

CPA FLIGHT LINES

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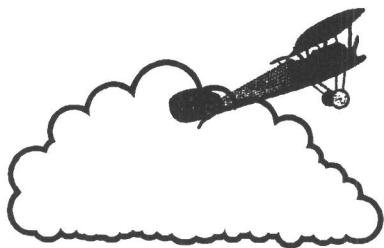


20th Annual Denver-to-Jackpot Air Classic. *Fuel Category results* -
1st place Vernon Randle; 2nd place Gretchen Jahn; 3rd place Chet
Jewell; and 4th place Jim Rowe.

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President's Message



Silver Heels Glider Port in South Park is in Trouble!

*Patti
Arthur*

CPA has been alerted by Airports Committee Chair Bruce Hulley that the Silver Heels Glider Port in the South Park area is in danger of being closed. Why??? Noise complaints about the tow planes. It seems that the glider port is being assailed by the BLM and the Forest Service upon the urging of local citizens. A judge has issued an opinion that the port should not be operating and the glider port community is fighting that negative opinion in the courts. If requested, I would file a brief on behalf of CPA supporting the continued operation of the glider port. Too many aviation operations in Colorado are under attack. Anyone interested in working on the Airports Committee or this particular support project should contact Bruce.

Recreational Airstrips Almost Ready...

Ed Huber and a number of volunteers from CPA have visited several "back country" airstrips in Colorado. Right now, Colorado doesn't have any open strips, but states like Montana and Idaho do. Several of the Colorado strips are on private land at high altitude. Some are a little overgrown, but with a little work, they will be ready to go soon, hopefully for the fall when it cools down. We will keep you updated.

More on Meridian...It's a Statewide Concern.

I'm sure all of you must be a little tired of hearing about the Meridian Apartment Complex in the President's Message. (For all of the new CPA members, the Meridian Business Park developers have a plan to build 1500 apartments 1 mile south of Runway 17 at Centennial Airport, in the designated approach zone, to house the employees of the new Merrill

Lynch office complex.) However, there are some new developments in the fight against that project. Last month, CPA, the Centennial Airport Business Association (CABA), and the Colorado General Aviation Council (CGAC) sent a lengthy letter with much documentary evidence provided by the Airport Authority, along with a letter of disapproval from the Arapahoe County Commissioners, to the CEO of Merrill Lynch. The letter was responded to almost immediately by Merrill's director for the office complex. Merrill Lynch agrees with CPA, CABA and CGAC that the apartments should not be built in the area proposed.

Additionally, several large corporate operators have banded together and have compiled data that shows that aircraft like the Gulfstream III and the Hawker HS-125, upon losing an engine on rotation, fully loaded on a high density altitude day, would achieve something like a 1.6% climb gradient. According to their calculations, that would put those aircraft approximately 100-200 feet AGL at the proposed apartment location.

Some aircraft could perform much better, but how can we take a chance? Safety is not the only issue here. The obvious issue is noise. How would you like to be sitting by the pool on a hot August day only to have your peace interrupted by a Stage 2 jet at full take-off power only 300-500 feet above you? The individuals who would choose to live there would probably not be aware that such a condition existed until they experienced it first hand.

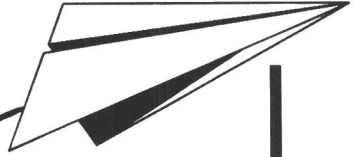
We are working hard to alleviate noise problems for our neighbors to the north. The Meridian complex would only create additional problems for those residents because it would erode the preferential runway system now in place. We have been educating pilots and flight instructors all over the state about noise concerns. Your area representatives have been sent video tapes courtesy of AOPA about how to fly friendly.

Meridian is not just a front range issue. No airport in this state, busy or not, needs residential development that close to a runway.

And yes, the hearing date has been moved again. Douglas County is stalling because they are working with a consultant on developing a study that says the current building restrictions for the land around the airport are too strict. They want a new land use plan that will allow dense residential housing to be built extremely close to the airport. If anyone would like a copy of a Douglas County newspaper article on this matter, please call me at 303-322-7207.

You may leave a message for the president.
Call the CPA Hotline at (303) 266-6266.

Jackpot Air Classic

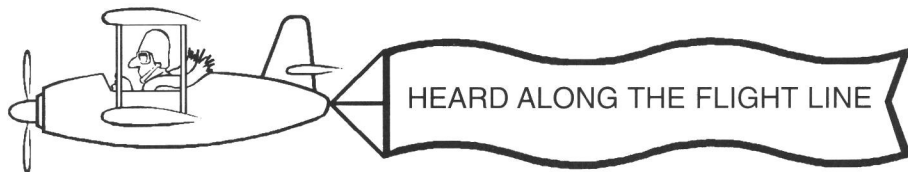


The Jackpot Committee wishes to thank the following organizations and individuals for their generous donations in support of the 20th Annual Colorado to Jackpot Air Classic:

Cactus Pete's (prize money for the Classic winners and cash door prizes)
AOPA
Barnstormers Restaurant at Greeley
DC-6 Restaurant at Pueblo
5 High Design
Jeppesen
Len Lyall Chevrolet
The 99s
Perfect Landings Restaurant at Centennial
The Pilot Shop at Centennial
Regatta Liquors
Sporty's Pilot Shop
United Airlines
Mike Baldwin - Stearman Ride
Steve Harless - TRACON Tour
Ron & Donna Lewark - Texaco Airplane Banks
Bill Marshall - CPA Mountain Flying Course
Paul & Sheila Rossman - Dry Wash Cleaner

The committee also wishes to thank the Administration and ATCT at Jefferson County Airport, the crew at Rock Springs Airport, and Denver AFSS for their help in this year's race.

Robert Venohr, Chairman of the Air Classic Committee, would like to extend special thanks to the following individuals: Walt & Terry Barbo, Kevin Bunnell, Sonny & Darlene Elgin, Steve & Linda Harless, Bill & Marlys Marshall, Paul & Sheila Rossman, and Karl Sutterfield. The Air Classic ran smoothly largely due to their efforts and assistance.



➔ The 20th ANNUAL COLORADO TO JACKPOT AIR CLASSIC is now history . . . but stories on the event will fuel hangar talk for at least a year . . . until the 21st running of the event in July, 1997. Lots of new faces participating. Some of the usual winners. Also a few surprises.

➔ Back in the early years of the event . . . before GPS and Loran . . . outcome of the race was less predictable. Participants had to rely on navigation skills. Misidentification of landmarks was routine. Finding the airports at Rock Springs and Jackpot proved a challenge for some. It was a time when some of the more serious participants made familiarization flights over the course to pick the best routes. Speed results showed large variations. But that has all changed. Participants now have all these navigation aids that permit a straight line of flight. Those with systems coupled to auto pilots don't even have to fly the aircraft. The greatest challenge seems to be in picking an altitude in which the wind is not too much against you. The result . . . most participants come in close to handicap speeds. And differences in finishes are sometimes only seconds.

➔ Take the competition between SONNY ELGIN and JAMES PERRY, for example. Each flying a Twin Comanche with identical handicaps, Sonny completed the course in 2:52:55, only 63 seconds ahead of Perry, to take 4th place in Class B. Last year Perry completed the course in 2:50:13 and beat Sonny by 72 seconds.

➔ GRETCHEN JAHN, flying a Cessna Skylane RG, took second in the class, at 96.1185% of a 168.26 mph handicap speed. This would have been enough to sweep the class had it not been for a Cessna 210D flown

by DANA HAGLIN who completed the race at over 106% of the aircraft's 152.04 mph handicap speed.

In retrospect, judges readily admit there was a problem in the assigned handicap speed for the Cessna 210. At 152.04 mph, for example, the handicap speed was less than any of the fixed gear Cessna 182s competing in Class A. In courtesy to the judges, however, handicaps were set based on a formula which gave 40% weight to maximum speed at gross weight as published by the manufacturers and 60% weight to maximum speed achieved by the aircraft in past Colorado-to-Jackpot events. In the case of this 210, it had not competed for a number of years . . . in fact, not since the days prior to Loran and GPS. And it may not have competed seriously when it did compete. So it didn't have the best track record. But it ended up with a fantastic handicap.

Meanwhile, Dana savors a win. And Gretchen sits back with the satisfaction of could have if only . . .

➔ Proverbial winner IAN BENTLEY, flying a Bonanza F33A, had an interesting story to tell. Departure point was moved this year to Jeffco Airport which meant the first leg of the trip involved a climb from the 5,671 feet elevation of the airport to over 12,000 feet to clear Corona Pass. Ian described encountering a downdraft which required circling to gain sufficient altitude to clear the pass. The extra time consumed was enough to take him out of the running. But of course, there is a positive side. The lower speed could help in lowering his handicap speed for next year.

➔ Got a kick out of new CPA member JAMES HOLLIS, a relatively new pilot, who competed in a Cessna 172. At 114.26 mph handicap speed, it was by far the slowest

aircraft in the race. It took him something over two hours to reach Rock Springs. His wife, an obvious non-frequent flyer, could have kissed the ground at Rock Springs. The air on the route they took was turbulent and it told on her. They even questioned as to whether they should go on. An offer was made to transport her in one of the larger aircraft so that she would have an easier ride. But she felt her place was with James. So on they went, completed the course in 4:50:03 . . . and won second place in the Class A Category.

Talking with him later, he said the aircraft wasn't too well equipped. It did not have a Loran or GPS. Said he tried to follow routes of other aircraft . . . but they quickly outdistanced him. Did it mostly by dead reckoning. Just like the old days!

→ A lot of insight on pilot techniques from listening to the spouses. For example, Joyce Lyle said she entertained herself enroute, as she usually does on these trips, by counting antelope and sheep. Darlene Elgin was delighted this year that Sonny let her sit in the front seat of their Twin Comanche. Seems he usually makes her sit in back, as ballast, to balance the load. Sonny explained he was carrying a load of beverages this year, and needed the ballast up front. Have to wonder how many other spouses . . .

→ Always a lot of white lies on frequency. Like the pilot report on 122.75 warning of the extreme turbulence over Corona Pass and recommending rerouting north through Laramie. Or reports of favorable winds at some level . . . or anything that will add a few

minutes to a competitor's enroute time.

→ JOHN NIEHUS was crying the blues after changing out the stock 470 engine on his Cessna 182P for a 520 with a 3-bladed prop. Only to place last in class.

→ JOHN BOHLING showed up for the race with a Beech Duke engine installed in his Beech Bonanza V-35A. Turns out something like 380 hp. Not knowing how to handicap the aircraft, the judges created a special Class E Experimental category in which John could demonstrate the capabilities of the aircraft. It was not run in competition with other aircraft. Don't know if he was pushing it, but John completed the course in 2:27:40 for a ground speed of 214.5372 mph. HOMER LYLE, who placed 3rd in the Class B Category in an unmodified Bonanza V-35A, ran the course at 187.1972 mph. Bohling's conversion is a one-of-a-kind. But what a screamer. Said he intends to push it on the air race from Jeffco to EAA fly-in to Oshkosh this year.

→ Speaking of Jeffco, Airport Manager DAVE GORDON and Assistant Manager BOB LOHNE really knocked themselves out to make us feel welcome in using Jeffco as a departure point this year. An exceptional continental breakfast in the upstairs lounge of the terminal building. A very professional pilot briefing area. Separate registration area downstairs. First class. When complimenting Bob Lohne, he said the airport just wanted us to feel welcome in the hope we would continue using the airport.

→ On more sober matters, Centennial ATCT

MEMBERS: PLEASE NOTE . . .

That the mailing label on your newsletter contains the expiration date of your membership. This line is highlighted to call your attention when your dues are payable. A membership renewal form is provided for your convenience inside the back cover of **FLIGHT LINES**.

This form can also be used to inform CPA Membership Records of any change of address. Please be aware that the Post Office **does not** forward bulk mail. It is returned to CPA.

Manager Joe Hoff reports there have been a rash of cases in which pilots approaching to land on the parallel runways have lined up on the wrong runway. As of this writing, there have been at least 11 errors since the fatal mid-air accident last May 11. Five actually landed on the wrong runway. Certificate actions are being taken against several of the pilots. Serious stuff. Not in anyone's interest. Joe believes a change in the numbers on the non-instrument runway would relieve the situation. Less chance for confusion. Changing numbers has worked successfully at other airports under similar situations. Doesn't seem to be any opposition. So look for a change.

➔ Some changes in leadership at the Colorado Aeronautical Board. GEORGE BREWER was elected to replace RICHARD BUCKNELL as Chairman and JIM FRITZE elected as Vice Chairman to replace BOB ALLISON.

➔ In other Aeronautical Board activities, DENNIS ROBERTS, Director, Division of Aeronautics, informs us the Colorado Aeronautical chart updates are now at the printer and the new charts should be available by the 1st of August.

➔ After the revolution, a lawyer, a doctor, and a pilot are being guillotined in one of the third world countries. To add torture to their deaths, they are forced to lie on their backs so they can see the blade descend. The lawyer goes first, but the blade hangs up on its way down. The executioner says, "I hate it, but our customs say this is just the will of God and you must be set free." The doctor goes next and once again the blade hangs up. The executioner grouches, "I submit to the will of God . . . you are free to go." Finally it is the pilot's turn. The drum roll begins, but an instant before the executioner pulls the rope the pilot yells, "STOP, I see the problem." ■



FLY MART

■ **Looking for partner in 1968 Turbo Piper Aztec.** Fully loaded, fresh annual, hangared at Longmont. 1/4 share \$15,000. Call Bill at (970) 532-4252.

■ **Cessna 172 Wheel Pants,** \$550.00. For models from 1971 with tubular-strut main gear. Set of 3 pants includes mounting plates & delivery to your airplane or hangar. Call for info., Diane Brady (303) 758-3703.

■ **II Morrow Apollo portable GPS.** All factory upgrades including approach monitor and runway centerline extensions. Yoke mount, external antenna, two power cords - cig. lighter and customizable end. AC adapter. \$500 Roger Bates (303) 988-0207. E-mail rbat@aol.com.

■ **1941 Naval A/C Factory N3N-3.** Total restoration. P/W 450, 700 SMOH, Dacron, Polyurethane, Full Panels, Nav-Com, I.C., Xponder Mode e, Encoder, GPS, Horizon, D.G., Elect Start, Strobes, Leather Seats - A 10! Dual Controls, Standard Category, Fresh Annual w/purchase. Asking \$82,500. Call Jack Miller, 970-482-3706.

■ **British Jet Provost,** for sale or partnership. 8800 TT, 30 SHOT, Fresh Annual, Full IFR, Intercom, new paint, side by side seating. Easy to fly. Price \$89,900 or 1/4 share for \$25,000. Call Dick (719) 596-7324.

■ **Denmar Wing & Fuselage Covers for Cessna 182.** Excellent condition. Price \$300. Call Frank at (303) 649-8733.

Fly Mart is a free service provided for CPA members only. If you have a personal item to list, please submit the ad to the *Flight Lines* editor, (address in the back of the newsletter).



Jackpot Air



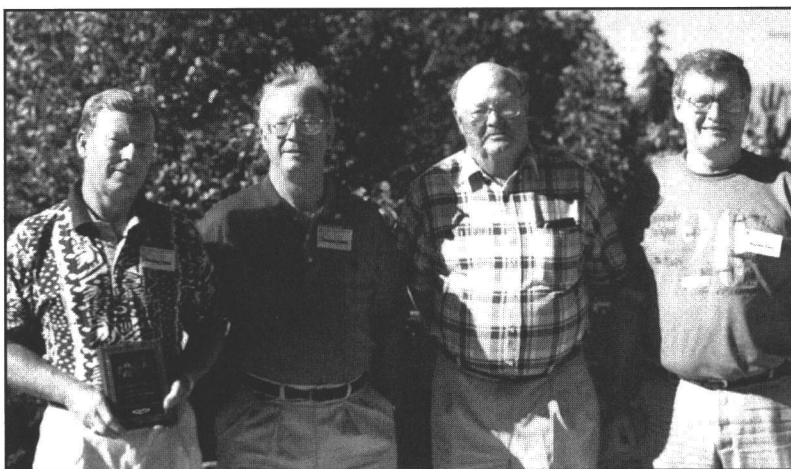
Air Classic Chairman Bob Venohr (right) assists his predecessor and MC Steve Harless (left) announcing the winners at the **Awards Banquet** held at Cactus Pete's Casino, Jackpot, NV, following the 20th Annual Denver-to-Jackpot Air Classic.



***Winners of Class "A" Fixed Gear category:** 1st place Bob Liddle; 2nd place James Hollis; 3rd place Ron Lewark; and 4th place Bob Figgie.*



Winners of Class "B" Retractable Gear category: 1st place Dana Haglan; 2nd place Gretchen Jahn; 3rd place Homer Lyle; and 4th place Sonny Elgin.



Winners of Class "C" Turbo category: 1st place Dave Burke; 2nd place Walter Bell; 3rd place Tom Bein; and 4th place Wayne Fry.

1996 COLORADO - JACKPOT AIR CLASSIC SPEED RESULTS

RANK	N #	MAKE	YEAR/TYPE	PILOT	H'CAP SPEED	TOTAL TIME	AVERAGE SPEED	% OF H'CAP SPEED
CLASS "A" - FIXED GEAR								
1	3368U	CESSNA	1963 182	BOB LIDDLE	152.90	3:36:45	146.1592	95.5913%
2	35616	CESSNA	1968 172	JAMES HOLLIS	114.26	4:50:03	109.2225	95.5912%
3	70006	CESSNA	1971 185 E	RON LEWARK	167.43	3:25:22	154.2607	92.1344%
4	8718T	CESSNA	1960 182	BOB FIGGIE	154.13	3:49:51	137.8290	89.4239%
5	9247X	CESSNA	1962 182	BILL TOTTEN	152.90	3:55:29	134.5318	87.9868%
6	2872K	CESSNA	1979 180	JOHN HUFT	167.43	3:36:59	146.0020	87.2018%
7	372SF	CESSNA	1978 182	BOB DOUBEK	156.59	3:57:25	133.4363	85.2138%
8	20769	CESSNA	1972 182P	FRANK NIEHUS	166.59	4:08:18	129.6766	77.8418%
CLASS "B" - RETRACTABLE GEAR								
1	3731Y	CESSNA	1964 210D	DANA HAGLIN	152.04	3:14:46	162.6562	106.9825%
2	6103S	CESSNA	1980 182RG	GRETCHEN L. JAHN	168.26	3:15:53	161.7289	96.1185%
3	91VP	BEECH	1969 V-35A	HOMER LYLE	195.48	2:49:14	187.1972	95.7628%
4	7164Y	PIPER	1964 PA-30	HENRY A. ELGIN	193.61	2:52:55	183.2096	94.6282%
5	7366Y	PIPER	1964 PA-30	JAMES PERRY	193.61	2:53:58	182.1039	94.0570%
6	7463N	BEECH	1968 V-35 A	CHET JEWELL	195.48	2:52:37	183.5280	93.8858%
7	4497S	BEECH	1975 F33A	IAN BENTLEY	193.91	2:54:47	181.2530	93.4727%
8	719SG	BEECH	1968 V-35A	JOHN QUELLA	195.48	2:59:06	176.8844	90.4872%
9	999MT	BELLANCA	1974 17-31A	JOHN SCHMITZ	167.95	3:29:33	151.1811	90.0155%
10	6238V	BEECH	1967 V35	MIKE BUCHOLZ	195.48	3:03:33	172.5960	88.2934%
11	755T	BEECH	1972 V-35B	VERNON RANDLE	195.48	3:10:22	166.4157	85.1318%
12	9002S	BEECH	1965 S35	BILL WICHART	195.48	3:10:26	166.3574	85.1020%
13	7390P	PIPER	1961 PA24-250	BILL LINENBERGER	181.76	3:25:01	154.5240	85.0154%
14	9TT	BEECH	1965 S-35	JIM ROWE	195.48	3:12:11	164.8426	84.3271%
CLASS "C" - TURBO								
1	231WB	MOONEY	1980 M20K	DAVE BURKE	209.98	2:36:39	202.2343	96.3112%
2	210VE	CESSNA	1978 T210	WALT BELL	208.95	2:55:27	180.5643	86.4151%
3	9839H	CESSNA	1982 T182	TOM BEIN	181.59	3:36:38	146.2379	80.5319%
4	252YZ	MOONEY	1987 M20K	WAYNE FRY	224.57	2:59:04	176.9173	78.7805%
CLASS "C" - EXPERIMENTAL								
1	8498N	BEECH	1966 V-35A	JOHN BOHLING	230.00	2:27:40	214.5372	93.2771%

1996 COLORADO - JACKPOT AIR CLASSIC FUEL RESULTS

RANK	N #	MAKE	YEAR/TYPE	PILOT	FUEL EST	TOTAL FUEL	FUEL DIFF	% FUEL DIFF
1	755T	BEECH	1972 V-35B	VERNON RANDLE	54.200	53.795	0.405	0.7472%
2	6103S	CESSNA	1980 182RG	GRETCHEN L. JAHN	98.000	98.793	0.793	0.8092%
3	7463N	BEECH	1968 V-35 A	CHET JEWELL	53.500	52.315	1.185	2.2150%
4	9TT	BEECH	1965 S-35	JIM ROWE	47.700	46.630	1.070	2.2432%
5	20769	CESSNA	1972 182P	FRANK NIEHUS	56.100	57.555	1.455	2.5936%
6	210VE	CESSNA	1978 T210	WALT BELL	58.000	55.520	2.480	4.2759%
7	4497S	BEECH	1975 F33A	IAN BENTLEY	70.000	66.887	3.113	4.4471%
8	9002S	BEECH	1965 S35	BILL WICHART	47.500	45.152	2.348	4.9432%
9	3731Y	CESSNA	1964 210D	DANA HAGLIN	43.210	45.355	2.145	4.9641%
10	8718T	CESSNA	1960 182	BOB FIGGIE	48.900	51.460	2.560	5.2352%
11	231WB	MOONEY	1980 M20K	DAVE BURKE	52.700	49.173	3.527	6.6926%
12	999MT	BELLANCA	1974 17-31A	JOHN SCHMITZ	49.000	52.326	3.326	6.7878%
13	252YZ	MOONEY	1987 M20K	WAYNE FRY	41.200	38.235	2.965	7.1966%
14	7164Y	PIPER	1964 PA-30	HENRY A. ELGIN	58.100	62.532	4.432	7.6282%
15	91VP	BEECH	1969 V-35A	HOMER LYLE	49.500	45.213	4.287	8.6606%
16	7366Y	PIPER	1964 PA-30	JAMES PERRY	66.380	60.232	6.148	9.2618%
17	372SF	CESSNA	1978 182	BOB DOUBEK	55.830	50.499	5.331	9.5486%
18	7390P	PIPER	1961 PA24-250	BILL LINENBERGER	59.600	65.374	5.774	9.6879%
19	9839H	CESSNA	1982 T182	TOM BEIN	52.730	58.296	5.566	10.5557%
20	3368U	CESSNA	1963 182	BOB LIDDLE	48.400	53.797	5.397	11.1508%
21	9247X	CESSNA	1962 182	BILL TOTTEN	50.200	55.920	5.720	11.3944%
22	70006	CESSNA	1971 185 E	RON LEWARK	50.000	55.750	5.750	11.5000%
23	35616	CESSNA	1968 172	JAMES HOLLIS	45.600	54.028	8.428	18.4825%
24	719SG	BEECH	1968 V-35A	JOHN QUELLA	45.400	54.015	8.615	18.9758%
25	2872K	CESSNA	1979 180	JOHN HUFT	48.100	38.165	9.935	20.6549%
26	6238V	BEECH	1967 V35	MIKE BUCHOLZ	90.000	60.702	29.298	32.5533%

You have
heard it
before in
these
mountainous
parts of the
world.

The words
“density
altitude.”

There is a lack of hanger talk about the subject. Probably because not too many of us pilots really know a lot about it. We should talk about it here in Colorado. We do have high altitude airports and do land or take off from these airports. One nice hot, humid day after some pilot friend of ours `buys the farm we will most likely give more credence to the subject.

The higher one goes, the less dense the air about us is. Coupled with that, the warmer the air is the less dense it is. If this air is also humid we know that we should add 10% or more to any estimated take off distance for anticipated loss of airplane climb rate. If you have a larger than usual load in your aircraft because of more people or baggage or fuel you could be in for a rude awakening trying to take off at high airports in hot weather.

Because the air molecules are really more scattered or less dense, there is less lift generated by the wing. Flying by the seat of your pants erroneously tells you it is time to rotate your airplane and take off. You would indeed be lucky if you had a stall warning horn sound off telling you that you have insufficient speed and lift to maintain flying. It gets your attention quite suddenly. Hopefully you have enough remaining runway length and no height obstacles at the end.

Cheyenne has all the ingredients to test this: A long runway, a high altitude airport and occasional heat mix to enhance such an experience. Fortunately, here the approaches are pretty flat and free of obstructions as compared to Longmont.

Density altitude is not the same as the pressure altitude we read off our altimeters. When the temperature increases the density altitude increases. Horsepower of your airplane engine is directly affected. It goes down! A longer take off roll and landing roll is evident. One

Density Altitude: Man vs. Machine

by Otto E. Senft, M.D.

may not be able to fly the airplane from higher altitude airports unless it is in the cool of the morning or evening. Midday arrivals and departures may not be safe for non-turbocharged aircraft. Most GPS units (installed or hand-held can calculate the density altitude fairly easily). Roughly speaking the Longmont density altitude on a 100 degree day surface temperature would be approximately 13,000 + feet. Now fill your Cessna 150 with fuel and another passenger and prepare to become a statistic. The bird simply will not be able to take off and fly as it does in a cooler environment.

The other side of this density altitude problem as it affects humans is called hypoxia (literally lowered oxygen). We, of course, realize that by flying at higher altitudes there is not as much oxygen available to us and unconsciousness can ensue. To maintain consciousness our brain must get circulated blood with at least 90% oxygen saturation. At sea level it is about 95% saturated. At 10,000 feet our blood is still 90% saturated with oxygen. From there on it is apparent that hypoxia will slowly be setting in on us. The higher one goes the faster it happens.

Healthy persons can tolerate relatively long periods of time at 10-15,000 feet. This is called the compensatory zone — the body can compensate here with faster heart pumping and faster breathing in order to get more blood to the brain. People such as the residents of Peru who live at 13,000 feet have accommodated to this altitude by manufacturing more blood to carry the decreased oxygen to their brains and muscles. Altitude sickness, common in flatlanders skiing here in Colorado, is evident by some of their complaints such as headaches, irritability and fatigue — and this can be noticed by pilots in the cockpit of airplanes flying long periods at 14-15,000 feet.

Above 13,000 feet the body can no longer compensate and unconsciousness is the eventful outcome. Pilots can kill themselves by trying to fly over a 16,000 foot line of clouds. They think they can tell when hypoxia is coming on. What is important is not the length of time it takes to pass out but rather the time of useful consciousness. The hypoxia brain loses the ability to self-criti-

cize. The simplest mathematical problems are suddenly too difficult to solve. Test this in a pressure chamber under controlled conditions. Flying an airplane while hypoxic is simply not something a pilot can do.

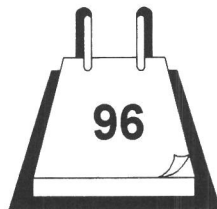
If the lack of oxygen comes on explosively as in explosive decompression the time of useful consciousness can be as little as 20 seconds at 30,000 feet, but a quick-don oxygen mask can be put on quite rapidly in less than 10 seconds. If on the other hand the lack of oxygen is slow or insidious, little or nothing can be done. The brain at this point can not critically evaluate its condition. Hypoxia is like the density altitude problem to an airplane engine — the proper working of it suffers at best.

A case in point. I was flying as the co-pilot at 11,500 feet (OAT 93 degrees) with a faulty cabin cooling mechanism that allowed the cabin air temperature to get to 120 -130 degrees directly off the engine turbochargers, thus putting the density altitude inside the cabin to approximately 17,000 + feet. There was a slow, momentary realization that I was feeling sick. I felt we had to descend right now, thinking that it was simply too hot in the cabin. I put my head back and the next thing I realized was that the plane was now really a lot closer to the ground. I would still not have been able to fly the airplane if I needed to at that point. By the time we landed at the airport altitude of 4200 feet I was lethargic but fully conscious and my only wish was for a big iced coke to drink and I would be okay again. Total unconsciousness was about 1.5-2 minutes. I recall specifically that the 93 degrees on the ground really felt cool. My tolerance of oxygen-lack at high altitude was a lot less than that of the pilot!

Lessons to be learned: Fix the heat-cooling system. Done. Carry oxygen on all flights over 10,000 feet and use it by the book. Done. Don't think it cannot happen! It did to me. Torrington is a pretty good place. It was a welcome sight to see and be able to land at that Wyoming airport.

Otto Senft, M.D. is a retired United Airlines Aviation Flight Surgeon specializing in aviation safety. He worked as an Aeromedical Examiner in Iowa for 30 years. Dr. Senft currently resides in Longmont.

Colorado Aviation Calendar



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- Aug 31-Sept 2 **CPA Fly-In, Steamboat Springs.** Labor Day weekend fly-in. Attend evening *Strings in the Mountains* performance in outdoor setting, walking tour of downtown hot springs, museum visit, float trip, fishing, mountain biking, or shopping. Camp or stay in luxury digs. Info: Mary & Bart Jones, 719-488-0653.
- Aug 31-Sept 2 **Steamboat Springs Vintage Aircraft Fly-in.** Steamboat Springs, CO. Info: Jim Fuller 970-879-1204.
- Sept 12-15 **Reno Air Races.** Reno, NV. Info: 702-972-6663.
- Sept 13-15 **Mile High Air Derby.** First place \$1,000. Open to all pilots. Sponsored by the Colorado Ninety-Nines. Non-mountainous route, good for local and first timers. Info and race packets: Linda Horn 303-278-4435.
- Sept 14 **Spanish Peaks Air Show & Fly-in Breakfast,** Walsenburg Spanish Peaks Airfield (Johnson Field) (4V1). Breakfast starts 8:00 a.m., events start at 10:00 a.m. Info: Mike Mann (719) 738-3782.
- Sept 14 **Grand Junction Airshow,** Walker Field. Featuring the U.S. Navy Blue Angels. Info: Dennis Wiss (970) 244-9100 or Wayne or Mary Hammack, (303) 469-7479.
- Sept 21 **Parkland Estates Fly-in and Chili Cook-Off,** 10:00 a.m. to 1:00 p.m. Airpark (7C00) is located 11 miles north of BJC, on the 019 radial, and is depicted on the Denver VFR Terminal Area Chart. A chili lunch will be provided starting at 11:00 a.m., with donations accepted. As Parkland is a private airport, pilots should contact Jim Hollis at 303-828-4119 for an information package.
- Sept 21 **Buena Vista Municipal Airport Fall Color Fly-in.** Pancake breakfast starts at 7:00 a.m. Info: Phil or Jane Asay, 719-395-2496.
- Sept 28 **CPA Mountain Flying & High Elevations Operations,** ground school, Centennial Tower (APA). Info: Bill Marshall, (303) 341-4744.
- Sept. 28 **Pueblo Airport Fourth Annual Air Festival and Fly-In.** Airplane rides, static displays, fly-bys, pancake breakfast. All proceeds donated to the Fred E. Weisbrod International B-24 Memorial Museum which is located on the field. Info: Del Gregg, (719) 948-3355, ext 18.
- Oct 4,5,6 **Mountain Flying & High Altitude Airport Operations,** Grand Junction. Sponsored by Strand Flying School. Qualifies for FAA Wings Program and Biennial Flight review. Info: Deanna Strand, (970) 243-4359.

Colorado Calendar is compiled by the Colorado Pilots Association for the benefit of its members and in the interest of creating an awareness and support for aviation activities in the State of Colorado. Information on current activities is also maintained on the CPA HOTLINE (303) 266-6266. Please submit events or changes to *Flight Lines* Editor, 627 Wildrose Way, Louisville, CO 80027.



Colorado Pilots Association

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