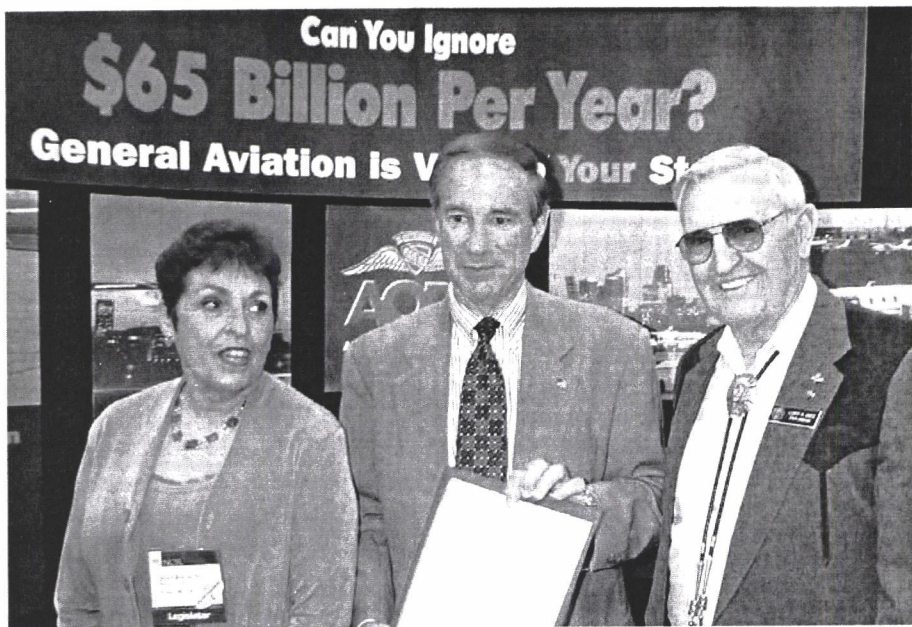


# CPA FLIGHT LINES

Volume 19, No. 8

August 2002



"Colorado State Representative Alice Borodkin and State Senator Lewis Entz (Both CPA members) present Senate Joint Resolution 02-026 to AOPA President Phil Boyer recognizing him for his successful effort to open the skies of Colorado and the nation following the tragedy of 9/11. The presentation took place at the AOPA exhibit booth at the annual convention of the National Conference of State Legislators in Denver on July 25, 2002. Representative Borodkin and Senator Entz are strong advocates and supporters of aviation programs in Colorado. They are a couple of our best friends in the General Assembly."

Jackpot Air Classic Race Results - on page 6 and 7, photos pages 8 and 9



CPA WEB SITE  
[www.coloradopilots.org](http://www.coloradopilots.org)

## HEARD ALONG THE FLIGHTLINE - *by Walt Barbo*

THE LADIES EARNED BRAGGING RIGHTS with their outstanding showings in the Denver-to-Jackpot Air Classic held on July 13. By taking first and third place positions in the Class "B" category. And second place finishes in the Class "A" and Class "C" categories.

CLASS "B" (NORMAL ASPIRATED RETRACTABLE GEAR) IS ALWAYS A HOTLY CONTESTED CATEGORY. Homer Lyle, flying a V35A Bonanza, was a pre-race favorite to win the class. Always a highly competitive contender, this year he pulled out all the stops. By sending spouse Joyce ahead with race officials the day before so as to lighten his load. And carrying a minimum of fuel in a strategy that required a fuel stop at Rock Springs and a fast restart in which he did a diving approach to restart the clock. None of which helped. Peggy Long, in her Cessna 210, won the category easily with a sizzling 101.67% of handicap speed. Homer's historical nemesis, Sonny Elgin in his Twin Comanche, took second place with 100.53% of handicap. And Sarah Dolliver in a Comanche 250 took third place. None of whom offloaded any excess baggage. To be followed by a disappointed Homer Lyle.

HOWEVER, HOMER CAN ALWAYS BOAST THAT HE COULD HAVE WON . . . had there been the traditional headwinds so typical during this event. Doing a "what if" analysis by entering a 15kt headwind into the formulas used in computing race results, instead of the tailwinds experienced in this race,

showed the winning sequence would have been Homer Lyle followed by Elgin, Long and Chet Jewell.

Statistically, tailwinds favor aircraft with lower handicap speeds . . . and headwinds favor aircraft with higher handicap speeds. To illustrate the point, think of an aircraft handicapped at 100 kts with a 50 kt tailwind. Groundspeed for this scenario would be 150% of handicap. But with a headwind, this same aircraft would be at only 50% of handicap.

Now apply the same logic to an aircraft handicapped at 200kts. With a 50kt tailwind, groundspeed would be 250kts, or 125% of handicap. The slower aircraft wins. Conversely, with a 50kt headwind, the faster aircraft would achieve 75% of its handicap . . . an easy winner over the slower aircraft.

A simplistic illustration . . . but you get my point.

THE WEATHER WAS . . . WELL, A BIT DIFFERENT THIS YEAR. Particularly the winds. Starting with tailwinds out of the Denver area. Then nothing over much of the route. Extremely hot with very little turbulence. Different! Which placed more importance on factors such as selection of altitude, taking advantage of aerodynamic lift along the route, aircraft condition, and willingness of the pilot to maintain maximum power in very hot conditions. And a bit of luck.

A FAVORABLE HANDICAP IS ALSO ESSENTIAL TO WINNING. While the Air Classic Committee tries to assure that all aircraft are fairly handicapped



## **CPA FLY-IN you can do one or both trips Oct 12-13 Chaco, then on to Baja**

### **Farmington to Chaco-**

Meet at Farmington airport at 10:00. Load up in rental cars/vans and off to Chaco Canyon. Bring your own lunch.

Explore ruins, hike and set up camp at Chaco. Barbeque dinner at 6:00, we will provide the hamburgers and hot dogs, it is potluck for the rest; and please BYOB for our happy hour. Also bring your own eating utensils. Water is available at park. Check out Chaco on web. Bring your own breakfasts, we will have the coffee. Leave for Farmington at 11:00. Lunch at airport before either returning home, or continue on to Baja.

### **Farmington to BAJA—**

Depart afternoon of Oct 13; fly to Sierra Vista AZ or Nogales AZ (spend the night); morn of Oct 14 fly to Bahia de los Angeles (Port of entry could be Nogales MEXICO or Hermosillo further south). Pilots should have the Liability Insurance required by Mexico, all relevant plane certificates, a passport or proof of U.S. citizenship for each pilot & passenger. Contact Baja Bush Pilots website to obtain the form to fax to Mexico City to verify the one-time landing fee of \$60. Bring U.S. dollars to pay for landing fee, fuel, etc.

Accommodations in Bahia de los Angeles are beach camping and basic motels. Meals can be eaten at small restaurants or cooked on the beach (bring small campstove if cooking). Ruben's Camp offers small cabins for @ \$25/day; Larry and Raquel's Motel can be checked out online...costs @ \$50/night for a room. Camping costs \$3-5./night per night per person...some camps offer hot showers or how showers can be purchased for \$2.00 at Larry and Raquel's Motel. Bahia de los Angeles has a paved 5,000 ft. runway...tie-downs (bring your own ropes)...NO AV FUEL is available at Bahia de los Angeles...fueling in Hermosillo will be a necessity for many planes.

Pilots will be crossing the Sea of Cortez...if flying directly across from Hermosillo there will be large islands in the Sea most of the way. For those flying a more direct route from Nogales to Bahia de los Angeles, longer stretches of the Sea will be crossed. Carry life-preservers for each pilot/passenger and appropriate flotation devices depending upon route selected.

**Activities:** (1) Optional Spanish classes will be offered daily by Kathleen Bennett in her beach "casita" for those wishing to learn conversational Spanish. There will be NO charge for these lessons.(2) Deep-sea fishing and sightseeing boats are available...boats generally hold 8 persons & cost @ \$120. US for the entire boat & captain.7 types of whales and 2 types of dolphin, tuna, yellowtail, cod, bass, plus many marine birds and desert mammals inhabit this area.(3) Desert walks into the mountains to see old mines or cave paintings(4) Visits to old missions(5) Diving is possible (rental equipment is available but bring your own regulator, etc. if you're particular)(6) Kayaks rent for @\$10/half day or \$20 full day. Some 2-person kayaks are available.(7) Beach walks...shell collecting(8) Visit local Museum to learn history of the area & its unique ecology(9) If a "quincinera" (celebration of 's 15th birthday) or other fiesta is happening in the village, we'll attend. Be ready to dance the night away...

The LAST DAY for the official Bahia de los Angeles CPA Fly-in will be Oct. 19th...some may return directly to CO while others may choose to continue on to other Baja destinations.

*Kathleen Bennett, Baja Fly-in Leader, has lived in Bahia de los Angeles several years. She will assist with activity plans and translating for those non-Spanish speakers. Contact her at [ekbpilot@hotmail.com](mailto:ekbpilot@hotmail.com) if you have any questions, or is she is out of town, call Mary K Jones 719/488-0653.*

Heard, continued

through use of speed tests and use of GPS technology, there are always a number of participants who, for a number of reasons, are unable to take advantage of the speed checks. In which case, the Committee designates a handicap speed based on the best information available. However, so as to not penalize aircraft that have gone through the formal handicap process, aircraft without speed checks are typically handicapped a few knots higher than those aircraft that have gone through the process.

As was the case for Gretchen Jahn and her Cessna 182RG. The Committee did not have the opportunity to run a speed check on her aircraft. In the absence of the speed run, her aircraft was handicapped a few knots faster than a similar aircraft that competed in the Air Classic last year. Which probably contributed to her 7<sup>th</sup> place finish in our Jackpot Air Classic. A disappointing finish for Gretchen considering that, less than a month earlier, she finished 4<sup>th</sup> in the Ninety-Nines 2002 Air Race Classic over an 1,882 nm course extending from Silver City, NM (via Burlington, CO) to Portsmouth, VA.

SETTING HANDICAPS FOR AIRCRAFT COMPETING IN THE CLASS"C" (TURBO-POWERED AIRCRAFT) is always a challenge. Since handicap speeds are based on speed runs at a given altitude at full engine power. However, those who fly turbos are typically unwilling to maintain full power on their aircraft for the period of time needed to complete the speed checks. So the Committee modified the handicap procedure for these aircraft to a speed check with 75% of maximum power at 12,000 ft MSL in the

hope that the reduced power settings would remove pilot concerns about overboosting engines. Didn't work! For the reason that there wasn't a reliable way to determine 75% power settings for the various types of turbo equipped aircraft. Since many aircraft had mods of one type or other which were not reflected in performance data for the aircraft. And, unlike normal aspirated aircraft which are typically flown "flat out," pilots in turbo powered aircraft fly them all across the power range. The winner of the class is largely dependent on how hard the pilot is willing to push.

For example, Dave Burke in his Mooney 231 is always hungry to win. With an average speed of 183.4 kts (105.4% of handicap) and the fastest aircraft in the competition, I doubt that he was holding to not more than 75% power.

David Robertson in his T206 was very candid on his technique. His comment; "What to Hell! I need a new engine anyway. So I pushed to see how much I could get out of it." David finished in 3<sup>rd</sup> place.

Lucile Bledsoe, a frequent winner in her class was gracious as ever in her second place finish . . . and sent a congratulatory card to Dave Burke on his first place finish.

Walter Bell dropped back a little to finish 4<sup>th</sup> in the Turbo class . . . possibly influenced by the vortex generators he added to his aircraft last year. Which probably helped "slow flight" characteristics of his aircraft . . . but may have eroded "high speed" performance. Or was it the extra weight he carried . . . in the form of Debra Jensen . . . out of consideration that Eric Jensen in his Mooney M20 would have trouble negotiating the climb over Corona Pass on

Heard, continued

departure from Jeffco.

**WAS THIS THE LAST DENVER-TO-JACKPOT AIR CLASSIC?** I have tried to pick up a little of the flavor of what takes place during this, the premier of our CPA sponsored fly-ins. Each of those participating will have their own stories to tell. A fun event which forces pilots to exercise planning and flight skills that contribute significantly to pilot proficiency. And, while hardly comparable to events such as the Reno Air Races, there is every bit of the same excitement that comes with air

racing. All of which seems more than adequate justification to continue the fly-in.

However, participation was down this year to only 19 aircraft. Have we lost interest? Or is it the economic times? Even the Cactus Pete's Casino in Jackpot, which has sponsored prize money for the races for the last 26 years, reduced its sponsorship by a half . . . and may be unwilling to continue as a sponsor.

Is it time to "hang it up?"

***FACTOID Question:***

How many engines did it take for a German flying boat to cross the Atlantic in 1929? How many engines did it take for a French flying boat to cross the Atlantic in 1947?

**For Rent:** We have open weeks remaining throughout November. Call directly for best deal. With a quick check ride, we rented a Cessna 172 at Kahului Airport and explored Maui, Lanai, and Molokai.

**Maui Condo, \$85/night, ocean view, yards from swim beach call Chuck King or Cindy Miller 303 523-4239 and see it at <http://home.mindspring.com/~ccmauicondo>**

***Factoid Answer:***

The German Dornier Do-X had no fewer than 12 engines. They were mounted in six push-pull pairs on pylons atop the wing. With the original Maybach engines, the heavy craft could barely stagger into the air. Even with new, more powerful, Curtiss engines, it was still a dog. When stripped of all seats and interior fittings, it was able in 1929 to cross the South Atlantic by the shortest possible route-from Dakar to Natal. It never carried passengers. The Do-X was one of a kind.

The French, still suffering from delusions of colonial grandeur in 1946, developed the Latecoere 631 for routes to overseas territories. Powered by six Wright radials conventionally mounted in nacelles on the wing's leading edge, the 631 was put in service from metropolitan France to West Indies ports in 1947. Despite the massive total horsepower, it carried only 40 passengers-albeit in staterooms. Only six were built. The 631, a throw-back to a previous era, was not a commercial success. ###

2002 COLORADO - JACKPOT AIR CLASSIC SPEED RESULTS

| N#                         | make           | yr   | type      | pilot            | h'cap<br>speed | total<br>time | av speed | %of h'cap |
|----------------------------|----------------|------|-----------|------------------|----------------|---------------|----------|-----------|
| CLASS "A" FIXED GEAR       |                |      |           |                  |                |               |          |           |
| 1                          | 35616 CESSNA   | 1968 | C-172     | JAMES HOLLIS     | 103            | 4:21:34       | 106.8944 | 103.78%   |
| 2                          | 50917 CESSNA   | 1981 | C-172-180 | BRENDA BELTOWSKI | 116            | 4:02:28       | 115.3148 | 99.41%    |
| 3                          | 70006 CESSNA   | 1971 | C-185E    | RON LEWARK       | 144            | 3:17:59       | 141.2240 | 98.07%    |
| 4                          | 6383B CESSNA   | 1957 | C-182     | LARRY LEWARK     | 135            | 3:36:18       | 129.2649 | 95.75%    |
| 5                          | 4706K CESSNA   | 1975 | C-182     | DON FREDRICKSON  | 135            | 4:04:52       | 114.1846 | 84.58%    |
| CLASS "B" RETRACTABLE GEAR |                |      |           |                  |                |               |          |           |
| 1                          | 9645X CESSNA   | 1961 | C-210B    | PEGGY LONG       | 143            | 3:12:19       | 145.3852 | 101.67%   |
| 2                          | 7164Y PIPER    | 1964 | PA-30     | SONNY ELGIN      | 167            | 2:46:33       | 167.8775 | 100.53%   |
| 3                          | 7390P PIPER    | 1961 | PA24-250  | SARAH DOLLIVER   | 151            | 3:04:43       | 151.3670 | 100.24%   |
| 4                          | 91VP BEECH     | 1969 | BE-V35A   | HOMER LYLE       | 176            | 2:38:36       | 176.2926 | 100.17%   |
| 5                          | 234MP MOONEY   | 1968 | M20F      | ERIC JENSEN      | 150            | 3:07:45       | 148.9214 | 99.28%    |
| 6                          | 7463N BEECH    | 1968 | BE-V35A   | CHET JEWELL      | 172            | 2:45:04       | 169.3861 | 98.48%    |
| 7                          | 6103S CESSNA   | 1980 | C-182RG   | GRETCHEN JAHN    | 157            | 3:04:28       | 151.5721 | 96.54%    |
| 8                          | 941Y MOONEY    | 1980 | M20J      | CHRIS OLSEN      | 155            | 3:09:06       | 147.8583 | 95.39%    |
| 9                          | 1576S BEECH    | 1962 | BE-95A    | BOB FIGGIE       | 165            | 2:58:12       | 156.9024 | 95.09%    |
| 10                         | 8892R BELLANCA | 1965 | 260A      | SCOTT GROEN      | 165            | 3:17:59       | 141.2240 | 85.59%    |
| CLASS "C" TURBO-CHARGED    |                |      |           |                  |                |               |          |           |
| 1                          | 231WB MOONEY   | 1980 | M20K      | DAVE BURKE       | 174            | 2:32:27       | 183.4044 | 105.40%   |
| 2                          | 11BC BEECH     | 1991 | BE-36TC   | LUCILE BLEDSOE   | 169            | 2:38:43       | 176.1630 | 104.24%   |
| 3                          | 8758Q CESSNA   | 1976 | T-206     | DAVID ROBERTSON  | 145            | 3:11:17       | 146.1706 | 100.81%   |
| 4                          | 210VE CESSNA   | 1978 | T-210M    | WALT BELL        | 168            | 2:45:46       | 168.6708 | 100.40%   |

Note: All speeds in knots.

2002 COLORADO - JACKPOT AIR CLASSIC FUEL ESTIMATE RESULTS

|      | N#    | MAKE     | YEAR/TYPE      | FUEL PILOT       | FUEL EST | TOTAL FUEL RKS | FUEL 06U | TOTAL fuel | TOTAL DIFF |
|------|-------|----------|----------------|------------------|----------|----------------|----------|------------|------------|
| 1    | 234MP | MOONEY   | 1968 M20F      | ERIC JENSEN      | 38.50    |                | 39.38    | 39.38      | 0.88       |
| 2    | 35616 | CESSNA   | 1968 C-172     | JAMES HOLLIS     | 54.40    | 23.00          | 30.26    | 53.26      | 1.14       |
| 3    | 8758Q | CESSNA   | 1976 T-206     | DAVID ROBERTSON  | 85.70    | 30.00          | 54.35    | 84.35      | 1.35       |
| 4    | 4706K | CESSNA   | 1975 C-182     | DON FREDRICKSON  | 60.00    | 10.00          | 48.19    | 58.19      | 1.81       |
| 5    | 91VP  | BEECH    | 1969 BE-V35A   | HOMER LYLE       | 84.50    | 40.00          | 46.98    | 86.98      | 2.48       |
| 6    | 7390P | PIPER    | 1961 PA24-250  | SARAH DOLLIVER   |          | 65.10          |          | 62.57      | 62.57      |
| 2.53 |       |          |                |                  |          |                |          |            |            |
| 7    | 11BC  | BEECH    | 1991 BE-36TC   | LUCILE BLEDSOE   |          | 73.60          |          | 76.47      | 76.47      |
| 2.87 |       |          |                |                  |          |                |          |            |            |
| 8    | 231WB | MOONEY   | 1980 M20K      | DAVE BURKE       |          | 53.25          |          | 49.33      | 49.33      |
| 3.92 |       |          |                |                  |          |                |          |            |            |
| 9    | 6383B | CESSNA   | 1957 C-182     | LARRY LEWARK     | 46.40    | 20.40          | 31.30    | 51.70      | 5.30       |
| 10   | 8892R | BELLANCA | 1965 260A      | SCOTT GROEN      | 39.60    |                | 46.64    | 46.64      | 7.04       |
| 11   | 70006 | CESSNA   | 1971 C-185E    | RON LEWARK       | 58.00    |                | 50.54    | 50.54      | 7.46       |
| 12   | 50917 | CESSNA   | 1981 C-172-180 | BRENDA BELTOWSKI | 39.00    | 12.00          | 35.06    | 47.06      | 8.06       |
| 13   | 9645X | CESSNA   | 1961 C-210B    | PEGGY LONG       | 49.00    |                | 40.61    | 40.61      | 8.39       |
| 14   | 7463N | BEECH    | 1968 BE-V35A   | CHET JEWELL      | 54.20    |                | 44.29    | 44.29      | 9.91       |
| 15   | 210VE | CESSNA   | 1978 T-210M    | WALT BELL        | 63.00    |                | 50.56    | 50.56      | 12.44      |
| 16   | 1576S | BEECH    | 1962 BE-95A    | BOB FIGGIE       | 62.70    | 20.00          | 55.79    | 75.79      | 13.09      |
| 17   | 7164Y | PIPER    | 1964 PA-30     | SONNY ELGIN      |          | 53.50          | 20.00    | 18.76      | 38.76      |
| 18   | 6103S | CESSNA   | 1980 C-182RG   | GRETCHEN JAHN    |          | 54.00          |          | 39.08      | 39.08      |
| 19   | 941Y  | MOONEY   | 1980 M20J      | CHRIS OLSEN      | 37.00    |                | 53.21    | 53.21      | 16.21      |

Note: All fuel quantities in gallons.

# 2002 COLORADO - JACKPOT AIR CLASSIC TIME ESTIMATE RESULTS (RKS TO O6U)

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| DIFF | N#    | MAKE     | YEAR/TYPE      | PILOT           | EST     | ACTUAL          |
|------|-------|----------|----------------|-----------------|---------|-----------------|
| 1    | 234MP | MOONEY   | 1968 M20F      | ERIC JENSEN     | 1:42:00 | 1:41:40 0:00:20 |
| 2    | 210VE | CESSNA   | 1978 T-210M    | WALT BELL       | 1:31:00 | 1:31:46 0:00:46 |
| 3    | 7164Y | PIPER    | 1964 PA-30     | SONNY ELGIN     | 1:29:00 | 1:30:17 0:01:17 |
| 4    | 941Y  | MOONEY   | 1980 M20J      | CHRIS OLSEN     | 1:40:00 | 1:41:21 0:01:21 |
| 5    | 91VP  | BEECH    | 1969 BE-V35A   | HOMER LYLE      | 1:24:03 | 1:26:23 0:02:20 |
| 6    | 8758Q | CESSNA   | 1976 T-206     | D. ROBERTSON    | 1:47:30 | 1:44:06 0:03:24 |
| 7    | 6383B | CESSNA   | 1957 C-182     | LARRY LEWARK    | 1:55:00 | 1:58:32 0:03:32 |
| 8    | 7463N | BEECH    | 1968 BE-V35A   | CHET JEWELL     | 1:34:00 | 1:29:35 0:04:25 |
| 9    | 35616 | CESSNA   | 1968 C-172     | JAMES HOLLIS    | 2:30:15 | 2:23:45 0:06:30 |
| 10   | 6103S | CESSNA   | 1980 C-182RG   | GRETCHEN JAHN   | 1:48:00 | 1:41:30 0:06:30 |
| 11   | 70006 | CESSNA   | 1971 C-185E    | RON LEWARK      | 1:40:00 | 1:47:31 0:07:31 |
| 12   | 7390P | PIPER    | 1961 PA24-250  | SARAH DOLLIVER  | 1:48:00 | 1:39:48 0:08:12 |
| 13   | 4706K | CESSNA   | 1975 C-182     | D. FREDRICKSON  | 2:15:00 | 2:06:02 0:08:58 |
| 14   | 11BC  | BEECH    | 1991 BE-36TC   | LUCILE BLED SOE | 1:35:00 | 1:25:25 0:09:35 |
| 15   | 8892R | BELLANCA | 1965 260A      | SCOTT GROEN     | 1:33:00 | 1:46:32 0:13:32 |
| 16   | 9645X | CESSNA   | 1961 C-210B    | PEGGY LONG      | 2:00:00 | 1:44:04 0:15:56 |
| 17   | 231WB | MOONEY   | 1980 M20K      | DAVE BURKE      | 1:42:03 | 1:24:41 0:17:22 |
| 18   | 50917 | CESSNA   | 1981 C-172-180 | B. BELTOWSKI    | 2:34:00 | 2:12:01 0:21:59 |
| 19   | 1576S | BEECH    | 1962 BE-95A    | BOB FIGGIE      | 2:02:00 | 1:34:31 0:27:29 |

## 2002 COLORADO - JACKPOT AIR CLASSIC TIME ESTIMATE RESULTS (RKS TO O6U)

| DIFF | N#    | MAKE     | YEAR/TYPE      | PILOT           | EST     | ACTUAL          |
|------|-------|----------|----------------|-----------------|---------|-----------------|
| 1    | 234MP | MOONEY   | 1968 M20F      | ERIC JENSEN     | 1:42:00 | 1:41:40 0:00:20 |
| 2    | 210VE | CESSNA   | 1978 T-210M    | WALT BELL       | 1:31:00 | 1:31:46 0:00:46 |
| 3    | 7164Y | PIPER    | 1964 PA-30     | SONNY ELGIN     | 1:29:00 | 1:30:17 0:01:17 |
| 4    | 941Y  | MOONEY   | 1980 M20J      | CHRIS OLSEN     | 1:40:00 | 1:41:21 0:01:21 |
| 5    | 91VP  | BEECH    | 1969 BE-V35A   | HOMER LYLE      | 1:24:03 | 1:26:23 0:02:20 |
| 6    | 8758Q | CESSNA   | 1976 T-206     | D. ROBERTSON    | 1:47:30 | 1:44:06 0:03:24 |
| 7    | 6383B | CESSNA   | 1957 C-182     | LARRY LEWARK    | 1:55:00 | 1:58:32 0:03:32 |
| 8    | 7463N | BEECH    | 1968 BE-V35A   | CHET JEWELL     | 1:34:00 | 1:29:35 0:04:25 |
| 9    | 35616 | CESSNA   | 1968 C-172     | JAMES HOLLIS    | 2:30:15 | 2:23:45 0:06:30 |
| 10   | 6103S | CESSNA   | 1980 C-182RG   | GRETCHEN JAHN   | 1:48:00 | 1:41:30 0:06:30 |
| 11   | 70006 | CESSNA   | 1971 C-185E    | RON LEWARK      | 1:40:00 | 1:47:31 0:07:31 |
| 12   | 7390P | PIPER    | 1961 PA24-250  | SARAH DOLLIVER  | 1:48:00 | 1:39:48 0:08:12 |
| 13   | 4706K | CESSNA   | 1975 C-182     | D. FREDRICKSON  | 2:15:00 | 2:06:02 0:08:58 |
| 14   | 11BC  | BEECH    | 1991 BE-36TC   | LUCILE BLED SOE | 1:35:00 | 1:25:25 0:09:35 |
| 15   | 8892R | BELLANCA | 1965 260A      | SCOTT GROEN     | 1:33:00 | 1:46:32 0:13:32 |
| 16   | 9645X | CESSNA   | 1961 C-210B    | PEGGY LONG      | 2:00:00 | 1:44:04 0:15:56 |
| 17   | 231WB | MOONEY   | 1980 M20K      | DAVE BURKE      | 1:42:03 | 1:24:41 0:17:22 |
| 18   | 50917 | CESSNA   | 1981 C-172-180 | B. BELTOWSKI    | 2:34:00 | 2:12:01 0:21:59 |
| 19   | 1576S | BEECH    | 1962 BE-95A    | BOB FIGGIE      | 2:02:00 | 1:34:31 0:27:29 |

## 26TH ANNUAL DENVER TO JACKPOT AIR CLASSIC JULY 13, 2002

The Jackpot Air Classic Committee wishes to thank the following organizations and individuals for their generous donations in support of the 26<sup>th</sup> Annual Denver to Jackpot Air Classic:

**Cactus Petes (prize money, airport reception, cocktail party)**

**Frontier Airlines**

**AOPA**

**Denver Avionics**

**Jeppesen**

**Len Lyall Chevrolet**

**Pueblo Airport Restaurant**

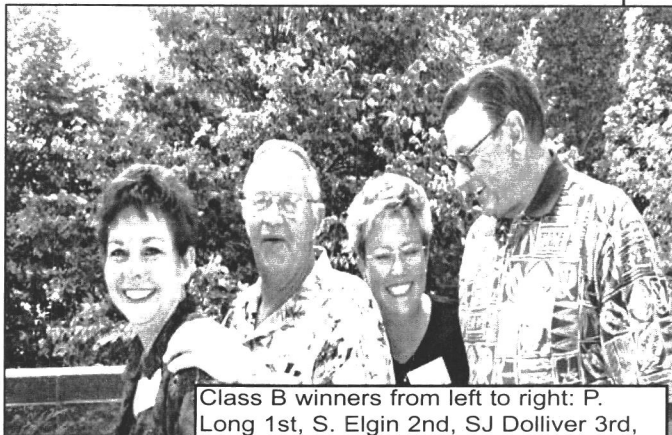
**Ron's Texaco**

**Carl Williams**



Class C winners from left to right: D. Burke 1st, L. Bledsoe 2nd, D. Robertson 3rd, W. Bell 4th place.

The committee also wishes to thank the Administration at Jefferson County Airport, the controllers at Jeffco Tower, Gary Valentine at Rock Springs Airport, and Bill Dunn and Denver AFSS for their help in this year's race.



Class B winners from left to right: P. Long 1st, S. Elgin 2nd, SJ Dolliver 3rd, H. Lyle 4th place.

Thanks to the following committee members and helpers: Leonard Adler and Gail Ross, Walt and Terry Barbo, Kevin Bunnell, Sonny and Darlene

Elgin, Steve and Linda Harless and their family and friends, Bill and Marlys Marshall, Tim Roberts, Paul and Sheila Rossman, and Bob and Marion Sumner. The Air Classic ran smoothly largely due to their efforts and assistance. We look forward to seeing you next year for the 27<sup>th</sup> Air Classic!

*As always, your comments and suggestions on the race are welcome.*

**Robert Venohr**

**Air Classic Chairman**

(303) 766-0742



Class A winners from left to right: J. Hollis 1st, B. Beltowski 2nd, R. Lewark 3rd, L. Lewark 4th place.

### Concerning Learning

#### *Flight Instructor's Nightmare*

*Anonymous Contributor*

Ted was a very good student—or so I thought. He seemed to have many “natural” skills. His landings were great—beautiful flares and very soft touchdowns with just the right correction for crosswinds. His calm attitude was a big plus. He had a good head for data too—he often talked of airplane specifications such as weight and balance.

Ted had accumulated several hours when he came to our flight school, having moved from another state. It is always satisfying to have a competent, quick learner, so I considered myself lucky to have him among my students. Ted seemed to be absorbing everything, so I pushed him along as quickly as I could.

Everything went well until I sent him on his first solo cross-country. On a beautiful cloudless morning, we carefully planned the trip from Longmont to Sidney. It was to be pretty much a carbon copy of what many of my other students had done. I specifically told him to remember to close the flight plan when he landed at Sidney—with Columbus radio on 122.45—and also to phone me so I would know he had arrived. Off he went, Cessna 152 climbing to the east. I relaxed—I had full confidence in Ted. I hung around the FBO, drank coffee, and took care of some minor business.

A bit later, looking at my watch, I realized Ted should have made Sidney by now. I felt a tiny bit of anxiety, but it was quite possible that Ted, in the excitement of his first long solo, had forgotten to call. But in another 15 minutes, I was a little uneasy. So I called the FBO at Sidney. Big surprise! Ted had not been there.

Now I was really worried. With slightly trembling hands, I phoned FSS only to discover that Ted’s flight plan had not been activated. I am sure I gasped. I didn’t know whether this was good news or bad news. In any event, by now more than three hours had passed. If Cessna 801TR was still up there, it was getting low on fuel. I could do nothing but pace and worry—what a complete frustration! Where was Ted?

Then, on the FBO Unicom monitor, Ted’s voice! “This is Cessna 801TR and I’m lost,” with his usual quiet drawl. Fortunately, Ted was not one to panic. “Somebody help

## COLORADO CALENDAR OF AVIATION EVENTS - 2002 (As of 7/21/02)

AUG 17 - 18 **PALISADE, CO FLY-IN** (GJT). Sponsored by CPA. Tour Colorado's wine country, including such vineyards as Canyon Wind Cellars, St. Kathryn, and Grand River. No trip to the western slope would be complete without a visit/tour of one of the many fruit orchards. Plus there will be opportunity for some hiking and biking. Info: Mark & Connie Hopkins 303/494-1211, mshopkins@qwest.net or John & Cathie Martyny 303/449-6875, johnmartyny@attbi.com

AUG 24 **AIRPORT OPEN HOUSE & FLY-IN**, Crested Butte Avion Airport (3V6), Crested Butte, CO. 9:00 a.m. FAA "Wings" program, EAA Young Eagles flights, static displays, overnite camping available. Info: Carlo Cesa 800/663-5374 Website: <http://www.CBAIRPORT.org>, or e-mail: [carlocesa@msn.com](mailto:carlocesa@msn.com)  
AUG 24 **FLY-IN**, Jeffco (BJC), Broomfield, CO. Info: Daril Cinquanta 303/423-9846. SEPT 8 **PINCH-HITTER GROUND SCHOOL** (AOPA), Antlers Adam's Mark Hotel, Colorado Springs, CO. Develop basic nag skills.; learn how to tune and talk on the radio; understand instruments in cockpit; learn to safely land airplane; and appreciate thrill of flight. Info: 301/695-2169 Website: <http://www.aopa.org/> or e-mail: [ASFIRCS@aopa.org](mailto:ASFIRCS@aopa.org)

SEPT 12 - 15 **RENO AIR RACES, "THE RACE TO REMEMBER,"** Reno, NV, Reno/Stead (4SD). CPA members planning to attend may want to join fellow CPAers in reserved CPA spectator section. Tickets available. Info: Paul & Sheila Rossman 303/766-2724 or [acscpaul@fishnet.com](mailto:acscpaul@fishnet.com)

SEPT 14 **CPA MOUNTAIN FLYING - HIGH ELEVATION AIRPORT OPERATIONS GROUND SCHOOL**, Strand Flying Service, Walker Field, (GJT), 8:30 a.m. - 5:00 p.m. Course designed to prepare pilots for flight over mountainous terrain and high elevation airports. Fee: \$120 for CPA members, \$145 for nonmembers (inc. course materials). Optional 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 Barbo 303/367-0670, [OldFlyer@compuserve.com](mailto:OldFlyer@compuserve.com), or CPA Website at [coloradopilots.org](http://coloradopilots.org)

SEPT 21 - 22 **BACKCOUNTRY AIRSTRIPE FLY-IN, Marble, CO.** 3,800 ft grass strip at an elevation of 7,850 ft MSL adjacent to Crystal River. Fishing and overnight camping. Site has tiedown capacity for approximately 20 aircraft. Access can be challenging for those not experienced in mountain flying. Optional stopover for those participating in the CPA Mountain Flying Program and who have aircraft with performance suitable for this type of airstrip. Owner requires hold harmless. North Fork Valley Airport (7V2) in Paonia, CO suitable alternate for those preferring to land on a hard surfaced runway and commute by ground to Marble. Ground transportation can be arranged. Info: Bob Conger 303/796-8220 or Rob Duncan 970/921-3400 or [sales@airbase1.com](mailto:sales@airbase1.com)

SEPT 21 - 22 **GRAND JUNCTION AIR SHOW**, Walker Field (GJT), Grand Junction, CO. Info: Wayne Hammack 303/469-7479 SEPT 28 **"FOUNDATION FLY-IN,"** sponsored by Colorado Civil Air Patrol Foundation, Front Range Airport (FTG), 8:00 a.m. - noon. Educational activity spotlighting the many aviation-related activities of the Colorado Wing of the CAP. Info: Gary Tobey 303/799-8600 or [gtobey@tobeytoro.com](mailto:gtobey@tobeytoro.com)

SEP 28 - 29 **TELLURIDE, CO FLY-IN** (TEX). Sponsored by CPA. Fly to the Telluride Annual Fall Colors Fly-In at the most awe-inspiring and picturesque places in Colorado's San Juan mountains. Events include pancake breakfast, lunch, air show and static displays. For a real thrill try "four wheeling" up Little Bear or other scenic places. Info: Bob & Carolyn Doubek 303/771-8148 or [idadrase@4dv.net](mailto:idadrase@4dv.net)

OCT 12 - 13 **CHACO CANYON, NM & BAJA FLY-IN**. Sponsored by CPA. Fly to Farmington, carpool to Chaco, tour the ruins and spend the night in a canyon (state park site) where the ancient ones used to roam. Bring your tents and sleeping bags, as this is a campout. The Jones will bring burgers and hotdogs, and we will potluck for the rest of dinner. Optional continuation of trip to Baja departing Farmington on Sunday, October 13. Info: Bart & Mary Jones 719/488-0653 or [jmarykath@aol.com](mailto:jmarykath@aol.com) OCT 24 - 26 **AOPA EXPO 2002**, Palm Springs, CA (PSP). Info: Bill Hamilton 970/887-2101 or [william@winterparkweb.com](mailto:william@winterparkweb.com)

NOV 2 **CPA ANNUAL MEETING**. Location TBA. NOV 9 **COLORADO AVIATION HISTORICAL SOCIETY ANNUAL AWARDS LUNCH**, Officers Club, Air Force Academy, Colorado Springs. THIS DATE IS TENTATIVE at press time (March). Annual awards ceremony for inductees into the Colorado Aviation Hall of Fame. Info: Bea Wilhite 303/697-4775

NOV 14 **AOPA PILOT TOWN MEETING**, Hilton Denver Tech South, E. Orchard & I-25, Englewood, CO, 7:00 p.m. Hear the latest news that affects your flying and meet AOPA President Phil Boyer. Info: Bill Hamilton 970/887-2101 or [william@winterparkweb.com](mailto:william@winterparkweb.com)

DEC 8 **CPA HOLIDAY PARTY**, DoubleTree Hotel, Aurora. Info: Sarah Jane Dolliver 303/766-3819, [DOLLIVS@hro.com](mailto:DOLLIVS@hro.com) or Peggy Long 303/733-7456 or [peggy@fitzlong.com](mailto:peggy@fitzlong.com)

me.” General pandemonium in the office as we try to offer useful advice to Ted. Bob Dalton, a wise old 5,000 hour pilot, took off in his Bonanza on a find-and-rescue mission. Bob persuaded Ted to switch to an air-to-air frequency. Then he asked Ted to describe what he could see on the ground, hoping for some obvious landmark that would reveal his approximate whereabouts. To no avail. Ted, in his droning monotone, could only see fields, small roads, and an occasional house.

Finally, Bob carefully instructed Ted to tune to the Gill VOR and center the CDI. Ted complied and reported the 285 degree radial. He was probably somewhere north of Fort Collins. Next quick instruction: Fly east! Head away from the mountains and look for a major north-south highway. It seemed impossible for him to miss I-25 or US 85 both running from the Denver metro area to Cheyenne. Finally, Ted picked up the Interstate and, with a little guidance, found his way back to Longmont. Back on the advisory frequency, Ted started a discussion of whether the winds then blowing exceeded the approved crosswind landing component of the airplane. What a detail man! Our next instruction was harsh and direct: “Land now!” His landing was picture-perfect and he taxied to the ramp with 3 gallons in each tank. I breathed a very big sigh of relief.

This is not the end of the story. What went wrong? Needless to say, I had a few questions for Ted. First, Ted had somehow taken 122.45 to be the frequency to *open* the flight plan, rather than the one to close it. When nobody answered, as he departed Longmont, he never thought about another. He could have asked Longmont Unicom or Denver Flightwatch. He could have found something useful on the sectional chart. Second, when Ted arrived over Sidney, he felt that the crosswind was too strong to land, so he simply turned around without telling anyone of his change in plan.

How did he get lost? It is clear that on the way back Ted somehow chose a wrong heading and then just ignored what he was seeing on the ground. For example, he told me that as he flew generally west from Sidney, he saw to his right a “large town” with a two-runway airport. Obviously, it had to be Cheyenne, but Ted failed to recognize it. What did he propose to do if the crosswind component was nominally too great for his final landing at Longmont? (It wasn’t). He had no answer to that.

I am much to blame for this fiasco. Most importantly, I did not realize that Ted lacks common sense. Anyone can find him- or herself with the wrong frequency and anyone can get lost. But the pilot must immediately begin to take positive, thoughtful steps to deal with these difficulties. Essentially, Ted did nothing—even his call for help was essentially passive.

Why did I not recognize this lack earlier? In retrospect, I realize that I was influenced by Ted’s superior technical performance and his glib knowledge of detail. I assumed he had habits and skills which he did not. I assumed his judgment was better than it actually was. During lessons I would “help” him so that we could move on to the solos and the license as quickly as possible. I never let him get into a jam so that I could 1) see if he recognized it, and 2) evaluate his ability to get out of it.

My new regimen as a flight instructor is, under appropriate control, to let students get themselves into jams. Dealing with jams requires more than rote memorization of the answers to FAA Exam questions—of what one does when, for example, gyros fail. It also requires more than excellent mechanical technique. It requires common sense—which leads to initiative.

All of us need to beware of thinking that a lot of book-knowledge and a good hand on the controls are everything we need to be safe pilots. We all need common sense. Maybe, on the second time around, I can instill some into Ted.

*Do you have a flying experience with a lesson? Please submit it for possible inclusion in a future Flightlines. Contact Dean Jaros at [jarosd@lamar.colostate.edu](mailto:jarosd@lamar.colostate.edu) or Bill Linenberger at [lenlyallparts@juno.com](mailto:lenlyallparts@juno.com).*



# Fly Mart



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**Fly Mart** is a free service provided for CPA members only.

If you have a personal item to list, please submit the ad to the *Flight Lines* editor, (address in the back of the newsletter). Deadline is the 15th of each month please. These ads run once unless you contact me by the 15th of the next month to be run again.

## **Granby-Grand County Airport July Fly-in Great Success by Penny Hamilton**

So many airplanes, so little time! Saturday, July 6, 2002, the weather was OK and continued to improve during the 7:30 to 10AM GNB EAA Fly-in Pancake Breakfast.

With over 34 fly-in airplanes and a helicopter added to most of the local airplanes already proudly displayed on the ramp, quite a visual impact was created of the importance of general aviation to the economy and national transportation system. Plus, there were some really neat planes and paint jobs for all to rave about.

CPA President, Walt Barbo and his wife, Terry, made their usual grand entrance with a low flight over the runway in their Turbo 210 to the delight of the crowd. The purpose of the event was to raise needed funds for aviation scholarships and to help support the local EAA Young Eagles program. (This year two \$1,000 scholarships have already been awarded to local students.)

Grand County Commissioner and Colorado Aeronautics Board Member,

Bob Anderson, attended the event with about 450+ local and other aviation enthusiasts.

Over 350 pancake breakfasts were devoured, served up by local volunteers. Local businesses donated door prizes and several awards were presented to pilots and their planes in various categories. Be sure to ink in July 2003 for another EAA Granby Airport Fly-in to join the fun.

The local EAA Chapter is Middle Park EAA Chapter 1267. Also, Rod Kauber is President and he is a member of CPA. ###



W. Barbo addressing crowd at Granby flyin

## Membership Renewals

|                                  |                                |                                 |
|----------------------------------|--------------------------------|---------------------------------|
| Lloyd Land, Brighton             | Rick Reisman, Montrose         | Ronald Thompson, Pagosa Springs |
| Bruce McMillan, Glenwood Springs | Douglas Humble, Pagosa Springs | John Eaton, Carbondale          |
| Paul Foster, Monte Vista         | Marilyn Long, Denver           | Jeff Tessier, Monument          |
| Rick Caldwell, Rawlins, WY       | Charles Winter, Denver         | Gregory Sauber, Denver          |
| Frederic O'Neil, Lakewood        | Norman Steele, Brighton        | Kevin Bunnell, Eaton            |
| Jim Hollis, Erie                 | Andy Young, Boulder            | Richard Orr, Denver             |
| Lea Blohm, Parker                | John Pohly, Berthoud           | Joan Bubb, N. Royalton, OH      |
| Hal Meyer, Littleton             | Dr. William Fell, Centennial   | Thomas Luinstra, Denver         |
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| Robert Venohr, Aurora            | Dick Hayes, Denver             | Ken Keith, Brentwood, TN        |
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| Vincent Jehlik, Aurora           | John Good, Aurora              | Janice Defosse, Loveland        |
| Don Vander Ploeg, Denver         | Dave Burke, Lakewood           | Randy Defosse, Loveland         |
| Mark Anderson, Fort Collins      | Chet Jewell, Denver            | Margaret Lamb, Alamosa          |
| Jerold Lyons, Fort Collins       | Marty Watz, Fort Collins       |                                 |
| Don Nelson, Arvada               | Ed Huber, Elbert               |                                 |
| Raymond Stranske, Denver         | Thomas Rasmussen, Denver       |                                 |

## Welcome New Members

|                                                                         |                                                                              |                                                                         |
|-------------------------------------------------------------------------|------------------------------------------------------------------------------|-------------------------------------------------------------------------|
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| Roland Ochs<br>15848 Fortune Court<br>Brighton, CO 80603-3839           | Kent E. Wolcott<br>545 Blackhawk Court<br>Colorado Springs, CO<br>80919-1100 | Jon Dodson<br>1740 Laurel Court<br>Broomfield, CO 80020-3444            |
| Lothar M. Klingmuller<br>6160 W. Ohio Avenue<br>Lakewood, CO 80226-4752 | James Moore<br>7170 S. Quintero Street<br>Foxfield, CO 80016-1660            | Darren O'Toole<br>9057 E. Mississippi, #10206<br>Denver, CO 80247-2079  |
| Matthew Schwall<br>1539 Aspenwood Lane<br>Longmont, CO 80501-8759       | Ralph McCormick<br>P. O. Box 3052<br>Russellville, AR 72811-3052             |                                                                         |



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Colorado Pilots Assn. Articles for the CPA FLIGHT LINES are sought from members and other organizations.

Stories and articles can include flying tips, rebuilding and restoration experiences, special trips, activities, etc. All articles & letters should be sent on disk or email to: mkJones Editor - FLIGHT LINES, 290 Rangely Dr Colorado Springs CO 80921 719/488-0653 email: mkstraugh@aol.com

Material for publication will be accepted up to the deadline date, the **15th of each month**, which appears in FLIGHT LINES. FLIGHT LINES shall reserve the right to accept, refuse, or edit any material submitted. Publication of articles and opinions in CPA FLIGHT LINES is not an endorsement by the Association, nor does the Association assume responsibility for the accuracy of the information contained in FLIGHT LINES.

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Check enclosed, payable to CPA, to cover membership & Flight Lines Newsletter:

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**P.O. Box 200911**  
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For shirt info please call Terry Barbo 303-367-0670. Caps, add \$2 for shipping and handling; Pins or Decals, add 34¢; and shirts, add \$3. Mail to CPA, P.O. Box 200911, Denver, CO 80220

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