

CPA FLIGHT LINES

Volume 19, No. 1

February 2002



Peggy Long and her Cessna 210B. Photo taken over plains east of Front Range Airport where she bases the aircraft. She is our Chair of the Programs Committee, and she and her partner Jeff Fiitsgerald own a software development company. Photo by W. Barbo.



Note, check out our CPA website for the rest of Bill Reeves story on line.



President's Message

PRESIDENT'S MESSAGE

The 700 member Colorado Pilots Association has a powerful voice in promoting aviation and protecting the rights of pilots in the state of Colorado. Most of you don't have the time or resources to be actively involved; however, through your membership you are making an active contribution . . . though there are opportunities for each and every member to contribute. More on that later.

As I look back at our accomplishments over the last year, about all I can say is that we won a few and lost a few. But would have been far worse off had we not been involved.

Our AOPA Regional Representative Bill Hamilton often refers to a small activist group of our members as the "A Team." We are about a half-dozen individuals that are always on the front line of issues and can be counted on to appear before federal, state and local groups on anything related to pilot and safety issues in Colorado. Typical issues are threatened airport closures and local actions that would limit operations from airports, tall towers, and legislative matters. In effect, our "A Team" functions as the volunteer, non-paid "hired guns" for CPA. We are a small activist group willing to give of our time and effort to appear before legislative committees, local government boards and committees, and write letters on aviation-related proposals and actions. We also catch a lot of flak and rhetoric about the selfish interests of the few of us who fly and how airports could be better used for other public purposes.

We didn't have a lot of wins last year. One of our most disappointing losses was in our effort to prevent the closure of the Arboles Airstrip at Navaho Reservoir in southern Colorado. In the process to prevent the closure we inadvertently stepped on the toes of a few of our friends (collateral damage), including a few at the Colorado Aeronautical Board and the

Aeronautical Division, who got caught in the middle when they determined that enabling legislation didn't permit them to take a proactive role in protecting the airstrip. As it stands, the airstrip is temporarily shut down (perhaps permanently); however, the jury is still out and we expect the issue to be reopened. Which it likely would have been prior to now had it not been for the September 11 disaster and its aftermath.

We also lost in our efforts to prevent construction of a 2,000 ft AGL radio tower at a site in Adams County just east of the Denver Class "B" Airspace. We lost on that one when the developer was able to convince the county commissioners that placement of 911 emergency transmitters on a tower at the proposed location had a greater value to the community than the potential loss to general aviation safety. However, the developer committed to donate \$400,000 to Front Range Airport towards construction of an Air Traffic Control Tower. On the possible logic that increased ATC control in the area would lessen the flight safety hazard. At least, we got some concession for our effort. And, hopefully, created a greater awareness of the value and need to protect general aviation.

Still a lot of issues out there pending. In which CPA is acting in concert with other general aviation groups and interests. Centennial and Jeffco airports have always been endangered by this type of development. As has been Fort Collins/Loveland, Boulder, Longmont, and more recently, Meadow Lake. Even remote areas such as Crested Butte, Fort Morgan and Glenwood Springs.

Airport issues always command a lot of attention. A continuous need for vigilance! And involvement! An opportunity for all of our members. No reason why we can't all be members of the "A" team.

The annual CPA Holiday

party held Dec 9 at the Doubletree Inn had a marvelous turn-out, and we had a chance to renew old friendships, see fellow pilots we haven't seen for a long time, and win some great door prizes.

Sarah Jane Dolliver and Peggy Long did an incredible job organizing this event. They took the reservations, paid the bills, and made sure there were plenty of door prizes for the party. We all appreciate their efforts.

We have several generous door prize donors to thank:

Nelson Aviation Products,

www.nelson-aviation.com, for almost \$500 of aviation products for pilots and passengers.

Jim Wark Photography, Jim is an artist and professional aerial photographer with many national awards for his work. Donated a beautiful framed, signed aerial photograph.

Bill Hamilton, AOPA Central Regional Rep; several gifts from AOPA.

Vern Foster donated his book, "What They Don't Teach You in Flying School", and a Mountain Flying CD.

The 99s Flight without fear program

by Dep Price, the *Flight without Fear* chairperson

Perhaps you're at a party, or maybe at the airport. One of your friends introduces you to his friend and adds that you're a pilot. The conversation turns to flying and your new acquaintance is impressed that you can actually fly an airplane. So far, so good. Then he or she adds that they can't imagine being a

pilot, because they are too afraid to fly as a passenger on a commercial airline!

As pilots, we naturally want to share the love of flying with others. It's difficult to imagine the activity we find so enjoyable can actually instill terror for some people. Unfortunately, as many as 30 percent of people are afraid of airline travel. And that statistic was compiled before the tragic events of September 11. We are probably going to encounter more people who have concerns about flying in the future.

So, what do you say next to your newfound friend?

It turns out that there are several resources available to help. One of them is a class offered by the Colorado Chapter of the Ninety-Nines International Organization of Women Pilots and United Airlines. The class is called "Flight Without Fear". In the 8 weekly sessions, the psychological aspects of fear are addressed and the participants learn about aviation. The causes of irrational fear and techniques for calming and eliminating their fear response are shared. The students learn about aerodynamics, weather, air traffic control, flight crew qualifications and airplane maintenance. They even get to fly in a simulator! The class culminates in a graduation flight on a regularly scheduled United Airlines route. We recently finished a particularly challenging session of the course. The first meeting was scheduled for September 12, but of course that had to be delayed. We decided not to cancel the class in spite of the tragic events of September 11 and just delayed the start for one week. The graduation flight to Albuquerque was successful -100% of the students are now flyers!

The students are thrilled with their newfound freedom and they are now planning trips to visit relatives or to sightsee in foreign countries.

Just so you know - like all things aviation related, this class is not inexpensive. The most recent session cost \$425. The charge includes all materials, field trips and the airline ticket for the graduation flight.

There are other options to help someone, if the class doesn't meet their needs. A search on the internet, using the keywords "Fear of Flying"

(go to page 9 for rest of story)



Walt Barbo

HEARD ALONG THE FLIGHTLINE TIP ON HOW TO AVOID HAVING YOUR AIRCRAFT STOLEN ON GROUP TRIPS TO MEXICO .

... from Walter Bell, who flies a Cessna T210, one of the aircraft most sought after by drug runners. His recommendation, "Invite others to join the group who have aircraft of greater appeal to drug runners . . . such as those with Cessna 206s."

Which should give some concern to those whom Walter invites to join him on flights to Mexico. However, Walter continues to make improvements to his aircraft that can't be ignored by anyone looking for a good, fast cargo carrier with low-speed landing characteristics. His latest addition . . . vortex generators, which have given the aircraft dramatic improvements in slow-speed flight (according to Walter). Which would make this an ideal aircraft for those who make cargo flights out of short-unimproved jungle airstrips, followed by a fast dash across the border. And should lessen the concern of those who join Walter for trips to Mexico.

PUTTING IT ALL IN PERSPECTIVE. Which one would expect out of CPA member Carl Mason. When asked to comment about the teenager who flew a Cessna 172 into the side of a Tampa, Florida skyscraper. Carl, a veteran flight instructor who operates a couple of Cessna 172s in his flight school based at Centennial Airport, commented that the Tampa incident wasn't much of a threat to national security. About all the teenager managed to do was to break a window.

5,000 HOURS ON A CESSNA 172 BETWEEN ENGINE OVERHAULS? Which is what Carl Mason tells us he logged on one of his training aircraft. Made possible, he said, thanks to a rigid inspection program and nearly daily instructional flights. Could have gone longer had the aircraft not experienced a prop strike. According to Carl, engine teardown revealed negligible wear. Anyone out there know of a longer time between overhauls?

CAN BANNER TOWING BE

REGULATED BY LOCAL MUNICIPALITIES?

In a banner towing case a few years ago, the courts determined that the City of Boulder (CO) could not prohibit banner towing over the city . . . for the reason that the FAA controlled the use of airspace. Boulder, which has a history of not being overly supportive of airplanes, attempted to ban the flights because of aircraft noise. As I recall, in the aftermath, the city ended up paying damages to the flight operator and banner towing was allowed to continue.

In an issue that goes back a few years, Honolulu (HI) has a similar issue in the courts over the rights of a helicopter firm to display lighted signs in flights over the city. Apparently there were numerous complaints over a helicopter service that carried a large electric lighted sign over Oahu beaches. The Honolulu City Council took the position that the flights were "advertising" rather than "flying," therefore more properly fell within the regulatory authority of the city. And passed an ordinance banning the flights. In a 1998 ruling, the US District Court denied the right of the helicopter service to challenge the city ordinance. This ruling was affirmed by the US Court of Appeals in a ruling in early January of this year. Which has to give the FAA some concern over its authority to regulate airspace over populated areas.

AIRPORT FEE INCREASE DECISIONS ALWAYS PRECEDED BY COMPARABILITY STUDIES of what other airports are charging.

In an effort to extract as much from airport tenants and users as the traffic will bear, but not so much that the fees will discourage activity and growth of the airport.

The Front Range Airport Authority, at its meeting on January 9, was just beginning the exercise for an increase in the rate for land leases. The current rate of 18 cents/square foot of unimproved land would be increased to 23 cents under the proposal submitted by airport management. The new fee, which is about a 30% increase over the prior rate, would apply to all new leases entered into following approval of the new rate structure. While the rate increase seems relatively high, particularly in a down economic market, the board noted that there hadn't been a fee increase for 7-8 years and the

new rate would be less than 3.5% per year since the last increase.

As one would expect, the tenants all turned out to voice objection to the proposed increase based on whatever logic that came to mind. Several pointed out that Front Range could not consider itself comparable with Centennial Airport or Jeffco Airport for setting fees. Since those airports were in high rent districts and centrally located in well established commercial districts. And that the best way for Front Range to compete was to offer services at a lesser cost.

No question that most tenants at the airport are there for the reason it is cheaper to base there than at the other two airports. And there is no question that the airport must increase revenues to cover operational and development costs. Again, just a question of how much the traffic will bear.

SAD GOODBYE AND A THANK YOU TO TUMBLEWEED PRESS . . . the printing firm that printed FLIGHT LINES for the last nineteen years. Starting with the March issue of FLIGHT LINES, printing will take place at Kimco Printing (not Kinko's), a firm owned and operated by CPA member Scott Laudenslager. It was his firm that printed the CPA Roster the last few years.

Our association with Tumbleweed Press goes back to the early 1980s when CPA members Wayne & Lisa Thetford, who co-owned the printing firm with Chuck Goetz, volunteered to convert our newsletter into a first-class membership publication. Regrettably, Wayne & Lisa were in a fatal aircraft accident while participating in the 1987 Denver-to-Jackpot Air Classic. Chuck Goetz, as a living memorial to the Thetfords, continued printing the newsletter and subsidized a good portion of the costs. Over the years, Tumbleweed developed into a major printing firm, Chuck sold the firm (last year) and the new owners feel our job is too small for the type of work it does. Nor does it have the loyalty to partially subsidize our printing costs. So we had little choice but to go elsewhere. The move to Kimco should show little change in the format of FLIGHT LINES. Lisa Thetford, who was a graphic artist, designed the original cover. We expect that to be unchanged and continued in recognition of the Thetfords.

COLORADO ISSUES NOW AIRED ON NEW E-MAIL SERVICE. Hosted courtesy of RobDuncan of AirBase1, the service features an interactive e-mail service in which subscribers can post information of general interest on Colorado general aviation issues. Rob refers to the program as the "communication media for the new millennium." As a new participant, I have to agree that it provides an exceptional vehicle for improved communication on general aviation issues. To subscribe, send a one line e-mail with "subscribe coloradoflying John Doe" in the BODY of the message (no quotes) addressed to lists@airbase1.com. Your subscription will be handled automatically through what Rob refers to as a "robot." And you will receive an automated response welcoming you and giving further instructions on the various commands the robot understands.

Once subscribed, anything sent to coloradoflying@airbase1.com will be automatically sent to all subscribers. Subscribers can also reply to postings which are sent to all subscribers, or can reply individually to the individual who made the original posting.

HIGHLY RECOMMENDED!

LOOKS LIKE AN OPPORTUNITY TO IMPROVE RELATIONSHIPS WITH THE DENVER FAA FSDO OFFICE . . . with the retirement of the last FSDO manager who, for whatever reason, created a culture in the office that made it near impossible for the Colorado aviation community to have a friendly relationship. Jack Grossman, the new manager, is scheduled to be on board somewhere near the end of January. We know very little about him, however, from preliminary reports we hear that he is friendly to general aviation.

CHANGES ALSO TAKING PLACE WITH THE COLORADO AERONAUTICAL BOARD. With Harold Patton (at large member) replaced by JOHN HANSEN, and James Fritze (representing local governments from the western slope) replaced by BOB ANDERSON. Anderson is a county commissioner in Grand County and Hansen is president of the Colorado Institute of Technology. Both are long time supporters of general aviation.

A third change to the board is also likely,

assuming Jeff Price will leave the Board following his recent resignation as airport manager at Jeffco Airport. Jeff is one of the two members on the Board representing local governments which operate airports from the eastern slope.

ALSO A CHANGE IN OFFICE LOCATION FOR THE AERONAUTICAL DIVISION. The Division was scheduled to complete a move in mid-January from the terminal building at Front Range Airport to the southern office building on the terminal access road (about a block away). New address is 5126, Front Range Parkway, Watkins, CO 80137. Same telephone numbers.

AND CHANGES IN ORGANIZATIONAL DESIGNATION FOR THE COLORADO PILOTS ASSOCIATION as it converts to a 501(c)(3) corporation. Our association was hesitant to make the change in the past over a concern that our activities in promoting and protecting general aviation interests could be interpreted as lobbying. However, recent legal opinions indicate that our activities would not be considered lobbying. This, and the financial report at our January 4 Board meeting, which showed that we could have given an additional \$1,000 towards our scholarship fund last year had we not paid that amount for income taxes, was the basis for a decision by the board to convert. It will take several months to complete the submission and obtain the determination.

PRIVATE OWNED MEADOW LAKE AIRPORT TO BE PUBLIC OWNED. Thanks to actions of local airport supporters, El Paso County is about to take over ownership of the landing area surfaces of the airport (hangar area would remain privately owned) under an effort to protect the airport from residential encroachment. The Meadow Lake and Tri-County Airports gained designations as private-owned reliever airports in the early 1980s . . . which entitled them to receive FAA funds for airport development. However, private-owned airports are not able to protect themselves from urban encroachment. Tri-County converted to municipal ownership several years ago. And now Meadow Lake. No assurance that public ownership can offer the protection

they need. But, at least, they have a better chance.

WINGS OVER THE ROCKIES MUSEUM SAYS "NO THANKS" TO CHALLENGER LEARNING CENTER. After spending nearly two years of effort and gaining assurance of state cost sharing, when the chips were down for a "go or no go," the decision was made to not go. The depressed economy was a factor. Which made it difficult to raise the large amount of funds needed for the program. There was also the consideration that few of the other Challenger Learning Centers in the country are financially self sufficient. To be placed in the same financial situation would have seriously impaired the Museum's program for building improvements. ###



How cold does it have to be before you pre-heat your engine? Bart Jones pre-heats his when it is below 25 degrees. However, this plane belongs to Scott Morse.

FACTOIDS, submitted by Dean Jaros

"Who made the first west-to-east transcontinental flight in the Americas (e.g., from one ocean to the other)? What was the date? Where did the flight start and end? How long did the flight take and how many stops?" (see page 14 for answer)

An ELT is Not Enough

By Bill Reeves, Airplane Crash Survivor, CPA Member, who has been kind enough to let us print his story in hopes he can help prevent this from happening to us.

Wednesday, February 8, 1995

It was a cold day in Salida, Colorado. Clouds covered the mountains around the valley, but no moisture was falling and none had fallen for a couple of months. I had been working at home that day, and after having lunch with my wife, I drove to the airport to get a current sectional chart. (We were planning to fly to Denver the next day.) I was a fairly new pilot, having passed my checkride on Sept. 14, 1994. The two weeks before February 8, I had been flying with my instructor, Wil Atkinson, in his 1974 Piper Cherokee Six, tail number N41345, getting some high-performance time.

When I got to the airport a little before 2:00 pm, Wil was there. The Cherokee was parked in front of the terminal, prepared to go somewhere. I asked Wil what was up. He said that he was getting ready to transport a body to Cortez, and he asked if I wanted to go with him. I looked at the cloud cover. "How?" I asked. Wil said that he could probably find a hole in the clouds, and that once he got through them, it was clear in Alamosa.

I called my wife and told her where I was going. I also told her that we would be back a little after dark. After I hung up, the coroner arrived with the body. As Wil and I secured the body, we asked the coroner who it was. It was the body of a police informant who had been killed in Salida two weeks earlier. I should have gone home then!

We took off shortly after 2:00 pm and climbed to the base of the clouds. We leveled off at about 12,500 feet MSL. Wil circled the valley looking for holes in the clouds, but couldn't find any. The Cherokee seemed to be having trouble climbing any higher, though it

wasn't rough. I hadn't flown in the clouds this way before, and I began to wish I were on the ground.

Wil decided to head down the Arkansas River valley, toward Howard, to see if it was any clearer down there. We were flying in the base of the clouds, but we could see the terrain below, out of the bottom of the clouds. Just northeast of Howard, we entered an updraft that got us going up at about 1,500 feet MSL; Wil said that we ought to be high enough. He turned the plane southwest and set the LORAN (Long-Range Navigation) for Alamosa. We were now flying blind, inside a cloud, and after a few minutes, we entered a downdraft. We were losing altitude fast.

Will put the plane into best climb speed—full power, full prop—and we were still going down. From my right-hand seat, I was getting nervous as I noticed the altimeter unwinding. The vertical speed indicator was showing an altitude loss of between 2,500 and 3,000 feet per minute! Were we going to come down on a mountain? I hoped not. Wil said, "This isn't working. Let's go back." Not wanting a mountain to appear from out of the gloom, I readily agreed.

Wil set the LORAN for Salida's airport and turned right. This heading, however, didn't take us out of the downdraft that Wil was still fighting. Almost right away, as we neared the base of the clouds, Wil saw mountains off the left wing and I saw a ridge dead ahead. Wil turned to the left to avoid the ridge, but this maneuver locked us into a valley with no way out. We were now out of the clouds, but all the peaks above us were obscured. As we were forced down, all we could see were rock walls everywhere. Wil said, "I think we're going down!"

Wil somehow managed to keep the wings level. We slammed and skipped on a ridge in front of Lower Stout Lake. The impact probably broke the top motor mounts. The engine folded under the fuselage. The plane rose up slightly then slammed onto the frozen lake,

leaving a spider web of cracks--but the ice held.

This second impact rammed the main landing gear up through the wings; the left wing broke off about 24 inches from the cabin. We were now sliding across the lake at about 50 miles per hour, heading toward a huge rock face. It looked as if we would hit head-on.

The broken left wing dug into the ice and popped up in the air, slamming into the left side of the fuselage and throwing the main gear through the left pilot window. The wheel and its cover brushed past Wil's face and he cried out. The wheel, continuing past Wil, slammed me into the right bulkhead, dislocating my right shoulder. The dragging left wing was now causing the airplane to make a slow left spin on the ice. Gradually, we turned around until we were traveling backwards. The Cherokee slammed into the west shore of Stout Lake and stopped. The time was about 2:45 pm. In less than an hour, I had gone from lunch with my wife to being stranded on a frozen lake at 12,000 feet, with no hope of rescue that day.

Wil and I were both wearing blue jeans and long-sleeved shirts. We each had a winter coat: mine was a nylon Navy fighter jacket, and Wil's was a medium-weight nylon insulated jacket. Will had on leather tennis shoes, and I had on a pair of Wellington boots. I had a wool hat. Wil didn't have a hat, but then he never did wear one. There was no survival gear on the plane.

The first thing I became aware of, as we sat in the plane, was a blast of cold air, bringing with it flakes of snow. Wil started to berate himself and apologize for getting me into this. I told him that what was done, was done. "Let's worry about getting out of here," I said. Wil asked me if I could open my door. The wheel had me pinned and my right arm didn't work, so I asked him for help. He was able to lift the wheel and throw it out the broken left side of the plane. I then tried to get out of my door, but although it was opened slightly from the impact, the bent

right wing kept it from opening any further.

Wil climbed between the seats and went aft to the rear door, which had also opened on impact. I felt totally wasted. I didn't want to move, but I realized we had to, to survive. I reached across with my right arm to steady myself on the left yoke and turned to go between the seats. My shoulder slipped back into its normal position. It was only then that I realized why my arm wouldn't work: it had been dislocated.

Wil was able to push the back door open into the snow surrounding the plane. He climbed out; I followed. Once outside, the full force of the wind that had brought us down hit us, blowing snow on us and sucking the heat out of our bodies. We worked our way around to the front of the plane and up to the right side to the tail cone, where the emergency locator transmitter (ELT) was located. Wil and I took turns loosening the screws to check the ELT.

We were shivering so much that it was hard to use a screwdriver. Wil got too cold and went back inside the plane, while I finished with the cover. Once I got it open, I couldn't see if the ELT was on. Wil, from the rear of the compartment, removed the cover from the inside of the plane and crawled back into the tail cone to make sure the ELT was on.

Our next job was to try to stop the wind and snow from blowing into the plane. The window on the left side next to the pilot's seat was shattered; below the window was a huge hole in the fuselage. We got some debris from the wing and tried to jam it into the hole, but the wind kept pushing the debris back in. So we went back into the plane and removed the body from the gurney it was strapped to. We used the pad from the gurney to cover the hole, and braced the tow bar across the plane inside, to keep the pad in place.

Thought it wasn't quite as bad as it was before, the wind still sent some snow in. We couldn't sit up front because the tow bar was

Reeves story, cont.

in the way, so we sat on the floor in the back, next to the body. The rear seats had been removed for this flight. The rear door wouldn't close completely, and snow was drifting in with the bigger gusts. Wil jammed a sectional chair into the gap to try to stop the intrusion of drifting snow.

While sitting there shivering, I noticed the sheepskin seat covers on the front seats. I asked Wil if we could get them off. We could, so we each took one and put our feet down in the covers and pulled them up over our laps. There we sat, on the floor in the back of the plane: three bodies, two of them shivering. The wind gusts shook the plane on the frozen lake shore, and sent light dusting of snow in on us. It was now about 4:30 pm. As my teeth chattered, I wondered how much colder it would get during the night.

We took a light bedspread off the body and huddled together with the spread over our heads to keep the snow from drifting down on us. I kept trying to doze; my back and shoulder hurt, and I wanted to get away from the pain and the constant teeth chattering. Whenever I had to move, I would look at my watch. Only fifteen minutes would have passed since the last time I looked at it. Wil found it hard to stay under the cover, so he would get out of the plane periodically and look at the sky, hoping for a change in weather and wind.

We talked. "Do you think they have missed us by now? Do you think they'll look for us tonight?" "No, it will probably take them until morning to get everybody together," Wil answered. "I guess I won't be flying this plane anymore," he went on. "Too bad. It sure was a good plane."

"My wife is sure going to be mad," I said. "No," Will responded, "by the time we get out of here, everyone is just going to be glad to see us." "How much colder than this do you think it's going to get?" I asked. "Well, this guy is already awfully stiff," he responded. "Are you okay?" "Yeah. Are you?"

TO BE CONTINUED NEXT ISSUE (and full story is on our Web page)

Flight without Fear, cont.

will provide many leads to classes and therapists that provide help. Many of these web sites also provide resources for self-help. One particularly good book is *Flying Without Fear* by Duane Brown, Ph.D. (ISBN 1-57224-042-3). So, hopefully you now know what to say when you meet a fearful flyer!

FLIGHT PLANNING? It's NICE TO KNOW THAT YOU CAN

Contact Denver FSS for:

Pilot Weather Briefings:

800-WX BRIEF

IFR Clearances (relayed)

800-843-5619

For AFSS Facility Specific Toll Free Numbers, *contact* www.naats.org. This info comes to you free of charge from the National Assoc. of Air Traffic Specialists.

ANGEL FLIGHT Report

by Mark Kolber

We had our Wing holiday party in December. One of the door prizes, donated by Brian Lewis, was a mountain checkout. We had a lot of very positive feedback to this particular donation and it turns out that there are a good number of AF Colorado pilots who don't have mountain checkouts. Look for CPA's next scheduled Mountain Flying School if you want a good deal, and the top ranked class available.

Angel Flight Colorado is in the process of trying to put together a Land-a-Thon. Look for more info coming from Mark Kolber when they get it scheduled.

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CPA CALENDAR 2002

MARCH 22-24 - CPA FLY-IN TO TUCSON, AZ. Mark & Connie Hopkins, Coordinators. Look for write-up in newsletter.

APRIL 13 OR 22 - CPA FLY-IN TO FREDERICKSBURG, TX. Kathleen & Scott Morse; Bart & Mary K Jones Coordinators. Admiral Nimitz Museum, LBJ Ranch, Wild Flower Farms. Canoe & hike.

MAY 4 PANCAKE BREAKFAST, EAA Chapter 808 Pueblo, Fremont County Airport (IV6), Canon City, 8:00 a.m. - 10:00 a.m. Freemont County Blossom Festival weekend, parade in town at 10:00 a.m.; band competition throughout Saturday; transportation from airport available. Info: Walt Giffin 719/547-2906, e-mail: lygiffin@gateway.net

MAY 11 ANNUAL CENTENNIAL AIRPORT OPEN HOUSE (APA), 9:00 a.m. - 3:00 p.m. Theme of "just plane fun." Warbirds, classic aircraft and cars, homebuilts, flight simulators, aircraft rides, cars, hot air balloons, and a jazz band. Breakfast by 99's. Info: 303/790-0598 or www.centennial-airport.com

MAY 25-27 - CPA FLY-IN TO SIERRA VISTA, AZ. Dave & Sue Burke, Coordinators. Explore newly opened Caverns, hiking, war bird museum.

JUNE 1-2 CPA FLY-N TO CUSTER, ND. Only day in year you can walk up to site where they are carving Crazy Horse Monument. Eric & Deb Jensen, Coordinators.

JUNE 8 CPA MOUNTAIN FLYING - HIGH ELEVATION AIRPORT OPERATIONS GROUND SCHOOL, Ashbrooke Room, Centennial Airport Tower (APA), 8:30 a.m. - 5:00 p.m. Course designed to prepare pilots for flight over mountainous terrain and high elevation airports.

JUN 29 - 30 24th ANNUAL ROCKY MOUNTAIN REGIONAL EAA FLY-IN, Vance Brand Airport (2V 2), Longmont, CO. Pancake breakfast 6:30 a.m. - 10:00 a.m. and lunch 11:00 a.m. - 2:30 p.m. each day.

JULY 4-7 (OR AS LONG AS YOU LIKE) CPA FLY-IN TO JOHNSON CREEK, ID. Backcountry flyin trip with seasoned trip coordinators: Lea Blohm, and Brian Jones.

JUL 13 - 14 26th ANNUAL DENVER-TO-JACKPOT, NV, AIR CLASSIC, Sponsored by Colorado Pilots Association. Departs Jeffco Airport (BJC) for an approx. 528 sm route to Jackpot/Hayden Field (O6U).

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AUG 17-18, CPA FLY-IN TO PALISADE, WESTERN SLOPE. Wine fest, fruit toss, bike riding & more. Connie and Mark Hopkins; Cathi and John Martyny coordinators.

SEPT 28 - CPA Fly-in site to be announced. Trip coordinators Carolyn and Bob Doubek.

OCT 12-14 - CPA FLY-IN TO FARMINGTON NM AND CHACO CANYON. Trip Coordinators Bart and Mary K Jones.

NOV 2 CPA ANNUAL MEETING. Location TBA.

WINTER FLYING

by Mick Wilson, author of "How to Crash an Airplane (and survive!)"

In our November 2001 issue, we talked about setting your plane down in an emergency situation. This information came straight from a workshop Mick Wilson teaches, and he has offered to add more to this with information from his book.

This time we are taking a page from his book, since this is winter flying season here in Colorado. Even if you don't think it is going to happen to you - it's a **Touchdown in Snow.**

Points Mick asks you to consider are:

An even snow layer, several feet thick, may make rough terrain suitable for landing.

Use same execution and configuration as water ditching, i.e. use no flaps on low wing aircraft and no more than half flaps on high wing--the snow resistance of fully extended flaps may result in asymmetrical flap failure and slewing of the aircraft. (Check your POH or Aircraft Flight Manual for your aircraft.)

Keep gear up, flaps to a minimum on high wing if you fly one of those types of airplanes. (Lucky you!)

Sky conditions or blowing snow can cause a (whiteout) condition in which the pilot may not be able to determine the horizon which could affect depth perception and cause you to flair too high, or, cause the reserve action, which would result in driving the airplane into the ground.

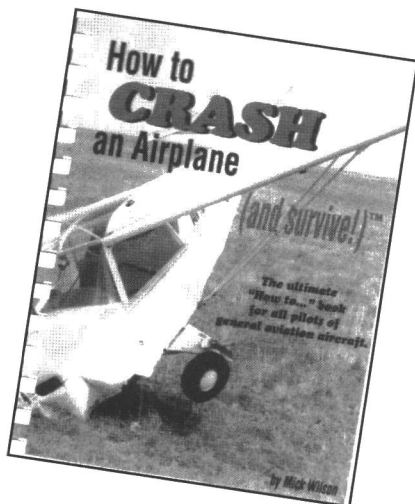
Avoid "humps" in snow that may cover

hard obstacles such as tree stumps or large boulders.

Landing into the wind reduces the ground speed, therefore affects the amount of the crash forces.

Insist that all occupants keep their restraint systems secured until the aircraft comes to a complete stop and watch for a second impact, which could be more severe than the first. A definition of "secure" from C.A.M.I. (Civil Aeromedical Medical Institute) in Oklahoma City states in a brochure they produce that all restraint systems be worn "comfortably snug". Not so tight you can't breathe, but not so loose you will come out from underneath them. In fact, if you wear your seat belt and shoulder harness loosely, they can cause more body harm than if you didn't have them on at all.

Mick Wilson's book, "How to Crash an Airplane (and Survive)" is available from his web site: <http://www.crashandsurvive.com> or by calling Mick at 970/667-3040.





Fly Mart



For Sale: Partner wanted for 1991 Maule MX7-235. 970 TTSN, IFR equipped, Century 21 Autopilot, Apollo GPS, long range tanks, plane is in excellent condition and hangered at Everitt Field (grass strip) in Parker. 1/3 partnership available for \$30,000. Call Bill Woelpper @ 303/875-5144.

Partners Wanted: Our small flying partnership at BJC is seeking additional members. The group is considering upgrading to a used, fully-equipped Mooney Bravo. If interested, contact Don Dolce at 303/252-7907, or by email at dolce@ecentral.com.

Own a Piece of the Pumpkin! For sale, 1/3 share of 1964 Piper Cherokee 235 based at OOV (Meadowlake). Partner moving out of state & must sell. \$2000, plus take over payments of \$150 mo on bank note. Partnership charges hanger fees of \$125. mo, plus \$15/flight hour towards engine overhaul fund. Aircraft has 700 SMOH. Interested in flying the pumpkin? Call Doug Pace at 719/533-8796 or send email to Doug.Pace@usaa.com or Terry.Fisher@usaa.com.

For Sale: Slightly damaged white fiberglass right wingtip from an R182. Various right and left armrests from R182. Right hand door with stationery window from R182, no damage. Call for info: Roger or Sandy Wickham at 970/369-0232.

Wanted: Looking to buy-in to 1/4 or 1/3 Bonanza, preferable BJC. Recent Bonanza time around 45 hours. VFR rated, ready for IFR check ride, written passed. Total time: 230 hours. Over 125 complex/retractable. Tom Rasmussen 303/282-1144 or email tomas@qwest.net.

For Sale: McCauley wheels and brakes. Two complete wheel and disc brake assemblies removed from a '75 T210L. Wheels have only 150 hrs since new. \$300 plus shipping. Bill Gust, 719/481-3230.

For Sale: 1956 Piper Tri-Pacer PA-22-150, 4225 TTAT, 1365 TSMOH-Lycoming 0320. All AD's complied with. Updated inst. panel. NARCO 12D flip-flop w/glide slop D/C intercom, boom mic, mode C, EGT Vacuum gauge on panel. Fresh annual, new tires, and new #2 cylinder. IFR certified. Hangared at Meadow Lake (oov). \$27,000. Call Ray Miller 719/495-2470.

For Sale: 1/6 partnership M35 Bonanza hangared at Jeffco King IFR, tip tanks, pretty paint and interior, low time 3700TT, 1300SMOH Fly for \$70. wet & 100 per mo dues. \$11,500. Call Bruce McMillan 970/948-0268, brucem@rof.net.



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