

CPA FLIGHT LINES

Vol. 4, No. 6

July 1987



Judy and Larry Merkowitz's Beech 36TC Bonanza. Photo taken over Central Arizona on May 22 fly-in to Tucson.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

by Sonny Elgin

GONE FISHIN'!



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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:

CPA FLIGHT LINES editor

Terry Barbo
12579 E. Cedar Ave.
Aurora, CO 80012

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.

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Boulder, CO 80302

MURPHY, M. D. (Mike)
133 Johnson Drive
Castle Rock, CO 80104

EXPERIENCE FRONTIER LIFE AS THE PIONEERS KNEW IT...

Sponsored by the Kansas Pilots Association, a "get away from it all" weekend Sept. 19 and 20 lets you step back into history, traveling the scenic Kansas Flint Hills in authentic stagecoach or covered wagons, eating meals from a genuine chuckwagon.

Fly into El Dorado Airport, where the ranch hands will greet you, load your sleeping bag and tent, and take you to the ranch to meet the wagon master and out-riders.

After the horses are hitched up, proceed into the Flint Hills for a leisurely trip across the magnificent prairie of eastern Butler and western Greenwood counties, stopping at the chuckwagon for a hearty lunch. Then back into the wagons for the second leg of our journey, with a mid-afternoon stop for a snack under the shade trees beside a brook.

As the sun sets, we return to the camp site, where the unmistakable aroma of a chuckwagon feast awaits. The evening holds some 'rounge-the-campfire entertainment, yarn swapping and story telling by some 80± year-old fellas who lived the prairie life, recreated for the weekend.

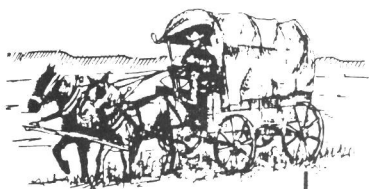
And then your sleeping bag beckons. . . frontier life will plumb tucker you out! But the breakfast bell rings early, and you arise to a stick-to-your-ribs meal, break camp and begin the trek back to the ranch, where a cookout awaits. The van will return you to the airport in the early afternoon for your flight home.

Cost: \$85 per person; \$72.25 for children under 12. Upon receipt of your deposit, you will be mailed a detailed trip sheet,

including information on the airport, gear to bring, weather expected, etc.

Reservations: A maximum of 40 may make the trip. Reservations must be made and deposit paid by August 20. Cancellations allowed if we are notified two weeks before departure (by Sept. 5), with refund of all but \$15

TRAVEL THE PRAIRIE BY WAGON TRAIN ...



SEPT. 19 & 20

per passenger. Rain dates: Oct. 10-11. If trip is cancelled both weekends due to weather, you will receive a rain check for a future trip or full refund.

A deposit of \$25 per person must be made by August 20 with the balance due by Sept. 5. Checks payable to KANSAS PILOTS ASSN. Mail to:

KATHY KINGSTON
10809 W. 115th Street
Overland Park, KS 66210
(913) 469-0003

BOULDER APPOINTS NEW MANAGER

by Dick Mansfield
CPA Area Rep

The Boulder Municipal Airport welcomes its second manager, Ray Grundy, as of June 12. Ray will assume his new duties immediately, filling a vacancy created by the departure of T. K. Gwin who has accepted a position as operations manager for the Civilian Operations Center at NASA's Kennedy Space Center in Florida.

Ray's management background includes 8 years with the City of Boulder's Personnel Department where he coordinated hiring for the city and worked in labor contract negotiations. His aviation experience consists of over 2000 hours flight time beginning with his private pilot training in 1963. He served with the U.S. Marine Corps in Vietnam where he earned numerous citations including the Distinguished Flying Cross.

Following completion of his military service, Ray returned to college where he earned a degree in veterinary medicine from Michigan State. Between 1975 and

1979 he was a practicing veterinarian. He then went to work for the City of Boulder, his present employer.

When Ray's appointment was confirmed, Dave Knapp, the Assistant City Manager for Boulder, sent me a letter introducing Ray and highlighting his background and interest in the Boulder Airport, citing his thorough knowledge of city operations, as well as his experience in aviation, management, and contract negotiations. He does have the unique qualifications for the position as airport manager.

Ray takes over in the midst of a long-term renovation dictated by an airport master plan involving over One Million Dollars total, funded both by the Federal government and the City and County of Boulder.

We welcome Ray and look forward to working with him and enjoying the benefits of the improvements at the Boulder Airport.



COLORADO SPRINGS ACTIVITIES

by Jim Dykes

She wasn't the first to say it but Gilda Radner as Rose Rosanna Dana used to say, "If it isn't one thing it's another."

Organizers of aviation events, such as air shows, usually lament the weather. But there was another force acting on the SPACE AND AVIATION FAIR held June 20-21 in Colorado Springs. At the same time and on the same days the Downtown Merchants Association held their annual "Springspree."

The FAIR (not an air show) featured tethered hot air balloon rides, static displays of AT6's, BT13's, an F16 and an F14 flown

by a "Top Gun" pilot out of the Navy's school at Miramar, California. Many other military and civilian aircraft were on display. The interior booths, including one from the Colorado Pilots Association staffed by Bruce Hulley, offered the public aviation information. Manufacturers, flying schools, recruiters, and groups like the Ninety-Nines were also represented.

Someday, maybe an event "clearinghouse" will eliminate event conflicts so that the public will not be faced with a "Solomon's choice."

USPA SUMMER MEETING MANTEO (KITTY HAWK), NORTH CAROLINA AUGUST 21-23, 1987

On August 21-23 the Carolina Aero Club, and all those interested in aviation, will journey to the true hallowed site of the first powered flight by man, as well as the site of the first English colony in America.

The Carolina Aero Club and First Flight Society are co-hosting the summer meeting of the UNITED STATES PILOTS ASSOCIATION at Manteo on Roanoke Island. This meeting will be an opportunity to join the many pilots who regard an annual flight to Kill Devil Hill as a pilgrimage that grows deeper in meaning each year.

The host clubs' goal is to make this journey to North Carolina a memorable one that will leave the pilots from the 15 state organizations with a true sense of the unique history of Roanoke Island and the Outer Banks. CAC was organized in 1928 and, except for a short time during World War II, has been continually active, making it the oldest flying club in the U.S. First Flight Society, organized in 1926, promotes commemoration of the first flight and fosters awareness of and widespread interest in the origin of flight, as well as recognizing those who have achieved outstanding firsts in aviation.

Flight looms large in the area's history. Dominating the skyline and surrounding landscape, a 60-foot high granite pylon rises atop a 90-foot high dune at Kill Devil Hills to commemorate man's first heavier-than-air, machine powered flight. The principals that were developed, tested, and proven by the Wrights at their Kill Devil Hills site laid the foundation upon which all air transportation has been built.

Come to the meeting at Manteo as early as you can, stay as long as possible, but remember, make your reservations early.

Activities will include USPA meeting, Wright Brothers National Museum presentation, special opening of the Wright Memorial Shaft, flight along Outer Banks to Cape Hatteras and Ocracoke, Waterside Theater outdoor drama - "The Lost Colony", picnic on sound at Manteo Airport, visit to Marine Resources Center, Banquet - Cafe Rene' - on Manteo waterfront.

REGISTRATION: The basic registration fee of \$50.00 per person includes transportation, hospitality room, visit to Marine Resources Center, picnic, outdoor drama, refreshments for coffee break at meeting, and the banquet on Saturday night. Send registration fee check by August 1 to:

MARY RUTH JOHNSON
614 Ives Drive
Aberdeen, NC 28315
Phone: 919 944-2803

HOTEL: Headquarters will be THE ELIZABETHIAN Inn on Highway 64/264 in Manteo, phone 919 473-2101. This inn was built in stages; the least expensive will be the oldest. It has all the usual amenities and is located near many of the historic sights of Roanoke Island.

Rates: \$60.00 per night for 2 guests in Nautics Hall; \$59.95 per night for 1 or 2 guests in the Manor; \$53.95 per night for 1 or 2 guests in Center Court; and \$35.00 per night for 1 or 2 guests in the Highway Court.

Mention the Carolina Aero Club or First Flight Society when making your reservations.

For additional information, please call WALT or TERRY BARBO, 367-0670.

CPA ANNUAL LABOR DAY FLY-IN ANGEL FIRE, NEW MEXICO

This year, CPAers and their families will travel to Angel Fire, New Mexico for the Labor Day Weekend. (We were unable to obtain accommodations at Saratoga.)

Angel Fire is located at an elevation of 8500 feet in the beautiful Moreno Valley of Northern New Mexico. The resort encompasses a total of 12,000 acres of private land, including skiing on 2,180 vertical feet of Agua Fria Peak.

We have reserved a total of 20 rooms at the Starfire Inn. The rate is \$54.25 (\$50+8% tax), double occupancy. Each room has two queen size beds. Additional persons can be accommodated at appropriate rates. PLEASE make your room reservations DIRECTLY with them by calling toll free 1-800 633-7463; ask for Kristin Winn (she may have assigned someone else to us by the time you call). The deadline for making reservations is A U G U S T 7. You will be asked to remit one night's lodging upon making your reservations. The address is: ANGEL FIRE RESORT, P.O. Drawer B, Angel Fire, NM 87710. Be sure to let them know you are part of the Colorado Pilots Assn. group.

ACTIVITIES: Swimming (pool at Starfire Inn), Golf (18 hole course--LOTS of trees, narrow fairways), Tennis (6 courts), Fishing (stocked Monte Verde Lake; smaller lake for kids-free), Rowboats, Hiking, Road-runner Jeep Tours.

MEALS: We plan to arrange a group dinner for Saturday night and a catered buffet breakfast for Sunday morning to be served at the Inn. (There is only one restaurant open for breakfast in the whole place in summertime and

it's a bit too far away.) There is no problem for lunches.

THE AIRPORT: Elevation is 8382 feet with a runway more than adequate for you all in length. Overnight tiedown is \$5 per night. The airport is about 2 miles from the Inn.

GROUND TRANSPORTATION: We have made arrangements with the Moreno Valley Transportation Company to provide ground transportation to and from the airport as well as during the weekend. Since several of the activities are located elsewhere from the Inn we will need to be transported to and from activities such as Golf, Tennis and Fishing at the Lake. The owner of the company happens to be the former Chief Pilot of Continental Airlines and he has agreed to provide this service for \$1 per person each time you use the van. When we know how many people are going, who's planning to do what and when, we will do our best to devise a VAN SCHEDULE. Also, following the August 7 deadline, we will mail to each family making the trip a list of those going down and all other pertinent information regarding final arrangements including both Saturday and Sunday dinners.

NOW it's your turn to do some work. In order to make your visit more pleasurable, please fill out the form below and mail it to:

TERRY BARBO
12579 E. Cedar Avenue
Aurora 80012

We will then compile all the information and make the necessary reservations.

SO, have at it and we'll see you all at ANGEL FIRE!



The Starfire Inn at Angel Fire (one wing of it).



LABOR DAY FLY-IN: ANGEL FIRE, NEW MEXICO SEPT. 5-7, 1987

ROOM RESERVATIONS: Have been made for

Name(s) _____

No. of Persons: _____

Address: _____

Phone: _____

YOU WILL PAY FOR ANY AND ALL ACTIVITIES DIRECTLY YOURSELVES--we will make the arrangements.

ACTIVITIES we would like to participate in:

GOLF: Green Fees - \$20.00 (guest rate) Carts - \$14.00
 YES _____ No. of Persons _____ Cart (Y) or (N) _____
 When: Saturday afternoon (Y) or (N) _____
 Sunday morning (Y) or (N) _____

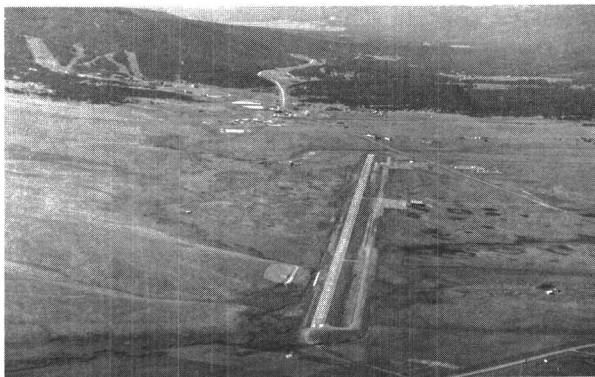
TENNIS: \$4.00 (guest rate) No. of Persons _____
 When: Saturday afternoon (Y) or (N) _____
 Sunday (Y) or (N) _____ a.m. _____ p.m. _____

FISHING: Monte Verde Lake \$4.50 (guest rate)
 No. of Persons _____
 When: Saturday p.m. _____ Sunday _____

Lake is 37 acres, stocked with trout. There's a separate smaller stocked lake for kids free.

BOATING: On Monte Verde Lake. Rowboats from \$6/hr. Paddle-
 boats \$4/hr. Motorized rowboats \$10/hr.
 No. of Persons _____





Angel Fire, NM, is the site of the CPA Labor Day Fly-In. Runway is 8900 feet long at an elevation of 8382.

HORSEBACK RIDING: Trail rides - \$10.50.
 Horseback Steak Dinner Ride. \$16.00 adults, \$12.00 children, with 10+ people; \$18.00 adults, \$14.00 children, with 10- people.
 Horseback Breakfast Ride. \$14.00 adult, \$12.00 children, with 10+ people; \$16.00 adult, \$14.00 children, with 10- people.

Breakfast Ride (Sun. morning)--No. of Persons _____
 (Adults _____ Children _____)

Dinner Ride (Sunday evening)--No. of persons _____
 (Adults _____ Children _____)

Trail Rides _____ No. of persons _____

ROADRUNNER JEEP TOURS: Three hour, four wheel drive tours of high mountain lakes and old ghost towns of the area. Adults \$15.00; children \$10.00. All day Jeep rentals \$85.00 per day; half-day Jeep rentals \$50.00.

Jeep Tour _____ No. of Persons _____
 (Adults _____ Children _____)

Jeep All Day _____ Jeep Half-Day _____

HIKING: Free. A trail starts from the Church--within walking distance of the Inn.

MAIL TO: TERRY BARBO (as soon as you make your room reservations)
 12579 E. Cedar Avenue
 Aurora 80012 Phone: 367-0670

HEARD ALONG THE FLIGHTLINE

CPA member VERN FOSTER made a Bob Hoover type approach to the Santa Fe Municipal Airport on June 5 while flying a rented Skylane to the United States Pilots Association annual meeting. He didn't plan it that way. Vern tells us the throttle stuck at full power . . . and the only way he could get down was to pull mixture. Of course that eased the noise level in the Skylane considerably. But our pro made a marvellous power off landing (according to wife KAY) in true Bob Hoover fashion--even to the extent of exiting the runway and on to the first taxiway before coming to a stop.

*

Other CPAers seen at the Santa Fe USPA meeting were FRANK and VANITA GALLO (Skylane), BRUCE HULLEY (Skylane), TOM BEIN and BEVERLY GREEN (Skylane), DON and JEAN VANDER PLOEG (Cessna 206), WALT and TERRY BARBO (Cessna T210), and JIM and HELEN DYKES (Piper Warrior).

*

DAVE GORDON tells us he has tiedowns on grass available at Jeffco at \$20.00 a month. Who said there are no bargains in general aviation! Strange that only one aircraft owner has taken advantage of the low fee.

*

CPA President SONNY ELGIN described his recent near miss about 3 miles south of Gunnison at Flight Level 115 . . . with a hang glider. . .

*

Where have all the Ultralights gone? BRUCE HULLEY says they have not gone. They have simply relocated from busy airports to a number of small ultralight airports in the area.

*

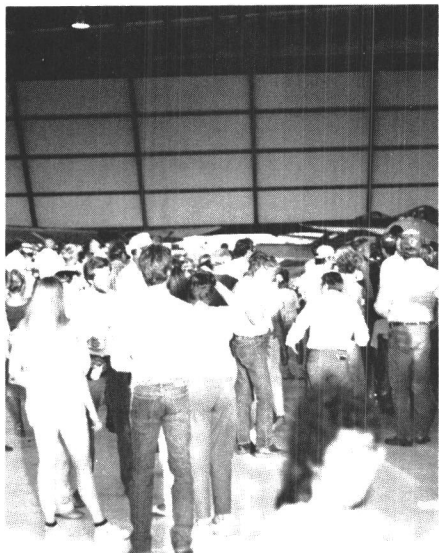
Last month's cover photo of ROBERT and ANN HENLEY'S Beech Staggerwing brought out information that three additional Staggerwings are based at Van Aire . . . including the one STEVE DYER (of Univaire) acquired from ROCKH WARREN. Recall that the aircraft had burned in a hangar fire at Gunnison. STEVE is rehabing it.

*

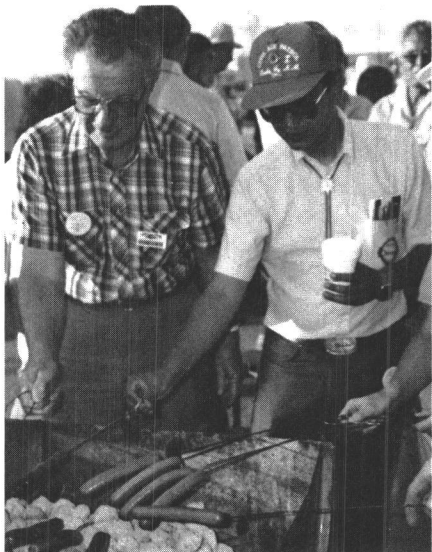
Ever thought about the economic benefit of an air show to the surrounding communities? JON GALLO of Front Range Airport reported that their 1987 Colorado National Air Show (held May 23-24) generated \$98,000 for the local economy. Expenditures included: \$55,000 to area businesses, \$9,000 to state and local governments, \$12,000 to the media, \$12,000 for payroll, and \$10,000 to community service/charity groups. Makes one wonder what the Paris Air Show generates.



Could this be the Flying Astairs? . . . or, those old smoothies, Frank and Vanita Gallo. They were the only ones who rented matching costumes for the ABQ Pilots Bash.



Although it may look like the B Concourse at Stapleton when the weather is "zero-zero," it is just pilots "Bashing" in Albuquerque on June 6.



Dennis Manzanares of New Mexico Pilots Association shows Vern Foster how to burn a hot dog at the ABQ Pilots Bash.



Recall the AD which restricted airspeed on Beechcraft 35 Bonanzas. This is what the Beechcraft mod looks like. It was installed by Turbo West at BJC.

NADA PLASTICO!

by Carolyn and Bob Doubek

We have flown our Skylane N372SF to both coasts, the artic circle, the Bahamas and most recently to Baja, Mexico and would like to pass along some "words of advice" for anyone planning a trip south of the border.

We have traveled extensively during the past 20 years and have made it a practice to carry travelers checks and credit cards for all major expenditures. We have never had a problem with this practice in places such as Australia, Tahiti, Canada, Mexico, Peru, Ecuador, Guatemala, Honduras, Belize, Greece, Turkey and Egypt.

We feel very safe with our American Express card and came very close to proving the point when we almost missed our cruise ship in Cozumel one time while diving. This would have been the true test for the ship was bound for Miami and we would have been stranded with only our diving gear, \$10.00 and American Express. Fortunately, they lowered the gangplank and allowed us to board after having cast off.

However, having recently returned from a flight to California, with a side trip to Cabo San Lucas, Baja, Mexico, we should like to advise our fellow CPA pilots who may be planning similar flights that credit cards are not accepted in this part of Mexico.

We were advised by "Gringo" Wayne Thetford that we should have sufficient pesos to purchase fuel, which we did. We were not prepared, however, to pay cash for hotels, meals, services, etc. In fact, reference to the latest edition of the Travel Agent's Hotel & Travel Index would indi-

cate that credit cards are accepted.

Ostensibly, the reason for this policy is the fact that communications are poor and it is difficult to check on credit ratings. However, we suspect that the volatile exchange rate can result in substantial losses by the time the bill clears several weeks later.

Another problem is the fact that even the largest hotels in the Cabo San Lucas area deal in U.S. currency only. As a result, it is impossible to cash travelers checks for pesos and you are forced to use dollars for fuel purchases on the way home. No problem with the acceptance of dollars but you will be surprised at the variable exchange rates quoted when you purchase fuel!

In spite of the fact that we cut our stay short, we had an enjoyable time, had no problems with U.S. or Mexican customs and received excellent service from the Mexican air traffic controllers. We even managed to barter flight time for boat time, air, and guide service for four pleasant scuba divers. Also on the plus side is the fact that fuel is inexpensive if purchased with pesos. Based on an exchange rate of 1075 pesos to the dollar 100/130 octane sells for \$1.09 per gallon.

Next time we will carry more pesos, travelers checks, and pre-pay the hotel accommodations and meals through our friendly travel agent.

We had forgotten those sound words of advice: "Take one-half the clothes and twice the amount of money."

THE BOOKSHELF

by Stephen Blucher



"America's Astronauts and Their Indestructible Spirit" is the name of a new selection from AERO Publishers (No. 22396). When I first saw it I thought it was a spin-off from "The Right Stuff," a book published several years ago about the space program. I almost passed it by but did not for whatever reason, and I am glad I made the decision to read it. Yes, it is about the space program and the astronauts, but it is written from a different point of view.

Dr. Fred Kelly, the author, is a former NASA physician and a naval aviator who was involved with the program for many years.

The emphasis of this book is not the glory of the space program or the astronauts. It is the story of people: the flyers and their families. The book takes a very real look at what the people, all of them, went through to be a part of the history of the United States.

Were the astronauts really "indestructible?" From the outside it maybe looked that way. From the inside, on a day-to-day basis, a different story unfolded.

From the beginning of the space program until 1986, seven U.S. astronauts lost their lives; then in one fiery moment seven more lives were lost. Could any of these have been saved? Dr. Kelly knew the first seven astronauts personally, he worked with them, he shared their triumphs and their tragedies and he has some thoughts about their deaths.

There are some wonderful stories told in this book about the people, the testing and the "goings on" inside the space program. They are written like the reader is sitting in the same room talking to the author.

"America's Astronauts and Their Indestructible Spirit" is a fun, easy-to-read and informative book and is available at the Aviator's Mart in Colorado Springs, or from AERO Publishers, Blue Ridge Summit, Pennsylvania, 17214.



OUT-OF-STATE AVIATION CALENDARS

JULY 31-AUG 7
EXPERIMENTAL AIRCRAFT ASSOCIATION ANNUAL OSHKOSH FLY-IN AND CONVENTION, Wisconsin.

AUG 10-14 (Fri.-Tues.)
FOND DU LAC, WI, Annual IAC Championships. Info: Sharon Heuer, 758 Grovewood Dr., Cordova, TN 38018 (901) 756-7800.

SEPT 6 (Sun.)
AIR SHOW, Russell, Kansas, 1:00 p.m. Skydivers, balloonists, B-25, AT-6, P-51, C-47, wing

walking, free fly-in breakfast 8-11 a.m. Info: Gene Karst (913) 483-2622 or Max Sharp (913) 483-2165.

OCT 23-25 (Fri.-Sun.)
USPA MEETING, St. Louis, MO. Embassy Suites, Laclede's Landing. Info: Walt Barbo 367-0670.

OCT 15-17 (Thurs.-Sat.)
AOPA 1987 CONVENTION, Bally's Grand Hotel, Las Vegas. Info: Ann Killian (301) 965-2052.

MEMBER-GET-A-MEMBER PROGRAM

by **Bill Totten, CPA Secretary**
Membership Chairman

Colorado Pilots Association is seeking greater member participation and growth through its new MEMBER-GET-A-MEMBER PROGRAM.

While providing the incentive of a reduction in your next CPA membership dues, this program offers members the opportunity to inform and educate new pilots and friends about CPA's contributions to the general aviation community. This is how it works:

Beginning June 1, 1987 we will automatically credit your next year's membership renewal \$5.00 for each new member you bring in. The new member's application must state "Referred by (your name)"

in the upper right hand corner. This program will run only until August 31, 1987. The sponsor application below will get you started. Should you need additional applications, either photocopy the application or call Margaret Dwelle at 366-2555 for additional ones.

Don't wait! Start lining up those potential new members NOW. You have an opportunity to help your association grow and get a discount on your next year's membership dues. I thank you in advance for helping us grow with more pilots like you!

Colorado Pilots Association
APPLICATION FOR MEMBERSHIP

REFERRED by _____

Name _____ Phone: _____ / _____
Home Bus.

Name of Spouse _____

Address _____ City _____ Zip _____

Other organizations: AOPA _____ EAA _____ 99's _____

Other _____

Pilot Info: Private _____ Comm _____ Inst _____ ATP _____ CFI _____

CFII _____

License No. _____ Hours _____

Aircraft Owner: _____

Make _____ Model _____

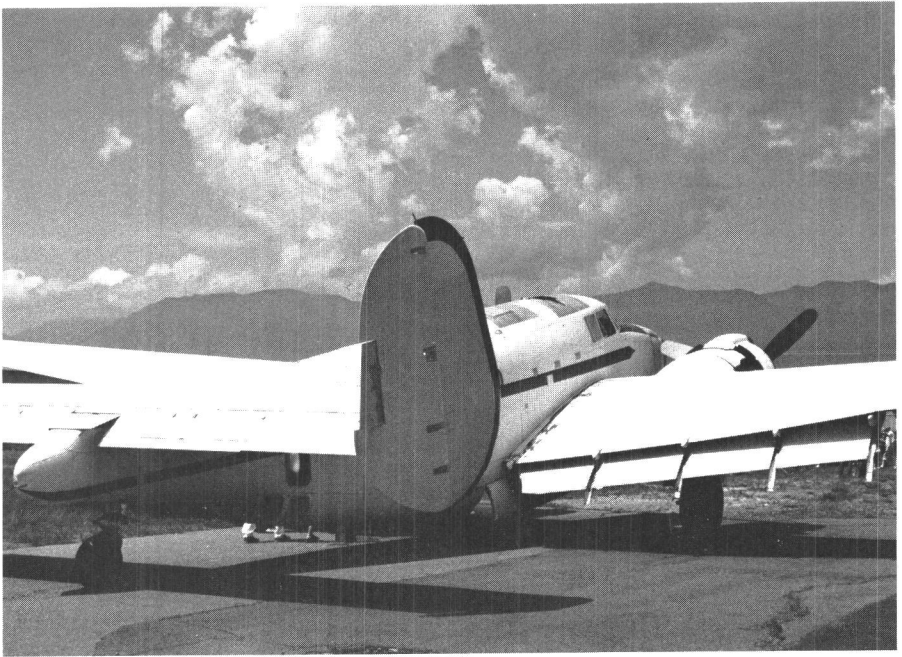
N number _____

How did you hear about the CPA? _____

My check is enclosed for \$20.00 _____ Please bill me _____

Make check payable to:

COLORADO PILOTS ASSOCIATION
P. O. Box 38555
Denver, CO 80238



Actually, this is the "Spirit of Colorado Springs." They are taking donations, trying to make our Spirit soar.



Seen at COS Space & Aviation Fair - "Top Gun" squadron from Miramar NAS, 'just showin' off.'

LITTLE THINGS DO COUNT — AGAINST US, SOMETIMES

by Vern Foster

During 1981, a major airline discovered that since the introduction of the jet transports in 1959, 61% of jet transports involved in fatal accidents were judged by accident investigators and flight operations experts to be fully flyable. This sobering fact prompted the development of a cockpit resource management, or cockpit decision-making training program. Most airlines now have similar programs consisting of initial and recurrent training. In the general aviation area there are several beneficial programs called Pilot Decision-Making, Cockpit Human Factors, etc.

Let's review some "real world" situations to which we can relate. Good old common sense is invaluable--but as pilots, we sometimes do a poor job relating this when something goes wrong while we are flying. Even more disturbing are pilot actions which present the greatest possible opportunity for pilot error. Thus we have Pilot-Induced-Accidents (P.I.A. for short). Here are a few examples which will highlight the need for sound cockpit decision-making and planning.

Do we have a plan for every takeoff up through the first power reduction? What if an engine malfunction occurs while a landing can still be made on the runway? How about engine problems just beyond the end of the runway? Are we mentally prepared to handle an off-airport landing? Read on.

1. Pilot A -- New Mexico. Bonanza pilot had over 2500 hours mostly in Bonanzas. Engine failure occurred at 250 feet AGL after takeoff. He made a steep

turn to "return to the airport." The aircraft stalled and crashed, killing pilot and passenger. Was there a plan for takeoff and initial climb? Note: Like the instructors, books and FAA say -- land straight ahead -- you can't -- repeat can't -- make it back to the runway when the engine dies!

2. Pilot B -- California. Mooney 20E, pilot time unknown. Immediately after takeoff the engine was heard to misfire resulting in at least a partial loss of power. At about 100 feet AGL the pilot began a left turn. The plane stalled and crashed into a building during the turn killing the pilot and passenger. Note: See Pilot "A" notes.

3. Pilot C -- Pennsylvania. Homebuilt aircraft. After takeoff at an altitude of approximately 100 feet, the engine lost power. A left turn was started causing the aircraft to stall and crash. The 3800 hour pilot was injured. The fuel selector was found to be halfway between ON and OFF thus restricting fuel flow! Note: See Pilot "A" and "B" remarks above, plus how about the preflight and the check list? Every airplane needs one!

Then we have the quick power reduction after takeoff:

4. Pilot D -- Colorado. Bonanza. After takeoff at approximately 300 feet AGL, the engine "lost power." The 350 hour pilot had just been checked out in the Bonanza. He landed straight ahead with the gear down. Aircraft damage was minimal with no injuries. The mixture control had been moved to cut off--the pilot thought he was

operating the prop control to reduce RPM!!! Note: Pilot-Induced-Accident?

5. Pilot E -- Ohio. Mooney. Similar to Pilot "D" except he landed with the gear up, resulting in a bent prop, crankshaft, lower cowl, underside of wings and fuselage. Cost to repair approximately \$17,000 and six weeks of down time. No injuries to pilot or passengers. Note: Pilot-Induced-Accident?

POINTS TO PONDER: Look at each control and switch before operating same, especially gear, flaps and mixture. I advocate no power reduction until 1000 feet AGL. This does two things: First, expedites the accumulation of initial altitude; and secondly, if something unusual occurs during power reduction, there is time to sort out the problem and correct it. According to the engine manufacturers, most "power failures" occur at the first power reduction after takeoff!

Here we go again with the cabin or baggage door popping open in flight.

6. Pilot F -- New Mexico, Cabin Class Twin. The high-time pilot had just climbed through about 300 feet AGL after takeoff when the left nose baggage door came open. He shut down the left engine, apparently for fear of baggage going into the prop. In the ensuing distraction of the situation, the aircraft struck the ground in a descending turn. All persons on board were killed instantly and the aircraft was destroyed. Note: Keep flying the airplane and think, think think--hasty action may be destructive and -- unnecessary!

7. Pilot G -- Oregon. Bonanza. The airplane had just taken off when at approximately 300 feet AGL, the cabin door popped open. A passenger screamed and the pilot reached across the passenger in the front seat and while attempting to

close the door (impossible in flight), the aircraft struck the ground in a right diving turn. The aircraft burned. Pilot and front seat passenger were killed. Note: First priority is--keep flying the airplane. Return to the airport and close and secure the door.

When cabin doors come open they usually trail in the slip stream while open about four inches. It requires a great deal of force to either open the door further (you couldn't fall out if you tried) or to close the door. In fact, on Bonanzas, Mooneys and Pipers, it is not possible to close a cabin door in flight; so reduce power, slow to approach speed and land as soon as is practicable--close and secure the door. Don't let an open cabin door cause a P.I.A.!

Then for the final chapter, the dry tank gang are still at it!!!

8. Pilot H -- Plains States. Single engine turbo, 1200 hour pilot. The tanks were "topped." The cross-country flight had been in progress six hours nonstop airport landing didn't work out well. The pilot, who was the only occupant, was uninjured, but the plane was heavily damaged. The pilot "thought" he had enough fuel for "nearly seven hours!!!" Here's the kicker--he crashed 120 miles short of his destination! Note: P.I.A. --- enough said!

We've looked at the aforementioned tragic and not-so-tragic accidents. What to do:

1. In any emergency or irregularity, the first priority ALWAYS -- is to FLY THE AIRPLANE.
2. In situations of surprise and stress, we are prone to make hasty decisions on the basis of emotions rather than on the basis of logic.
3. Admit that pilots--that's you

and me--might take thought-less action in flight. Vow not to be a party to a Pilot-Induced-Accident.

4. High priorities for a safe and enjoyable flight are the preflight, flight planning, including fuel on board, and the pre-takeoff check list.
5. While making decisions, FLY THE AIRPLANE, consider all alternatives before deciding on a course of action. Select the safest and most conservative course of action --and on the basis of logic.
6. Now -- the one-queston quiz! What is the definition of P. I.A.? If your answer was Pilot-Induced-Accident, give yourself a score of 100. Thoughtful logic, knowledge of the aircraft and basic pilot skills are the foundation of safe and pleasurable flying. Stick and rudder skill is only a part of being Pilot-In-Command!

[The following letter was received by CPA Secretary Bill Totten after the Meadowlake Brunch Fly-In on April 25]

Dear Mr. Totten:

You were very kind to my family and me the day we flew into Meadowlake for brunch. I wish I could say the same for the people we sat at breakfast with. After the initial pleasantries, my family and I were treated like outsiders. My busy schedule prevents my participation in most activities and I am far from owning my own plane. When I do get out, I try to have a good time. At Meadowlake I did not.

I believe in the CPA and what it works for. I know of other pilots who are in the same financial/busy working schedule situation as I. Please don't ignore us.

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COLORADO AVIATION CALENDAR

JULY 25 (Sat.)

AVIATION FLEA MARKET, Front Range Airport, 8:00 a.m. to 3:00 p.m. Admission: \$1 adults, kids free. Advance space reservation \$10.00. Open for setup at 7:00 a.m. "Your trash is your neighbor's treasure." Info: Kathryn Yancey 363-0894.

AUG 15 (Sat.)

AIRMANSHIP WORKSHOP AND COMPETITION, Sterling (Crossman Field), Colorado. Sponsored by Colorado Pilots Association. Barbecue lunch following. Info: Ian Hastie (303) 425-0937(H) or (303) 426-6460(O).

AUG 21-23 (Fri.-Sun.)

ROCKY MOUNTAIN REGIONAL FLY-IN, Greeley (EAA). Info: Bill Marcy 798-6086.

AUG 22 (Sat.)

WESTERN FLY-IN FESTIVAL and GOLF TOURNAMENT, Craig, Colorado. Golf course right next to airport. Info: Roger I. Gerrard (303) 824-3231(O) or (303) 276-3300(H).

AUG 22 (Sat.)

3rd ANNUAL MOUNTAIN FLYERS AERO CUP RACE from downtown Ft. Collins Airport, a 250 NM multi-legged, closed course, open to all Private Pilot Certificate holders or better and to aircraft of not less than 85 hp nor more than 500 hp, Loran and R-Nav prohibited. Prizes: \$200 and silver cup, 1st; \$100 and trophy, 2nd; \$50.00 and trophy, 3rd. Race info packets free. Entry fee \$35 including luncheon. Info: Mountain Flyers Aero Clubs Inc., 2200 Airway Ave., Ft. Collins, CO 0524 -- (303) 493-5840 or 5841.

AUG 27-30 (Thurs.-Sun.)

REUNION 367th FTR GRP ASSN., 392nd-394th FTR SQDNS, 9th AF (WWII), Colorado Springs. Info: J. Curtis, 437 Cedar Drive, Beaver Shores, Rogers, AR 72756 (501) 925-1796.

AUG 29 (Sat.)

DENVER WEEKEND IN HAWAII. Fly-in/drive-in event held at the Embassy Suites Hotel, I-70 & Havana. Package includes: 1 night lodging, luau dinner for 2, 2 hrs. complimentary cocktails, dancing, and complimentary breakfast. All for the low price of \$99.99 per couple. Info: Jon Gallo or Kathryn Yancey 363-0894.

SEPT 5-7 (Sat.-Sun.)

FLY-IN TO ANGEL FIRE, NM. Colorado Pilots Assn. Starfire Lodge, \$54.25 (\$50+8½% tax) per night, dbl occupancy. Make your reservations direct. Ask for Kristin Winn, 1-800 633-7463. Activities include swimming, tennis, golf, fishing, jeep tours, hiking, etc. Reservations deadline: AUGUST 7. Info: Terry Barbo 367-0670.

SEPT 11-12 (Fri.-Sat.)

JEFFCO AIR SHOW '87, Jeffco Airport. Sponsored by Broomfield Chamber of Commerce. Navy's Blue Angels will perform both days plus various additional military participation; Coors Light Silver Bullet Formation Team (2 plane act). Info: Jim Bauer 771-2834.

SEPT 17-20 (Thurs.-Sun.)

REUNION 1st AIR COMMANDO ASSN., Colorado Springs. Info: B. Moist, P.O. Box 466, Broderick, CA 95605.

SEPT 18-20 (Fri.-Sun.)

DENSITY ALTITUDE AND WINGS SAFETY CLINIC, Pagosa Springs (Stevens Field), Colorado. Cosponsored by Colorado Pilots Assn. and FAA Flight Standards District Office. Participants receive three hours of dual (participant's aircraft) and qualify for FAA Wings Program. Moderate fee for flight portion of program to offset flight instructor costs. Info: Vern Foster 751-9421, Mick Wilson 340-5400 or Larry Bartlett (303) 731-2489.

SEPT. 18-20 (Fri.-Sun.)

MILE HIGH AIR DERBY, sponsored by the Colorado Chapter of The Ninety-Nines, Inc., open to all pilots, cash prizes, trophies and product prizes. Round robin course from Front Range Airport, limited to stock model aircraft between 140 and 570 total horsepower. Entry fee - \$50 (covers pilot and co-pilot). Entry deadline August 1. Race Kit and Info: MILE HIGH AIR DERBY, 14437 W. 32nd Ave., Golden, CO 80401-1475.

SEPT 18-20 (Fri.-Sun.)
THE PUEBLO AIR BASE REUNION.
Open to all who worked, trained or were stationed at Pueblo during WWII. Accommodations at Roadway Inn (542-3750), single \$29 + tax; \$32 + tax double. Preregistration deadline: Sept. 1. Info: Charles Gavaletz 561-9288.

SEPT. 19-20 (Sat.-Sun.)
12th ANNUAL SOUTH PARK MOUNTAIN SAFARI. Info: Joyce or Gloria at the Life Cycle Balloon School (303) 759-3907.

SEPT 26-17 (Sat.-Sun.)
AURORA BALLOON FESTIVAL. Front Range Airport. Sponsored by Pride In Aurora. Mass balloon

launch at 8:00 a.m. each day. Helicopter & airplane rides, warbirds on display, food, souvenirs. Info: Jon Gallo 363-0894.

OCT. 2-4 (Fri.-Sun.)
WINGS SAFETY CLINIC, Burlington (Kit Carson County Airport). Cosponsored by Colorado Pilots Association and FAA Flight Standards District Office. Participants receive 3 hours of dual (participant's aircraft) and qualify for the FAA Wings Program. Moderate fee for flight portion of program to offset instructor costs. Info: Vern Foster 751-9421, Larry Mack (303) 346-5352, or Mick Wilson 340-5400.

OCT 10 (Sat.)
99's PINCH HITTER COURSE, Front Range Airport. Emergency flying techniques for small aircraft passengers. Info: Jon Gallo 363-0894.

OCT. 10 (Sat.)
OCTOBERFEST. Fly-in/drive-in, Embassy Suites Hotel, I-70 & Havana. Info: Jon Gallo 363-0894.

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