

CPA FLIGHT LINES

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CPA members Bart and Mary Jones, Cathie and John Martyny, and Connie and Mark Hopkins enjoy a bit of R&R in Baja, Mexico on their most recent aviation sortie. This landing strip in San Francisquito, Mexico is something to write home about. Read about whales, good flying, and the world's best margaritas beginning on page 7.

President has another story to tell.	2
More on 178 Seconds-a <i>must</i> read	3
Baja and Whales, put Mexico on your 2001 Calendar	7



President's Message

Spring is here and I am not even ready for winter yet.

First, I want to apologize for not being more active during the past couple of months. I missed a couple of meetings and I was only present and contributing for the beginning of the battle for Boulder airport (more on that later). Thanks to all who helped out in my absences including Doug Mass, Bart Jones, my wife, the Barbos, and the usual cast of contributors.

I have great excuses though. I made several flights to Mexico, won custody of my son, and brought a plane back from Switzerland. I'll try to make it up to you by telling the highlights of the Swiss trip.

I helped a repeat customer of mine buy an F33A located in Locarno. This is a nice, low time 1988 Bonanza with a great panel, new Millenium cylinders and Gami injectors. WOW!

Shortly before my departure for Switzerland the seller announced that I needed to bring cash or a bank check drawn on a Swiss bank in order to close the deal. I talked it over with my banker and we decided that cash was not the best idea so he procured a bank check drawn on one of the BIG Swiss banks. An Air France 777 and a Saab 1900 whisked me painlessly to Switzerland just in time to catch a great weather window through Europe and across the North Atlantic. This was to be my first crossing in a single and my first crossing without de-ice. Weather was everything.

The Bonanza checked out well, but the bank wouldn't honor the check. By the time my banker called Zurich, and the VP in Zurich called the branch manager to take his head off on my behalf, I had lost a day. My North Atlantic weather window was closing but weather in Europe was beautiful. I departed Locarno, climbed from 600 feet to 14,000 feet in 15 minutes, and headed north across the Alps. I was reminded that these mountains are about the same height as our Rockies but they start about 5,000 feet lower. Big Mountains - No Clouds - No Wind - Life is good.

I was filed for Biggin Hill south of London and settled in at level 120 crossing France west of Paris. About that time I started picking up ice. I almost set it down, but I was light, the CG was right in the middle, the freezing level was about 6000 agl, the weather was forecast to be better in front of me than behind, and I did not have the local approach plates. I broke out over the Cliffs of Dover with about a half inch of ice on all the leading edges and started a descent in the clear beneath a few big Cums. The trouble started when I was vectored through some light rain. The rain transformed my smooth coating of ice into a ragged, deeply crevassed high-drag

coating. I could barely maintain altitude.

Descending through 2,000 feet on final, the temp outside was +10C, and all the ice fell off (look out below).

Biggin Hill to Wick, with the last of the daylight, put me on an instrument approach over the North Sea. Ten mile final found me in a downdraft that required full power to maintain altitude at 90 knots. I felt like a ping pong ball in a hurricane as I was battered by snow pellets and landed in 40 knots right down the runway. *[Will never told me this story.....ed/wife]*

My friend Andrew Bruce greeted me and told me that I wouldn't be going anywhere for a couple of days (weather) but there was a mysterious arrival scheduled later that night; an Israeli Dakota. I came back later that night to see the DC3 arrive and spent the next two days in 100 knot gales helping the crew fix the big bird and making new friends.

We planned to cross the Atlantic together but when the third morning came the DC3 captain was nowhere to be seen. I was looking at 60 knot headwinds to Reykjavik which were prohibitive given my range. I opted to head for the Faroe Islands halfway to Iceland just north of course. When Andrew explained that the winds would make landing tricky because the Faroes involved mountains just upwind of the airport I told him that that sounded just like home (Boulder) to me. Luckily for me the 55 knot winds were right down the runway. I landed uneventfully, refueled and flew on to Iceland where the weather promised tailwinds all the way to Boulder.

The next morning was beautiful. I took advantage of the Gami injectors and loafed at 165 knots burning less than 12gph to a fuel stop in Sondrestrom. A quick turn there and I was off to Frobisher Bay (Iqaluit) where it was COLD.

I arrived in FroBay at dusk with no open airports in front of me. The airport was out of Avgas. I bought some on the black market from an Inuit and prepared to nap. Napping was all I could do. It was -35C outside. They wanted \$350 for a hangar for one night so I spent the night running the plane for 20 minutes each 2 1/2 hours and took off at first light. I rode the back side of two lows along the top of Hudson Bay with a fuel stop in a village where they were stockpiling caribou for transport to market, a fuel stop in Churchill after seeing two polar bears, customs in North Dakota, and arrival in Boulder in time to tuck my son in, about 1850 nautical in one day. The DC3 was still in Wick waiting for weather.

Just wanted to let you know I had an excuse. There are some great stories behind this quick summary. Ask me anytime.

More About 178 Seconds

by Dean Hall

The article "178 Seconds to Live" in the February CPA Flightlines was great. It is fundamental to all of us. I think that the single most important message was discipline, the need to rely entirely on the instruments. I have done a couple of experiments, and have in addition an old-timers anecdotal story each of which approaches the instrument flight discipline from a slightly different angle, and all of which confirm and emphasize the basic fact that in the weather we have to rely on the instruments and ignore our senses.

A few years ago, I flew my IFR equipped Skybolt inverted into a cloud intentionally to see if it would be difficult to maintain control. In short, it was not. I negotiated some turns, tested climb and descent, and came out basically where I went in. It was surprisingly easy to read the gyro horizon and to control it in all axes. For those who are curious, I had a skid ball mounted inverted on the top wing, and it worked the same as upright, just 'kick the ball'.

Recently, I was doing some aerobatics in my RV-4 under a 2000 ft. ceiling here in Colorado in an area where the MEA was above 14,000. I elected to do a double aileron roll, initiating it while pitched up steeply so that it would put me into the clouds. About two thirds of the way through the first roll, I went into solid IFR while rolling rapidly (probably in the area of 180 degrees per second, not fast compared to the 720/sec. of advanced aerobatic planes, but still quite fast). The fascinating thing to me was that while I knew that the plane was rolling rapidly, all of the senses including the semicircular canals had stabilized, and there was absolutely no sense of motion of any kind.

This may be a good time to review the very basics of the balance system. We get input from three sensory sources, the visual, the vestibular (inner ear), and the proprioceptive (muscle and joint sensors). Earthbound, we can maintain balance utilizing any two of

these three systems. For instance, we can walk with our eyes closed, but if you remove either of the other two, then we can't manage.

In instrument flight conditions, all three are removed from giving us useful information. The visual system sees nothing outside the airplane to help it. The vestibular system is most sensitive to acceleration but it rapidly adapts to a steady state including rolling as in this case. The proprioceptive system knows only that you are sitting in a seat (with or without lateral forces depending on what the rudder is doing). So, instrument flight is possible only by relying on the visual sense utilizing the information artificially provided by the gyros.

To continue with the story of the roll in the clouds, I could just as well have been sitting in my easy chair had not that funny instrument in the center of the panel been rotating rapidly. Interestingly, the appearance was that it was rolling faster than I had ever appreciated in clear air. In the process of multiple aileron rolls, the path of the airplane is through a parabolic arc since we are not utilizing any lift, and so I knew that I would soon come out the bottom of the cloud, but it was important that the exit be made upright, otherwise the speed build up would be excessive. I concentrated on the AH. It was somewhat reminiscent of the old adage that, "nothing clears a man's head like the knowledge he's about to be hanged." I stopped the roll upright---well, OK, it was actually 15 degrees past---and then came out of the cloud, an exhilarating experience to say the least. It really wasn't that big a deal. The instruments told me where I was. All one had to do was concentrate, and trust.

Now for a different kind of story. This one is fifty plus years old. But it is valid. It was right after the big war. Everybody was going to be a pilot. We had a club of ten people who owned a Cessna 140. Nine of them hadn't the slightest idea about airplanes, but they were game.

continued on page 10



Walt Barbo

**PAT WIESNER AND TERRY SARGENT
SELECTED AS REPLACEMENT AERO-
NAUTICAL BOARD MEMBERS . . .**

following the departure of Bill Hamilton and Dave Gordon when their terms expired December 31, 1999. Wiesner will serve as representative for a statewide association of pilots and Sargent will serve as representative for a statewide association of airport managers. Other constituency representations on the board include two selections from the western slope and two from the eastern slope representing local governments which operate airports. The seventh member of the board is an at-large position selected from candidates familiar with and supportive of the state's aviation issues, interests and concerns.

Wiesner is a publisher and is very visible on the local aviation scene. He bases his covey of personal aircraft at Centennial Airport. Sargent is operations manager at the Montrose Regional Airport.

**"IT APPEARS YOU HAVE THREE
POSSIBLE CHOICES" . . .** Adams County Commissioners' counsel to proponent of a 1,995 ft FM radio tower just outside the easterly boundary of the Denver Class "B" Airspace . . . at a county commissioners' meeting on February 14. "You face having approval for the tower denied, which would have the consequence that (by county regulation) that you could not make a new application for at least a year. You could ask for a continuance, which would likely only result in a denial. Or you could withdraw the request . . . which would allow time for additional study, including coordination with the pilot community, and make a new application without the penalty of a one-year delay between applications."

Faced with certain defeat, the proponent withdrew his application. A victory of sorts. For the several groups who challenged the proposal. Including the Colorado Pilots Association, Colorado General Aviation

Coalition, Colorado Aeronautical Division, Front Range Airport, and the Adams County Planning Commission. And a victory for the aviation community. Based on adverse safety impacts of the proposed tower.

**OTHER THAN THE PROPONENT, THE
FAA WAS THE ONLY ORGANIZATION
OF THE VIEW THAT THE 1,995 FT
TOWER WOULD NOT BE A HAZARD.** In courtesy to the FAA, however, if a proposed development does not intrude into IFR airspace, and if it meets minimum criteria for marking, the FAA has little choice but to make a "Determination of No Hazard to Navigation." Regional Airspace Offices process the paper and solicit input from the aviation community on possible effects. However, if FAA Flight Standards determines that a proposed development is adequately marked, local objection fits into the category of "barking up a tree." FAA washes its hands of the issue. This proposal was for a 1,995 ft AGL tower with a determination of "No Hazard." I suspect the same determination would be made if the proposed tower were to be 10,000 ft AGL. Fortunately, however, local government has a final say as to whether it will approve the development. The FAA understands this. The agency does not try to influence a local decision as to whether a proposed development should be constructed. Though, by determinations of "NO Hazard," proponents probably feel they have the FAA on their side.

**DON'T EXPECT PROPOSALS FOR TALL
TOWERS TO GO AWAY!** Nor will this one. KSIR-FM, the proponent, has other tall towers in the area and plans to build more. Somewhere, if not at this proposed site. And tall towers are popping up all over the country. As pilots, we are adversely affected. They are a serious safety problem. Which we may have to learn to live with. It would be to our interest, however, to influence their location and heights such that they would have a minimum impact

on flying safety. To this objective, participants at the county hearings have agreed to work with KSIR-FM on an acceptable solution to its tower requirements.

NO QUESTION . . . AIRCRAFT DO AND WILL RUN INTO TOWERS. With fatal results. Prior to the hearing before the Adams County Commissioners on February 14, we took time to contact the AOPA and NTSB for data on aircraft accidents involving towers. We called about noon on a Friday (mid-afternoon Washington time) . . . for data on a meeting that was to take place before the County Commissioners at 10:00 am the following Monday. The response was overwhelming.

AOPA did not have a database on accidents involving towers . . . though they were able to offer counsel on exactly where to find the information on the NTSB database. Our contact with NTSB was a little more fruitful. Would you believe an analyst took the time to extract the information from their database and forwarded an e-mail copy to us. Late on a Friday afternoon. From a governmental office in Washington. Unbelievable! And heart-warming. To realize that government is still working for us.

HOW PREVALENT ARE ACCIDENTS INVOLVING TOWERS? NTSB data covering the 15 year period from July, 1983 to October, 1998 showed 65 such accidents, an average of 4.33 per year. Fifty of the 65 accidents (77%) had fatalities or serious injuries. There were 79 fatalities and 15 serious injuries. A typical report from the NTSB record on a Cessna 207A with 2 fatalities:

"The flight was landing under special VFR conditions. Special VFR operations are permitted with a visibility of 1 mile and clear of clouds. The airport was the pilot's base of operations. The aircraft had held outside the airport surface area for 26 minutes, waiting for a special VFR clearance. While outside the airport surface area, the pilot was required to maintain 500 feet above ground and 2 miles visibility. While holding, the weather at the airport was reported as 300 feet overcast. The visibility decreased from 4 miles to 3 miles in mist. The pilot was new to the area of operations, having worked for the company 24 days, during which he accrued 69 hours of flight time. Four minutes after receiving clearance to enter the surface area for landing, the airplane collided with a 260 feet tall radio antenna tower at 222 feet above the ground. The tower was located 3.85 nautical miles east of the airport. The radio tower was not considered by the FAA to be an object affecting navigable airspace, but

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was depicted as an obstruction on the VFR sectional chart for this area. The tower was equipped with obstruction lighting for night illumination, and was painted alternating aviation orange and white for daytime marking. One minute after the crash, weather was reported at 200 feet, and visibility was 5/8 mile."

THREE AVIATION RELATED BILLS CONTINUE THEIR WAY THROUGH THE COLORADO GENERAL ASSEMBLY PROCESS.

We are hesitant to report on the bills in any detail since anything we write will be stale by the time it reaches our readers. Also, anyone with Internet on-line access can go into the Colorado General Assembly home page at www.leg.state.co.us/gov_dir/staeleg.html and get the current status of bills in the current session any time they wish. Worth noting, however, significance of the bills and what they could mean to our pilot community.

SB 156 WOULD CHANGE THE FORMULA FOR REDISTRIBUTION OF SALES AND USE TAXES COLLECTED BY THE STATE ON AVIATION FUEL SALES.

Under current law, 75% of the taxes collected on aviation fuel sales is returned to the airport from which it was collected. SB 156 would reduce the 75% to 65% for most airports. The exception, where tax collections at an individual airport exceed \$2.5 million/year, the amount returned would be 55% of collections. Monies not returned to the airports are retained in the Trust Fund to be used by the Colorado Aeronautical Board for aviation purposes. The financial benefit to the trust fund would be approximately \$1.2 million per year . . . money that would be needed to support the provisions of HB 1069.

As of this writing, the bill had worked its way through the Senate and was assigned to the Transportation & Energy Committee in the House. It was scheduled for hearing on March 8.

With one exception, the bill has had relatively smooth sailing. The exception relates to a provision in the bill that modifies the definition

of airport purposes to allow moneys distributed from the aviation fund to be used for the promotion and marketing of air service at airport facilities. We are told that one of the large airlines at DIA takes exception to this provision since it would have the effect of diverting funds to promote competitive air carrier service. This opposition could change the formula on funds returned to the airports, particularly funds returned to DIA. Which would reduce, significantly, funds retained in the trust fund.

HB 1069 WOULD PROVIDE FOR A NUMBER OF AUTOMATED WEATHER SYSTEMS IN MOUNTAINOUS AREAS OF COLORADO.

Each station would cost an estimated \$85,000 to \$100,000 to install. The bill appropriates \$500,000 in the current fiscal year for that purpose out of General Fund set aside money. Ongoing costs of about \$5,000 per year to maintain the facilities would be an obligation of the Aeronautics Division . . . which explains the interest in the outcome of SB 156. As of March 3, HB 1069 was approved by the House Appropriations Committee and sent to the House Committee of the Whole.

HB 1125 WOULD PROVIDE APPROPRIATIONS FOR A NEW SPACE-BASED EDUCATION PROGRAM.

Significant in that the legislation would provide nearly half the costs of establishing a Challenger Learning Center at the Wings Over the Rockies Air & Space Museum in Denver and a similar facility in Colorado Springs.

The centers were created as a non-profit program by the families of the crew who died on the Challenger Space Shuttle. They serve as a living memorial to the crew and as a means of stimulating interest in math, science and technology. There are currently 34 of the learning centers in the United States. With one or two exceptions, most are privately funded. This bill would provide state funding at a level of approximately \$2 million per year to facilitate a Challenger presence in Colorado. (See www.challenger.org for additional info on the Challenger program.)

Baja and Whales

by Mary K. Jones

In February, Cathie and John Martyn, Connie and Mark Hopkins and Mary and Bart Jones flew to Baja to see the whales. We timed the trip perfectly. We flew out in perfect weather, and returned in perfect weather. While we were basking in warm rays of the sun, and petting whales, snow was falling in Colorado.

Flying BAJA in a small plane felt like the bush flying that the Jones knew in Alaska. Remote, rugged, beautiful. There are over 200 airstrips that can take you places in a matter of minutes to isolated areas of Baja that are usually accessible only by days of rough driving. We saw miles and miles of primitive dirt roads, isolated beaches, pristine natural coves, crystal clear water along the shoreline, and every once in a while a clutch or nest of dwellings nestled together in places completely off the beaten track.

We flew over rugged mountains jutting right up against the saltwater, with stark rock outcroppings, a reminder of the once violent volcanoes that formed this land so long ago. We flew along deep and wide barren valleys, with mile after mile of giant cactus that looked like stringy trees with bushes circling them like tutus. We zipped over a very few green valleys that were watered by ribbon streams of water. Checkerboards of green, brown, and black edged the stream, where intense farming was

taking place.

Our first destination was San Francisquito, which is a tiny, primitive fishing camp on the eastern side of the Baja peninsula, about midway down the Baja coast on the Sea of Cortez. The strip had been lightly paved in the past, but is now broken and rough. The "Federales" were there to meet us as we landed, and these young guys (mandatory 2 year military service for all 18yr olds) were unfailingly courteous, gracious, and must have been bored to tears if we were any indication of the numbers that fly into the area. (Three to five planes in tie-down area.)

After our check, we rolled out our gear, and hustled up to the main "lodge", a grass topped cement building that was the dining hall and kitchen combined. Cooks rustled up our meal, and as we reached into huge coolers to get our beers, Margaritas were whizzed up on blenders. The menu had fresh fish caught daily, and all the meals were OUTSTANDING, with fresh vegetables, fruits, salsas, and catch of the day!!!

We settled down on a cement porch beside the beach, and were shocked to see a whale at the far end of the cove. Drinks were abandoned and we rushed over to see our first whale. We learned all too quickly the whales can be spooky, and we got too close and suddenly it disappeared.

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Our bunks that night were in cement cabanas with grass roofs; some had canvas partial walls or in the old bar, waist-high walls, where you could fit in 20 cots if necessary. All of the cabanas were right beside the beach, and the gentle lapping of the waves on the beach, combined with a maize of glittering stars that reflected light on the sand, made sleep come slowly that night.

You can totally relax here. Dive trips or backcountry horseback trips can be arranged, but the fishing is the big draw. Beach comb for shells; walk to the point on the north side of the lagoon, and well above the waterline we found banks of hardened sand and fossilized shells, and masses of feather-light skeletons of pelicans tucked near huge beds of cactus. Near the landing strip there were deposits of crystal beds poking up above the sandy dirt. Costs here run \$30 pp per day, including all your meals. Drinks extra! Call (US tel) 619-690-1000 for reservations.

From here we flew on to Hotel Serenidad, in the little village of Mulege, further south down the coast on the Sea of Cortez. Spanish missionaries settled here in the 1700s, and they left a legacy of dates, figs, bananas, olives, and oranges, which along with tourism and fishing comprises most of the local livelihood.

Hotel Serenidad is across the Rio Mulege, an estuarial river that feeds into the Sea of Cortez. The hotel is 2.5 miles east of town, and operates its own dirt 4000-foot airstrip, a favorite among yanqui pilots, many of whom fly in for the Saturday night pig roast. They should be advertising their Margueritas along with it. Best we ever had. They were served in good-sized soup bowls that happened to have a stem on them. One drink is enough to create a significant buzz. Two drinks create a serious challenge to see if you can even navigate your way back to your room. More is taking your life in your hands. Costs here run about \$70. pp a night. Phone number for Hotel Serenidad is 01152 (115) 30530 or 30540. www.serenidad.com

The next day we flew west, over Baja to the Pacific Ocean side of the peninsula. Our destination was Laguna San Ignacio, to do our whale watch. The grays come closer to shore here, and seem to exhibit friendlier behavior here than at other calving lagoons. We were lucky. Our first trip out we actually got to pet

the whales. If you reach over the side of the boat and splash your hands in the water, it draws the whales to the boat. It didn't take us long to beat the water to a froth! A typical tour lasts 3 to 4 hours, and only boats with permits are allowed out in the bay.

We landed at a privately owned, beautifully maintained hard packed sandy strip, and were immediately met by the owner of the strip, and loaded into trucks to go to the bay where boats were waiting for us. All this with no reservations. The airstrip is only open Jan. through April, and was set up specifically for people flying in to go whale watching. The rest of the year the runway is closed and covered with tires to prevent its use by narcotics traffickers.

From here we flew back to the Eastern side of Baja, to Loreto for fuel. Although Baja has well over 200 landing strips, you cannot count on getting fuel at most of them. It means you plan your stops carefully while you are there, and go into international airports where you know fuel will be available. You pay to land, pay fees for the ATC. (The tower at La Paz had a bucket they lowered from the tower windows on a rope, and you were supposed to put your "tip" in it for the tower personnel.) We dropped our money in, and sure enough, within minutes, the bucket was in the air.

Returned to Mulege, as the guys were going to go out fishing the next morning, we planned a walk into town, to see the museum, a local artisans shop, and the local dive shop (world class shop, with people from all over the world booking tours while we were there). If you expect to do any shopping, you will be disappointed. We wandered through the local grocery store, walked by their version of a K-Mart, and passed several cafes and fish taco stands. Fish tacos are BIG in Baja, and you haven't lived if you haven't tried one. They come with a soft tortilla shell, crispy fried fresh fish, and plenty of toppings. Heavenly.

Next day, back into the planes and we headed south along the coast to the Hotel Punta Pescadero, which is south of La Paz, just at the south end of Baja before the coast line turns west to Cabo San Lucas, and at the extreme north end of Bahia de Palmas. This was high-end living, with a fine paved landing strip right across from the hotel. The hotel had a van waiting in the tie-down area for us when we arrived. This is a small fishing resort on palm-

studded bluffs that overlook the beaches. Each suite came with a sea view, private veranda overlooking the water, refrigerator stocked with beverages, and some even had fireplaces. No room was alike, and pottery sinks, fancy tiles in bathrooms, and sunken living rooms made them delightful. The service here was old-world European graciousness. In fact, everywhere we went there was a graciousness that is sorely missing in too many places in the US.

The meals came with the price of the rooms (for two people: room and meals \$250 a day), and were gourmet extravaganzas of platters of fresh fruits, lobster and fish servings that were giant sized, desserts with tender light pastry, light fluffy fillings. We were going to forgo lunch, and others came back raving about the food - did our mad dash for the dining room help burn up the calories??

We booked a tour to see the cave paintings, and our guides made the trip special as we drove into the back country and got a different view that what we had seen from the air. The dirt road was bumpy and rough, and we passed the little ranch where our guide's father had a small "cattle ranch". The cattle in Baja feed on pretty slim pickings, and you can compare their beef to our wild game. It was tough and stringy, just like the animal you see on the hoof.

We saw many very simple dwellings that were very simple square or rectangular boxes of concrete. A few had windows with glass panes; often there were not even doors, just an open doorway leading into the home. Very simple living; tourism is important as it is often their

only means for an income.

The cave paintings that we saw were really pictographs on the side of a huge rock face. We hiked a short trail that you could never find on your own. (No signs.) "Cave" paintings can be found throughout Baja, and the trip to the paintings is often just as interesting. On our way back we stopped at their local church, and at a tiny general store that just happened to have plenty of cold Cervezas! Bought a huge bar of citrus soap for 50 cents, wished we had room for more!

As we were at the hotel, we realized this is another main fishing area; it too is called a "fishing camp", and the prime reason people come to the resort. They also have free snorkeling, a kayak (one kayak), horseback trips, or backcountry burro trips you can take, and bicycle touring. The biking is tough there because of the heat, and primitive dirt roads. While we were there we learned the hotel is being sold, and we hope the new management doesn't change a thing.

To make the shock of coming back to the US a little easier - we stopped back in San Francisquito for one more night as we headed north. There were only two other planes there, and this time they built a fire for us in front of our cabanas. So after dinner, we quietly watched the sky begin to glow as the stars came out, and listened to the waters lap the sandy beaches. Coyotes seemed to be yapping right beside the camp. You can bet it was hard to leave the next day!

CPA Meeting April 8 at Longmont

Don't forget the first CPA Quarterly meeting of 2000 will be held on April 8th at Vance Brand Airport in Longmont. Mary Senft will be presenting her program about the Alexander Bullet she has been building. After a slide show we will go to her "building barn" where she and her team have the plane "in progress".

If you have questions about this meeting, please call Mary Jones at (719)488-0653, or send me an email at mkstraugh@msn.com.

Since Longmont does not have a terminal facility where we can hold the meeting, please call the CPA hotline for specific directions on where the meeting will be held.

CPA Hotline 303-266-6266

I was shortly out of the army, had not seen an airplane during the war, just a beginning student pilot at the time, but I had been an airplane nut as a kid, and I knew about instrument flight even if I had never experienced it.

Our airplane didn't have any gyros, so it wasn't a consideration, but it became central to the story. We had an old guy in the club, Lowell----who must have been nearly forty years old!!!. Lowell was a truck driver by trade, wasn't what you would call a natural born pilot but was close to getting his private license, and had absolutely no concept of instrument flight. He had no idea that you couldn't do it without gyros and training, or that in the clouds his life span would be measured in ticks of the clock. Oddly, that probably saved his life because he didn't know enough to be afraid.

I went to the airport this morning to fly our 140 having scheduled it in advance. But it wasn't there. We were based on a grass strip at Lapel in eastern Indiana. It seems that Lowell had flown it to Illinois yesterday and hadn't gotten back. Well, I hung around for a while, and sure enough here came Lowell and the airplane. He went into the office, signed the airplane in, and then he and I sat for a spell on the back bench where the kibitzers critiqued the others. He really didn't know what he had done, but he had a vague notion that the instructor might not have approved, and so he confided in me.

His flight was to Urbana-Champaign, IL. He had figured out that the heading was 270, and the flight time about an hour. There were clouds, but there was clear space underneath, not a problem. He took off on runway 270 and soon saw that he was getting close to the clouds. They were so low that he was afraid to turn around to land. The plane was trimmed for cruise climb, he was headed in the right direction, and so the easiest thing to do was to just to keep on going including going up into the clouds. In solid, he knew he

couldn't tell if the wings were level and so he just let loose of the wheel. Not a problem. His only concern was to keep going west, and so he kept his eye on the compass, and just used the rudder pedals to keep looking at the W on the compass. He sat there patiently maintaining the heading because he couldn't think of anything else to do, and concerned that if he turned around, he wouldn't know where he was, and so he just did what seemed best. There was not a ripple of turbulence. The altimeter steadily climbed. After an hour, he was approaching 10,000 ft., and it was getting lighter in the cockpit. A couple of minutes more and he was in brilliant sunshine on top. A few more minutes and the clouds began to break up beneath him. He spotted a big hole, and directly below it there was a big airport. He had no idea of what it was, but he spiraled down, and landed. Nothing to it. It was Urbana-Champaign. He visited with his relatives as per plan but elected not to fly home that day because he figured that in the clouds, he might not find the home field. The next day was bright and clear, so here he was. Lowell had no guile. He didn't know enough about airplanes to invent this story. Even though I was a novice pilot, I was completely aghast. I told him that had he run into turbulence, elected to turn around, failed to hold a steady heading, or done anything else, he would have had two minutes to live. His survival was the result of total innocence. I don't know that he understood what I was telling him, but he did believe me in some vague way. Maybe that had something to do with the fact that he gave up flying shortly afterward, as fortunately did most to the others in that flying club. I know that this isn't the first or last incidence of surviving in the clouds by using the compass, but nobody ever did it with less insight or apprehension.

The moral of the story is the same. Trust the instruments, no matter how few, because they are the only thing that counts.

Flight Attendant's arrival announcement: "We'd like to thank you folks for flying with us today. And, the next time you get the insane urge to go blasting through the skies in a pressurized metal tube, we hope you'll think of us here at US Airways."

Colorado Aviation Calendar



- APR 6 CAPTAIN AL HAYNES & THE STORY OF UAL 232/SIOUX CITY** talks about cockpit resource management, sponsored by Angel Flight at 7pm, Holiday Inn, Centennial Airport. Info: Larry Jones, 303/761-6300
- APR 8 CPA QUARTERLY MEETING**, Vance Brand Airport, Longmont, Coffee 8:30 a.m., 9:30 a.m. brief business meeting followed by visit to Mary Senft's hangar where she will give presentation on Alexander Bullet she's building. Info: Mary K. Jones 719/488-0653/mkstraugh@msn.com
- APR 9-15 SUN 'N FUN EAA FLY-IN**, Lakeland, FL.
- APR 29-30 CPA FLY-IN TO LOS ALAMOS, NM-** Tour the laboratories. Info: Jan McKenzie 970/686-1233.
- MAY 13 CPA MOUNTAIN FLYING - HIGH ELEVATION AIRPORT OPERATIONS GROUND SCHOOL**, Ashbrooke Room, Centennial Airport Tower (APA). Course designed to prepare pilots for flight over mountainous terrain and high airports. Registration fee: \$70 for CPA members, \$95 for non-members (includes course materials). Flight portion of course may be taken at pilot's discretion, and cost, at a later date. Qualifies for FAA Wings Program and Biennial Flight Review. Info: Terry or Walt Barbo 303-367/0670 e-mail oldflyer@compuserve.com Webpage www.airbase1.com/CPA
- MAY 20 AURORA AIRPARK 3RD ANNUAL AIRPORT APPRECIATION DAY FLY-IN**, Aurora, CO (01V), antiques, classics, warbirds, "High Country Thunder," World's Fastest Jet Van, gourmet lunch begins at 11:00 am. Info: Bob or Dawn Resling 303/216-0031.
- MAY 20-21 ERIE TOWN FAIR & AIRPORT DAYS**, Tri County Airport, Erie, CO. Balloon race kicks off at 6:30 a.m. both days. Pancake breakfast sponsored by Tri County Pilots Assn., static displays, Young Eagles rides and fun! Info: Michael Maya Charles 303/604-0746 or e-mail at mmc@airsafetyexperts.com
- MAY 20 CENTENNIAL AIRPORT OPEN HOUSE AND FLY-IN-** has been cancelled and rescheduled for spring 2001 due to construction.
- MAY 19-21 CPA FLY-IN OKLAHOMA CITY, OK.** Cowboy Hall of Fame and Air&Space Museum in Omni Center complex. Info: Mary K. Jones 719/488-0653 E-mail: mkstraugh@msn.com
- JUNE 3-4 CPA FLY-IN TO SALIDA, CO-** Historical tour, winery tour, raft, fish, theater in the evening. Info: Mary K. Jones 719/488-0653/ mkstraugh@msn.com
- JUN 17 CPA FLY-IN TO CABELA'S**, Sidney, NE. Casual visit to the World's Foremost Outfitter. Cabela's provides transportation to their store. Restaurant on premises for lunch. Info: Terry Barbo 303/367-0670 or OldFlyer@compuserve.com
- JUNE 18 CPA FATHER'S DAY PANCAKE BREAKFAST AND PLANE WASH-** Boulder, CO at Business Aircraft Sales. 303-444-5560 for more details.
- JUN 24-25 22nd ANNUAL ROCKY MOUNTAIN REGIONAL EAA FLY-IN**, Vance Brand Airport (2V 2), Longmont, CO. Pancake breakfast 6:30 a.m. - 10:00 a.m./ lunch 11:00 a.m. - 2:30 p.m. each day. Seminars- aircraft building techniques, flight safety, and tool demos available both days. Flying Start Program-Sunday morning, Young Eagles Rally Sunday afternoon. Aircraft displays, aviation vendors antique cars and motorcycles. Spaghetti dinner w/ awards, guest speaker Saturday, 4:30 p.m. Admission - \$5,. Info: 303/442-5002 or [RMRFI at www.greeleynet.com/eaaregional](mailto:RMRFI@www.greeleynet.com/eaaregional)



Fly Mart

For Sale- Pagosa Springs: large house on 2 golf course lots at end of quiet cul de sac 0.6 miles from 2V1 airport. Workshop, patio, hot tub, gazebo, and freestanding golf cart house. 42' X 42' hangar available at 2V1. Email 70652.105@compuserve.com for further information.

Lanceair 360 For Sale \$30,000. All glass work complete, Call Gary Irwin, 970-481-2834.

For Sale- Diecast metal airplane banks. Large assortment - Mustangs, Corsairs, Stearmans and more. 10% discount to fellow CPA members. See them on my website - <http://piperpilot1.hypermart.net>

Wanted- Used headsets for aspiring 3 and 5 year old pilots. (The 5 year old can actually make the initial call into Jeffco!) Junior size would be best, but standard size will work also. Please send email or call with headset information. steve@scmlabs.com; 303-526-4834.

Partner Wanted- 1987 Bonanza A-36, E-2391, turbo-normalized, tip tanks, Ultimate engine w/Millennium cylinders, high performance aircraft, based at KBJC. 303-247-9061, r.w.randolph@worldnet.att.net

1/4 Partner Wanted for 1964 Cessna Skylane- 150 hours SMOH w/Millennium cylinders, 6120 TTAf, 10 hours SPOH w/ new blades. Hangered at BJC, new Imron paint with Jet Glow. Horton STOL kit with aileron and flap-gap seals, wheel pants, new tires. Dual navcomms: Narko MK 12D TSO with glideslope and King KX 170A w/VOR. King transponder w/altitude encoding, Navomatic 300 auto pilot. Pilot PA400 intercom, 2 Telex headsets, Long Ranger Loran. Interior in good cond, shoulder harnesses. Long range tanks, ADC firewall mounted oil filter w/clog warning light, plug in oil heater. 6 probe digital EGT. Contact Frank Haurwitz, 303-649-8733/Bob Kinney 303-288-7371.

For Sale- ICS portable 2- place intercom with push-to-talk. Runs on 9 volt battery. \$60. Don Nelson 303-431-5154

For Sale- Terra-TXN-920 NAV/COM (ONLY)-updated and certified--\$50.00 Contact Stan Tremaine (719) 488-2985 E-Mail SATremaine@AOL.com

Wanted: Used David Clark HEADSETS. (We use them for our rental pilots.) Please e-mail me with the model number, approximately how old they are and how much you would like for them. Thank you! Deanna Strand, ifly@strandflying.com or call (970) 243-I FLY.

For Sale- One servicable blade and hub for rear prop on turbo 337- \$200 ea. Complete set of wheels, brakes, and tires for 1969 turbo 337- \$300. ATC 610J Simulator with rudder pedals-a real simulator, not video. Has prop, throttle, mixture, ADF, VOR, ILS, DME, RMI, complete IFR panel, fuel gauges, compass, etc. All charts for IFR Flights and approaches. Includes dark enclosure, and complete maintenance manuals. Low hours, everything works, like new condition--\$2000. 303-758-2380 or 970-728-4295.

For Sale- Powertow model 35EZ. Easy to use-like new \$450. Bill Bolton, 303-420-5221.

For Sale- hangar manufactured by "Diversified," \$12,500. Platte Valley AirPark, Len Adler, 303-988-6193.

1/4 Mooney Share available. 1965 Mooney M-20-E, new engine in 1997, IFR equipped, 3200 total time, share costs \$12,000, hangared at Jeffco. Call George o:303-433-3434 or h:303-429-8079.

We do fabric work! A&P, IA certified fabric, call Rick or Gary 970-481-2834.

For Sale- Continental A-75-8, 0-SMOH, tapered shaft, w/carb, mags and logs-\$3,800. Call Bill, 719-597-1620 or e-mail bcchand@email.msn.com.

For Sale- black leather 3rd bench seat for turbo 210. Excellent condition. Needs a good home and to be flying again. Call Bill or Penny Hamilton, 970/887-2101.



Welcome New Members

Michael Priess
954 7th Street
Boulder, CO 80302-7102

Sam Johnson, Jr.
309 Trailridge Road S.E.
Cedar Rapids, IA 52403-2009

Lise K. Pederson
3608 South Hartford Street
Kennewick, WA 99337-8016

John C. Webb
4706 Southern Avenue S.E.
Albuquerque, NM 87108-3440

Marisa Fay
766 Garfield Drive
Palisade, CO 81526-9719

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Brenda Sue Beltowski
3220 Billing Street
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Brian Jones
11198 Random Valley Circle
Parker, CO 80134-6009

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322 County Road 97
Nederland, CO 80466-9614

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All articles & letters should be sent to:

Sarah Barclay
Editor - FLIGHT LINES
Business Aircraft Sales Corp.
3300 Airport Road, Box C
Boulder, CO 80301
(303) 444-5560
E-MAIL: barclay@eazy.net

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