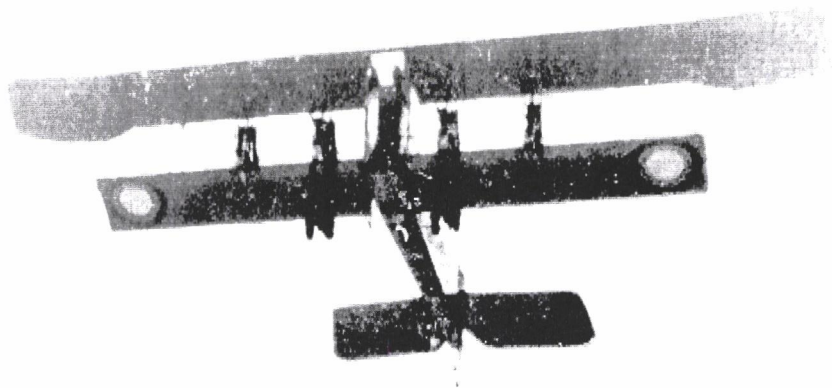


# CPA FLIGHT LINES

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Il'ya Muromets "kievsky" in flight over Yablonna air base, 1915. Photo courtesy of Igor I. Sikorsky Historical Archives, Inc. Photo provided by Dean Jaros.

*Question: Who developed the world's first four-engine airplane? In what year?*

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



# President's Message-*Eric Jensen*

I start off with a big thank you to Norma Ravensborg and the Ravensborg Foundation. Norma heard that our Mountain Flying course was trying to modernize their presentation equipment. The slide based materials were much more expensive and time consuming to update. And the slide and overhead projectors used were bulky and fragile to transport. Norma graciously offered to pay one-half the cost of a laptop computer and video projector. After much research and shopping, Bill Marshall and Vern Foster acquired the equipment in January. Although primarily to keep our Mountain Flying course top notch, it will be available for other CPA activities. I believe Vern plans on using it in his safety programs. Thank you Norma!

Another thank you, this one personal, to all the folks at Alexander Field (E80) in Belén, New Mexico. Deb and I headed to Tucson on Friday, February 14. Just as we started onto the runway after fueling and run up, something appeared very wrong the engine. We limped, coughing and backfiring off the runway and back to Desert Sky Aviation. Larry McClain found a mechanic and showed me his hanger. David Husbands of New Mexico Aircraft Propeller spent two hours with me diagnosing the problem. He checked compression, clean the plugs, check fuel and would take no money. We found there was something seriously wrong with #1 cylinder.

It was obvious we were going to make Tucson. Dave gave us the airport car and recommended restaurants and motels. He also put us in touch with Joe Salazar of Shiloh Aviation who had the parts and tools to go deeper into the engine. Joe gave up most of his weekend to get us back in the air by Monday. So if you're looking for a very friendly and helpful place to stop check out the folks at Belén just south of Albuquerque. Thanks again Joe.

Our unexpected stay in Belén coincided with an area meeting of the New Mexico Pilots Association. I had a chance to meet their president, Bob Worthington as he setup for the safety meeting. It was interesting to hear how another pilot group operates.

I read that 10 pilots violated the Washington D.C. ADIZ in the first three weeks since it was instituted. This may not seem like a lot but it is 10 too many. Pilots have to get better about TFRs and other special airspace. Right or wrong, aircraft are a sensitive issue with the general public. The President now has a 10-mile TFR wherever he goes besides the variable ones at Crawford and Camp David. Continued violations of restriction by small aircraft do not help the AOPA, EAA and other organization in their fight. Please let us all do our part to avoid calling attention to general aviation in a negative ways.

Then there is the new regulation that requires the FAA at the request of the TSA to revoke a pilot certificate based solely on the suspicion of a security risk. No appeal, no due process. Maybe I have a gun collection, maybe I travel out of the country, no one really knows as the regulation does not define the risks. Again this points out how sensitive pilots and aircraft are today. It doesn't matter that a true risk would not care about an easily forged piece of paper. At least Congress is starting to ask hard questions about this one.

If you have visited our web page lately, you probably notice some of the content has been there awhile. As with Flight Lines, we are always looking for material. If you have any pictures you'd like to share, a write-up on you local airport, knowledge of a noteworthy achievement by a CPA member, or just have some thoughts on the web site, please contact Public Relations Chair/ Web coordinator - Mark Hopkins. ###



## Flying In The Real World #1

By Vern Foster – Flight Safety Chairman

### **Have you ever experienced a blown or flat tire during a takeoff or landing? How do you know if you have a flat tire during a landing?**

As the wheel spins up on touchdown, you will notice a strange shudder accompanied by a sharp “flap-flap” sound, which increases in intensity as the speed decreases. This is not a frequent happening—but if this is to be your lot, the following may be of some help to you during this sometimes nasty turn of events.

I am self taught, having landed at Des Moines in 1947 while flying a UAL DC-3 with the right main tire flat; it had gone flat in flight. A similar situation happened in 1953 flying a Lockheed 10-A on a charter trip from eastern Kansas into Lansing, Michigan in night VFR conditions; and again on the return trip landing on the grass runway at Lawrence, Ks in day VFR conditions. The repair of the tire in Lansing had not been done properly.

All these situations and others in general aviation aircraft call for the same guidelines, which are needed in order to keep the metal headed down the runway in a respectable fashion. These events are nearly always during landings. This mischief on the takeoff roll will be discussed later.

First-DO NOT jump on the brakes !! Maintain runway heading at all costs. Hold the weight off the flat tire by the

use of aileron for as long as possible – usually down to 25/30 Kts. Less, if landing into a headwind. To decrease the speed—GENTLY apply the brake to the good wheel as appropriate. What if the airplane heads for the weeds in spite of your best efforts? Here is where we employ-the old tail-dragger directional control trick—quickly add power until the sound approximates the run up/mag check or more if needed. This will instantly increase the rudder authority and allow directional control by rudder and brake. If operating a taildragger, the drill is the same, and keep the elevator control firmly against your tummy to enjoy tailwheel steering capability.

In a twin engine plane, use the same drill except directional control goes easier as you add a bit of power to the engine on the bad side of the plane as the speed decreases and the wing can no longer be held level.

Now to the blown/flat tire which comes out of nowhere during the T/O roll, if runway length will allow, land on the runway ahead using the drill above.

If you are operating a retractable gear machine –DO NOT retract the gear –leave it down and return for a flat tire landing. The reason for this is that the tire may be shredded or distorted by the blow out—and may even be very hot; so you do not want that mess pulled up into the wing or other gear hole because the wheel and tire may become jammed, or at worst, if hot, you may have a tire fire in the wheel well – not a good thing! !



## TALL RADIO TOWER PROPOSALS SPROUTING UP ON THE EASTERN PLAINS LIKE WILDFIRE.

By my accounting there are at least four active proposals for towers of approximately 2,000 ft above ground level.

These include two 2,000 ft AGL proposed by Mr. Frank McCoy for America Media Services of Mt. Pleasant, SC at a site near Agate, CO. A new proposal for an 1,804 ft AGL tower approximately 25 miles south of the Limon Airport by Mr. D.C. Schaberg for DS Broadcasting of Lansing, MI.

And an additional proposal by Mr. Andrew Sak of Cordillera

Communications of Nampa, ID for a 2,000 ft AGL tower at a site between Pueblo and Colorado Springs.

Each of these are proposals for which FAA airspace approval is being sought - after which they must go through the local governmental approval process. Little, if any, consideration is given to safety of flight by general aviation aircraft, based on the logic that pilots flying in VFR conditions should be able to see a structure that is marked in accordance with FAA standards in time to take evasive action. Which always creates a burden for those of us in the general aviation community trying to convince local government of the hazard to VFR flying from tall towers when it appears the FAA has given its stamp of approval.

MEANWHILE, THE FIRST OF THE  
TALL TOWERS IN OUR AREA IS

ALREADY UNDER CONSTRUCTION. The 1,995 ft AGL radio/tv tower proposed by Robert Zellmer for KSIR-FM of Greeley, CO gained FAA airspace approval and local government approval last year and should be in place by mid-summer. The tower will be located just outside the 30 nm ring on the northeast side of the Denver Class "B" airspace.

MEANWHILE, ANOTHER AIRCRAFT HITS A RADIO TOWER. This one on October 15, 2002 in meteorological conditions during the approach to the Greenwood Municipal Airport in Greenwood, Indiana. Fatal to the two individuals on board. Those supporting the construction of tall radio towers will argue the rarity of these types of accidents. But they do happen! And will! With greater frequency. As tall towers proliferate.

IS A TAX ON POSSESSORY INTERESTS IN AIRPORT PROPERTY LOOMING IN YOUR FUTURE? By definition, possessory interest is a private interest in public or government owned property or improvements which are otherwise tax exempt due to their ownership as a tax exempt entity. On airports, the tax would be levied on aircraft owners for the use of leased land (including tie-down space) or airport-owned hangar space. It would be in addition to rent paid by aircraft owners for the same tie-down or hangar space. Revenue from the new taxes would not remain with the airport. Rather, the taxes would be diverted to the city in which the airport is located, any local school district, and the county general fund.

The sudden attention to taxes on possessory interests is driven by a Colorado

State Supreme Court decision a couple of years ago that stated such leases are "real property" under the state constitution and must be taxed. Of course, the current financial dilemma of the state and local governments adds some interest in this potential new revenue source.

**DETERMINING VALUE OF POSSESSORY INTERESTS COULD BE A REAL HEADACHE.** On airports, there is no statewide standard by which assessors can fairly determine the value of a possessory interest. Without a standard, county assessors are left to their own creativeness as to how to apply the law. Though, in courtesy to county assessors and airport administration, a lot of communication and coordination is taking place. And it now appears that the popular opinion is to apply the tax only to those tenants on an airport providing commercial or "for profit" services and exclude private interests. The uncertainty, however, probably led to...

**SENATE BILL 03 . . .** which would amend the state Constitution to change the definition of property to provide that possessory interests are not "property" for purposes of property taxation, except for mines, quarries, and minerals.

However, the bill may face some tough going during the current economic climate. I note from the Legislative Council Statement of Fiscal Impact that the current statewide assessed value of possessory interest totals just over \$84 million. The report also draws a conclusion that the impact to public schools would be a loss of approximately \$1.9 million . . . which would require replacement from the state general fund. And a few more adverse impacts. Which probably influenced sponsors of the bill to remove it from the table in a hearing

before the Senate Committee on Business Affairs & Labor so that it could be amended to alleviate some of the fiscal impacts. A bill worth watching!

**GOVERNOR APPOINTS TWO NEW MEMBERS TO AERONAUTICAL BOARD.** Harold Jay Felderman of Greeley replaces Dale Hall as a representative on the board for eastern slope governments. And Larry Romrell of Franktown replaces John Hansen representing aviation interests-at-large. Felderman has owned an aviation consulting firm specializing in marketing and program development services to the aviation industry in Greeley, Colorado. Prior to that, Felderman worked for Jeppesen, a subsidiary of Boeing Aircraft, for over twenty years. Currently, he owns Felderman & Associates, which specializes in residential remodeling. Larry Romrell, directs the corporate flight department at Liberty Media Corporation. He serves as director of Liberty Media and as a director of Liberty Livewire Corporation. Prior to these positions, Romrell worked for TCI, a telecommunications company based in Colorado, for nearly forty years.

**SOME DISTURBING NEWS FROM THE AERONAUTICAL BOARD MEETING OF FEBRUARY 24.** The Division is experiencing problems in collecting revenues to the Aviation Trust Fund to the extent it may not be able to honor all of the grants committed at the grant hearings of last October. Seems that the biggest culprit is one of the major airlines serving the Denver area. And some accounting problems related to bankruptcy proceedings. Though there are other problems contributing to the shortfall in revenues. All of which

place the division in a soul searching mode . . . and a need to develop some contingency plans on what to do if the projected revenue stream to the aviation trust fund is seriously broken.

DISCUSSION OF PRIORITIES FOR FUNDING IN EVENT OF A SHORT-FALL OF REVENUES WAS MOST DISTURBING TO ME. There seemed a general consensus among board members that state funding in support of FAA funded projects on airports should be the highest priority. However, in my 30 some years in working and administering the FAA airport development programs, I noted that individual airports somehow found ways to participate in the FAA grant-in-aid programs with or without state aid. Witness what took place in development of Colorado airports prior to creation of the State Aeronautical Division and the state grant program. Somehow, the airports were able to maintain and improve airports. Without state assistance. It seems to me that the state should be equally or more concerned with airports (of state interest) that do not qualify for federal assistance. And equally concerned with non airport development programs that benefit the future promotion and development of aviation in Colorado. To do otherwise would be to ignore the need for a balanced system of expenditures in support of aviation programs.

IN MORE PLEASANT MATTERS, it was announced at the board meeting that the new Colorado Directory of Airports would be in print by June. The division has approximately \$20,000 available for printing . . . which will produce about 3,000 of the publications. Some problem

on how to distribute the new directories since shipping and handling would add an addition \$4.00 for mailing. It appears that those willing to pick up a copy can obtain one without cost . . . one of the benefits of being a Colorado pilot:

ANY LANDING YOU CAN WALK AWAY FROM IS A GOOD ONE. Not So! According to Chuck Berry, presenter of the AOPA Air Safety Foundation safety seminar at the Holiday Inn in Northglenn on February 18, 2003. According to Berry, a good landing is better described as one where the aircraft can be used again. In the introduction to a marvelously entertaining and informative two-hour presentation on the Ups and Downs of Takeoffs and Landings. Which drew a "standing room only" crowd of something over 400 people. (Those unable to attend the seminar can access a film clip featuring landings, good and bad, online through the link to the Air safety Foundation on the AOPA web page.)

As an aside, the AOPA Air Safety Foundation is a 501©(3) organization dedicated exclusively to providing aviation education and safety programs for general aviation. Its revenues are derived exclusively from donations. None of its revenues derive from AOPA membership dues. Next time you receive one of those solicitations in the mail for donations, don't just throw it away with the thought that you have already donated as part of your AOPA membership. The organization needs and deserves our help.

Now take a deep breath and review the flat tire landing. Up to now, this is an irregularity—don't make it an emergency by hasty action. If all goes well you will now be a mere "Disabled Aircraft On The Runway" with your pride intact and the machine expertly positioned atop the white line!

Lastly keep tires inflated per the POH. Low inflation allows the sidewalls to flex during taxi operations in turns and on uneven taxi strips or ramps. When the sidewalls are subjected to excessive flexing, lots of heat is generated and this is what causes tires to blow out. Example—after a landing and a long taxi in, touch a main tire with your hand. Keep that tire gage handy and use it often. Fly safely! ###

### More About 27th Air Classic

The Air Classic will be held this year on July 12th. For those of you who have not gotten a GPS handicap, it's not too early to do so. This handicap system has made the race very competitive the last few years, so it's to your benefit to get handicapped. It takes less than an hour of flying to get this done. We can handicap almost any type of aircraft as long as it has 2 seats. Contact myself or Walt Barbo to set up a time. If you have any questions or comments about the Air Classic, please let me know. See you in Jackpot.

Robert Venohr Chairman, Air Classic (303)766-0742

**Answer:** In 1913, Igor Sikorsky, then still living in his native Russia, designed and built a huge transport whose cabin and forward fuselage resembled a railroad coach. Because of its size, it was dubbed "The Grand." In the following year, Sikorsky produced a still larger variant, called "Il'ya Muromets" after a 10<sup>th</sup> century Russian folk-hero.

Il'ya Muromets had a wingspan of 102 ft. Among its interesting features was an open-air lounge deck on top of the fuselage. Even at only 70 kts. It must have been quite an experience to ride up there. (Find a photo of this airplane in flight with people on the deck at [www.bradfordcamps.com](http://www.bradfordcamps.com)).

For the time, Il'ya Muromets was spectacular. In 1914, Sikorsky and a crew flew it from St. Petersburg to Kiev and back, a distance of over 1600 miles, causing much excitement in the world-wide aviation community. But Russia was then a very poor country. Moreover, war and revolution were on the horizon. Accordingly, there was little development of Il'ya Muromets. Though it was a dramatic technical achievement, and though it had the strong interest of Czar Nicholas II, it never became a commercial success. However, some 70 copies of a bomber/photo reconnaissance variant were produced and they did see some action in WWI.

Sikorsky emigrated to the US in 1919 where he founded the corporation which still bears his name. Sikorsky flying-boats became famous as Pan American Airlines "Clippers." But Sikorsky is probably best known for his development (some would say invention) of the helicopter. He personally flew his first design in 1939 and Sikorsky choppers have been with us ever since. *from Dean Jaros*

## FAA WINGS program in Grand Junction May 3,4,5

Strand Flying School in Grand Junction CO will be sponsoring an FAA WINGS program May 3-5. One of the featured speakers will be our own Mick Wilson with "How to Crash an Airplane and Survive; also Monty Taylor (FAA Safety Counselor) on Spatial Disorientation.

Other activities: What does your airplane actually weigh? Timberline Av will offer reduced cost weighing and weight and balance calculations. Tentatively planned: Spin Training. Call for more info at 970/243-4359, Strand Flying School, Inc.



CPA members John and Cathie Martyny at Kelly Airpark. Photo by W. Barbo.



CPA members Bob & Carolyn Doubek at Marble air strip. Photo by W. Barbo.

## CPA FLY-IN to Minden, NB April 12 and 13

When you fly to Minden and walk through the doors of the Pioneer Village, you step back in time to see an era of our Grandparents, Parents, and for some of us, our youth-that is set in the 1830's up to the mid 1900's. Old motor boats, trailer campers, farming implements, copper bathtubs, fancy dishes, and 50,000 more artifacts are fascinating to see. There is so much to see your mind goes on overload, so take a break half way through and have a snack at the little snack bar in the village park.

Once you are through touring Pioneer Village, take a walk through the little town of Minden, and you see life in a small mid-western town that evolved to a sparkling clean, wholesome village. Makes a nice comparison.

Flying to Minden is an interesting experience of flying over the "breadbasket of America." Acres of crops dot the land. But winds can be strong in the late am, so people line up to watch/critique each plane landing, and sometimes you get to try it twice.

People will be staying at the Pioneer Village Motel, right across the street from the museum. You need to make your own reservations, and in order to get in on the group discount, call by April 1: phone 1-800-445-4447.

Bob and Carolyn Doubek are the trip leaders for this fly-in. Email [idadrase@4dv.net](mailto:idadrase@4dv.net) or call 1-303-771-8148 if you have questions. Don't forget to BYOB and a snack to share for Sat eve.

Colorado Pilot's Association  
PO Box 200911  
Denver  
CO 80220

The Ravensborg Foundation  
10864 E. Mexico Ave  
Aurora, CO 80012

Feb 24, 2003

Dear Norma,

The Colorado Pilot's Association appreciates so very much your generous donation of funds to use for our Laptop Computer/Projector project. The Ravensborg Foundation has provided CPA with an award of \$1800. which is 50% of the actual cost of this equipment. The general aviation community will benefit as much as our CPA members benefit as we give educational seminars, aviation programs, and hold our well-known Mountain Flying Course.

The Ravensborg Foundation has provided CPA with the materials we need to present professional and up-to-date programs well into the future.

Thank you so much for your generosity.

Sincerely,  
Eric Jensen, President of CPA

### **"POSITION AND HOLD" at Uncontrolled Airports from Bill Linenberger**

What is wrong with the following scenario at an uncontrolled airport: (1) a Cessna 172 has just landed on runway 26 and not cleared the runway; (2) a Cessna 152 takes the runway and the plane's pilot reports "POSITION AND HOLD, RUNWAY 26"?

#### **ANSWER:**

- (1) the Cessna 152 has ventured out onto runway 26 and turned his/her back to potential oncoming traffic on final;
- (2) the Cessna 152 is "trapped" on runway 26 until the Cessna 172 has exited;
- (3) there is no such thing as "POSITION AND HOLD" at an uncontrolled airport.

Always be ready for immediate departure when venturing out onto the active runway at an uncontrolled airport. Never turn your back to incoming traffic on final - wait until it has landed and cleared the runway before taking the runway.

Please be ready for immediate departure upon taking the runway - do not loiter on the runway and by all means do not take the runway when other traffic is on final or landing traffic has not cleared the runway.

## **“Concerning Learning”**

*How do you get to Honolulu from Here?*

*By Hal Meyer as told to Dean Jaros*

This tale dates from 1970. It is about how I happened to meet a New Zealander ferry pilot named Peter—I was a DC-8 relief-captain for United Airlines at the time.

Navigation was not so advanced in those days, especially as regards long-range flight. GPS was far in the future but LORAN, in an early version, along with Doppler, was used on this trip to the Islands non-stop from Detroit. United was in the process of certifying Inertial Navigation and, not being able to foresee the future, we thought of ourselves as pretty high-tech. But among our five-person flight crew was a designated navigator who actually took sightings by use of a sextant thrust through a fitting on top of the fuselage. Shades of 17<sup>th</sup> century wooden sailing ships!

Of course, general aviation craft had even fewer nav-aids and so transoceanic flights of Cessnas and Pipers, though certainly possible, were not terribly common.

Flying to Hawaii, which is at the heart of this story, always involved contacting a ship on permanent station in mid-Pacific. Just like in the old movie, *“The High and the Mighty”* the ship was called “Ocean Station November.” It had an NDB and it would offer us DF fixes along with reported conditions of the sea and, if it should ever be necessary, the best course for ditching. Their winds-aloft data were always helpful for upgrading or confirming older forecasts.

One July day, Peter set out from San Francisco to deliver a Piper PA-28-235 to his home islands. An old hand at this sort of thing, he had made several similar deliveries in the past. He was well-known to the personnel on Ocean Station November as well as to the Coast Guard in Hawaii. In fact, the Coast Guard, flying C-130 patrols, would use his arrivals (Peter supplied them with ETAs) to practice detections and interceptions.

Peter’s navigation plan was simple; 1) plug in  
10      airspeed, wind direction, wind velocity, 2)

calculate drift angle on an old-style plastic flight computer, and 3) determine an appropriate heading for Ocean Station November. Barring gross error, he would eventually come close enough to the ship to pick up the NDB or to have them get a DF fix on him. With new data, he would then similarly plot a course for Honolulu again eventually picking up the VOR or one of the many broadcast stations there.

On this particular trip, however, something went terribly wrong. After about seven hours, Peter realized that he must be off course as there was no sign of Ocean Station November. This same day it was my turn in the left seat of United’s flight 965 non-stop from Detroit to Honolulu. Since our trans-Pacific policy was always to monitor the emergency frequency, we soon began to pick up on 121.5 Peter’s conversations with the Coast Guard C-130. Several others were also on the frequency. I noted a Continental flight and a Pan Am flight, both en-route from San Francisco to Honolulu. ATC was coordinating with Coast Guard and generally trying to assist—it seemed as if they had run into this kind of situation before.

Peter reported that he could see a high-altitude contrail of a plane headed generally west, almost certainly an airliner. Peter thought that if the plane were headed for Honolulu, he might aim himself in the same direction. But ATC had a better idea. If the particular airliner could be identified, Peter’s position would be known and with the new data he could again find his way. They told Peter to keep an eye on the contrail. They then asked the Continental flight to make a 30 degree turn to the right. But Peter’s contrail continued straight ahead. Wherever Peter was, it was not close to Continental’s position. ATC repeated the process with Pan Am—and then one or two other flights en-route from San Francisco to Honolulu—all with the same negative result.

Peter’s desperate situation was reflected in the tone of his voice. All of us on the frequency knew it was not looking good for a fellow airman. We could sense potential tragedy. I reflected for a moment. My route from Detroit had crossed the coastline in the neighborhood of Newport, Oregon. It was thus well north of any likely San Francisco-Honolulu flight path. But

on a whim, still on 121.5, I said, "Piper ZBH, this is United 965. How do you read?"

"Loud and clear, United 965," came back Peter's worried but calm voice.

"ZBH, can you still see the contrail?"

"Affirmative."

"OK.. United 965 is probably far north of your position, but I'm going to start a turn. Let me know if you see it." After clearing with ATC, we started banking to the left.

"It's turning, it's turning!" Peter responded in a voice I'll never forget. "I may live to see New Zealand again!" United 965 was Peter's contrail. He *really* was off course.

"United 965, your position please," asked the Center controller, his voice with a warmth not usually heard. I gave it to him and he began to relay instructions to Peter. At this point the crisis was really over. But almost immediately Center contacted me again. "United 965 were you actually in visual contact with ZBH?"

"Negative."

"United 965, we are a little concerned. ZBH was awfully excited—we are not sure he really saw your contrail. Maybe it was wishful thinking on his part. But if everything went right, he should be on your heading and by now about 35 NM behind you. Would you make a 180 turn, go back, and try to establish a visual?"

I explained to the passengers what was happening and turned the DC-8 around. Sure enough, there on the left side, far below, was a small, blue airplane. As I did the second 180 to return to course several passengers also glimpsed the tiny bird down at 12,000 ft. I was told that a round of applause went through the cabin. Our first officer was new to the Pacific route and he asked if events like this happened frequently. "Just often enough to keep things from getting boring," I assured him.

Through Center's good offices, Peter contacted us on a non-emergency air-to-air frequency. "Hey Captain," he said, "Any chance we can get together in Honolulu? I'd like to meet you."

"Roger that," I replied. We had no problem recognizing each other or finding conversation

when we met at poolside of the Coral Reef resort the next morning.

The Coast Guard C-130 patrol talked with Peter as he approached Honolulu and so they learned all the details of the adventure. The next day, Jim, the aircraft commander, graciously invited us all to his home for dinner and a second celebration. I have never seen a happier, or more relieved, bunch of people.

What can we learn from all this? First, it turned out that the magnetic compass in Piper ZBH had an uncarded westerly heading error of more than 10 degrees. This led Peter more than 200 NM north of where he should have been. While we don't regularly check this instrument, one should do a rough "sanity check" of all basics in any aircraft that we fly for the first time. Peter did not do this, perhaps because he was out over the ocean, where there are no convenient ground references, right after take-off. But where is a sanity check more essential than at the beginning of trans-Pacific flight in an unfamiliar airplane? My guess is that Peter examined his next mount a little more carefully.

Second, this experience really brought home to me the importance of assistance and courtesy among the community of pilots. We all believe (or should believe) in helping out others. Whether it is simply answering a request radioed to a silent UNICOM, relaying instructions to someone just out of Center's range, or helping stranded aviators to get home after the oil pump fails, the ever-present willingness to help is what makes flying so pleasant. The result, whether dramatic as over the Pacific that day or just a simple favor to another flyer, always makes us feel good. It is the right thing.

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### **"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](mailto:jarosd@lamar.colostate.edu) or 970 686-1233."

# Fly Mart

**For Sale: 1/6 Share of M35 Beech Bonanza:** \$9,950; Proudly taxi into any FBO with this award-winning "V" tail. IFR; 160 kts; Paint 10; Interior 8; Hangered Jeffco Airport; Tip tanks; Great partners; Very open schedule; On line scheduling. Fly complex, high performance for much less. . . \$100 per month fixed and \$60 per hour wet. Contact Bob Kinney for pictures or to answer questions: 303-288-7371 or email twinlakes1@aol.com. I'd love to show you this airplane!

**For Sale: 1977 C172XP (R172K),** 1/6 interest. 3350TT, 1400SMOH, Full IFR, Fresh Annual, Engine/Maintenance Reserve, Hangered at BJC. \$12,500 obo.

Contact: Rod Eisenbraun (303) 989-0837, (303)913-7158 or rweisenbraun@attbi.com

**For Sale: 1978 T-210,** 1/4 interest. 3450TT, 650SMOH, Collins/King, STEC 60-2, HSI, WX8, includes 1/4 hanger, engine reserve, tug. Based at APA. \$48,500. 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.

## "CPA MEMBERS SPEAK"

*from Penny Hamilton*

**DR. WILLIAM H. MARSHALL** is a retired Dentist. He flies a Mooney M20 which is based at Front Range airport. "I joined CPA just after I earned my private pilot certificate, many years ago. I knew I had a lot to learn about flying. I wanted experienced pilots to mentor me.

"I investigated the different pilot organizations in Colorado and decided that CPA had the foundation of quality pilots that I was looking for. I found mentors and have made life long friendships in CPA.

"I recommend that all pilots find one or two mentors to guide them. There is no better groups of pilots than those in CPA."

CPA has area volunteer Representatives throughout the state to assist pilots and their airports. CPA also has a cadre of dedicated volunteers who plan the annual Air Classic, promote aviation safety, offer mountain flying training, and organize many Fly-in events. Get involved with CPA. You will be the winner. ###

## COLORADO CALENDAR OF AVIATION EVENTS - 2003

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. Return home on Sunday p.m., April 13. Info: Bob & Carolyn Doubek 303/771-8148 or 970/887-3871 or idacrase@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. Reservations required. Info: Andy Parks 303/667-4279.

APR 26 **LA JUNTA, CO (LHX).** Fly-in sponsored by CPA. This one day family event Lunch at the La Junta Golf Club, adjacent to the airport. Bus to Bent's Fort This 1830s-1860s trading post was located on the Santa Fe Trail near the (then) Mexican border. Info: Jan McKenzie 970/206-5526 or jan.mckenzie@LSIL.com

MAY 2-4 **ALBUQUERQUE, NM (ABQ).** Fly-in sponsored by CPA. Visit the Atomic Museum; the Sandia Nat. Lab Solar Thermal Test Facility's Solar Power Tower. Check out the Sandia Mountain ski area with an aerial tour, and tour the Eclipse Aviation Co.

MAY 5 **CPA BOARD MEETING**, Boardroom, JetCenter, Centennial Airport (APA), 6:30 p.m.

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## TALL TOWER UPDATE by Jeanne Allen

According to the Elbert County Planning Dept., as of 2-24-03, there has not been an application filed for the tall radio/tv tower proposal. It has been talked about for 3 years, but no action has been taken. It has been brought to the attention of the Elbert County Commissioners that we disapprove of this tower and the reasons for our concern. We will continue to monitor the proposal with the Elbert County Planning Dept. and encourage anyone with a concern to do so as well. Elbert County Planning Dept. 303-621-3136 or Dave and Jeanne Allen 303-648-3608.



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