

CPA FLIGHT LINES

Vol. 4, No. 9

October 1987



CPAer Daryl Haerther of Strasburg departs Angel Fire, NM, in his Cessna T206 following the Colorado Pilots Assn. Labor Day Fly-In.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

by Sonny Elgin

The consumer should keep in mind that there are factors other than the premium dollar to remember when purchasing an aviation insurance policy. Such factors as the knowledge, experience, and integrity of the broker are equally important. A good broker experienced in aviation has the knowledge to market your coverage effectively and will take the time to advise you of the different types of coverages and policies and explain what these differences could mean to you.

When reading your policy, the declaration page on which the major coverages are printed should be checked first in order

to verify the accuracy of the policy terms. The definitions, insuring agreements, exclusions and conditions should be studied so that no doubts remain in your mind concerning your coverage. Because aviation insurance is such a highly specialized field, insurance policies are written for two principal areas of coverage--hull and liability coverage.

Hull coverage protects the owner's financial interest in the aircraft should it be damaged in an accident. This is somewhat similar to collision insurance on your automobile. Your hull coverage can be either ground hull coverage only or all risk hull coverage. Ground hull covers direct physical loss of or damage to your aircraft caused by an accident while the aircraft is NOT IN MOTION. All risk hull covers direct physical loss or damage to your aircraft caused by an accident while the aircraft is NOT IN MOTION or IN MOTION. It is also important to know whether you have an AGREED VALUE or ACTUAL CASH VALUE policy. An agreed value policy sets an agreed amount on the value of the aircraft. This value is the maximum amount of aircraft physical damage coverage provided and the amount paid to the insured in the event of a total loss less applicable deductible. The actual cash value policy allows the insurance company to either replace your aircraft with one of like kind and quality, or to pay the insured the appraised replacement cost less an observed depreciation based on condition, total time on airframe and engine, and age of the aircraft.

Liability coverage provides protection to the insured for bodily injury excluding passeng-

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George Ferguson, Inc.

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.

ers resulting from the insured's negligence and arising from the ownership, maintenance or use of his aircraft and damage to or destruction of another person's property.

Who can fly your aircraft? Any person NAMED in the policy who is properly qualified. If more than one or two pilots will be flying the aircraft, an Open Pilot Warranty can in some cases be included in the policy's pilot clause. In such a case, any pilot operating the aircraft would have to hold a specific certificate and have a predetermined number of total logged hours, and usually make and model time.

Once you receive your policy, read it! Read the insuring agreements since they will tell you how you are protected against various hazards. Instances where coverage could be questionable or even denied can be found in the exclusions portion of the policy. The conditions stipulate your responsibilities as an insured of the company. Most importantly, develop safe habit patterns as a pilot to reduce the possibility of an accident and to keep your insurance costs down.

COLORADO AVIATION CALENDAR

OCT. 22-23 (Thurs.-Fri.)
ANNUAL MEETING OF COLORADO AIRPORT MANAGERS ASSOCIATION. The Clarion Hotel at Stapleton.
Info: Dave Gordon 466-2314.

OCT. 24 (Sat.)
COLORADO PILOTS ASSOCIATION CONVENTION AND ANNUAL MEETING. The Landing at Centennial, 9:00 a.m. Info: Sonny Elgin 361-9365(H) or 363- 0894(O), or Vern Foster 751-9421.

OCT. 23-25 (Fri.-Sun.)
UNITED STATES PILOTS ASSOCIATION Fall Meeting, Embassy Suites Hotel at Laclede Landing, St. Louis, MO., hosted by the Missouri Pilots Assn. Activities include viewing of Lindberg trophies, tour of McDonnell Douglas plant, aviation seminars and social activities. Info: Walt Barbo 367-0670.

NOV. 14 (Sat.)
FLY-IN to MINDEN, NEBRASKA. Sponsored by Colorado Pilots Assn. Brunch and Aviation Museum tour. Info: Frank or Vanita Gallo 337-5864.

DEC. 4 (Fri.)
COLORADO PILOTS ASSN. CHRISTMAS DINNER. Program and location to be announced. Info: Liz Wheeler 770-0155.

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TERRY BARBO would like to thank all of her CPA friends for the surprise gifts and cards she received for her birthday during the champagne party at ANGEL FIRE. All were much appreciated and enjoyed.

• • • • •



IS THAT ALL THERE IS?

An account of a 4,098 nautical mile flight from St. Louis to Edinburgh, Scotland via the North Atlantic in a twin Cessna 310

by Bob Zeitinger

Part 1 of 3

ABOUT THE AUTHOR . . . Bob Zeitinger lives in Kirkwood, Missouri and is an advertising executive in St. Louis.

Before the North Atlantic crossing, Bob had criss-crossed the U.S. a number of times and flown in and out of Canada, Mexico, and the Bahamas a number of times.

Bob and his airplane partner of some 15 years now have a straight tail Bonanza loaded with equipment, including AM-FM stereo radio and cassette player for passengers. It's the best airplane he's ever had, he says, in some 24 years of flying.

And he's ready again for the North Atlantic although he'd prefer first to fly around the perimeter of South America. He already has the charts.

It started with a phone call during Christmas week.

"Would you be interested in flying across the North Atlantic in my 310?"

Arnold Zimmerman, a long-time pilot friend, posed the question.

One word answered him. "Yes."

"Why," he asked, "are you so sure, so quick?"

It was simple. I had purchased the basic air navigation charts for such a flight in 1974 but had never found anyone willing to do more than talk about it.

And so the planning and research began. Louise Sacchi's book, "Ocean Flying," the outgrowth of her 333 Atlantic and Pacific crossings in singles, twins, and turboprops was read and digested. Next, Peter Garrison's book, "Long-Distance Flying," was added to the list. The Federal Aviation Regulations and the International Flight Information Manual were included. Interestingly, the information available was endless, it seemed, except for a few practical questions such as: "How much does avgas cost at Frobisher, Sondrestrom, Reykjavik, etc." But as you might expect the answers to these couldn't be found.

Lists of survival equipment, navigation requirements, etc., were developed and checked off. Conversations with corporate and ferry pilots who regularly flew to Europe were initiated and discussed. And permission to land at the airport the Air Force operates jointly with the Danish government at Sondrestrom, Greenland, was requested and ultimately received.

A word of caution about the information corporate and ferry pilots provide. Corporate pilots mostly fly "heavy iron" high in the sky. And their corporate resources are likely to be stronger than an individual's. So, landing, navigation, taxiing, parking fees, etc., are not as significant to them.

Because they often are operating jets, they normally don't know what it's like to slug it out at altitudes of 7,000, 10,000

or 15,000 feet where most of the weather is. So if a corporate pilot says the weather is a snap, it is wise to learn where it is a snap . . . at 40,000 feet, perhaps?

Ferry pilots, on the other hand, tend to take off and go almost immediately after they get the assignment. Not that they aren't safe pilots, but they don't have time to apply to the U.S. Air Force in Washington, for example, for permission to use Sondrestrom Airport in Greenland. The official word is that permission to use the airport must have been granted 30 days before one's planned arrival and to get the permission in time one should apply 60 days earlier. So the ferry pilot uses Sondrestrom anyway, without permission, and happily pays the fine (\$100) as a cost of doing business.

Finally, after collecting stacks of paper and information, some valuable and some useless, we felt ready. So in July 1986 a twin engine Cessna 310R, bearing U.S. registration number N87492, with standard fuel tanks holding 163 gallons of avgas, lifted off from Runway 8R at Spirit of St. Louis Airport. After months of planning and conversation, we suddenly were airborne and en-route via Greenland and Iceland to Edinburgh, Scotland, for a tour by air of Amsterdam, Munich, Vienna and London.

The crew of two, Zimmerman and I, have a lot in common besides the fact that the initials of our last names are identical. We both have a number of flight hours; he has in excess of 3,600 and I have over 2,300. We both are licensed commercial pilots, and we both have instrument and multi-engine ratings. And we both were graduated from Missouri University. Zimmerman is now a CPA and a partner in a St. Louis accounting firm while I am an

executive of a St. Louis advertising and direct marketing firm.

Leg 1/St. Louis to Montrael: 853
n.m. (981 s.m.) 5+06 flight hours

We are now an hour and six minutes into the flight via the polar route to Scotland. Planned departure was 6:00 a.m. July 12 but unfortunately, we didn't lift off until 7:15 a.m. There were just so many last minute things to do. And that was surprising since we had loaded the airplane the previous evening, not to mention we'd been planning the flight for months.

Another surprise was the bon voyage group from the Missouri Pilots Association. Len and Shirley Troeller and Jim Fiddler were at the airport awaiting our arrival so they could cheer our departure. Len chided us for being late since they were there 20 minutes before our proposed 6:00 a.m. departure. But we didn't arrive until 6:00 a.m. and went first to the FSS for a weather briefing and to file a flight plan for the first leg. All major gear had been loaded into the airplane the night before so it took little time to load our clothing and to participate with the MPA members in a flag-waving ceremony just before climbing aboard and locking the 310's doors.

Next, Murphy's Law prevailed. The intercom, a device that permits pilot and co-pilot to converse through the radio headsets, didn't work.

It was brand new and used only once two weeks previously in a Bonanza on a flight to Grand Forks when it didn't work properly. Our radio shop tested it, cleaned the jacks, and reported it worked well. However, after the 310's engines were cranked up and we flipped the intercom switches it didn't. This caused an additional delay of perhaps some ten minutes while we

monkeyed with the wires and jacks. Finally, we said, "Cie la vie," and plugged the headsets directly into the aircraft's radio system, bypassing the intercom. Later, I was able to get it working quite satisfactorily.

Some 45 minutes out of St. Louis, in the Springfield and Champaign, Illinois area, we ran into a number of thunderstorms and heavy rainshowers but picked our way through without problems. We had a few sharp bounces but the ride was otherwise rather smooth. Since leaving the thunderstorm area we've had an undercast all the way to Detroit where we ran into more thunderstorms. Fortunately, the thunderstorms in the Detroit area were to the right of our course. We circumnavigated them easily.

Soon we had a peek at Lake Erie below. The undercast was sufficiently broken, briefly, for us to see water. Now we are again in the sun with the undercast below and headed for Toronto.

Our flight altitude is 9,000 feet. We're running the engines at 19 inches manifold pressure and 2,300 RPM. This is not the normal cruise power setting for this airplane but an "endurance" setting to conserve fuel. We're operating at this power setting to determine the true fuel consumption rate long before we arrive at the North Atlantic coast. That's so we'll have a good handle on the airplane's operating characteristics before heading across open waters. Fuel consumption appears at this point to be relatively modest. Obviously, we'll learn more precisely how modest it is when we refuel in Montreal.

As I sit here looking at the clouds in all directions it occurs to me that we really haven't seen much on this flight

except clouds since we departed St. Louis.

We presently have 200 n.m. more to go to Montreal's Dorval Airport. Our ground speed had been quite good. We've had a 15 knot tail wind throughout the flight until we reached the Toronto area where we started facing headwinds. But they're not too strong and on some segments our true air speed is equal to our ground speed. The further north and closer to Wabush, Newfoundland, we get, according to the weather forecast, the stronger the headwinds will be. The forecast calls for 5 to 10 knots on the nose. Again, it's undercast and overcast with a light rain. But nothing shows on our airborne radar.

We're now out of the clouds and are free of the rain that we experienced for about the last hour or so. Now that we can see ahead, we see the horizon, very bright, in the distance. Below is the St. Lawrence River with its many, many islands scattered about the river. Ahead is Montreal.

The landing at Montreal's Dorval was uneventful, even with a rather strong crosswind. The skies, unfortunately, were overcast making Montreal a rather dismal looking city, which I know from previous visits isn't fair to this cosmopolitan metropolis.

Once on the ground we taxied directly to the customs quarantine area. Here we were instructed to get out of the airplane and go into the customs office. This is unlike U.S. customs and most Canadian customs operations. At most locations you're expected to remain in the plane until the customs officer arrives. At El Paso once, after returning from Mexico, I thought I'd be cooked well done while waiting in the airplane under the

El Paso sun for the customs officers to arrive.

After the immigration/customs paperwork exercise we taxied to Exxon's Avitat to refuel. Fuel consumption was modest, as anticipated. Actually, it was about four gallons per hour less than this airplane normally gulps when operating at cruise power. In total, going through customs, refueling, getting lunch, reviewing the previously prepared flight plan, adding the current winds aloft detail, and filing it after a weather briefing, we spent nearly two hours in Montreal.

Leg 2/Montreal to Wabush, Newfoundland: 594 n.m. (683 s.m.)
3+12 flight hours

We got clearance from air traffic control and taxied for takeoff. Enroute to the runway, we were called back by the ground controller who advised that a particular sector in the air traffic control center could not handle our flight. We asked for clarification of the situation.

The ground controller said he'd attempt to learn more and call us.

Meanwhile, we initiated a 180 degree turn with the intention of heading back to Avitat. Halfway into the turn the ground controller called and said he had good news and bad news. The good news, he said, was that we were cleared through the problem sector and the bad news was that he had caused us to make an unnecessary turn. He asked that we continue the 180 turn, making a 360 out of it, and continue to taxi to the runway.

Soon we took off from Montreal, climbed to 9,000 feet and turned towards Quebec City. Once more, we were disappointed. We couldn't see Quebec City. It was undercast. And so the undercast continued along our route. As I look down now, the cloud tops below are quite smooth. Occasionally there is a cloud mound that looks as if it were a great glob of snow thrown on the undercast in rather peculiar ways.



Settlement of Kuujjuaq, Northwest Territory, Canada.

Suddenly, the undercast is gone but the sky above our 9,000-foot flight level is overcast. Far below lies the St. Lawrence River. It is unbelievably broad. Measuring it on a chart tells me it is about 35 n.m. wide here.

As I look below I see very few ripples on the surface. In the distance, there were white specks on the water's surface which now, as we continued northerly, have become sailboats. It is a sailboat race we've discovered this Saturday afternoon. The boats are moving slowly. There is no wake anywhere even though all have full sails and spinnakers set.

The country below is quite beautiful in a way I've never known. It is raw, it is virgin. It is coarse and yet delicate, all at once. Here, the St. Lawrence is colored delicately with streaks of scandalous pink reflected from the sun, low on the horizon, and mixed with blue from the sky and white from the clouds overhead, all reflecting on the still waters below.

About one hour south of Wabush we called Baie Chomeau radio to ascertain Wabush weather. Wabush was 4,500 overcast, 15 miles visibility, temperature 13 degrees celsius (about 57F) and a very light wind of only five knots out of the north.

Wabush is a mining town, a plain-label, generic town. It has no outstanding features. Its apartment buildings all look similar except for color. The Bank of Montreal across from our hotel, for example, is in a Butler-type, flat roofed, non-descript building. For that matter, most buildings in Wabush are non-descript.

The Grensfell Hotel where we stayed has no sign to indicate it is a hotel. It looks like a huge dormitory. Although an old, wood

building of somewhat monstrous proportions, the hotel is clean. It has two lounges, one in which a western dance band played at 10 p.m. the Saturday evening we were there. We were asked to buy tickets for it; they were \$2.00. Since we planned an early departure, waiting until 10:00 p.m. for the western band was not a priority. So we went downstairs to the other lounge, a very large room. It was almost 8:00 p.m. and a scene of crowded, noisy activity. Saturday is dart throwing night, somewhat akin to Saturday night bowling in the States. There were perhaps 10 dart boards on each side of the lounge with groups of participants at each. These were exciting hours for Wabush which otherwise is stimulated only by mining, hunting, and fishing.

We saw no private homes in Wabush. All are apartments and as we learned, were built with subsidies from the government to encourage the start-up of the mine by its operators. According to one fellow we chatted with, each building contains 3 to 6 families. And except for the colors, all were identical.

TO BE CONTINUED

WELCOME NEW MEMBERS

- BAKER, James F.
7309 S. Eudora Ct.
Littleton, CO 80122
(Re-joined)
- BUCKNELL, Richard
449 Newark St.
Aurora, CO 80010
- DUFFALA, Martin
18185 E. Atlantic Dr.
Aurora, CO 80013
- HOLLENBECK, Scott
P.O. Box 1438
Pagosa Springs, CO 81147
- HUDDLESTON, Ronald
11030 E. Wesley Place
Aurora, CO 80014
- MAYFIELD, Grace B.
2616 S. Sheridan Blvd.
Denver, CO 80227
(Re-joinedc)
- MARCY, William L.
6068 S. Lakeview St.
Littleton, CO 80120
- PACE, Larry
9225 Tennyson
Westminster, CO 80030
- PHILLIPS, Wayne
750 Chimney Creek Drive
Golden, CO 80401
- RAFLE, John M.
2877 S. Espana Ct.
Aurora, CO 80013

THE BOOKSHELF

by Stephen Blucher

Recently I wrote about Len Morgan's book, "Reflections of a Pilot." His book told about the love of flying and "how it was."

Another book has surfaced from the TAB Books aviation series. This one, "FLYING AS IT WAS" (TAB 2403), is another look back. Unlike Morgan's book, this one tells the stories of many pilots and their adventures during the early days of flying.

Author Gerry Casey is a pilot himself. Having soloed the year of Lindberg's Atlantic crossing, Casey has known personally the people and events about which he writes.

Did you know "gliders" were "hot" in the thirties? People wanted to fly so much they built crude gliders from crude plans and flew off hillsides all over the United States. Cessna Aircraft built and marketed one "complete for only \$398.00." The Alexander Eaglerock Aviation Company of Colorado Springs did the same for only \$275.00.

These are the stories about the planes, people, and places that made the early years of flying... aviation.

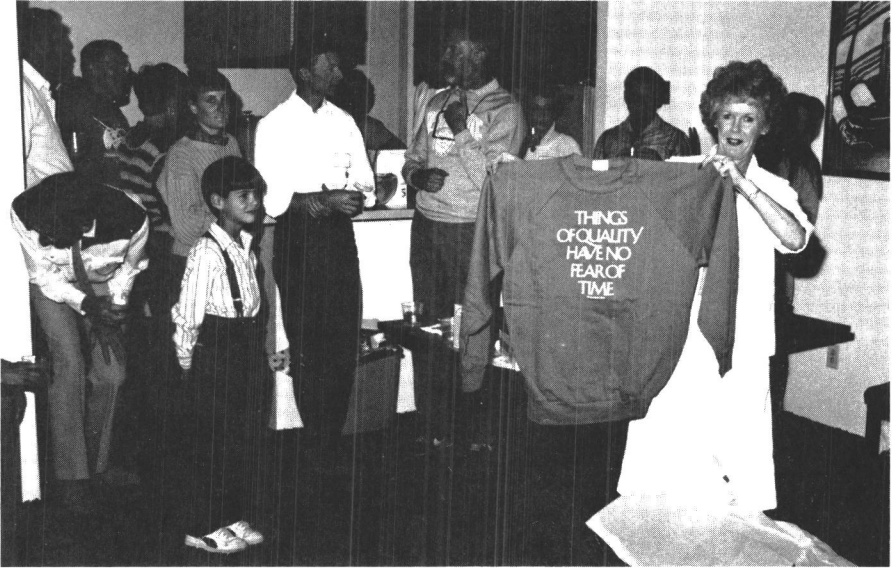
Written with a deep sense for what some call sport and others call work but all call love, "FLYING AS IT WAS" is humorous and sad and a wonderful chronicle of times past.

This book is available for \$14.95 at the Aviator's Mart in Colorado Springs or from TAB Books, Blue Ridge Summit, PA 17214.

ANGEL FIRE FLY-IN — LABOR DAY WEEKEND



Morena Valley Transit meets arriving aircraft.



A surprise “over the hill” birthday party for Terry Barbo.



Larry Merkowitz, Dave Burke, Chet Jewell, Carolyn Browne, Nick Nickols;
front row, Justin and Judy Merkowitz, enjoying the festivities.



Group portrait prior to departure to Angel Fire Country Club for dinner.



Breakfast stop on Sunday morning trail ride.



Pilots waiting impatiently for fog to lift for Monday morning departure.

HEARD ALONG THE FLIGHTLINE

It may be several months before the new \$3 Million 6500 foot runway at PAGOSA SPRINGS can be opened. Seems that everyone involved worked a tight schedule to complete construction of the runway . . . except the local public service company. Everything is "on hold" until they relocate power lines which obstruct the north approach to the runway.

*

Will there be GLIDER operations at JEFFCO? A proponent for glider operations made such a request to Airport Manager DAVE GORDON. Dave said, No! The proponent filed a discrimination complaint with the FAA. The FAA (in July) determined that gliders could operate safely. Dave then asked for further review based on additional information. And the proponent refuted information supplied by the airport. Appears now that the FAA will reevaluate airspace and safety considerations of the proposal. Meanwhile, the proponent is threatening litigation.

*

Seems that HOMER LYLE'S loss to TOM DALY in their head-to-head air race last January got to Homer more than we thought. Recall we gave coverage to the event in the February issue of FLIGHT LINES. Homer was flying a Beech J-35 Bonanza and Tom a Cessna T-182RG. Homer offered Tom an invitation for a re-run. What Tom didn't know was that Homer traded in the "J" for a Model V35TC. Understand it screams along at a top speed of 240 mph.

*

In testimony before the Colorado Legislative Committee on

Transportation on September 30, WALT BARBO introduced himself as Director of State Aeronautics for Colorado. It was a position held, he said, by default . . . default by Colorado's failure to create a state aviation organization. (Note: Walt's office provides many aeronautical services which are typically provided by State offices elsewhere.) The committee hearing was to receive testimony on aeronautical needs for the state. Consideration is being given to either an Aeronautics Office or a State DOT with aeronautics as a division of the DOT. Incidentally, Colorado is currently the only state in the U.S. without an aeronautics office.

*

VERN FOSTER tells us that KEN PETERSON recently earned his multi engine ATP rating. Vern should know--he was Ken's instructor. Understand Ken is a policeman for Aurora. Looks like he has "higher" objectives in mind.

*

DIETER HANTSCH, CPA member since 1986, is the Public Affairs Officer of Civil Air Patrol in Colorado. He notes that most of his sleepless nights are associated with missions for non-distress ELTs. Statistics show that 97% of CAP's ELT missions are to locate ELTs that activate after hard landings, are located in the aircraft owners' homes and other "dumb" reasons. Hantschel said that the 1,800 members of Colorado's CAP wing will appreciate all pilots turning to 121.5 before securing their aero machines.

PAGOSA SPRINGS WINGS PROGRAM

by Vern Foster

The weekend of September 18-20 provided perfect weather for the Pagosa Springs FAA/CPA WINGS and Biennial Flight Review program.

Larry Bartlett conducted a Friday evening seminar on airspace, TCA's and FAR Part 91. This session was a lively and enjoyable opportunity to be refreshed on old information and to catch up on the new.

Saturday was devoted to flying while Scott Hamilton conducted his program on "How to Avoid Aviation Lawyers," and Tom Dodd of Dodd Insurance Services conducted a program on aviation insurance.

We made several out-of-state friends who attended the WINGS program along with the Colorado pilots. The pilots from Pagosa Springs were Jerry Douglas, Sandy Wickham, Scott Hollenbeck and Dawn Hollenbeck. New Mexico pilots were Curtis Brown and Vance Ayers from Farmington, Don Green from Gallup and Lois Tuchler from Albuquerque. Loy Oldham, a pilot from Leoti, Kansas, attended and from the East Slope were Karvin Kilmer, Evergreen; Bob Doubek, Littleton; Wayne Lindholm, Woodland Park; and Don Dolce, Boulder.

The flight instructors were Paul Eubanks from Pueblo, John Simmance and Steve Phelps from Broomfield, Henry Beck from Arboles and Neal Smith from Pagosa Springs.

Special thanks to FAA's Mick Wilson and his wife Loretta for lots of hard work before and during the event. Larry Bartlett did a super job of local arrangements for lodging, the banquet, etc. Loretta Wilson, Ginny and Larry Bartlett and Mrs.

Loy Oldham provided taxi service between the Oak Ridge Inn where the seminars were held and the airport.

FBO owners, Roy and Kay Dwindell, were most helpful and courteous. A tip of the hat to Lee Riley, proprietor of the Oak Ridge Inn, and his staff for the many courtesies extended to make the stay a pleasant one. Ruth Williams of the Wild Rose Bakery donated a giant tray of delicious cinnamon rolls to Colorado Pilots Association for the Airport gang on Saturday morning. These were appreciated and enjoyed by the aviators. The Saturday evening banquet was held at the Oak Ridge Inn with 30 people in attendance.

On Sunday forenoon, the flying was completed. Mick Wilson presented the FAA film, "Decision, Decisions," and each pilot completed a brief form on "Hazardous Thought Patterns." A discussion of sample accidents and pilot decision-making completed the Sunday forenoon seminars. At noon all met at the motel where Mick Wilson presented the Wings pins and certificates to the pilots and instructors. We departed Pagosa Springs for a delightful trip back to Denver via Wolf Creek and La Veta Passes. We look forward to another meeting at Pagosa Springs.

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FLIGHT LINES
20th of the month**

if timely in nature; other
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