

CPA FLIGHT LINES

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No hanger, and it's cold outside. At what temperature do you use a pre-heater if you don't have a heated hanger? This photo is of Bart Jones, setting up his pre-heater when we want to fly on a cold day to a ski area.

CPA WEB SITE
www.coloradopilots.org



President's Message: Eric Jensen

You have to be flexible to fly a non-turbocharged, non-de-iced, single engine airplane in the winter. We planned a Monday departure from Fort Collins for Santa Maria, CA. Studying the weather Sunday morning, the forecast was not good.

An upslope was predicted with freezing temps and snow. Looked like we needed to leave early if we wanted to be sure and make Christmas Eve. I figured if we took off by 1430 we would make St George, UT (SGU) before dark. We quickly packed and went to the airport and made it off at 1440. We were able to go direct with no turbulence and only a slight headwind. Landed at St. George just after dark. After gas and a sandwich supper we picked up an IFR clearance to finish the trip. Our route took us right over the top of Las Vegas. Sin City is quite spectacular from 10,000 feet. The forecast was for clear skies along our route, while the LA basin was cloudy. Just west of Barstow we ran into a cloud layer. Did not notice anything coming, just hit instant IMC, probably some of the south moisture coming through Cajon Pass. It only lasted about 15 minutes. An event like that really brings home the cautions of VFR night flight.

I strongly second what W. Barbo says about AOPA and its value to general aviation. Together with the EAA, AOPA lobbyists have worked non-stop since 9/11 to keep us flying with almost all the freedom we enjoyed before. Ken Hamblin, syndicated columnist and talk show host wrote a column supporting AOPA's Airport Watch program. It is good to see some good publicity among the more sensational news such as the 'Cessna' in Germany or the helicopter student at Andrews AFB.

We do need to increase CPA visibility and membership. We had a good discussion at the January board meeting. For starters we plan to revise our brochure and create a

poster. These will be distributed to airports around the state. I've been surprised by the number of pilots I talk to that have not heard of the CPA. *One of our best sources of new members is all of you, our existing members.* If one third of our current 690 members recruits a new member we will reach 1000 members in no time. Do you know a pilot who is not a CPA member?

Working with student pilots is another way to find new members. Besides it is fun and challenging to mentor someone through their private certificate. I have been working for the last year with Mark. It is fun reliving the excitement of learning to fly. And it makes me crack the books for regulations, theories, procedures, etc to answer his questions. I watched him solo last year and just last week he finished his night, dual cross-country. I expect he will be taking the practical exam in the next couple of months.

We have another good fly-in schedule planned. And there are impromptu flights most any decent weekend. Last Saturday several of us thawed out the plane for a lunch flight to Goodland, KS. Dolores still makes you welcome and serves the pie. We are working on adding a message board for our website to make it easier to get the word out on these flights. Until then don't forget email or the phone.

Fly Safe and remember to have a photo ID with you when you fly. Eric

Fly-in Planning Committee Met in Jan and following trips are set:

April 12/13	Minden, NB
April 26	Bent's Fort, CO
May 2/4	Albuquerque, NM
May 17	Pueblo, CO
June 7/8	Omaha, NB
July 3/6	Missouri-canoë
Aug 22/24	Glacier Ntl Park
Sept 20/21	Pagosa Spgs, CO
Sept. TBD	Marble, CO
Oct 11/12	Cortez, CO
Nov 1/3	Death Valley, CA



Best Rate of Climb When Flying in Colorado

by Bill Marshall

Many times, while flying across the high passes of Colorado, the proper airspeed should be best rate of climb (V_y). One can find the best rate of climb in the manufactures Pilot Operating Handbook (POH). However, the number sometimes found in the POH is not always the best rate of climb for every situation. Also, pilots should realize that whatever V_y value is chosen, it is not an exact science, just try to stay within 2 to 3 knots or mph of this value, the target indicated airspeed (IAS).

Remember that V_y in the POH is usually determined at sea level and at maximum gross weight for the aircraft. However, if we look carefully through most POHs, we will find that if the weight of the aircraft changes, the best rate of climb will also change. And, if the altitude of the flight varies greatly from sea level, the best rate of climb is again changed. At times these changes are critical. This is especially true in Colorado's high elevations.

I will use a 1978 Mooney 201 as an example. At gross weight and at sea level the Mooney's best rate of climb is, from the POH, 88 knots. The Colorado Pilots Association (CPA) Mountain Flying Course recommends that aircraft weight be reduced by at least 90 % of gross weight to compensate for the aircraft's loss of performance at high altitudes. Furthermore, CPA recommends when crossing a mountain pass, the aircraft should be 1,000 to 1,500 feet above the pass for protection against downdrafts. This is all good advice.

Now, if I look farther in the POH, I will see that V_y is in fact different at a lower weight and at higher altitudes.

Continuing with my example, I find that at 90 % of gross weight and at 13,000 feet to clear, say Corona Pass, the Mooney's best rate of climb is about 78 knots. So under these conditions the target speed should be closer to 78 knots than 88 knots. That is not a small difference and could be critical for crossing the pass. Note: As one crosses a pass at V_y , there may be a slight gain in altitude but that will add to the safety of the crossing.

I examined the POH of a 1974 Cessna 182 and found similar numbers for changes in altitude and weight. Best rate of climb at sea level, at maximum gross weight, is 89 MPH. The best rate, at 90% of gross weight 10,000 feet, is 80 MPH. Reducing best rate of climb by 10 mph/kts under these similar circumstances seems to work well for both aircraft. Many times pilots fly alone, so the aircraft is probably closer to 80 % of gross weight and therefore the V_y would be a little lower than I have just calculated.

What to do? Maybe it is worthy of consideration to have a target V_y to use while flying around 10,000 and 13,000 feet in Colorado. Start with the POH V_y for sea level (gross weight) and subtract 10 mph/kts for a new V_y while flying at or near 10,000 feet (10 and 10). Remember, this is not an exact science but this will provide pilots with a V_y that is very close to the maximum rate of climb in these conditions.



"GENERAL AVIATION IS ALIVE AND WELL, in spite of these troubled political and economic times" . . . a quote from AOPA president Phil Boyer in a press release about the growing membership in AOPA. The organization added 12,179 new members last year for a new total of 390,749 members (including 10,087 from Colorado). Some two thirds of the nation's pilots are AOPA members. Boyer notes, "Whether we are in the halls of Congress, state legislatures, county councils, or city halls, politicians take particular note of the size of AOPA's constituency."

MEANWHILE, COLORADO PILOTS ASSOCIATION MEMBERSHIP hovers around the 700 level . . . less than 7% of the Colorado membership in AOPA. Our objectives are similar: promoting the growth of general aviation and flying safety, and protecting the rights of pilots. Which leads to the question of why CPA has such a relatively low membership.

COLORADO IS WELL SERVED BY AOPA. Through countless safety seminar programs, the Airport Support Network, the new Airport Watch program, and countless services provided to individual pilots. In addition, the tireless efforts of AOPA Regional Representative Bill Hamilton in protecting airports and pilot interests. No way that we can compete. Nor should we. Hamilton points out that AOPA and CPA work as a team looking after each other's interests in aviation related matters with the Congress down through local government and the general public. As each organization grows in numbers, it becomes more valuable to the other. Which explains why AOPA would like to see our membership top 1,000. No question that we could be more effective as an organization with increased membership.

NEWSLETTER, is another of those reasons for maintaining membership in AOPA. Though Aero News Network at www.aero-news.net, a daily publication is usually a few days ahead on breaking news. However, some of the links on ePILOT are priceless. As in the January 17 email with its link to <http://www.wcrf.ars.usda.gov/cec/java/lat-long.htm>, a Department of Agriculture site. The site computes great circle distances between 326 pairs of cities . . . or between any two points of latitude and longitude. For example, the great circle distance between Denver and San Jose, Costa Rica is 2108 nautical miles. Yes, your GPS will make the same computation. However, if you don't have a GPS with you, it is simple to go online and open this site. Besides, the site helps justify having Internet service.

WHY MUST DEVELOPERS CONTINUALLY THREATEN CLOSURE OF THE GLENWOOD SPRINGS AIRPORT? Seems as if every couple of years the city fathers forget the value of the airport to the community and aviation supporters have to rally together to thwart renewed attempts to convert the airport to other urban uses. I don't have feedback yet on the latest attempt. However, the latest threat was a scoping hearing (part of a comprehensive planning process) in the community on January 16 which looked at the alternatives of replacement uses of the site such as schools and affordable housing. Seems ridiculous to even consider the alternatives, however, the comprehensive planning process requires the consideration of alternatives. And we are faced with defending our interests. If we don't, we lose by default. As an aside, our AOPA regional representative was there arguing our case. Little wonder we are so supportive of AOPA.

ONE LAST ITEM ON AOPA. Couldn't help but notice in the ePilot newsletter of December 6, 2002 that Penny Hamilton was named as "volunteer of the month." The recognition read, "Persistence, teamwork, and factual data on the part of AOPA Airport Support Network volunteer Penny Hamilton and the Friends of Granby Airport Inc. were key in getting a fuel price reduction at Granby-Grand County Airport (GNB) in Colorado. By comparing

prices at 50 other GA airports, they showed the county that in order to remain competitive with transient pilots and to be fair to the local pilots, the fuel prices needed to be lower. As a result, the county dropped the prices of avgas and Jet A by 20 cents a gallon."

HOW MANY OF US ARE FLYING NAKED? ... Without insurance . . . because of the high cost of insurance following 9-11. Or the inability to gain insurance at any cost? There may be some relief . . . providing we are willing to make some concessions. As demonstrated by the experience of CPA member Robert Doubek. Robert has been attending the annual Family and FAA Wings program offered by the Idaho Pilots Association. His experience on renewal of insurance through USAIG, the company reduced his insurance premium (for a \$93K hull coverage and \$1M smooth liability) from \$1730 to \$1585, a savings of \$148 . . . because he had participated in the FAA Wings program. Which leads one to conclude that we should be supporting the FAA Wings program. Not only in the interest of safety. But also in the interest of reducing our cost of flying.

ANOTHER TALL RADIO/TV TOWER PROPOSAL. This one a 2,000 ft AGL to be located in Albert County near Agate, Colorado. Of interest, the FAA made a determination of "Hazard to Air Navigation" of a similar proposal (same proponent) located a few miles closer to the Denver Class "B" in its determination of May 5, 2002. In that determination, the FAA found that a tower at the proposed location would require an increase in the minimum vector altitude for DIA. A predictable finding considering that the FAA typically takes exception to any proposal that would affect IFR operations. When reporting on this issue, we noted that another proponent had gained FAA airspace approval (in a determination dated October 27, 2000) on a site closer to Agate. That proponent, after gaining FAA approval of the Agate site, abandoned the location in favor of a more northerly site.

In our reporting of the FAA determination on the May 2002 proposal, we cautioned to

expect the current proponent to reposition his proposed site closer to Agate. Which he has done. At a site not much more than a stone's throw from the site which gained FAA approval in 2000. At this point, the FAA determination of the current proposal is predictable. Which leaves us with the burden of convincing governmental officials of Albert County to deny zoning and a building permit.

SOME CHANGES AT THE COLORADO AERONAUTICAL BOARD. At a meeting of the board on December 18, 2002, Chairman Dale Hall resigned to assume a new role as a state representative following his successful election last November, CAB member Harold Patton moves up to the position of chairman, and John Hansen resigned to take over his pending appointment as Secretary of Technology. No word yet on replacement appointments to the CAB.

ANOTHER USE FOR DUCT TAPE. Many of us hold parts of our aircraft together with sparing use of duct tape. Thought our readers might be interested to learn that duct tape can also be used on the human body . . . in removal of warts. No kidding, I tried it and it works. If curious, I invite you to log onto the search engine of www.google.com and enter "Duct tape for wart removal." Wonder if it would also remove spot corrosion if applied to aircraft.

HEARD AT A MEETING OF THE PLANNING COMMITTEE FOR CPA 2003 FLY-IN EVENTS . . . at Committee Chairman Jan McKenzie's home on January 11. There was some indecision on scheduling a possible fly-in to Carlsbad, NM to view bats exiting the caves . . . since flights of bats from the caves are not predictable and we could end up in Carlsbad, at considerable expense, without seeing what we went there for. To which Dean Jaros asked about the possibility of getting a "rebat."

ASF Offers Online Icing Brochure from B. Linenberger

It's winter time—that means it's icing season for most of the United States. Indeed, in-flight icing remains one of aviation's deadliest situations. To help pilots cope, AOPA's Air Safety Foundation (ASF) and the FAA have updated and reprinted ASF's *Aircraft Icing Safety Advisor*.

The publication dispels many common misunderstandings—that the weight of the ice is what causes danger; that carburetor icing is a thing of the past; and that pilots have few options to avoid ice. It also offers full-color charts and photographs explaining the conditions that may lead to icing, the different kinds of ice a pilot may encounter, icing hazards, and preventive steps for escaping an icing encounter.

"Knowing what to do if you encounter icing conditions, and just as importantly, how to recognize the potential for icing before ever leaving the ground, are among the most important skills a pilot can have," said ASF Executive Director Bruce Landsberg.

The publication is available free of charge online at www.aopa.org/asf/publications/sa11.pdf <<http://www.aopa.org/asf/publications/sa11.pdf>>. A printed copy may be ordered by calling 800/638-3101.

A copy of the report, number 02/19, is available online at www.cami.jccbi.gov/aam-400A/Abstracts/Tech_Rep.htm <http://www.cami.jccbi.gov/aam-400A/Abstracts/Tech_Rep.htm>.

27th Annual Air Classic

The 27th Annual Denver to Jackpot Air Classic will be held on Saturday, July 12, 2003. There has been much talk about the future of the Air Classic due to the decline in participation along with reduced support from Cactus Petes casino. During a recent CPA Board Meeting, the board members voiced overwhelming support for the Air Classic. Much of the feedback was positive, but it seems that some people would like to see changes made to the race. Some of the changes suggested include having the race start at Rock Springs, having a poker run along with the race, having a different destination, or having different check points. I would like to hear your ideas and suggestions for the Air Classic. Please feel free to contact me at (303) 766-0742 or email to rkvenohr@aol.com.

Robert Venohr, Air Classic Chairman

"CPA MEMBERS SPEAK"

from Penny Hamilton

Bob and Carolyn Doubek are very active CPA members. They will celebrate their 20th CPA membership anniversary in just a year or two. They own and love a gorgeous Cessna 182 Skylane since 1984, which has a recently built, large, heated hangar home at Granby (GNB) airport when the Doubeks enjoy their Grand County Mountain cabin, and has a long time parking spot at Centennial (APA) when Bob & Carolyn are found at their Centennial/Littleton home.

This couple has enjoyed their CPA membership by volunteering to serve on various committees, host pilot parties and most of all, fly with fellow CPA members. From whale watching CPA fly-ins in California to Mexico to hike ancient ruins to the Caribbean to dive and snorkel, they are "game" to enjoy the fellowship offered by CPA sponsored social events.

Bob Doubek says, "Social activities provide a reason and a means to help stay current and proficient. We have made many very good friends who share our love of flying and adventure through CPA." Bob received his Private Pilot Certificate in 1946. Carolyn has been in the cockpit helping navigate for many years of flying adventures. Oh, the stories they tell!

But, CPA according to Bob, offers more benefits of membership. "CPA is a great pilot organization which represents pilots and aircraft owners politically in Colorado, too. Pilots

should join CPA in order to be represented in regulatory and other political matters which affect flying in Colorado" Tall towers, curfews, any issue which impacts Colorado pilots is of interest to your Colorado Pilot Association. Phone, email, attend a CPA Board meeting or join one of the many committees to help protect and promote General Aviation in Colorado. Volunteers are always needed and always welcome.

cont. from p. 3 Best rate of climb

Determine the numbers for your aircraft and write them on your checklist. Send me the results. I would like to know. Bill Marshall, CFI: bill-marlys@juno.com. 303-341-1920

Factoid

Colorado Contributions to general aviation, Part #2

Question: Which famous light-plane designer was a Colorado native? Which airplanes are his creations?

CPA Extends Major Thanks!

The Dec Holiday party was a roaring success this year, and the party ended on a high note with a DJ playing dance music until the doors finally closed. The DJ and music was provided as a gift to those who attended the party by Peggy Long, Sarah Dolliver and Bill Linenberger. Plenty of special prizes were given as door prizes, and the meal was delicious. We hope to have dance music for our 2003 event, look for it in December on our CPA Event Calendar, and be sure to save the date! A Big Thanks also to Peggy, Sarah and Bill for organizing the special event.

Answer: Al Mooney was born in Denver in 1906. A graduate of South Denver highschool, he had several jobs mostly with the D&RGW railroad. Through his own reading, he was very knowledgeable of everything aeronautical, and he hung around airports. In 1925, simply be being in the right place at the right time, Mooney and his knowledge came to the attention of J. Don Alexander. Alexander was just launching his new aircraft manufacturing business (See previous FACTOID). He hired Mooney to work on the Eaglerock project.

Mooney's first design was the "Long-wing" Eaglerock (1926). The long wings meant high aspect ratio and better performance at Colorado's high elevations. This became in his own identification system, the M-1. A short flirtation with another company led to the high wing Marshall Monoplane (M-2) of no great distinction. The M-3 was another Eaglerock variation. The revolutionary Alexander Bullet (1929) was Mooney's M-4, and the first of a long line of fast, low-wing retractables.

Mooney left Alexander to form his own company where in 1930 he produced the Mooney M-5, a great improvement on the Bullet type, followed by the ultra-light Mooney M-6. Mooney was not a good businessman, however, and this company soon failed.

As an employee of Bellanca in the early 30s, Mooney designed M-7 through M-9, racers and cargo planes. Mooney went on to Mono Aircraft Corp. where he designed two Monocoupe types (M-10 and M-11), one of them a twin.

Moving once again, this time to Culver Aircraft, Mooney designed the popular Cadet in 1939, several target drones during World War II, and the Culver V in 1945 (M-12 through M-17).

Founding the second Mooney Aircraft Company in 1948, Mooney designed the Mite (M-18). A proposed military close ground support airplane, similar to the Mite, was M-19. It was never produced. In 1953, the M-20 emerged. This is the Mooney we all love and trust. Fifty years and many variants later, it is still going strong.



Early version of Alexander Bullet, aka Mooney M-4. Photo courtesy of Colorado Historical Society. Obtained by Dean Jaros.

Bird Strike Data on FAA Website

from Bill Linenberger

The National Wildlife Strike Database is now available on the FAA's website. The information, provided by the FAA Technical Center, is designed to provide users with data that will allow them to better understand and practice wildlife-hazard mitigation at airports through wildlife control.

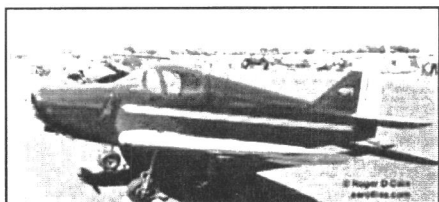
The site includes an overview of the bird-strike problem, the latest 12 months of statistics regarding wildlife strikes, and several links to other international websites that offer bird-strike information. For more information, visit http://wildlife-mitigation.tc.faa.gov/public_html/index.html.

U.S. Customs Withdraws Entry Proposal

from Bill Linenberger

Citing "enhanced security concerns," the U.S. Customs Service has permanently withdrawn the General Aviation Telephonic Entry (GATE) Program. Customs anticipates issuing a new proposal in the near future.

The program allowed pilots of GA aircraft entering the United States to register with Customs by telephone. The National Business Aircraft Association criticizes the move, which it says was made without the advice, counsel, or consent of the industry.



Culver Cadet, aka Mooney M-12. Photo courtesy Roger D. Cain.

STUDY SHOWS PILOTS ABLE TO HANDLE INSTRUMENT FAILURES

A recent study by the AOPA Air Safety Foundation and the FAA's Civil Aerospace Medical Institute (CAMI) shows that pilots are better able to cope with vacuum pump failures in actual aircraft than previous simulator-based studies would indicate. About three accidents a year are attributed to spatial disorientation. Despite that relatively low number of accidents, some previous studies using visual simulators suggested that the majority of pilots in aircraft with retractable landing gear weren't prepared to deal with the emergencies and fly partial panel. But the ASF/CAMI study, which used real aircraft, shows that the loss of the attitude indicator or other gyroscopic instruments need not be a killer IF a pilot receives adequate training and keeps current on the ability to recognize a vacuum system failure and fly using a partial panel. *from B. Linenberger*

The material in quotation marks was in SW Aviator. I

Backcountry Airstrip Airstrip on New Mexico/Colorado Border Getting Much Needed Help

The Arboles Airstrip (5V9), a recreational airport on the shore of the Navajo Reservoir located on the Colorado/New Mexico border, was recently closed by the park manager of Colorado's Navajo State Park. Senator Wayne Allard (R-Colo.) has asked Interior Secretary Gale Norton for the swift consideration of reopening the Arboles Airstrip. This is one of the many backcountry airstrips closed because of the arbitrary actions of managers who do not have jurisdiction over a landing strip.

Allard, who has been working with AOPA Legislative Affairs, states that the airstrip is not in the park manager's jurisdiction to close, but instead is owned by the federal Bureau of Reclamation. He adds that the Colorado General Assembly supports reopening the recreational airport, which has operated without incident since World War II. The Arboles Airstrip, like many backcountry landing strips, faces an uncertain future due to its blurred

jurisdiction.

The Backcountry Landing Strip Access Act, if passed, would nationally codify the process of airport closings, and include local and state officials in those decisions. Currently, the Backcountry Landing Strip Access Act is awaiting action by both chambers of Congress." CPA members are asked to write the head of Colorado's Department of Natural Resources and urge that he work with the U.S Bureau of Reclamation to effect the reopening of Arboles (5V9). Mr. Greg Walcher, Executive Director Colorado Department of Natural Resources at 1313 Sherman Street, Room 718; Denver, CO 80203.

Please note: While demanding that Arboles (5V9) be closed because the State of New Mexico did not want any responsibility for the 1,000 feet of the 3,000-foot Arboles Airfield that is inside its borders, New Mexico was in the process of investing over \$1,000,000 to upgrade Navajo Lake Airport (1V0) just 18 miles southwest of Arboles. Ergo: many of the aviation tourism dollars that used to go into Colorado's coffers now go to New Mexico.

"Concerning Learning"

Down and Locked or Down and Out?

By an anonymous contributor as told to Dean Jaros

I think of my self as a careful pilot and the certificates and ratings I hold (glider, instrument, commercial, instructor) should mean that I have developed many good flying habits over the years. But one September day in 1999 showed me that a series of little slip-ups can quickly lead to the brink of disaster.

I was off to visit friends at Tucson's La Cholla Airpark, flying from my home base at Fremont County (CO). Time en route promised to be about the maximum that my Mooney could make comfortably on its 52 gallons. Here I made a good decision: rather than push it, I would refuel at Moriarty (NM) where I knew the people who ran the FBO. It was a routine stop with a little good conversation thrown in.

As I dropped into the pattern at La Cholla, I thought of what a nice day this had been. Even now, my fiends, who lived at the airpark, were bantering pleasantly with me on the Unicom frequency. Gear lever down and flap lever to the half position on downwind. Reduce power on base. More power reduction on final. Then my feelings of well-being and satisfaction were shattered by a tinny but loud "Shriek, Shriek, Shriek." What in the world was that?! It took me several seconds to realize (realization #1) that it was the gear warning horn. My wheels were not down!

I recovered quickly enough and aborted the landing, but I was momentarily baffled as to how I could have gotten all the way to short final before discovering that I had a problem. I was really close to a belly landing. The horn, which had not uttered a peep in years, fortunately was not rusty from lack of use.

The answer soon became very clear. As I glanced at the panel, there was the "gear unsafe" light glowing brightly. A look down at the little floor window standard on Mooneys gave me the same message: no wheels to land on. I had ignored two clear signs of trouble. I had become used to everything working well; I had taken my airplane's



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excellent (but not perfect) reliability for granted. My embarrassment over this lapse made my face get warm—adding to the rising temperatures caused by the Arizona sun. Right there on the spot, I resolved (resolution #1) to re-develop my landing check list habits.

I talked calmly to my friends on the radio and I gained some altitude. Since I had refueled en route, I had lots of time to work my way out of this fix. I was not greatly worried. I would have to use the emergency gear extension procedure, but I had done so once before—following a complete electrical failure. This, I thought, would be old hat. I popped the circuit breaker and tried to engage the hand crank. Now I began to get a little anxious, for it would not work. There is a knob which travels in a slot to latch the crank handle, but it would not move—even after several tries. I had an uncomfortable realization (#2): the emergency gear extension procedure was not intuitively obvious from the appearance of the hardware. I remember thinking that this was an extremely important point and I resolved (resolution #2) to get out the aircraft manual and study all the emergency procedures in some detail.

Of course, the manual! The other time I had to muscle the gear down I had a passenger. He read the aloud the emergency gear procedures as I cranked. Maybe I just listened to the instructions rather than learning them. That was why I did not now remember the exact details. Time to get out the manual again. Then came another awful realization (#3). I had stowed the manual in the baggage compartment—completely inaccessible from the pilot seat. Now I knew I was in serious trouble. It seemed to be getting hotter in the airplane, but this was only partially due to the weather. As I felt a trickle of perspiration, I came to Resolution #3, an obvious no-brainer. Relocate the manual so the pilot can reach it!

Throughout all this I continued to talk to my friends on the ground. They were very encouraging and supportive. Tom said, “Phyllis, I just remembered that Rick Chamberlain, an A&P, lives here on the airpark. Maybe he has the right Mooney manual.” Tom called Rick, who indeed had a Mooney manual. Eileen ran to get him while I circled above still futilely working the gear extension crank.

Rick read me the emergency procedures for gear extension, but they did not help me. The wording seemed too general. I thought I was doing exactly as the manual directed, but the wheels remained stubbornly in the “up” position. By now, the heat—real or imagined—was intense. Maybe I would soon discover how much a new prop, new crankshaft, and new belly pan would cost. But I was not yet ready to admit defeat. I thought of the old motto, “Never give up.” And I didn’t.

Then it somehow occurred to me to pull that knob laterally rather than to push it along its presumed course. It popped out with a click and a corresponding pin engaged the cranking mechanism. Yet another realization (#4): the descriptions in manuals may not be sufficiently detailed or clearly enough worded to govern the quick actions necessary in an actual emergency. Of course this led to one more resolution (#4). Don’t only read the emergency procedures in the manual as in resolution #2, but do hands-on exercises that translate the written descriptions into real actions that one is ready to perform.

Having realized and resolved for the better part of an hour, I cranked the gear down and made an uneventful landing. Tom, Eileen, and I spent a pleasant weekend trading flying stories and reliving both ancient and recent airborne adventures. Rick recycled the gear and rewired the retract lever on the Mooney. A loose connection at the switch seems to have been the mechanical cause of it all.



Fly Mart

For Sale: 1/4 Share 64 Skylane, 320SMOH, 180SPOH, Horton STOL kit, wheel pants, long range tanks, always hangered, beautiful exterior and interior, shoulder harnesses, 6 probe digital EGT, dual navcoms, glidescope, mode C, audio panel with intercom, autopilot. Contact Frank Haurwitz, 303-649-8733

1/6 Partner Wanted: M35 Beech Bonanza. Proudly taxi into any FBO with this award winning "V" tail. 0 TSFRM; IFR; 160 kts; Beautiful paint 10; Nice interior 8; Hangered BJC; Tip tanks; Great partners; Very open schedule; On line scheduling; Collins audio; KN 62 DME; KX 125 nav/com; Narco AT 150 xponder; Collins nav/com; KX 85 ADF; \$12,950; Fly complex, high performance for much less—\$100 per month fixed/ \$60 per hour wet. Contact Bob Kinney for pictures or to answer questions: 303-288-7371 or email twinlake1@aol.com. I'd love to talk with you about this airplane!

For Sale: Partner wanted for 1991 **Maule MX7-235**. 998 TTSN, IFR equipped, Century 21 autopilot, Apollo GPS and long range tanks. Plane just painted in May, in/out at 9/10, hangered at Everitt Field (grass strip) in Parker. Extremely low fees and 1/3 partnership available for \$30,000 B.O. Call Bill Woelpper @ 303-875-5144 anytime. Check out what you can do with a Maule at www.mauleairinc.com

For Sale 1978 T-210, 1/4 interest. 3450TT, 650SMOH, Collins/King, STEC 60-2, HSI, WX8, May annual, includes 1/4 hanger, engine reserve, tug. Based at APA. \$50K. Robert Venohr, 303/766-0742 or rkvenohr@aol.com.

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.

COLORADO CALENDAR OF AVIATION EVENTS - 2003

MAR 3 CPA BOARD MEETING, Boardroom, JetCenter, Centennial Airport (APA), 6:30 p.m. Info: CPA Hotline 303/366-6226.

APR 2- 8 SUN 'N FUN EAA FLY-IN, Lakeland, FL.

APR 7 CPA BOARD MEETING, Boardroom, JetCenter, Centennial Airport (APA), 6:30 p.m. Info: CPA Hotline 303/366-6226.

APR 12-13 MINDEN, NE (OV3). Fly-in sponsored by CPA. Fly to Minden Saturday a.m., visit the Pioneer Museum that p.m. & Sunday a.m. The museum has a fantastic collection of memorabilia illustrating man's progress since the 1830's. Return home on Sunday p.m., April 13. Info: Bob & Carolyn Doubek 303/771-8148 or 970/887-3871 or idadrase@4dv.net

APR 19 LAFAYETTE FOUNDATION DINNER, Wings Over The Rockies Air & Space Museum, former Lowry AFB, Denver, 5:30 p.m. Fundraising dinner for the Foundation. First display of Red Barron memorabilia since 1918, plus Red Barron's Triplane on display. Corporate sponsorship - \$100/plate; individual - \$50/plate. Reservations required. Info: Andy Parks 303/667-4279.

APR 26 LA JUNTA, CO (LHX). Fly-in sponsored by CPA. This one day family event begins with lunch at the La Junta Golf Club, adjacent to the airport. Then we take a bus to Bent's Fort. A National Park Service administered historic site, we will be provided with a first rate private tour. This 1830s-1860s trading post was located on the Santa Fe Trail near the (then) Mexican border. It played an important role in the westward expansion of the US. Info: Jan McKenzie 970/206-5526 or jan.mckenzie@LSIL.com

MAY 2-4 ALBUQUERQUE, NM (ABQ). Fly-in sponsored by CPA. Info: Bart and Mary K Jones 719/488-0653 or jmarykathr@aol.com

MAY 5 CPA BOARD MEETING, Boardroom, JetCenter, Centennial Airport (APA), 6:30 p.m. museumAirpark (CO12). Open House for CPA members and guests; hangar talk, classic cars; arrive 10:30 a.m., lunch at noon. Donation for lunch. Info: Everett Aden 303/659-4517

12 JUN 21 CPA MOUNTAIN FLYING - HIGH ELEVATION AIRPORT OPERATIONS GROUND SCHOOL,

The human cause of it all was a series of related assumptions, all subconscious, that I had made: 1) I really don't need check-lists; 2) Once I have performed an emergency procedure, I can always remember it; 3) I really don't need access to the airplane manual; 4) manuals contain all the information necessary to solve emergency problems.

However, these assumptions have now been banished. The four resolutions I made in the course of this experience are now my mantra. I am religious about check lists. I periodically review the emergency procedures in the manual. Needless to say, the manual now resides in the pocket of the seat-back. At least once a year, I perform emergency procedure exercises so that I will not forget exactly what to do. In short, I keep these four resolutions far better than any I have made on New Year's Eve. ###

"Concerning Learning"

FREE LUNCH—FREE MEMBERSHIP. Do you have a flying story with a lesson? Tell it to interviewer Dean Jaros over lunch or a late afternoon drink (Dean picks up the tab). If the story is accepted for publication in **FLIGHTLINES**, your membership in CPA will be extended for one year, free. Contact Dean at jarosd@lamar.colostate.edu or 970 686-1233."

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