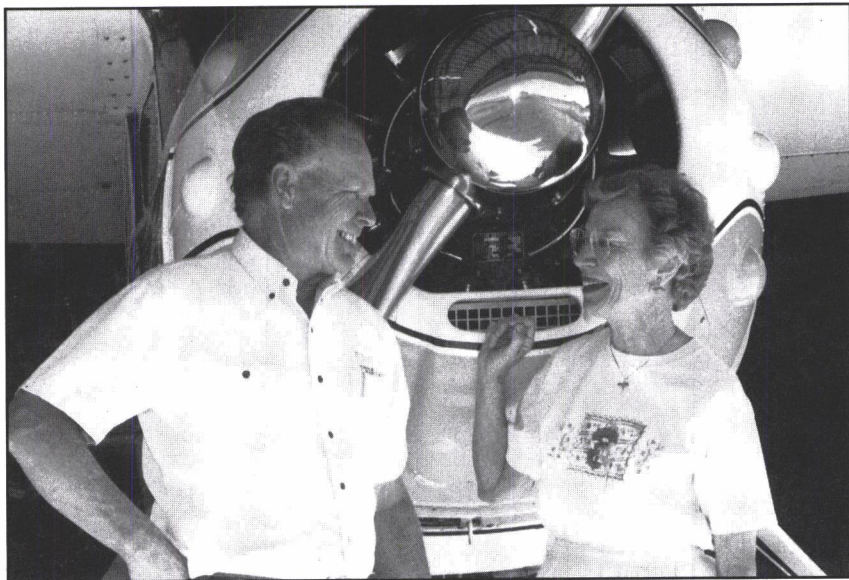


CPA FLIGHT LINES

Volume 14, No. 10

November 1997



CPA members Larry and Ginnie Bartlett stand in front of their Cessna 195 which they have owned for 34 years. Their Aviation Training Videos, featured through Sporty's Pilot Shop, provide instructional material based on Larry's 50 years as a flight instructor. The newest series release, scheduled out soon, is called "Hangar Talk With An Old Pro". Volume One covers "Hand Propping Light Aircraft". Larry is the Pagosa Springs Area Representative.

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President's Message

Bart Jones



On Monday night, October 20, I testified at a public hearing before the Greenwood Village City Council in opposition to the annexation of Cherry Creek Vista Filing No. 17. I got my first lesson in the workings of the process which, in this case, could ultimately lead to the construction of a 500-unit residential development one-mile off the north end of Centennial airport's main runway.

For those of you who have never seen the process at work, a short description might help explain how it is that houses get built so close to our runways. The hearing started with Greenwood Village Director of Community Development presenting his assessment of the details of the proposed project. He talked about zoning and land use, the impact of the public school district, the impact on other agencies such as law enforcement, the impact on infrastructure such as streets and drainage and the fiscal impact upon the city. Incredibly, there was not one word written or spoken about the proximity of the airport or that this property lies directly under short final to runway 17 left. During the questioning one of the councilmen made it clear that he was strongly in favor of this project going ahead. Still no mention of the airport. Next it was the developers turn. Out came the proposed site plans with an artists rendering of their "Mediterranean Style" homes, five to nine to the acre, vague and fuzzy as to recreation amenities, open space, etc. Still no mention of the airport.

Next, someone on the Council asks about aircraft noise impact. The developer, expecting the question, trots out his "audio engineer consultant" who presents to the Council his measurements of aircraft noise at the site gathered from 10 days of readings taken in February and March. He concludes that there isn't much aircraft noise out there and disparages the FAA 65-decibel noise contour that encompasses this property as being produced by a "computer model". The developer finishes by emphasizing the beauty of his proposed development and the tax revenues it will provide.

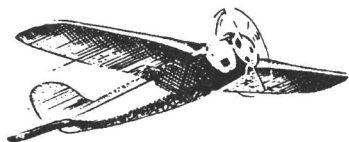
Finally, it is time for public input. The attorney for Arapaho County, who had already turned down the same request from this developer, pointed out a number of important and unfavorable issues that the developer failed to disclose in his presentation. Carl Mason, a CPA member, showed a video of aircraft on approach to the airport over this property. It was very dramatic and certainly made it clear that the noise issue couldn't be simply brushed off. Many other people spoke in favor of the development. Their logic seemed to be that the current zoning allows for 1,000 residential units and this developer is proposing "only" 500. Others spoke of roads and the advantages of controlling access.

It will be interesting to see how this all turns out. The education for me was how the developer's presentation could disclose so little if left unchallenged. And if two or three of us were not there it might have gone unchallenged. The lesson is clear, we need to BE THERE at every opportunity. As the evening ended a hopeful note was sounded when the Mayor and Chairman of the Council expressed his concern for the public policy issue of development so close to the airport.

We will keep you posted as my education continues.

Somebody dropped in unannounced

we like it when that happens



*We support the Colorado
Pilots Association*

One day we returned from a trip and discovered a pilot washing his plane and drinking one of our root beers. We wish this would happen more often.

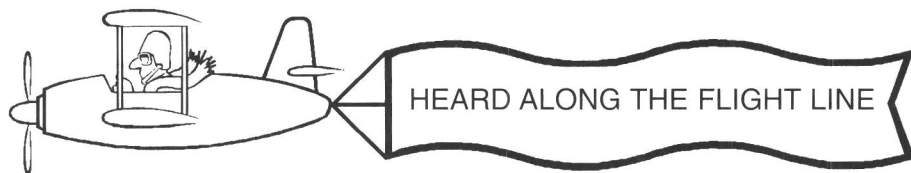
To drop in on us, taxi up to the big blue hangar at the Boulder Airport (building N). We'd love to chat with you.

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POSITION OF DIRECTOR, COLORADO DIVISION OF AERONAUTICS ADVERTISED.

The announcement seeks candidates for the position vacated by DENNIS ROBERTS who accepted a position with AOPA on the 1st of October. The announcement, which limits candidates to qualified Colorado residents, states a monthly salary range from \$4419 - \$5922. Qualified candidates must possess a bachelor's degree from an accredited college or university and five years of professional experience in aviation related work. Pilot credentials preferred, but not required.

The position is advertised under Announcement Number EX 97-149. Applications require a resume, a copy of your pilot's license, and a cover letter by December 1 to Department of Transportation, 4201 E. Arkansas Ave., Room 124, Denver, CO 80222. Interested parties should contact that office to obtain a copy of the announcement along with submission requirements to apply for the position.

Our best guess is that the announcement will attract approximately 50 candidates. Initial screening will probably reduce the number of best qualified candidates to about 10, after which a screening panel will recommend a slate of three from which the Aeronautical Board will select its new director. The whole process from announcement to selection can take 4-5 months.

CPA MEMBER ROGER MacDONALD SHARES HIS EXPERIENCE ON HOW TO IMPROVE AN AIRPORT.

Easy, he remarked, if you have someone like Tom Redmon with a nearby ranch of something over 80,000 acres, who operates a Beechjet, and likes to commute between his offices in Minnesota and the ranch. Roger lives in Westcliffe and bases his Cessna 172 at the Silver West Airport in Westcliffe. Until three years ago the airport had a 5,600 ft X 40 ft gravel and dirt runway. That was when he got a call from Redmon with an offer of \$250,000, if the amount could be matched

locally, towards lengthening and paving the runway. In his role as chairman of the local airport advisory committee, Roger was able to raise the local match and gain additional funding of approximately \$175,000 from the Colorado Aeronautical Division to construct a paved 9,000 ft runway.

This may be old news, but it is worth noting what a local airport support group can do to improve and promote its airport. The current runway will eventually convert to a taxiway when airport activity supports construction of a new runway . . . similarly to the way Jeffco airport converted Runway 11R-29L to a parallel taxiway when it built a new replacement runway. Currently, Silver West Airport has three based aircraft. Ten building lots have been sold for hangar development. Redmon's Beechjet is a frequent visitor along with a locally owned Learjet. An FBO has located on the field. And, at the airport elevation of 8,820 feet, it is a frequent destination for student training for operations at high elevation airports. Roger hopes to give the location greater visibility during an open house and fly-in next summer.

Roger, who is a 1992 Inductee to the Colorado Aviation Hall of Fame, has an interesting philosophy of life. He flies a 1956 Cessna 172, which he has owned for 20 years. He remarks that he and his Cessna are growing old together . . . gracefully!

ADMINISTRATION APPROVES AIRPORT FUNDING APPROPRIATION AT FULL AUTHORIZED LEVEL.

On October 9, Congress sent an Appropriations Bill to the President, which provided for \$9.07 billion for FAA activities in FY 1998, including \$1.7 billion for the Airport Improvement Program. The AIP funding was \$240 million more than last year and 70% above what the Administration requested for airports. Good news. The President signed the bill . . . without exercising "line item veto."

Colorado will receive approximately \$6.4 million out of the appropriation for develop-

ment at general aviation airports . . . up from the \$5.5 million received last year.

The funding categories are changed somewhat from prior years such that it is difficult to make direct comparisons. This year, for example, there is no such thing as a separate funding category for reliever airports. Relievers are lumped in with the rest of general aviation airports. As are commercial service airports with less than 10,000 annual passenger enplanements. Which adds the airports at Cortez, Alamosa and Lamar to the general aviation funding pot. But when it all shakes out, FAA funding for general aviation airports in Colorado is better than it has been in any prior year. This, according to Brian Lewis, engineer with the FAA Denver Airports District Office.

The only cloud in the future is that the funding authorization for airports programs expires at the end of this fiscal year. From past history, reauthorizing the act is a long process that is rarely completed prior to expiration of the prior program. So there could be some interruption following completion of the current year program.

DON'T EXPECT FAA AIRPORT FUNDING TO REACH SMALL, LOW ACTIVITY LOCATIONS LIKE SILVER WEST AIRPORT IN WESTCLIFFE.

Regardless of the level of funding. Because the FAA priority system favors larger and busier airports. Which leaves communities such as Westcliffe little option other than to help themselves. With whatever help they can get from the state.

THREAT OF CONTINUED RESIDENTIAL ENCROACHMENT SPURS NEW FAA PART 150 STUDY AT CENTENNIAL AIRPORT.

Along with a dramatic increase in jet aircraft operations, which has expanded the 65Ldn noise contour outward towards residential areas (existing and planned) that are certain to be noise impacted.

Part 150 - Airport Noise Compatibility Planning, is an FAA sponsored airport planning program designed to identify existing and future noise impact areas around airports and to develop noise compatibility programs to reduce or eliminate adverse impacts. The

noise compatibility programs typically involve changes in flight procedures at the airport along with measures to control noncompatible land uses in the vicinity of the airport. The FAA participates in funding the planning studies. FAA approval of the plan is a prerequisite to its participation in noise compatibility actions.

According to Don Crandall, Centennial Airport Executive Director, a Part 150 study was undertaken in the mid-1980s. For whatever reason, the study was never completed and submitted to the FAA for approval. Not that it would make any difference. It would have been hopelessly out of date in today's world. During the last five years the airport has seen the number of based jet aircraft nearly double to a current level of 64 aircraft. During the same time frame fuel sales to jet aircraft increased from 3 million gallons to 7.1 million gallons. Jet traffic increased dramatically . . . as has aircraft noise exposure adjacent to the airport. This was substantiated by a consultant noise contour study undertaken in 1995. However, the study didn't go far enough. While the information proved useful, what the airport needed was an approved noise compatibility program . . . which could be accomplished only under a Part 150 study.

Noise compatibility programs include a public involvement process. The end product is an action plan designed to reduce or remove impacts . . . and to prevent the introduction of additional noncompatible uses. It places an equal burden on the community and the airport to carry out provisions of the plan. Hopefully, it will bring the surrounding communities and the airport closer together in a program to protect the airport. But expect a lot of turbulence on the way.

SOME INSIGHT TO THE PROPOSED SCHEDULED AIR SERVICE AT CENTENNIAL AIRPORT.

It appears that some smart types found a section in an obscure DOT regulation which permits brokers to arrange hotels and special services for tour groups. It also permits brokers to buy blocks of seats on commercial carriers for those purposes. So, with a bit of creative thinking, Colorado Connection (the broker, in

(continued)

this case) was created for the purpose of accommodating the supposed tour groups, and Air One Charter (operating out of AMR Combs at Centennial Airport) was selected as the charter. And, if things go their way, Colorado Connection will arrange for its tour groups to fly at scheduled times to various locations (initially) in Colorado. Service would be in BA Jetstream 32 aircraft with seating reduced from 19 passengers to 12. Startup would probably be initiated from AMR Combs and possibly relocated to Jet Center East (which has a basic terminal) if the operation proves successful.

The FAA has given an unofficial opinion that the operation would not violate the provisions of FAR Part 119 - Certification Air Carriers & Commercial Operators . . . since the operation is specifically excluded under the definition of scheduled service. Also, there would be no requirement that the airport be certified under provisions of FAR Part 139. As of this writing, the Arapahoe Airport Authority has scheduled a public hearing on the issue on December 8, 1997.

Looks like a "lose lose" situation for the authority. If it votes yes . . . the community will come out of the woodwork . . . with legal challenges. And if it votes no . . . the issue will still end up in court with challenges of discrimination. Our best guess is that the authority will bend to public pressure and vote no. Worth watching!

JOHN DENVER'S PLANE DIDN'T CARRY A FLIGHT DATA RECORDER.

This revealing bit of trivia attributed to an NTSB investigator by a staff written article which appeared in the October 23 issue of the Rocky Mountain News.

AN ENVIRONMENTAL DISASTER IN BRAZIL? Seems that cocaine labs are dumping millions of tons of chemicals into the Amazon River and its tributaries, risking an environmental disaster. The chemicals - including ether, acetone, sulfuric acid and sodium hydroxide - are changing the acidity of the river and destroying delicate ecosystems. About 2,500 fish species are threatened. So Brazil's environmental agency has asked for a meeting of environmental authorities from Brazil, Peru and Columbia in hopes of reaching an accord on stopping the pollution. (Report appeared in the October Alert Bulletin of the Aviation Crime Prevention Institute.)

REGAINING A MEDICAL CERTIFICATE FOLLOWING BY-PASS SURGERY.

CPA member Henry "Sonny" Elgin hopes to have his back in time to participate in the next Denver-Jackpot Air Classic in July of next year. He had double by-pass surgery on Thursday, October 30. When this writer looked in on him the following Monday he was sitting up in bed watching the local news . . . and expected to be on his way home on Tuesday or Wednesday.

Worth listening to his recount of events leading up to the surgery. Elgin said that he had symptoms of tiredness with occasional light pain in the right side of his upper chest. Also, occasional pain in the lower elbow of his right arm. He had experienced the tiredness symptoms for something over a year. Couldn't even mow the lawn. His wife, Darlene, had to do all the heavy work . . . which was probably the only positive side of the experience. A visit to his flight physician (CPA member Dr. Phillip Norton) confirmed that he had a serious problem. And flunking the treadmill test really caught Elgin's attention.

Dr. Norton advised Elgin that surgery was the only option available to him if he wanted to regain his certificate. One of his arteries was completely blocked. Other options such as dieting and drugs to thin the blood might offer some relief. But physical activity would have been severely restricted. And the track record to successfully regaining a flight physical without surgery is slim to none. So the only choice was surgery. The only question was how soon.

Time following surgery to regain a medical? According to Dr. Norton, the earliest one can request is six months from the date of surgery. The process requires, as part of the medical, that the pilot successfully pass the treadmill test. And reams of paperwork that must be forwarded to the FAA for processing. All of which takes an additional 4-6 weeks.

So by the 1st of May Elgin will be pounding on Dr. Norton's door. And if things go as expected, he will be back as pilot-in-command by late June and competing in the Air Classic in July.

Darlene notes that some good will come out of all of this. He won't have an excuse now to not mow the lawns.

THE USAF ACADEMY IS ALSO GROUNDED. The all-composite aircraft used to screen pilot candidates are still

grounded following a series of fatal accidents. The two-seat Sligsby T-3A Fireflies used for the training are expected to remain grounded at least through January.

Which worked out well for the Fantasy of Flight Program held at the Helen Hunt Elementary School in Colorado Springs on October 14-15, 1997. Captain Scott Saunders, an instructor pilot in T-3A's at the Academy had a lot of free time on his hands . . . and offered to volunteer time with the Fantasy program. He is pictured giving a presentation on aircraft flight instruments in one of the accompanying photos.

VISION AEROBICS - A NEW COMPUTER SOFTWARE PRODUCT TO STRENGTHEN EYE MUSCLES. At least, that is what the publicity claims. The patented program by VISION AEROBICS includes software that runs on your PC plus a set of special stereo glasses, and over 40 videogame-like exercises designed to condition your eye muscles and improve your ability to see and recognize moving objects. The vendor claims the software is used by the USAF, American Airlines, the FAA's Office of the Air Surgeon General, and dozens of government agencies and flight departments to improve scanning ability of their pilots. Looks like a good excuse to play games on the computer. Those with a greater interest can look at their web page at www.avweb.com/sponsors/vision/.

FAA NORTHWEST MOUNTAIN REGION HAS SELECTED CPA MEMBER LUCILE BLEDSOE AS FAA AVIATION SAFETY COUNSELOR OF THE YEAR. The region has also submitted a recommendation to its Washington Headquarters that Lucile be selected as the National Counselor of the Year. Congratulations, Lucile!

LEARNING TO FLY HAS ITS CHALLENGES. And can discourage even those driven to learn. For example, one beginner pilot was overheard to say she has delayed completion of ground school, even though she prepaid for the course, because the instructor had such a poor command of English that she couldn't understand him. (It was a ground school course offered by a flight school at Centennial Airport.)

Another commented on her frustration with radio communications when flying out of a busy airport like Centennial. Cluttered frequencies. Communications not always understandable. True, after a time one's ears get attuned to controller communications and the chatter from other aircraft. But think of what it must be like for a new pilot. Must be a way to help. A problem worth pondering.

SKYLANE REPLACEMENT CARPET FOR ONLY \$79? That was what CPA member FRANK GALLO expected after looking through the Airtex Products catalogue . . . only to find the catalogue was slightly out of date. It was a 1980 catalogue. Current price is \$241.

HOW CAN YOU RECOGNIZE PILOTS AT SOCIAL GATHERINGS? Not a problem, according to Jack Wilhite, President of the Colorado Aviation Historical Society, during introductory remarks at the organization's Annual Awards Dinner on November 1. Wilhite said, "They tell you."

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It makes a great fall fly-in... Alamagordo, NM

By Mary Jones



For
that
matter,
you
can fly
there
any
time
and
have a
blast!

Now that we have actually been there, we need to clarify a few things.

The Trinity "Ground Zero" site is not in the White Sands National Monument. It's to the north of it quite some distance. In fact, it took us a good two hours to drive there from Alamogordo. You don't get there by going through Holloman Air Force Base - you have to drive north on Highway 54 from Alamogordo; turn west on Highway 380 when you reach the little town of Carrizozo, and drive about 56 more miles to the Stallion Range Center. Turn south, and drive about 8 miles to the base guard gates. But remember, this is a site that you can only see the first Saturday in April and October each year.

There you will be handed an excellent brochure giving you the history of the Trinity Site, and a page long sheet filled with "Entry Rules" required when you go into this site. The directions are well marked, and you twist and wind through the base until you get to a good sized parking lot just set up for Trinity Site visitors. Military personnel will direct you to a parking site.

Booths are set up near the site that have cold drinks, snacks and souvenirs. An information booth is manned. And ice-cold water is available for free. There are also plenty of port-a-potties nearby.

You'll be walking a wide gravel trail (road) between two tall wire-fences to get to Ground Zero. Just before you enter this area, another booth is set up with a table filled with interesting gadgets. Like a Fiesta Ware dish, wristwatches, airplane and boat instruments with the glowing night- view faces ... all emitting a definite reaction from the nearby Geiger counter! In addition to that are some of the pieces of fused dirt/sand that has been turned into glass that is a dusty dull greenish color, and is called Trinitite. Interestingly, the Geiger counter is much less excited around the Trinitite than the Fiesta Ware dish, and an old alarm clock!

Inside the compound in one direction you'll see a tall rock memorial tower that marks the actual Ground Zero site. All around it, if you look carefully, you will be able

to find plenty of the Trinitite (fused glass debris) lying on the ground. We picked it up - but the idea of what something radioactive can do if you put it in your pocket and take it home is enough to stop people cold! A few photos of the stuff was enough to satisfy me.

Towards the back of the fenced-in site is an array of about 25 large photos that have been laminated to a wood backing, and hung in a line giving you a kind of photo timeline of the sequence of events; from building the bomb, to getting it on site, to the actual detonation. It is fascinating, and you see pictures that are impressive in a grouping like this.

Sitting on a flatbed trailer in front of the photos is a large metal casing used for the "Fatman" bomb (A duplicate of what was dropped on Hiroshima.) It helps to give you some perspective of the size of things going on in the photos.

After the first test bomb was exploded, they sent a crew in to "clean up" the site; i.e. remove the radioactive material. The entire crater was covered with a thin layer of this "fused glass". They built a low-to-the-ground shelter (kind of reminded me of a long chicken shed) where supposedly the ground has been untouched since the detonation. There are several large windows on the roof where you can look in and see the ground. I found more Trinitite outside this building than we could see inside it.

Once you are through here, you return to the parking area where several large buses (no charge to see them) are waiting to take you to the McDonald Ranch. It's about a two-mile jaunt, and as you get closer to the ranch, you get a good feel for what the land must have been like 50+ years ago. The valley is wide, and mostly flat - with towering mountains that surround it. You feel as though you can see for miles in every direction; and the desert-like area is filled with tall sagebrush, cactus, and millions of brightly colored flowers.

The early owners of the ranch, in the 1920's, ran 10,000 sheep, and 1,000 cattle here. From the looks of the ranch compound, they did quite well. A low stone wall surrounds the house; and the ranch house was built of adobe that was plastered and painted (It was restored in 1984). The rooms were large, cool, and had the tall ceilings typical of the time. An icehouse sits in back. Huge concrete structures in front were the water tanks that looked more to me like two swim-

ming pools side-by-side. Old photos show people in bathing suits sitting around the pools - quite a luxury for the time! Later the scientists working on the bomb made a nightly swim in those same tanks.

The old corrals are still standing, and the giant barn and outer buildings only have their stone bases left. They didn't survive the blast. Everywhere we looked a profusion of Wildflowers were blooming in a dot of color. We listened to some folks who had lived in the area at the time, and they said life back then was simple, no radio or TV - and when they went visiting, often they would stay for two or three days... filled with parties, dancing till dawn, and feasts.

Back in Alamogordo - there are all kinds of things to do, whether the Trinity Site is open or not. You can take a tour of a Pistachio Farm, visit the Space Center, go to the zoo, wander through the Toy-Train Depot, visit a large city museum that is right next door to the Chamber of Commerce building, picnic in the large city park - and all of this is within relatively close walking distance of each other.

The main draw to the area? The White Sands National Monument. There are more than 280 square miles of pure white sand here that is even more striking up close. You feel as though you are right in the midst of a massive snowfield when you drive along the road-trail that goes through this park. It even feels more like snow when you see where the road plows have to go along the roads constantly, to keep them clear. The road itself looks like hard packed snow and ice!

We saw only a handful of people there; but don't let that mislead you. The parking lots went for miles, and reminded me of the size you would expect to see at Disneyland or some other huge entertainment spot. Picnic tables with barbecues and shade coverings were scattered throughout the area. There are nature hikes, board walk trails, and a variety of programs going on throughout the summer, when they get the main masses of visitors. They will even let you camp here; but you have to get a permit to do it each night.

So now you have the full story - flying there is also an interesting experience. We had been warned that "they" do some strange things there that have a dramatic effect on your GPS system. At a specific point it just plain went out. And we didn't get the reception back, until we hit that area again on our

return. It was about an hour away from the restricted flying area coming from the north on our route. It brought back memories of flying by the seat of your pants ... Bart says it was an opportunity to see if the VORs still worked.

The airport is just to the south of town; don't confuse the airport with the landing field at Holloman Air Force Base. Actually Holloman is quite a way from Alamogordo, and is a typical military compound. You can tell the difference between the two sites fairly easily.

If you do plan a flight there; keep in mind that April weather can be filled with rain, snow and wind. You might have better luck trying for an October visit if you also want to do the Trinity site. Remember; the Trinity Site is open on the first Saturday in April, and the first Saturday in October. Plenty of people make the trip - you need to call Avis car rental well ahead of time to reserve a car. (They were full of helpful hints, gave us great ideas on places to stay and eat, and really went out of their way to make our visit a good one.)

The main gates to the Stallion Range Center open at 8:00 am. We got there about

1:00, and missed the masses of people that were ahead of us. The last bus tour leaves for the McDonald Ranch at about 3:00, so you can judge for yourself how much time you need. The drive to the Stallion Range Center took us about 2 hours from Alamogordo. Traffic was not heavy; but the speed limit is 55 - so you don't go like a streak either.

We chose to camp overnight, and found there are all kinds of sites in the area: the Valley of Fire, (a river of volcanic rock that lines the valley- quite spectacular from the air ... I couldn't figure out what on earth it was); Three Rivers Petroglyph State Park; Oliver Lee State Park, and of course, the White Sands National Monument. The main brunt of summer visitors arrive in June through August; so you can decide if you want to visit when this place is really booming - or want a peaceful, tranquil, lovely visit where it feels as though you almost have the place to yourself.

For more information, call the Alamogordo Chamber of Commerce at 1-800-545-4021.



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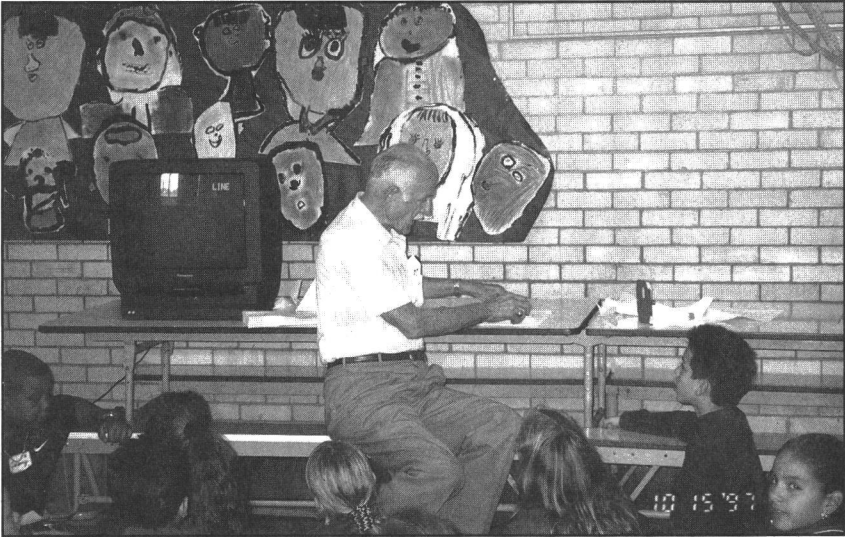


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Pictures Pictures Pictures



Harry Blout of Colorado Springs instructs students on the delicate art of making paper gliders. He served as a volunteer instructor at the Fantasy of Flight program held at the Helen Hunt Elementary School in Colorado Springs on October 14-15, 1997.

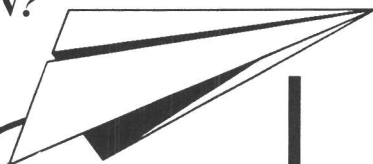


Captain Scott Saunders, a flight instructor at the USAF Academy, instructs students at the Helen Hunt Elementary School, Colorado Springs, during the Fantasy of Flight session on aircraft instruments. Temporary grounding of training aircraft at the Academy permitted Capt. Saunders to have free time to participate in the program.

AVIATION ... TOO MUCH SUPERVISION?

Guest Commentary

by
Jim Trusty



I am surprised when I meet a full-time flight instructor because of the demands and restrictions placed on them today. It takes almost 20 hours now to solo a student because of the Federal Aviation Regulations. I am listing them in the order they appear in 61.87 (d) (1) through (10) and (e) (1) through (5):

Flight preparations procedures, Preflight inspections, Powerplant operations, Aircraft Systems, Taxiing, Surface operations, Runups, Normal Takeoffs and Landings, Crosswind Takeoffs and Landings, Straight and Level Flight, Shallow and Medium banked turns in both directions, Steep banked turns in both directions, Climbs and Climbing Turns, Airport traffic patterns including entry and departure procedures, Collision and Wake Turbulence avoidance, Descents with and without turns using high and low drag configuration, Flight at various airspeeds from cruising to minimum controllable, Emergency Procedures, Equipment malfunctions, Ground reference maneuvers, Approaches to the landing area with engine power at idle, Approaches to the landing area with engine at partial power, Slips to a landing, Go arounds from final approach and from the landing flare in various configurations including turns, Forced landing procedures on takeoff, Forced landing procedures initiated during initial climb and during descent, Forced landing procedures initiated during cruise and landing pattern, Stall entries from various flight attitudes and power combinations with recovery initiated at the first indication of a stall, Stall entries from various flight attitudes and power combinations with recovery from a full stall . . .

This does not include basic radio work, VORS, Navigation, Weather, Dead Reckoning, Night Flying, Weight and Balance, and a hundred other things that will be demanded of them before they can be tested and licensed. The above list is just for SOLO.

The paper work alone is enough to drive a flight instructor nuts. Every day there is something new to read, retain, and pass on to the student. Does it really do any good?

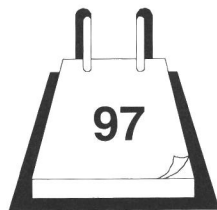
Well, for 20 years in a row, fatalities have gone down. Aviation now accounts for less than 2 % of all transportation deaths. We are behind cars, trucks, motorcycles, boats, trains, and last year more people died as a result of bicycle accidents than were killed in airplane accidents. We transported over 666,000,000 people last year with 700 fatalities. The math shows we lose one in a million.

The safest mode of transportation known to man is aviation. All the extra time and effort are worth it in the training process if we put a value on human life. Someone said a long time ago that, "Accidents are the price we pay for mobility and progress. " I am willing to work a little extra in order to produce a great student.

Remember when you soloed? How much of the above did you do?

Jim Trusty is the 1997 National Flight Instructor of the Year, the number 1 FAA Aviation Safety Counselor in Nashville, Tennessee, and is a member of the National Association of Flight Instructors (NAFI). He welcomes your comments. You can reach him at 103 Highland Drive, Old Hickory, TN 37138 Phone: 615-758-8434.

Colorado Aviation Calendar



DEC 7

CPA CHRISTMAS DINNER. LA COUPOLE CAFE, 2191 ARAPAHOE, DENVER. Info: Mary Jones 719/488-0653 or e-mail: mkstraugh@msn.com.

NOTE: Please call ahead to confirm event time and dates!

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 David Robertson, 627 Wildrose Way, Louisville, CO 80027. E-mail: dsrhomes4u@aol.com.



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Colorado Pilots Association

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