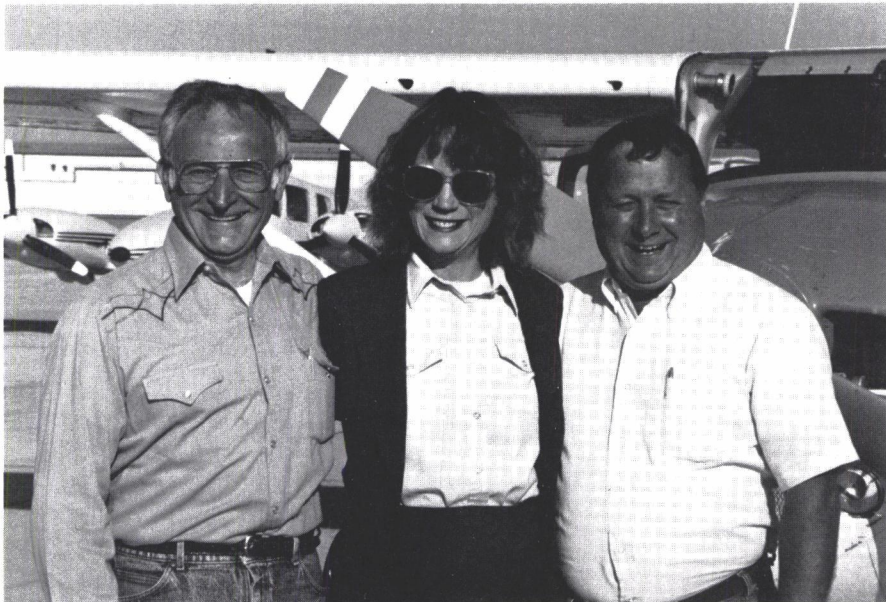


CPA FLIGHT LINES

Vol. 7, No. 7

July, 1990



Phil Castelli from Dorsey, Illinois (left) and Lee Marcusso from East Alton, Illinois (right) enjoy the company of CPAer Babette Andre as their instructor during the CPA-sponsored Mountain Flying Course held on June 13-14 at Centennial Airport.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

by Vanita Gallo

CONGRATULATIONS! On June 16th, at the International Forest of Friendship in Atchison, Kansas, Kathryn C. Hach of Loveland, a long-time member of CPA, was honored for her outstanding contribution to the advancement of aviation. A plaque was installed in her honor along Memory Lane, amidst such names as Charles Lindbergh, Amelia Earhart, Beryl Markham and Chuch Yeager, and several hundred other honorees. We're very proud of you, Kitty.

A **HEARTY THANKS** to Larry and Ginny Bartlett and their neighbors and friends who hosted our Quarterly Luncheon Meeting in Pagosa Springs on Saturday, June 9. Those of us who flew in were greeted at the airport with a friendly handshake, coffee and rolls and transportation to town

where we enjoyed a tasty lunch, made some new acquaintances and were fascinated and educated by Greg Feith's revelations regarding NTSB investigations past and present. As we departed the restaurant, we were greeted again, this time by an unexpected rainshower which delayed our departure but failed to dampen our spirits.

The next **QUARTERLY MEETING** will be held in Wray, Colorado, on Saturday, August 25. [See article by Vern Foster elsewhere in this newsletter.] The folks in Wray and eastern Colorado really know how to roll out the welcome mat! Please join us and support general aviation around the state.

AIRSHOW COLORADO brings Unlimited Class Air Racing plus many more performances to Front Range Airport on August 11 and 12. Colorado Pilots Association has accepted the invitation to man the Pit Gate. If you would like to be involved, call the **CPA HOTLINE (303) 266-6266**. It promises to be an exciting event.

We have received high praise again for the excellent **MOUNTAIN FLYING COURSE** sponsored by CPA and headed by Vern Foster on June 15-16. Pilots from all corners of the United States attended. Preventing accidents due to unfamiliarity with the hazards of mountain flying is a high priority of CPA and there are exciting plans afoot to expand this educational opportunity in the future.

By the way, there are many of you members who have never attended a meeting or function of
(con't on p. 14)

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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

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

BOARD OF DIRECTORS MEETING REPORT

With the exception of our treasurer, Don Vander Ploeg (who was away on a Ports-of-Call "mystery trip"), and Terry Barbo, FLIGHT LINES Editor, the meeting of June 4 was well attended. Visitors included the two newest appointees to the Colorado Aeronautical Board: AL LOPEZ, as representative of a statewide association of pilots, and LUCILE BLEDSOE, as representative at large. Others attending included Bill Marshall (who is active in a number of ad-hoc committees), Tim Morgan (Chairman of an ad-hoc committee on air-space issues), and Lucy Walker (who will surely chair a committee if she continues her habit of attending board meetings), and Fred Norton.

Items of interest included a presentation by Walt Barbo to those present with the newly arrived CPA "lapel pins". Following some discussion on how the pins would be distributed to the membership, Bruce Hulley pointed out the need to make a special mailing of a flyer on the Denver-to-Jackpot Air Classic. Since there was also an interest in mailing a flyer on the Poker Fly-in, it was decided to satisfy all requirements in one mailing. Frank Gallo offered to host a work party at his home to prepare the mailing.

For those unfamiliar with the effort that goes into bulk mailings, this effort was manned by 5 volunteers: Frank Gallo, Mark Meyer, Bruce Hulley, Bill Jones, and Walt Barbo. It took over three hours. A big problem developed when use of a wet sponge failed to activate the adhesive on the envelopes. It may have been a case of too much moisture. However, the problem

was resolved by Frank and Bill taking turns using their tongues to dampen the envelopes sufficiently to seal them. Also, for bulk mailings, it is necessary to go through a sort by zip code. And since the labels were sorted alphabetically, it was necessary to do a manual sort after the envelopes were stuffed and sealed. Trust you members appreciated the work that went into this mailing, particularly the efforts of Frank and Bill in sealing over 400 envelopes.

Other items of interest included a report by Peter Luce on a mailing he had sent to airport operators in Colorado to gain information on the planned CPA directory of flight schools. Vern Foster announced cancellation of the June 8-9 Wings Proficiency Program at Pagosa Springs for the reason that the FAA mailing was delayed. A reality in sponsoring these kinds of events is that it is nearly impossible to get the word out without an FAA mailing. The quarterly meeting was held.

On other flying events, Dave Burke reported that the Memorial Day Fly-In to the Tucson area attracted 30 participants in 9 aircraft. On future fly-in activities, Fred Norton offered to act as a point of coordination to bring together those having aircraft with empty seats with those looking for an empty seat.

On the light side, the meeting was nearly over when President Vanita Gallo noticed she had been conducting the meeting with an agenda from the prior month. This, of course, brought up some interesting comments along the lines of which airline she flew for. It was that kind of night.

CPA MOUNTAIN FLYING — A BIG SUCCESS

By Vern Foster

The 4th Annual CPA Mountain Flying Course was conducted the weekend of June 15 and 16 in conjunction with the USPA Annual Meeting at Denver - Centennial Airport.

There were a total of 26 pilots participating in the ground school and the mountain cross-country training.

We had pilots from as far away as San Clemente, California and Poughkeepsie, New York, plus others from Illinois, Texas, Georgia, Missouri, Nebraska, Ohio, Kansas, and Colorado.

CPA extends thanks to the following mountain flying instructors: Bruce Hulley,

Babette Andre, Steve Purcell, Robert Henley, Mike Murphy, Ron Schoonover, "Ducky" Drake, Lee Larson, Phil Card, Bill Brand, Rick Mason, Gregg Brown, Bruce Ray, Bill Scholl, Bob Goldhamer, Gregg Brinkhaus, Ken Barnes, John Warrender, Dave Gifford and Vern Foster. CPAer Fran Shoup of Aero Services provided free tie-downs for all out-of-town airplanes and the use of their pilot lounge for the Saturday morning weather briefing and scheduling.

The Mountain Flying Course was administered by Bill Marshall, Walt Barbo, Frank Gallo, Robert Henley, Mark Meyer, Vern Foster, Norma Ravensborg and Don Vander Ploeg.

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HEARD ALONG THE FLIGHTLINE

Reports are starting to filter in that our "special mailing" sent out in early June looked so much like junk mail that several members trashed it and missed the exciting information enclosed on the CPA 4th of July Poker Fly-in and July 14-15 Denver-to-Jackpot Air Classic . . . and the new CPA "lapel wings" included in the mailing. But there is some good news! MARK MEYER has additional pins available to members . . . at a cost of \$3 each. He can be contacted through the CPA HOTLINE.

*

The CPA sponsored Mountain Flying Course held in conjunction with the USPA Quarterly Meeting last month attracted 26 participants from all over the country. Recognized as flying the furthest to attend the event was NEIL FIALO, President of the Georgia Pilots Association . . . and new member of CPA. Neil piloted a Cessna Skylane for the event with BRUCE HULLEY accompanying as instructor.

*

VERN FOSTER, Chairman of the Flight Safety Committee, tells us he had to turn down a number of requests for the course . . . for the reason that he didn't have enough qualified instructors with mountain flying experience. It seems that many of the older experienced instructors are retiring from flying. And younger experienced instructors are moving into airline or corporate flying positions.

*

Aircraft used in the event varied from low performance aircraft including a Cessna 172 to turbo equipped types. One pilot/owner of a Cessna Cardinal

from Kansas was amazed to learn his aircraft was capable of reaching 15,000 feet, some 2,000 feet over its rated ceiling, when his instructor, CPA member STEVE PURCELL, introduced him to up-slope winds on the return flight over Corona Pass.

*

Some good lessons learned on the departure out of Leadville's Lake County Airport . . . and some thrills for spectators who watched to see if everyone would get airborne. At 9927 MSL, the airport is the highest publicly owned airport in the country. Runway length of 5300 ft. is adequate for most general aviation aircraft. But there is a hump in the center such that if an aircraft uses most of the length in takeoff it is lost



CPAer John Warrender of Greeley was instructor to USPA Executive Director Arnold Zimmerman of St. Louis, MO during Mountain Flying Course June 14.

— T. Barbo photo

from sight for a few moments until it starts climbing. Those who failed to lean mixture for best power prior to takeoff learned something about density altitude performance at altitude . . . and added to the excitement for the spectators.

*

One of our members reflected on his mountain flying training of a few years ago. Said his instructor counseled him to avoid mountain peaks by at least 2 miles. And he does. Vertically! Incidentally, he flies a Mitsubishi MU2.

*

CPA member PETER LUCE tells us Captain Jeppesen was inducted into the National Aviation Hall of Fame on June 21st. As an aside, Peter is Governor of the Colorado Chapter of Silver Wings Fraternity. The fraternity hopes to have the new Denver airport named after Jeppesen.

*

TED ANDERSON is the latest staff addition to the State Division of Aviation. He joins the office as an aviation planner with duties including management of a project to update the State Aviation System Plan. The office

now has a staffing of 3 full time employees plus a part time employee.

*

We must complement the Colorado General Assembly's Joint Budget Committee on its creativity in efforts to retain the sales tax collected on commercial jet fuel for non aviation purposes. Revenues collected from this source were generating approximately \$8 million annually. But the monies have been routed to the state general fund . . . in conflict with a 1974 amendment to the State Constitution which provides they be used only for aviation purposes. We have briefed in prior issues of the newsletter on efforts by the aviation community to gain the funds for aviation.

The JBC, however, has taken some liberties with the definition of "aviation purposes" and suggests that monies spent by the state in institutions of higher learning could be included under the definition . . . along with other activities such as the Air National Guard. The effect, according to the JBC, is that the state may already be spending the aviation sales tax on aviation purposes. Continuing with this logic, it may well follow that aviation owes additional monies to the state general fund.



Have you tried the

CPA HOTLINE (303) 266-6266

PHOTO GALLERY



CPAers gather at the Rio Rico welcome champagne cocktail party during Memorial Day Weekend Fly-In. — *F. Gallo photo*



At Pagosa Springs CPA meeting, Erik Ingvaldsen, CPAer Joel Kiester, and Ken Harkleroad wait out thunderstorm over Wolf Creek Pass before heading for the Front Range. — *F. Gallo photo*



CPAer Frank Gallo confers with USPA President Bob Worthington of Las Cruces, NM, at June 14 banquet at Clarion Hotel, Centennial Airport. — *T. Barbo photo*



Pictured at cocktail party prior to USPA banquet are Arnold Zimmerman, Kay Foster of Aurora, Jean Zimmerman, and Jean Vander Ploeg of Denver. — *T. Barbo photo*

COLORADO AVIATION CALENDAR

- AUG 11 & **AIRSHOW COLORADO**, Front Range Airport. "Unlimited Class"
 AUG 12 Pylon air racing, also barnstormers, jets and warbirds plus static displays. Admission at gate \$10, age 12 and under free; discount tickets available at King Soopers. Info: Kathryn Schultz or Jon Gallo (303) 363-0894.
- AUG 18 **CPA FLY-IN TO LIBERAL AIR MUSEUM**, Liberal, Kansas. Info: Bill Totten 364-5238.
- AUG 25 **CPA FLY-IN, LUNCHEON MEETING & WINGS PROFICIENCY PROGRAM**. Wray, CO. Ground school 6:00-9:00 p.m. on the 24th. Quarterly meeting and luncheon 11:30 a.m.-1:30 p.m. on the 25th. Courtesy ground transportation provided. Info: Lucile Bledsoe (Wray) (303) 332-5143 or Bill Marshall (Denver) 341-4744.
- SEP 1-2 **ROCKY MOUNTAIN SOARING COMPETITION**, sponsored by Colorado Soaring Association. Info: Larry Rose 790-1907.
- SEP 1-3 **CPA LABOR DAY FLY-IN**. Tentatively planned as a repeat of last year's fly-in to Ouray, CO. Details to be announced. Info: Dave Burke (303) 989-1014.
- SEP 13- **USPA SUMMER MEETING**, Cedar Rapids, sponsored by Associated
 SEP 15 Pilots of Iowa; tour Amana Colonies, Collins Radio and TV station. Info: Don Gabel (319) 396-8805.
- SEP 14 - **MILE HIGH AIR DERBY**. Colorado Chapter Ninety Nines.
 SEP 15 Departs Front Range Airport. Info: Linda Horn 278-4435.
- SEP 15 - **ROCKY MOUNTAIN AIR RENDEZVOUS**, Jefferson County Airport.
 SEP 16 Features aerobatic demonstrations and fly-bys by Navy Blue Angels, Sean Tucker, Team America, Bob Hoover, Pepsi Skydancer/Skywriter, Coors Silver Bullet, and warbirds. Static displays will include the new Beech Starship. Info: John Cox 424-7766.
- SEP 20 - **NATIONAL CHAMPIONSHIP AIR RACES, Reno, Nevada**. A reminder
 SEP 23 for those planning to attend.
- SEP 29 **AIRCRAFT MAINTENANCE SEMINAR**. Sponsored by Colorado Pilots Assn. Training in operation and maintenance of Cessna 210s. Location and details to be announced. Info: Walter Bell 758-1970.
- OCT 6-7 **CPA FLY-IN TO DEADWOOD, S.D.** Destination airport will be the Black Hills-Clyde Ice Airport at Spearfish, SD. Deadwood is one of most recent locations in the country to offer legalized gambling. Info: Homer Lyle 755-3271.
- OCT 12 - **10th ANNUAL EL PASO INTERNATIONAL AMOGO AIRSHO**, featuring
 OCT 14 the Canadian Snowbirds Jet Team, plus many other demonstrations. Info: (915) 545-2864.
- OCT 20 **COLORADO PILOTS ASSOCIATION ANNUAL MEETING**. Location and details to be announced. Info: Vanita Gallo 337-5864.



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CPA FLY-IN TO WRAY

By Vern Foster

Plan to be at Wray, Colorado, on **Saturday, August 25**, for a CPA Fly-In and Luncheon at the Sandhiller Motel and Restaurant. Transportation will be furnished between the airport and the restaurant.

Land at Wray Municipal Airport by 11:00 a.m. Runway 14/32 is 5,000 feet, paved, elevation 3,662 feet, pattern altitude is 4,462 feet and UNICOM 122.8.

Triangle Aviation will direct you to the tie-down area. There will be a CPA/FAA Wings and BFR flight program in progress all day. Pilots will receive an FAA bulletin on the Wings program about August 8.

CPA Area Representative Lucile Bledsoe and husband Henry will host a tour of their ranching operations including the "Smart Sprinkler System," cattle feeding, on-site laboratory, etc.

Wray is rich in the pioneer history of northeast Colorado and a major agricultural area. Plan to do this fly-in -- bring a friend and enjoy the hospitality and history of this important area of Colorado.

Call BILL MARSHALL (303) 341-4744 for luncheon reservations. We need a head count no later than Wednesday, August 22. **This is the only notice you will receive of this event, so call Bill NOW!**

The schedule:

11:00 a.m.	Land at Wray
11:30 a.m.	Transport to lunch
12:00 noon	Lunch and Meeting
1:30 p.m.	Ranch Tour or Return to airport

We'll look for you at Wray on August 25. Make your reservations now!



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MICROBURSTS

By Peter Luce

A few of the largest airports in the country now have the sophisticated weather sensing equipment necessary to predict the possibility of a microburst. When a wind shear is expected to cause a 30 knot (or more) loss of airspeed to an aircraft on final or on takeoff, a microburst alert is issued by the tower to the pilot. Unfortunately, it will be a long time--if ever--before general aviation airports get this equipment and service. Therefore, it is hoped the following will be helpful to the general aviation pilot.

Several "Rules of Thumb" can be used in determining the possible presence of a microburst. This was the subject of a lecture given May 12, 1990 at the Aspen Flying Club, Centennial Airport, by Mr. Kim Elmore, an Associate Scientist at NCAR in Boulder.

"Microburst" is the name given to a column of air that is sinking at thousands of feet per minute all the way to the ground. When it hits the ground, this vertically descending wind spreads out in all directions away from the center. The reason the column of air descends so rapidly is that it is much more dense than the surrounding air. The reason it is much more dense is because it is much colder. The reason it is much colder is that rain falls through it, evaporating and so cooling it. To achieve such a high evaporation rate requires extremely dry air to begin with. Knowing this gives us the opportunity to draw up the following "Rules of Thumb."

The following three conditions are necessary and must be present at the same time and place for a microburst to occur.

1. At least SOME convection. (Any precipitating cloud CAN produce a microburst in summer.)

2. Very dry air at the surface. A dewpoint spread of around 40 degrees F. or more.

3. A dry adiabatic lapse rate. A lapse rate of around 5 degrees F. per thousand feet.

Expansions of the above:

1. Some convective clouds (cumuliform) are necessary, indicating unstable air.

2. Up to now, pilots were always told to beware when the temperature/dewpoint spread got TOO SMALL, within about three degrees, or less. This could cause fog to form if there was any further cooling (like the sun going down). But now we are also told, in addition, to beware when the temperature/dewpoint spread is TOO GREAT because that is one of the necessary conditions for a microburst. A spread of around 40 degrees indicates the presence of extremely dry air at the surface.

3. The "Standard" Lapse Rate is about three degrees F. per 1000 feet. Thus we can expect the air to be about 15 degrees F. cooler at 10,000 feet altitude than it is at the front range area surface of about 5000 feet. If it is around 25 degrees F. cooler than the surface in this area, then we have one of the three conditions necessary for a microburst. At 18,000 feet the normal lapse rate would have the temperature some 54 degrees F. cooler than at sea level. However, for high likelihood of a microburst it would have to be around 90 degrees F. cooler, which is 5 degrees F. per 1000 feet.

Therefore, we can conclude that if you are planning on landing at an airport that has the three necessary conditions for a microburst: Beware!

Condition one: Presence of convective clouds.

Condition two: Dry air at the surface. Look for a dewpoint spread approaching 40 degrees F. or more. You can get dewpoint spread from ATIS.

Condition three: Dry adiabatic lapse rate of around 5 degrees per 1000 feet. You can calculate the lapse rate from your altimeter and your OAT gauge. (Best to have before you are on short final.)

Having said all the above, please don't be confused by the fact that microbursts are also possible with a much closer temperature/dewpoint spread, but are then usually accompanied by substantial rain. Any rain at the surface from a convective cloud MAY harbor a microburst. I

should also mention that they are seldom really symmetrical. The ideal sunburst pattern with the wind on the ground blowing radially out from the center does happen, but usually something messes up the symmetry, such as prevailing wind or ground obstructions.

So, if you are on final approach, some questionable day, and the airspeed indicator goes way up or way down, you might want to get out of there in a hurry till things calm down a bit. The best advice--it would seem--is to pour on full power but DO NOT CLIMB (except to avoid obstructions). It is difficult to out-climb a down draft that is descending at 4000 feet per minute OR MORE . . . even if you are flying an extraordinary aircraft. Then a GENTLE turn away from the rain or cloud bases seems advisable. The theory about not climbing or turning steeply is to minimize the amount of aerodynamic performance you are asking of the aircraft. Just put on full power and leave! Do the climbing and turning later.



Tim Paynter
Director of Operations

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(con't from p. 2)

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