai on the beach at about \$50.00 rather than the Sheraton on the point. There was time for a trip to the falls near Halawa. It would have taken another day if we had gone to the leper colony at Kalaupapa airport.

The next morning was beautiful and the water like glass. We flew to Honolulu for fuel and then on to Lihue on Kauai. The last leg took about an hour. It was difficult to find a space to tie down. We rented a car and drove to Kauai Resort which was only about five miles from the airport at the mouth of the Wailua River, famous for the many movies made here. The next day we drove to the north shore by

way of Princeville to the end of the road. It was raining off and on. We returned to Lihue and then took the road to Waimea Canyon and the overlook at the rugged Na Pali coast.

On departure from Lihue we had to get Security to let us through the gate to our plane. Then we had to get keys from Kauai Helicopter to unlock the fuel pump. Before departing Kauai we circled the island clockwise, flew into Waimea Canyon, along the Na Pali coast to Princeville and then to Lihue before leaving for Honolulu.

We were cleared on the regular approach from the west when the controller said, "Go to Ford Island, then to the golf course, and enter left downwind for 04." We made it, but it wasn't easy. Bob Fraker was there to meet us when we arrived at Air Associates to turn in the plane.

It was a terrific trip, and the Skyhawk was an ideal plane to use.



Na Pali, north coast of Kauai.



Lihue Airport, Kauai.

INSURANCE TIPS

by Tom Daly

Whether you own, rent or borrow an airplane, the current insurance "crisis" is costing you money. I'm sure you have read numerous justifications for both the large premium increases and reductions in coverage, but all the rationalizations in the world won't help pay the higher insurance premiums.

At first glance, you may have only a few alternatives:

- * Sell your airplane.
- * Quit flying altogether.
- * Don't allow anyone else to fly your plane - especially a renter or low time friend.
- * Hire a ATP/CFII to always fly with you in your 150.

There are some steps you can take to keep your insurance costs in line. While most of these apply only to aircraft owners, the general principles could be relevant to renter and borrower pilots also.

1. SHOP AROUND

There are about 20 different insurance companies writing coverage for general aviation aircraft. They all have different rates and pilot requirements, and some prefer certain makes and models. More on this later.

2. ORGANIZE YOUR INFORMATION

Have your information ready and organized to save both you and the agent/underwriter time. If you ask the underwriter to base his quotation on "guestimates," you are more likely to get a defensive quotation or he will decline to quote at any price.

- * Total logged time (if your log book shows your military

time, include it) broken down as follows:

Total time in make and model to be insured.

Total retractable and fixed gear time broken down separately.

Total time in last year.

Total time in last 90 days and 30 days.

Total multi-engine time if pertinent.

3. INFORMATION ABOUT YOUR AIRPLANE

Do some research as to the market value of your plane. Most FBO's and aircraft dealers have a bluebook of prices for used aircraft. If your opinion of the value of your aircraft differs greatly from the bluebook, more work is in order.

Most underwriters will not insure a plane for less than the wholesale price indicated in the bluebook. Conversely, any plane insured for more than 20% above retail can be a problem. If you are going to differ greatly from the bluebook prices, have a list of reasons and improvements available. If the underwriter is still hesitant to quote based on the value you want insured, ask if an appraisal will satisfy his requirements. An appraisal may cost up to \$100, but it may pay for itself in the first year if it is required to get a quote.

4. HOW MUCH HULL COVERAGE?

From my experience, most owners tend to overinsure their planes. I feel this is due to a number of reasons such as:

- * The belief that the plane has either gone up in value or not depreciated at all. Somehow this makes it seem like a better investment to the wife.
- * The frequently mistaken belief that your plane is unique and worth more than comparable aircraft.
- * Trying to justify to your banker or yourself the price you paid for your plane and how much you still owe on it.

If you find you have been over-insuring your plane, you will save premium dollars by reducing the hull value, right? Not always. Most insurance companies have rates for certain ranges of values such as up to \$20,000, \$20,001 to \$30,000, \$30,001 to \$40,000, etc. It will often work out that \$19,000 hull coverage is more expensive than \$21,000. Ask the underwriter where the rate breaks and if it is better to increase your hull.

5. DEDUCTIBLES

Most private aircraft are insured with only a \$100 to \$250 deductible on the hull. It is normally not worthwhile to increase the deductibles as the premium savings is too small to justify the increased risk.

You may want to ask the underwriter to quote a higher deductible, but you should remember that most losses are small ones.

6. LIABILITY LIMITS AND PER SEAT LIMITATIONS

How much liability coverage is enough? Most 2 to 6 seat planes carry between \$500,000 and \$1,000,000 liability coverage. While this seems like a lot of money, it really isn't adequate coverage if you have significant assets to protect.

The liability coverage is frequently restricted to either \$50,000 or \$100,000 per seat. If you think about the majority of aircraft accidents, the only damage caused (other than to the plane and the occupants) is usually a hole in a farmer's field. If you normally only carry your family, a per seat limitation is all right, but if you are frequently carrying your neighbor and his wife (who are both doctors), you should seriously consider whether a per seat limitation adequately protects your assets and estate.

You might feel that a friend would never sue you, but you should be aware that it will be your friend's estate that brings the suit on behalf of his family.

A few insurance companies further limit the liability coverage to a per person basis, not just a per passenger. This restricts the coverage to people outside your aircraft, on the ground or in other aircraft. This is obviously less desirable coverage.

7. PILOT EXPERIENCE

If you have been holding off getting your instrument rating, the possibility of saving insurance premiums may provide the extra incentive to go ahead.

Most insurance companies like the pilot of a high performance single or light twin to have the instrument rating. It is almost mandatory if your plane is turbo charged.

To receive credit for the rating, you need not be current, just as long as you have the rating.

In respect to total hours, 500 and 1,000 total time seem to be the magic numbers for most light aircraft. This is not for cabin class aircraft, as much higher hours are desired.

8. WHERE TO SHOP

Here's a list of companies and agents who insure light planes:

Aviation Insurance Management
Company 790-0521
Aviation Underwriting
Specialists 1-800-325-8079

AVEMCO 1-800-638-8440
Dodd Insurance Services

761-1494
233-1881
Gardner Agency
National Aviation Underwriters
790-8888
Weinkauff Crust & Hill 758-4620

Good Luck!!!



THE BOOKSHELF

by Stephen Blucher

Recently a fellow aviator asked me how I had gained so much knowledge about flying. I had to stop and think about that because we were not talking about the numbers of flight, we were talking about the mechanics, the common sense, the little things that make the difference between a pilot and an aviator.

"Hangar Flying," said I. Oh sure, in almost 9000 hours of fixed-wing and lighter-than-air flighttime I've picked up a few tricks, but much has been learned from the experiences of others. I met a fellow named Turner some years ago whose pilot's license was signed by Orville Wright. Roscoe told stories about his experiences that would make great training aids.

Now, from the editors of FLYING MAGAZINE and published by TAB BOOKS (No. 2393), come tales of learning. Stories about flying.

If you are a reader of FLYING, you know of what I speak, "I Learned About FLYING From That." I cannot say enough good things about this book. I have a copy originally published by Flying some years ago which I've read time and time again.

There is so much to be learned

that I can tell you only that there IS much you can learn. One short selection comes to mind that I must relate. From a young Air Force pilot comes the realization that those on the ground really are important to the scheme of aviation. This newly trained flyer went on to become the aviator's philosopher. You know him as Jonathan, as Biplane, as Illusions . . . as Richard Bach.

When I saw this reprint of "I Learned About FLYING From That" on the shelf at the Aviator's Mart in Colorado Springs, I was excited.

I've said about numerous selections that "this one should be in every pilot's library" and this one should be within easy reach.

It is at the Aviator's Mart. It can also be ordered from TAB BOOKS, Inc., Blue Ridge Summit, PA 17214. The \$13.95 price tag is small compared to the value you will gain.

Happy reading, and oh, yes. This would make a great Christmas gift.

Merry Christmas to all . . .

IN THE SPOTLIGHT . . .

Vanita Gallo



Aviation has always been primarily a man's world, not withstanding Amelia Earhart, Beryl Markham, Jacquie Cochran, and other pioneer aviatrixes. So one wonders how today's career women aviators such as CPAer VANITA GALLO got their start.

Vanita, a United Airlines second officer, had her first taste of flying as a young child in Iowa. Her father, a circuit-riding minister, took to flying his rounds in a Stinson, sometimes taking Vanita and twin sister, Juanita, along. This early introduction had a lasting effect on Vanita; through her school years she dreamed of being an airline pilot, though in those days a woman airline pilot could only be a dream and not a reality.

In 1956 Vanita graduated from North High School in Des Moines, and went on to North Central College in Minneapolis to pursue a degree in music education. Three years later she married a fellow student at the college, and dropped out to become a legal secretary in Minneapolis. When the family moved to Des Moines she took on the position of secretary to the Dean of the Drake Law School. Once again the family moved, this time to Denver in 1972, to establish a branch office of a wholesale jewelry business that her husband was

affiliated with. Vanita worked as assistant manager of the branch to help get it off the ground.

In 1974 she took her first flying lesson at Clinton Aviation at the then Arapahoe County Airport, and soloed that year, earning her private pilot license in November of 1975. From then on Vanita earned her ratings and certificates quickly: commercial in August 1976; instructor in October 1976; instrument in November 1977; instrument instructor in 1978; multiengine in February 1978; and multiengine instructor in May 1979.

Not only was Vanita earning aviation ratings and certificates during this period, but she also earned a realtor's license, and in early 1967 she left the wholesale jewelry business to enter the realty world. This was a brief experience, not very financially rewarding, Vanita says, but the knowledge of the real estate business has been valuable ever since. In December 1967 Vanita began instructing full time for Clinton, and for the next three years endured the early morning get-ups and endless briefings and de-briefings that is the instructor's lot. A divorce in 1977 and raising children, Brandt and Brenda, through the difficult teen years

kept her busy and with very little spare time. She still likes the C-152 after those years of instructing, perhaps because her five foot two inch height is well suited to the small cockpit.

Reminiscing about those early years at Clinton, Vanita recalled her first confidence building experience came only three weeks after she began instructing. She was given another instructor's student who needed "smoothing around the edges" prior to his checkride. During a practice checkride in the 152, she asked the student to demonstrate slow flight with full flaps -- a maneuver the student turned into a full power spin. He was frozen; he would not let go of the throttle, which was at full power, nor relinquish the controls until she hit him as they spiraled downward. She said that after that incident she felt she could handle anything. Her brightest and quickest student was a teenage girl, who could have soloed after 3 or 4 hours if the FBO rules had permitted it. Much to Vanita's chagrin, the teenager lost interest and never earned her private pilot's license. Another student she remembers was a wealthy young Lebanese, who insisted he should be allowed to hire somebody to do his preflight!

In February 1980, Vanita was hired by Baltic Aviation at Stapleton as their first woman pilot. Baltic flew Lear 25's, hauling air freight under contract for Emery Air Freight. Vanita found that being an air freight pilot not only involved flying the Lear, but also helping with the loading and unloading of the cargo. By August 1981 she had her ATP and Lear Jet type rating. In November of that year Blatic went out of business, when Emery bought its own aircraft. Vanita then ventured to Nairobi, Kenya the next month for a promised flying job which did not

materialize. She returned from Africa in January 1982 and flew as a contract pilot with the Boettcher Company on its Citation. These were tough times for general aviation pilots, and she was forced to take a job as office manager of a small real estate company.

Late in 1982 Vanita was hired by Frontier Air Lines as a secretary. She was then offered a job as secretary with Frontier Services, also under the holding company, an entity that performed contract maintenance for other airlines and operators. Though a secretary at the time, she was asked to fly as a Convair 580 co-pilot to Alaska on a ferry flight, a memorable trip and her first trip to Alaska. She recalls parking at the FBO at Seattle in the 580 and telling them to top it off, a request that any GA pilot under the same circumstances would enjoy.



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Soon Frontier Horizon Air Lines was formed by the Frontier Holding Company, to be a low cost, non-union, B-727, long haul carrier. Vanita applied to Frontier Horizon, was hired, and flew as a first officer on the B-727, with that type-rating for over a year until the air line was sold to Skybus. Vanita was the first woman pilot hired by Frontier Horizon, and learned that many passengers do a double take when they see a female pilot in the cockpit, and comments are not always positive.

Vanita still chuckles about the month that she flew with a crew made up of a white male captain, a black male second officer, and herself as the female first officer. Most of the boarding passengers looked back into the cockpit as they walked to their seats, hardly believing what they were seeing.

After Frontier Horizon was sold to Skybus, Vanita and nearly 300 other Horizons employees were out looking for jobs. Vanita was hired by United Airlines, and is now a B-727 second officer, with over 5,500 flying hours.

Vanita met husband, Frank, at a birthday party for fellow CPAer and WINGS WEST publisher, Babette Andre, at the Denver Press Club shortly after her return from Africa. As she says, we will always know how old Babette is because her birthday is the anniversary of our meeting. Vanita and Frank live in a townhouse in the Heatheridge area of Aurora, which they share with Omar, their cat. Vanita's son, Brandt, a graduate of CSU, is a computer programmer with Hewlett-Packard in Ft. Collins. Daughter Brenda just graduated in December from UNC and will pursue a career in theater.

Vanita enjoys sports and exercise, particularly racketball, tennis, and skiing. She is

an accomplished pianist, and a jazz fan. She has been a member of CPA since 1982, and has served as Secretary and on the Board of Directors for four years. Vanita is also a member of the Colorado 99's, AOPA, and the Colorado Aviation Historical Society. Vanita and Frank have a C-182 based at the Front Range Airport.



IN THE SPOTLIGHT is a new feature of FLIGHT LINES which will profile a pilot who has a significant involvement in aviation in Colorado. If you know of someone whose accomplishments you consider noteworthy, please contact the Editor.

The Fly Mart

FOR SALE

1958 Tri Pacer, recent cover, asking \$7,500. Contact: Frank Gallo 337-5864 or Margaret Dwelle 366-2555.

One-fifth share in 1973 Cessna Turbo 210 - \$8,000. 1500TT, 300 SMOH, 300 SPOH, 50 hrs. on new turbo. Contact: 741-3447.

One gal. Alcor TCP fuel treatment - \$20.00. StarSet Aviation Headset by Plantronics, new, with carrying case - \$80. Same set sells for \$195 in latest Sporty's Pilot Shop catalogue. 367-0670.

1969 Skylane II, 2060 TT, 369 SMOH, STOL & Speed Kit, Full IFR, 300 AP. Many Extras. Hangared Loveland. \$25,000. Contact: Glenn Channell 1-667-5964.

1952 — A DAY IN THE LIFE OF A CHARTER PILOT

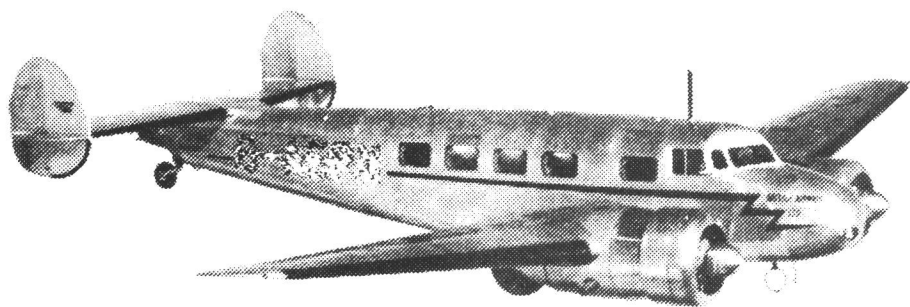
by Vern Foster

It is a clear October morning in 1952. The 300 H.P. Jacobs has just snorted to life in the trusty Cessna 195, which is my favorite "big round engine" airplane. I am on the airport at Superior, Nebraska, just across the north border of Kansas. My job is charter pilot, flight instructor, salesman and jack-of-all-trades for Capitol Air Service at Manhattan Municipal Airport, Kansas.

The owner, Nick, is an old-timer who learned to fly in the late twenties and flew C-46's across the Hump in WWII. He does a superb job of management and leaves the flying to the six pilot/instructors. He wanted a pilot who could fly the twin-engine Lockheed 10-A without a co-pilot and who was also a CFI. I was his man, having had an abundance of DC-3 experience.

the president of a construction company chartered a 195 for a business trip to Superior. He and two employees wanted to attend a late dinner and business meeting, which meant that I would be spending a lonely night in Superior. Well, charter pilot wives arise to the occasion and Kay hurriedly brought appropriate attire and the ever ready overnight kit to the airport. Our children are small, so whenever possible I try to avoid overnight trips in order to be with the family. My job is six days a week, 8:00 a.m. to sunset or "until it's over," so I look forward to evenings at home, especially during the winter months.

At the airport in Superior, the passengers are secured and the gas-fired heater has the cabin cozy. With the run-up complete,



The fleet consists of three Cessna 195's, the Lockheed 10-A, two Cessna 170's, three Cessna 140 trainers, an Ag plane and a J-3 Cub. A two-mechanic shop and fuel sales are very active; however, charter service is the major source of income, principally from the transport of soldiers from nearby Fort Riley.

Yesterday, I spent the morning instructing, then unexpectedly

it is off and heading southeast to Manhattan, 85 miles and 30 minutes away. I level out at 2500 feet MSL and contemplate what this day holds for me. Hopefully, I will be home by 6:00 p.m. and enjoy the evening with Kay and the children.

The meandering Kansas River comes into view and shortly the airport. The arrival and landing are uneventful. I park at the

gas pit and bid my passengers goodbye.

It is 10:30 a.m. as I fuel the airplane. At this point, Ellen, better known as "Our girl Friday," calls out: "We have four passengers from the college to go to Kansas City, pronto, which airplane will you take?" "I'll stay with this one."

The passengers arrive shortly, I load them on board and start the Jacobs again. With valued customers on board, it is up and away eastbound to Kansas City Municipal Airport. The route is straight down the section lines for one hundred miles. Soon after level off, Wamego, the boyhood home of Walter Chrysler, slides under the left wing. We move on to cross the Topeka Municipal Airport where I chat with the tower and note that a Continental DC-3 is at the terminal and an Aeronca Champ is on the downwind leg for touch and go's.

A few more minutes and we pass near the Lawrence Airport where I had the good fortune to take the Civilian Pilot Training Secondary Instructor Course early in WWII. I shall never forget the thrill of the aerobatic training in the open cockpit Waco UPF-7 in those clear Kansas skies!

With Kansas City now in range, I call the municipal tower. They clear me for a right turn to runway 19. I make a wide right turn to remain north of Fairfax Airport. I want to avoid the giant North American Aviation plant where B-25's were turned out like cup cakes during WWII. General Jimmy Doolittle's Tokyo Raider B-25's rolled out those doors! As I approach the TWA ramp, the tower advises that the Constellation at Gate 4 is due out for Chicago in about 30 minutes. As the prop stopped, a TWA baggage handler appears to help me unload and he directs my passengers to

the ticket counter. One of the passengers reminds me to be sure someone would be there tomorrow at 5:00 p.m. to meet them. I make a note on my clipboard and depart with a takeoff on runway 19 which is out over the stockyards district.

I'll follow the Kansas River southwest for about two miles before a right turn to Manhattan. There are sandbars along the edge of the river and I watch them in case the Jacobs suffers cardiac arrest at an inopportune time! The trip home is uneventful. I stop briefly at the office to see if there are any students for me. There are none, so I walk the 100 yards north to the shop where I chat with Cline and Harold, the mechanics, while they work on one of the Cessna 195's. Soon the phone rings, and Ellen advises that we've got a Lockheed load of soldiers for St. Louis and Quincy, Illinois, departure at 4:00 p.m. So, with an hour to go, I call Kay to give her the news. Yes, I'll make it back tonight, but it looks like mid-

A Lockheed 10-A was the aircraft used by Amelia Earhart (hometown Atchinson, Kansas) on her ill-fated round-the-world flight. It is rumored that there are seven of these planes still in operation. This 12-place airplane was built in 1935. The original owner was a Texas oil company. The plane spent WWII in Saudia Arabia, then to Mexico and finally to California where it was purchased by Capitol Air Service.

A total of 148 Lockheed model 10's were built between 1934 and 1941. Continental, Braniff, Mid-Continent, Delta and foreign airlines operated these planes until they were replaced by DC-3's. Several were operated as company planes with the last delivery going to a shoe manufacturing company in Poland.

I proceed across the ramp and conduct a thorough preflight. Then up to the cockpit where I look around for a few minutes of cockpit familiarization, as I haven't flown this plane for ten days. The tattered flight manual is under my seat at all times. A review of the electrical system is imperative. The upcoming night flying and the fact that I have had two electrical system failures in recent months makes a review a must. Last month I lost the electrical system enroute to Nashville and had the advantage of a husky G.I. in the co-pilot seat who shared the 150 turns of the manual gear extension crank.

With the preflight and systems review complete plus the flight plan and the log ready, it was time to load up. G.I. duffle bags went into the right and left wing top lockers. A rear cabin baggage bin handled excess items. I am all set to start the engines when Nick announces, "The soldier in the rear seat has paid to St. Louis but wants to be dropped off at Jefferson City since you fly right over there. His bag is in the cabin." The credo of the charter pilot is --- we go anywhere, anytime! I thrive on the challenges of the job and almost welcome this last minute surprise.

The G.I. in the co-pilot's seat is pleased to hold the control wheel back while I start engines and taxi. This airplane has the original "Johnson Bar" brake and ruder system, like the Ford Tri-Motor. Pulling the bar, which is out of the floor aft of the throttles, and applying desired rudder coordinated with differential throttle, as necessary, was the scheme for braking and directional control on the ground.

With the run-up and takeoff check list complete, it's down the runway with a deafening roar of the two Pratt & Whitney

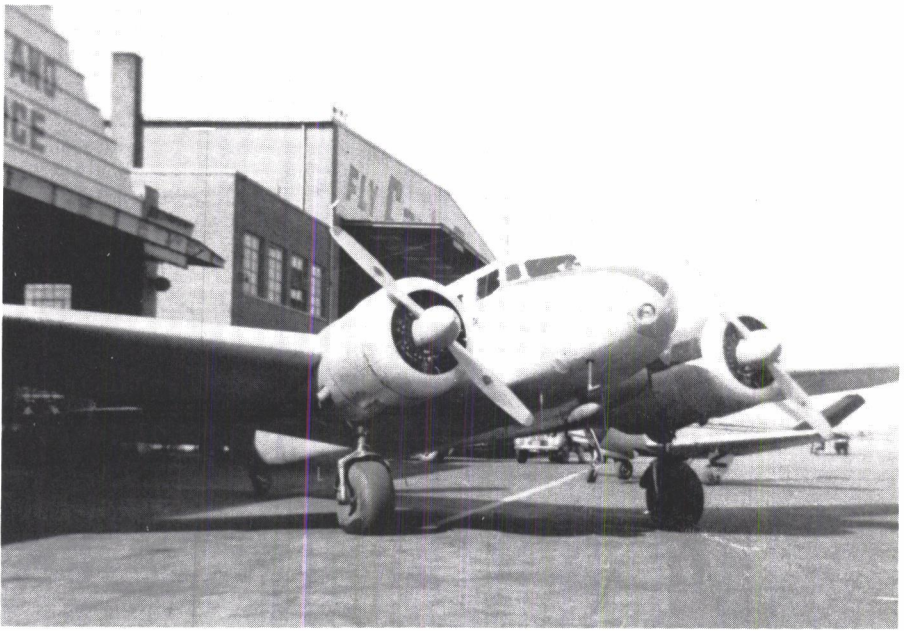
R-985's. Lockheed departures always bring the curious out to the ramp to witness the noisy defiance of gravity. This was no exception. I make a quick adjustment of takeoff power and scan the instruments as we accelerate down the runway. Going through 60 MPH, I take the usual last glance at the engine instruments, then on to the liftoff, gear up and struggling to get to the old "lifesaver" point of 500 feet AGL and 120 indicated, at which point rumor has it that you can maintain altitude on one engine. I had run some single engine trials with the airplane empty and had grave doubts about it flying on one engine. It was

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my good fortune to never learn the answer to this nagging question!

Over Kansas City I recheck the weather for the entire route and file a VFR flight plan. This will be a piece of cake! Jefferson City, Missouri, airport comes into view and I see a cloud of dust in the vicinity of the single runway. I enter the pattern to land southeast as the wind is from the south and appears to be light and variable (Unicom has yet to be invented!). But whoa! I had failed to ask Kansas City for any notams and it appears that construction crews have torn up half the 4800 foot runway for repaving! There are no "X's" on the remainder of the runway so it looks as if that is the "runway of the moment." By now I'm on the downwind leg, gear down, check list complete and I am looking at the situation considering whether to overfly to St. Louis or take a shot at what is available. I really should go on to St. Louis and let this soldier ride the bus back to

Jefferson City. But no--- patriotism and respect for our military personnel is swelling within me.

Am I to be the one who deprives this soldier of his first home-cooked meal in months? I could almost smell the apple pie waiting in the kitchen. Besides, his parents are at the FBO office this very moment with their eyes glued to the big iron bird bringing their boy home. If I don't try this approach, I will hate myself. I turn final, full flaps and slow down to 75 MPH, which is the bare minimum hanging-by-a-thread approach speed. I mentally review to go-around. How about the VMC speed? I'm way below that now and don't want to think about it. I aim for a touchdown 200 feet past the threshold. The landing goes well and we roll to the end of the usable runway only to discover that the taxi strip is too narrow for my use. I instruct the passenger to walk to the left wing tip and give me a wave when he is clear.

As he hikes to the FBO office, I'm down the runway going northwest. It is dusk now and I want out of there. A wide right turn headed us toward Lambert Field at St. Louis. It has been a long time since the hearty breakfast in Nebraska, so I'll grab a candy bar at St. Louis while some of my passengers unload and I buy fuel. Darkness has settled in as I begin the approach into St. Louis. After a routine arrival I park at the FBO ramp, order fuel and advise Quincy, Illinois, passengers that we will be on the way shortly. I buy my charter pilot's dinner, a candy bar, and walk back to the plane in time to see the gas boy stick the fuel nozzle in the oil tank filler.

It was an honest mistake as he had not seen a 10-A before. This prompts me to remind myself to stand by when fueling is done away from home base. We are soon off St. Louis airport heading northwest towards Quincy. The moon is shining through high, broken clouds. The Mississippi river stands out as a silver ribbon on the landscape below. I wonder how many times Lindbergh had flown this way on the St. Louis-Chicago mail run for the old Robertson Air Service prior to his transatlantic flight. I again figure my fuel burnout plus a minimum of forty-five minutes reserve and find that I will need fuel at Quincy. I contact the FSS and the man volunteers to call the FBO to come out for an after-hours fee of \$5.00 which is more than agreeable with me.

With passengers unloaded and fueling complete, I depart Quincy planning 2:35 minutes to Manhattan with 3:45 minutes of fuel. I level off at a low altitude to avoid the strong headwinds. It is 9:45 p.m. and I am hungry and tired. Right now my needs for the next two hours and thirty-five minutes are very simple--merely to stay awake and keep both those Pratt & Whitneys

turning. I wonder how Kay and the kids got along today. We drone westward through the cold night, past Macon, Missouri, crossing north of the Kansas City area.

I'm now seven minutes behind flight plan time and the extra fuel reserve is good to have! There is a friendly bond between old N-5171N and me as we grind on in the darkness. We've been to lots of exciting places together. We have developed a mutual respect of sorts. While she has presented me with several real zingers, she seems to be helping me tonight, sensing that I'm too weary for any real heart pounder at this time.



It is nearing the midnight closing time for the Topeka tower, so I call to announce that I'm ten miles east. He gives me his altimeter setting and I ask him to close my flight plan. He questioned where I had been today and we exchanged a few uncomplimentary comments about the guys who dreamed up lights for airplanes and night flying! As we ended our brief exchange, the lights of Manhattan came into view. I'm over the edge of town for the downwind leg.

It is 12:20 a.m. as I turn on final. I land and park the

airplane. With flight bag in hand, I walk wearily across the ramp. The night air is cold and calm. The only sound is the whir of the rotating beacon beside the hangar. I am alone in a place I love and surrounded by silent flying machines. What did each of these planes do today, where did they go, what did the other pilots do? Where will I go tomorrow?

Oh, well, hope the old Nash

starts. If Kay is awake when I get home, she will make hot chocolate, we'll talk about what happened with the kids, and she will ask, "What all did you do today?" I will provide a short version because 8:00 a.m. tomorrow will roll around all too soon. On second thought, I should really look for a secure, daytime, five-day a week job and give myself a break -- but -- GET OUT OF SHOW BIZ? NEVER!!!!



COLORADO AVIATION CALENDAR



FEB. 27-MAR. 1 (Fri.-Sun.)
USPA WINTER MEETING, Savannah, Georgia, hosted by Georgia Pilots Assn. Activities include tour of Gulfstream Aviation, pilot education and safety seminars, etc., evening cruise and dinner aboard the riverboat "Savannah," walking tour of historic Savannah and riverfront shops. Info: Walt Barbo 367-0670.



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HEARD ALONG THE FLIGHTLINE

New CPA member HANK NEWMAN (AOPA Regional Representative) was justifiably upset over an Ann Landers letter which appeared in The Dallas Morning News on November 16. In a Dear Ann Landers letter, an air traffic controller's wife from Chicago defended controller actions over the increased number of aircraft near-misses. She spoke of increased traffic . . . including hundreds of small aircraft NOT under air traffic control . . . which are a serious hazard and sometimes pop out of nowhere to give controllers anxiety attacks. Ann's response was priceless. She wrote,

"DEAR WIFE: As a consumer, I believe the small, privately owned aircraft that wanders into commercial aircraft space presents a serious danger to all who fly. These private planes should be forced by law to carry more radar and collision avoidance equipment, and they should be banned from all major airports during peak hours. This is easier said than done, however, since the private aircraft are owned by fat cats who have a lot of clout in Washington."

*

ANSEL McCALLISTER, FAA FSDO Manager, notes that many intrusions of general aviation aircraft into the Denver TCA are probably due to lack of knowledge on location of the TCA boundary. He tells us that most pilots are under the impression that the center of the TCA is DEN VOR (117.0). It's not! The center is the SIA Localizer DME Antenna to Runway 26L (110.3) . . . which is two miles south of the DEN VOR. An interesting dilemma. A pilot can be in the mistaken belief of safely skirting the south boundary of the TCA at 20 DME from DEN VOR when in fact he

is a candidate for certificate suspension . . . for intrusion into controlled airspace.

*

CPA Secretary BILL TOTTE proved a hit with the Boy Scouts recently when he flew winners of their model rocket contest from Jeffco Airport to Cheyenne and return . . . two plane loads of them! Of course we all know that Cheyenne is where the "big boys" play with rockets. Don't know if that was a factor in selection of the destination airport.

*

CITATION 1234X requests clearance from parking ramp to Runway 11L. That was BABETTE (Wings West) ANDRE's call to Jeffco Tower during ceremonies in November for dedication of a new runway extension. No, Babette hasn't stepped up to a new business jet . . . the Citation is her automobile!

*

BEN KRAMER identifies himself as an aircraft mechanic in our most recent CPA Directory. Ben's been in aviation most of his life, but didn't pursue it seriously as a livelihood until his retirement a few years ago from Coors. Aside from keeping wife PHYLLIS supplied with Cessna 120/140's, Ben has become somewhat of an expert in modifying Piper Commanches . . . much of it learned in maintaining his personal Commanche 250 . . . which leads to our story: We understand that Ben will soon be adding a number of speed mods on a Commanche 250 for a certain unnamed member of our group.

*

A recent fuel stop at FRONT RANGE AIRPORT was a refreshing surprise to find 100LL at \$1.55/gal. Operations Manager SONNY ELGIN (and 1987 CPA President) explained the reduced price was Adams County's contribution in making aviation affordable to the flying public. Very noble, but couldn't help notice the price is one cent lower than the cost of 100LL at Greeley!

★

JIM HOGAN, CPA Area Rep from Canon City, advises that the gliderport at Hillside was granted a one-year license to continue as an airport. Community opposition over concerns of aircraft overflights and aircraft noise threaten continuation of the facility. Expect the matter to resurface again next year.

DISCOUNTED CRUISE TRAVEL AVAILABLE TO PILOTS

A breakthrough in heavily discounted cruise travel benefits for corporate and general aviation pilots and their families, as well as for employees of all aviation related industries, has been announced by BAUER INTERNATIONAL AVIATION, INC. (Houston, Texas) and ALL STAR TRAVEL (Grapevine/DFW, Texas).

Deeply reduced cruise rates up to 50%, formerly available only to airline personnel, are now being offered in a joint promotion called "Seawings". Negotiations with four deluxe cruise lines (additional lines expected shortly) have been finalized and the two firms have been appointed to market the special service. Destinations include the Caribbean, Bahamas, Bermuda, Mexico, Panama Canal, South America and Alaska. A complete selection of departures is offered throughout 1986-87.

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USE OF A SHOULDER HARNESS IN PASSENGER SEATS

The NTSB examined 500 relatively severe general aviation airplane accidents to determine what proportion of the occupants would have benefited from the use of shoulder harnesses and energy-absorbing seats. The safety board found that 20% of the fatally-injured occupants in these accidents could have survived with shoulder harnesses (assuming the seat belt was fastened) and 88% of the seriously injured could have had significantly less severe injuries with the use of shoulder harnesses. Energy-absorbing seats could have benefited 34% of the seriously injured. The safety board concluded that shoulder harness use is the most effective way of reducing fatalities and serious injuries in general aviation accidents.

The safety board also noted that any unapproved attachment or modification to seat structure may increase load factors and metal stress which could cause failure of seat structure at a lesser "G" force than exhibited for original certification. Aircraft owners and maintenance personnel are cautioned not to make attachments to, or otherwise modify, seats from original certification without approval from the FAA engineering and manufacturing district office having original certification responsibility for that make and model. Examples of attachments found to be unauthorized are drilling holes in seat tubing to attach fire extinguishers and approach plate book bins.

Aircraft seats are designed to absorb vertical energy in a downward motion. In order to accomplish this action, the space between the seat pan and the floor is utilized to provide space for seat expansion. If

hard, solid objects are stored beneath seats, the energy absorbing feature is lost and severe spinal injuries can occur to occupants. Prior to flight, pilots should assure that articles are not stowed beneath seats that would restrict seat pan energy absorption or penetrate the seat in event of a high vertical velocity accident.

In addition to annual and/or 100 hour inspection, the pilot should make the following inspections prior to flight:

1. Check seat belt and shoulder harness webbing straps for tears, holes, or rotting.
2. Check all metal hardware for corrosion, cracks, bends, loose or missing nuts and bolts, and condition of any steel cables.

The owner/operator should perform periodic lubrication of seat tracks and locking mechanisms to assure minimum wear and proper locking of seat track locking pins.

---Source: Illinois Pilots Assn. NEWS, October 1986
(Adopted from Advisory Circular No. 91-65)

METRO STATE COLLEGE WINS FLYOFF

Metro State College placed first at the National Intercollegiate Flying Association, Region One, demonstration of airmanship skills held at Front Range Airport recently. The flying demonstration, part of the Region One Safety Conference, evaluated seven professional airmanship skills: power off precision landings, short field precision landings, message drops, aircraft preflight, aircrew performance in the simulator, aircraft identification, and navigation flight planning. Second place was garnered by Westminster College of Salt Lake City, Utah.

The Metro State College airmanship demonstration team, captained by ALLEN FLOYD, has thirteen members. Five members of the team participated in each of the airmanship events. Team members are studying Aerospace Science Management and Professional Pilot majors at Metro State.

GEORGE McCRILLIS, Metro State Associate Professor of Aerospace Sciences, advisor to the Metro State team (and also CPA member), has set a three-year goal of being one of the top three teams in national intercollegiate competition. This year's performance in the regional airmanship demonstration certainly shows that Metro State is well on the way toward meeting that goal. Practice sessions were held at Front Range Airport where conditions and facilities proved to be perfect.

Metro State College has been a member of the National Intercollegiate Flying Association for more than ten years. The Association is composed of over 150 colleges and universities in ten

regions of the U.S. The National Intercollegiate Flying Association promotes interest in flying, flying safety, and professional airmanship programs through intercollegiate activities.

Twenty-five teams will participate in the national airmanship competition which will be held at Southern Illinois University, Carbondale, Illinois, in April 1987. Both Metro State College and Westminster College will represent Region One in the nationals.

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