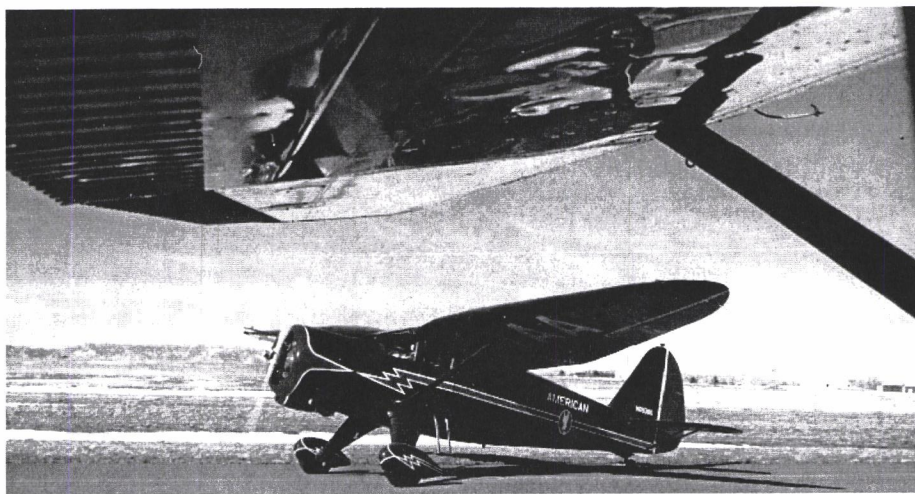


CPA FLIGHT LINES

Volume 20, No. 5

May 2003



Can you identify this plane, and where the photo was taken?
Answer in next newsletter!

An FAA Wings pilot proficiency program will be conducted at the Pagosa Springs (2V1) airport on the weekend of May 17th and 18th. **Speakers for the evening program on the 17th are Larry Bartlett, ATP,CFI retired DPE and Monty Taylor, Safety Program Manager at the Denver FSDO.** Additional activities planned are a Saturday night barbecue and pancake breakfasts at the FBO. Reservations are requested from those who intend to fly. Please call the FBO, Windstar Aviation Services, 970 731 2127 giving pilot certificate held and type of aircraft. There will be one aircraft for rent provided by the Durango Air Service. Windstar will also make hotel reservations and handle car rentals. from Area Rep, Larry Bartlett

CPA WEB SITE
www.coloradopilots.org



President's Message Eric Jensen

Meigs Field closed. I am sure by now you have all heard about the midnight raid by the mayor of Chicago. Just 8 days after I wrote my last Flightlines message, Chicago city heavy equipment crews under cover of darkness and with police protection tore up the runway at the lakefront airport. Sixteen planes were still parked. At first I thought it was a April Fools joke. After all there was an agreement in place until at least 2006. Nothing mattered to Mayor Daley in his quest to close the airfield and build a park. I won't rehash all the details and arguments of the last month. You can find most of the history on the Friends of Meigs web page:

www.friendsofmeigs.org. AOPA, Avweb, EAA and other also have coverage.

I will say I am disappointed that I never got the chance to fly there. My grandparents lived in Chicago and I have many good memories of spending time with them. I visited for a week or two every summer while growing up in eastern Iowa. Grandma would often pack a picnic basket and take me on the 'EL' to Shedd Aquarium or the Field Museum of Natural History. Then lunch on the lakeshore. Both these places and more of the heart of Chicago are within sight of Meigs. Later during college at the University of Illinois I met many friends from Chicago and enjoyed the city in a different way. Deb and I have talked often of a long weekend to Chicago so I could share some of this with her. Now I doubt it will every happen. I choose not to patronize a city that still supports such indifference to the public trust. I thought until now such examples of raw power were left to the history books about

Tammany Hall.

I'm sure my little boycott by itself means nothing. But many pilots and their companies do much more business in Chicago than a recreational weekend. AOPA president Phil Boyer said in his last message in Pilot magazine; "Avoid the city of Chicago whenever possible. Encourage your trade, professional, and business associations to not hold meetings and conventions in Chicago. If traveling by airline, avoid flights stopping in Chicago." I support this effort. If you are the letter writing type let the city know what you do. And it wouldn't hurt to let your Federal representatives know how you feel. I do not believe Chicago deserves Federal airport money. If they want to act like a sovereign state then they should be treated like one.

I hope other governments don't see this as a new technique but see it as the cowardly act of vandalism it was. As shocking and unbelievable this action was it is not an isolated incident. We quietly lose many airports each year. We have witnessed the closure of Arboles and are helping fight the developers at Glenwood. Even as I write this, Fort Collins-Loveland has new encroachments looming. I know you've heard it before but it needs repeating; stay vigilant and get involved, at all levels. Airports in growth areas will be threatened by development and the rural fields by neglect.

But what do I need airports for anyway? The Mooney still isn't flying. It has now been ten weeks. This is the longest period of time between flights since I started lessons in '95.

Eric

Colorado Backcountry CPA Fly-in to Marble, CO



CPA will be sponsoring two fly-ins at the private airstrip near Marble, Colo. (East of McClure Pass). The first fly-in will be June 7-8 and the second one September 6-7. We had this fly-in last fall and had the most aircraft ever to attend a CPA fly-in — almost 40!

This fly-in will be limited to 60 aircraft — 40 CPA and 20 others. The owner has the right to disapprove any aircraft that lacks the performance to operate in and out of this runway. A reservation will be required to attend and a hold harmless form will have to be signed to land at the strip. Both of these items will be available on-line along with airstrip information, nearby accommodations and an events schedule. There are plans for a fly-in/Community dinner on Saturday evening. Overnight camping will be available on the field. Bring your own tiedowns.

Additional information, registration and the hold harmless form can be found at www.coloradopilots.org/marble.asp or Ed Huber, huber1942@msn.com



Scott Morse and bicycle in front of his plane at Marble, CO; fall of 2002

Fly the Rockies

from Ed Huber

“Fly the Rockies” is a tour of Colorado Mountain Airports. The goal for “Fly the Rockies” is to make mountain fly fun and safer. This is not a mountain-flying course. If you need to attend a mountain flying ground school, then contact the Colorado Pilots Association (CPA) at, 303-367-0670, oldflyer@compuserve.com or www.coloradopilots.org.

Their course is offered June 21 or August 16. “Fly the Rockies” will be conducted from the Gunnison/Crested Butte Regional Airport / Gunnison Valley Aviation FBO. The dates are June 13-15 and September 19-21.

Pilots signing up for “Fly the Rockies” need to arrive on Friday and plan to depart after 1 p.m. Sunday afternoon. Flying will be conducted on both Saturday and Sunday morning. The FBO will provide lunch both days for those participating in the tour. “Fly the Rockies” is for those pilots that have a logbook endorsement or those wanting to see what it is like before they take the CPA Mountain Flying —High Elevation Airport Operations Ground School.

Those with a logbook endorsement (bring your logbook) can fly without an instructor if they desire. Those without an endorsement will require an instructor. The FBO will have highly qualified instructors to include some of those teaching the CPA Mountain Flying Course. A C-172, C-182 and C-206 is available for rental. Contact the FBO for availability and rates.

“Fly the Rockies” and touring the Colorado Mountain Airports will be conducted this way: Pilots are to arrive on Friday so as to be ready to brief early Saturday and Sunday morning. During this briefing the first destination mountain airport will be briefed in detail concerning weather/winds, navigation, passes, arrival and landing procedures, and safety issues specific to that destination.

All aircraft will land and park at the first destination. The flight and arrival will be debriefed and experiences will be shared with each other. The

cont on page 5



SOME SOUL SEARCHING ON THE COLORADO AERONAUTICAL BOARD, at its meeting on April 24, 2003. Over whether the board should issue a grant for runway improvements to the Glenwood Springs Municipal Airport . . . considering that the Glenwood Springs City Council is about to place the issue of airport closure for a vote on a ballot this November. City Council action on a decision as to whether to place the issue on the ballot is scheduled for its meeting of May 1, 2003.

The CAP had planned to fund a surface coating involving a new and experimental technology using reclaimed rubber from discarded automobile tires. However, the CAB questioned the logic of investing state monies in support of an airport when there appeared a reluctance of the community to support the airport.

Those of us in the aviation community familiar with the situation at Glenwood have no doubt that the airport supporters will prevail in any kind of a face off with development interests that would like to convert the airport to other uses. And would recommend that the CAB issue the airport development grant. However, revenues to the aviation trust fund are down and the board obviously feels it critical to have some assurance that a state investment in the airport will not be a throw away.

For this reason, the board passed a motion to offer the grant . . . providing the council at its meeting of May 1 did not take an action to place the airport closure issue on the Nov ballot. No grant if it does. And if a grant is issued, it will include a condition that would require reimbursement to the state in event the city closes the airport prior to amortization of the useful life of the airport improvements funded under the agreement.

TWO AVIATION RELATED BILLS IN CURRENT SESSION APPEAR TO BE SHOE-INS. As reported by Aeronautical Division Director Travis Vallin at the CAB meeting. HB03-1073, which would clarify the

excise tax on gasoline sold in Colorado has passed through both houses and waits the Governor's signature. It corrects a situation in which there was uncertainty as to whether some users were exempt from the tax. And will likely result in modest increases of revenues to the Aviation Fund.

SB03-049 provides that Aviation Fund moneys be continuously appropriated for the purposes authorized. Which would permit funds to be much more readily available to the CAB for its grant programs and reimbursements to individual airports. Travis reported that this bill is currently going through hearing processes on the House side of the Assembly. Approval appears likely.

FINAL YEAR AT VANCE BRAND AIRPORT. For the Regional EAA Fly-In and Airshow scheduled at the airport on June 28-29. According to airport manager Tim Barth at an appearance before the Colorado Aeronautical Board on April 24 in which he sought \$1,500 in grant funds to offset the cost of a temporary air traffic control tower for the event. FAA inspectors were a little upset over the safety of aircraft operations at the fly-in last year. Which was the driving force behind Tim's request for state funding.

Couldn't help but notice, while I was in attendance at the event, that there were a few participants that refused to fly their airshow routine. Over a concern that the FAA representatives might file a certificate action. So it looks like the temporary tower is a good compromise. The CAB granted the request for funding. Urban encroachment is the driving force for relocation of the fly-in. In the area underlying the box used for the aerobatic element of the fly-in. Without the box, no aerobatic competition! And no fly-in!

WHERE WILL THE FLY-IN GO? Couple of options. Either back to Greeley . . . which hosted the event for a number of years prior to relocation to Longmont. If the community is willing to sponsor the fly-in. A little uncertainty here considering that the fly-in was relocated to Longmont over what appeared to be a lack of local support in Greeley.

Or a possible relocation to Front Range Airport in the Denver area. Which would probably increase attendance considering its closeness to a large population base. And a

second destination will be briefed in the same manor and the tour will depart for the next mountain airport. These procedures will be repeated until we return back to the Gunnison/Crested Butte Regional Airport. After the final debriefing at Gunnison, everyone will be provided lunch.

There will be a fly-in breakfast on the two Saturdays for "Fly the Rockies" from 7-10:30. The breakfast will be offered to anyone flying or driving in and the Gunnison/Crested Butte Community for \$5 per person.

For questions or additional information, contact the FBO / Gunnison Valley Aviation, Pat Lazerus: 970-641-0526, FAX 970-641-4089 or

plazerus@gunnisonvalleyaviation.com

For rooms, rental cars and aircraft rentals: Michele Dodane: 970-641-0526, FAX 970-641-4089

An instructor: Matt Messner: 970-641-0526, FAX 970-641-4089 or mmessner@gunnison-valleyaviation.com

FBO / Gunnison Valley Aviation web site: www.gunnisonvalleyaviation.com

Project Person: Ed Huber (Former Publisher and Editor for *Mountain Pilot Magazine*) Office: 303-662-5284 E-mail: huber1942@msn.com

COME JOIN US FOR SOME GREAT FLYING AND BECOME A SAFER MOUNTAIN PILOT!

JUNE 14 AND SEPT 20 (SATURDAY): FLY-IN BREAKFAST FROM 7-10:30!

DON'T FORGET TO SIGN UP FOR THE CPA MOUNTAIN FLYING COURSE!
www.coloradopilots.org

FACTOID

Question: What was the first American airplane specifically developed and built as an airliner? Who designed it? How successful was it? (Hint: it was not the Curtiss Condor).

Here's what we want to put in the CPA Flightlines as the retraction/correction...
FAA WINGS WEEKEND & 20th ANNIVERSARY CELEBRATION:
Grand Jct. (GJT) Join us for fall time in the Rockies as the aspen trees turn to orange and gold. **STRAND FLYING SCHOOL** will host an FAA Wings Weekend and also celebrate their 20th anniversary!

Weekend topics will include seminars on spin and emergency maneuvers training, mountain training, mountain flying, and more! For more information call 970-243-4359 ###

2003 Denver to Jackpot Air Classic

The 27th Annual Air Classic committee meeting was held on March 30th. We decided to add a poker run to this year's event that will be held in conjunction with the race. Participation in the poker run is open to all pilots and their passengers. Each hand will cost \$10, you may buy as many hands as you wish, and the winning hand will win the pot. Cards will be distributed at Jeffco, the ramp at Jackpot, and the final card at the cocktail party at Cactus Petes. We hope this adds a little spice to this year's event, scheduled for Saturday, July 12th.

The entertainment at Cactus Petes will be "*Always Patsy Cline.*" Hope to see you there!

Robert Venohr, Air Classic Chairman

Flying in The Real World #2

By Vern Foster – Flight Safety Chairman

There are partial power failures and there are complete power failures where all the engine noise ceases—not a whimper, nada! This situation is frequently caused by fuel starvation or “runnin outa gas”.

A number of scenarios may cause this unfortunate situation. They usually involve the pilot who likes to make those long non-stop flights and the nearer the destination the stronger the headwind and the lower the fuel supply—until this aviator says “it looks a little shaky but I think I can make it”! But he/she doesn’t make it !!

In studying dozens of these, they usually happen within 40 to 50 miles of the destination. Why? Did the aviator fail to make an enroute fuel stop to splash in 10 or 20 gallons and thus avoid this sticky mess? It is obvious that there was no fuel reserve provided for. Was the fuel ever in the tanks? Next, consider the FAA 30 minute required fuel reserve for VFR operations, which is woefully inadequate. This number is worthless because if the PIC should abandon an approach for any reason and must go to another airport for a safe landing, how far can the airplane go on 30 minutes of fuel? If a C-172 or Piper Archer with a 25 Kt. headwind it might go 30 miles and have enough fuel to fly the pattern, land and taxi to a gas truck. If the plane is a Bonanza or Cessna 210 they might make it 50 or so miles in the same conditions. These are the situations which long ago drove me to adopt the 1:00 fuel reserve for VFR operations. The 1:00 fuel reserve is mandated in the CPA Mt. Flying Course.

Next was the useable fuel mentioned in the POH ever on board—PROBABLY NOT!! Read on. The useable fuel for a 1974 Cessna 182 is 60 gallons according to the POH for that airplane. To have 65 gallons in

full tanks and thus 60 gallons useable it would be necessary to have the plane on a perfectly level floor or ramp, have a specified nose wheel strut extension and fill both tanks till they will hold no more fuel. Does that sound like what results when you say “top em off”?

So a good way to calculate the actual fuel on board for a single engine plane is to subtract 1 gallon for each tank and one gallon for the engine start, taxi and run up. Now the 60 gallons of useable fuel becomes 57 gallons which is a much safer REAL WORLD amount.. For a light twin subtract 4 gallons because of 2 engines. TOPPED TANKS ARE NOT FULL TANKS in the REAL WORLD!!

Now a sobering thought for IFR operations as concerns fuel reserves. FAR 91.167 states that the pilot must have on board enough fuel to fly to the first airport of intended landing, fly from that airport to the alternate airport and after that fly for 45 minutes at normal cruising speed. What if you miss the first approach at the first airport of intended landing and take a second shot at it and miss again. Where is the fuel provided in the regulations—it isn’t. Note: Do not try more than two approaches—proceed to an alternate. Stop the frustration and the waste of fuel. The FAA requirement does not take into account circuitous vectoring, holding etc. that are REAL WORLD practices. Thus, a more reasonable IFR fuel reserve is 1:30 minutes over and above any reasonably anticipated fuel burn.

To highlight some of the experiences along the way many years ago—I made an IFR approach behind a Navion only to have this gent fail to extend the gear in the excitement of the moment. When I broke out and saw this plane stranded on the runway I laid the whip to the two P & W engines on the old Lockheed twin, staggered back into the murk and went to the nearby alternate. I relaxed, took on 75 gallons of fuel and later returned to my destination where I shot the

Real world, continued...

approach and landed uneventfully. On another occasion I had been holding for 45 minutes and was next in line for a clearance when the weather suddenly went below minimums. The drill again was proceeding to the alternate. I had fuel to spare. At departure, the weather situation looked tricky so I loaded up on fuel and as a result, a nasty situation ended up being a mere inconvenience.

Lastly—Two rules to NEVER Violate—1. Always make a visual check of the fuel quantity in each tank and 2. Never trust the fuel gauges if your plane sold new for less than 1.5 million. Fly safely! ###

CENTENNIAL AIRPORT

Centennial airport (APA), located in and owned by Arapahoe County, is the second busiest G.A. airport in the United States. It is an international airport with 24 hour U. S. Customs services and is capable of clearing aircraft from all corners of the world. It has some 700 G.A. aircraft based on the field of which 70 are jets. During calendar year 2002, the tower logged 417,000 operations which amounts to an average of 1142 operations per day. These figures also place it somewhere in the top 20 of all U.S. airports such as JFK, LAX and DEN.

The airport has three paved runways with the longest, 35R – 17L, being 10,000 feet in length. Five instrument approaches are approved including an ILS, NDB, VOR and two GPS approaches.

Three FBO's : Jet Center, Signature and TAC Air provide full services with fuel prices ranging from a high of \$2.93 to a low of \$1.99 (self serve) per gallon for 100LL. Weekend and volume discounts are also available. Fuel sales in 2002 amounted to more than 11 million gallons of Jet A and 1 million gallons of 100LL. Federal taxes sent to Washington amounted to more than \$2.6 million with no dollar return to the airport because the airport has been ruled non

compliant by the FAA for refusing to allow scheduled air service !

Since 9/11, airport security measures have been implemented including complete airport fencing and improved automatic security gates. The cost of these measures was financed by a temporary fuel flowage security fee of \$.03 on Jet A and \$.02 on Avgas per gallon. The flowage fees have since been cancelled and the customers were not aware of the charge because the FBO's absorbed \$400 thousand with another \$600 thousand coming from operational revenue.

Needless to say, with all of its activity, the airport receives many noise complaints from residences located to the North and South of the main (instrument) runway. Noise complaints for calendar 2001 amounted to 9059 while noise complaints registered during 2002 amounted to only 5902 for a reduction of 35 percent. However, it should be pointed out that 10 households were responsible for 63 percent or 3718 of the total complaints received. As a result, a Part 150 Noise Study has been completed and is under review by the FAA office in Seattle. As recommended in the study, the airport has appointed a full time Airport Environmental Planner / Noise Officer.

On the plus side, the airport authority board achieved a compromise with the local residents and approved a " nine seat scheduled air service" rule which is currently under review by the OMB (before going to congress) and it is hoped will result in restoration of Federal funding later this year. Other federal legislation is also pending and since the FAA has the airport already programmed for \$3 million in projects, the staff is reasonably optimistic that the airport will once again be in compliance for federal grant funds.

Itinerant pilots are encouraged to "Fly Friendly" and visit Centennial to take advantage of the many first class services available.

Report written by Area Rep:
Bob Doubek

Concerning Learning

"Positively Electrifying!"

By Ann Luce as told to Dean Jaros

Sometimes, even when you don't deserve it, trouble sneaks up and hits you in the head. Bill and I had filed IFR from Tampa, en route to Hazleton PA. This was the first leg of a trip to Monticello NY, in the Catskill Mountains, where I had a business conference. I would drop Bill off in Hazleton, stay overnight, and continue the next day to Monticello.

The first hour of so out of Tampa was calm and uneventful. Then, however, we approached a line of thunderstorms. We gave them a wide berth, but that day it was not enough. WHAP! Lightning strike! That certainly got our attention—bumped up our heart-rates too. Lots of noise, but no sign of problems. Everything electrical continued to function perfectly. We inspected the V-tail Bonanza carefully at our fuel stop and again on the ground at Hazleton. Everything looked fine.

The next day's weather promised to be cloudy and rainy all the way, but it was nonetheless predicted to be well above minimums. As I entered all the necessary IFR data into my GPS, I noticed that it took longer than usual for everything to come on line. Some lasting consequence of yesterday's lightning? I couldn't imagine what this could be and anyhow after a slight delay everything worked.

It was only after I was cleared for the approach to Runway 22 at Monticello that I realized that I had a problem: the DME had stopped working and I seemed to be losing the VOR altogether. With mounting alarm, I told Center that electrical power was fading away. The controller quickly cleared me to Stewart International, near Newburgh, which had two long runways and a tower. To conserve electrical power, I shut down everything but one radio and the VOR. I was vectored to the outer marker and as I started down the approach path, I was satisfied to see the needles centered. Radio communica-

tion with Stewart Approach had completely failed by this time, but I was on final and I was going to land. I broke out of the clouds just above the 400 ft. AGL decision height and—big surprise! No airport! Anywhere! A glance at the instruments showed they were now all tumbling. No way had the needles been centered! Power had completely failed and in my anxiety I did not notice the "Nav Inoperative" flags in the instrument faces.

Now I was really scared. Only needle/ ball and altimeter in the soup. Talk about partial panel! Then came a second shock. My magnetic compass was spinning wildly. Now, I didn't even know which direction I was going. My plan was simple: climb. Fast. I didn't know where I was. Towers? Building? The Catskills themselves? I had to get above them. Once I reached published minimum sector altitude, I felt a little safer. My next thought was that I could climb above the weather. Above the clouds, I reasoned, I could see the afternoon sun and figure out which way was west. I somehow remembered from a pre-flight look at radar that it was clear at Indianapolis—and I had enough gas to get there.

Higher but still in the soup, Lo and Behold, the com came back on line and I was able to talk to Stewart Approach again. They had me in radar contact and that was very comforting. It turned out that I had flown more or less in a large circle and I was not far from where I had started. My instruments, also repowered, now seemed fully stabilized. At the outer marker I began the approach again. I hit the gear switch, kept an eagle-eye on the instruments, and broke out right on the center line. As I put down flaps, I thanked Approach for saving me (in this emergency situation, Approach did not hand me off to tower).

But instead of a nice squeak for a landing, I got a grating metallic crunch. I had electrical power all right, but not enough to fully extend and lock the gear—nor to sound the gear warning horn. The wheels just folded back up on touch-down and I skidded along on the gear doors. Among my emotions, gear-up embarrassment competed with relief to be on the ground. A friendly, yellow-clad

fireman yanked me out of the plane, but the airport authorities were not so pleased to have the active runway blocked by a Bonanza.

Fortunately, there was no really bad damage and no fire-threatening fuel leaks. The FAA similarly was not too happy about being called out to survey this mishap—but they likewise got their job done. Finally, the heavy equipment operators could remove the plane from the runway.

When I finally got to the conference, many of my colleagues were also in a bad mood. They too had arrived late. It appears that two arriving airliners had been diverted because of the emergency. Since I had caused their delay, I explained what had happened and they were intrigued about the whole thing.

Why did all this happen? First, but perhaps least important, was the lightning-strike. It had degaussed the magnetic compass rendering it completely useless. Complacent from a full diet of slaved gyros and GPS, I had not noticed until I sought to use it as a back-up after the electrical failure. A clear mistake. From that day on, I do a little more complete pre-takeoff instrument check!

Second, some months previously, we had experienced some electrical difficulties. Intermittent partial failure affected communications and various instruments. We had our A&P do a complete electrical check and he made an astonishing discovery: a 24 volt alternator had been installed in our 12 volt system! Naturally, we immediately replaced it with the proper alternator and all our electrics appeared to return to normal. However, it seems that the 24 volt alternator, installed as it was for two months, caused hidden damage to the wiring system. Insulation had been burned and eventually, when I approached Monticello, things started shorting out. How can one guard against hidden, residual damage like this? Certainly, it is difficult if not impossible. It was perfectly reasonable to think installing a proper alternator has solved our problem.

But I did err. The GPS had been slow to

come on line. This was a warning which I ignored. Should I have cancelled my flight because of it? I don't know. A judgment call. But I should have at least been aware that I had a potential problem, something worth watching. Then, at least I would have been less astonished when an emergency developed.

In fact, when the electrical system went out I *was* surprised and severely shaken—as shown by the fact that I failed to notice the “Nav Inoperative” flags on my instruments. I knew I had to avoid going over that edge and so I started a very conscious campaign of getting a grip. I literally started talking to myself out loud. “Shape up,” I said, “If you don't settle down, you're going to be dead!” “Take it easy, don't over-control,” I insisted. “Use only rudder for directional control,” and continuing in this vein, I kept reciting, “Feet, do your thing!” And so I kept panic at bay. But if I had been a little more aware that an emergency could strike at any time, I would have been less surprised and less prone to panic—and my escape would have been easier.

A few days later, the Bonanza, wings removed, was trucked away from the airport. However, it was not properly secured and a few miles down the highway it came loose, fell off the truck, rolled over three times, and came to rest in a ditch. Now I understood why that airplane had been so uncooperative. Its spirit must have had all kinds of wild, self-destructive urges! I'm glad I wasn't there when it finally zeroed itself out.

PS: Happily, our new Bonanza has a more adventurous and helpful spirit. ###

“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.”

COLORADO CALENDAR OF AVIATION EVENTS - 2003

JUN 21 CPA MOUNTAIN FLYING - HIGH ELEVATION AIRPORT OPERATIONS GROUND SCHOOL, Boardroom, Centennial Tower (APA), Englewood, CO

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, or CPA Website at coloradopilots.org

JUN 28 - 29 25th ANNUAL ROCKY MOUNTAIN REGIONAL EAA FLY-IN, Vance Brand Airport (2V2), Longmont, CO. Pancake breakfast 7:00 a.m. each day. Safety seminars, Fly Market, exhibits, judging of aircraft, demos and workshops. Info: 303/442-5002 www.rmffi.org

JUL 3 - 6 MISSOURI CANOE TRIP, Mountain View, MO (MNF). Canoe the Current and Jacks Fork river in south central Missouri. Three days and nights of adventure on the river. You will need to bring tents and sleeping bags. More details later. Info: Lea Blohm & Brian Jones 303/841-11292 or BrianAAir@aol.com

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

JUL 12/ 13 27th ANNUAL DENVER-TO-JACKPOT, NV, AIR CLASSIC (O6U).

Sponsored by Colorado Pilots Association. Departs Jeffco Airport (BJC) for an approx. 528 sm route to Jackpot/Hayden Field (O6U). Overnight at Cactus Petes. Aircraft handicapped by manufacturer's published maximum speed. Cash prizes. Event open to all interested pilots. Info: Robert Venohr, Air Classic Chairman 303/766-0742 or rkvenohr@aol.com

AUG 4 EAA INTERNATIONAL FLY-IN CONVENTION, Oshkosh, WI.

AUG 4 CPA BOARD MEETING, Boardroom, JetCenter, Centennial Airport (APA), 6:30 p.m. Info: CPA Hotline 303/366-6226.

AUG 16 CPA MOUNTAIN FLYING - HIGH ELEVATION AIRPORT OPERATIONS GROUND SCHOOL, Boardroom, Centennial Airport Tower (APA, Englewood, CO 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, or CPA Website at coloradopilots.org

AUG 16 COLORADO 99s COMPANION FLYER COURSE, Aspen Flying Club, Centennial Airport (APA). Course designed for passengers, the "non-pilot companion," to promote knowledge of aviation concepts and procedures aimed to ease anxiety and improve comfort levels; offers hands-on experience. Info: Sue Osborne 303/471-0665 or sueav8s@qwest.net

AUG 22 - 24 GLACIER NATIONAL PARK, MT. Glacier Park Int'l (FCA). Fly-in sponsored by CPA. Glacier is one of our most beautiful and spectacular National Parks. Friday afternoon is a good time to visit Whitefish, a charming town that offers a historical tour. The more adventuresome can ride the chairlift to the top of a ski slope and mountain bike down old mining roads. Hiking the wonderful trails of the park is a major Saturday activity. An alternate is an auto trip along the famous "Going to the Sun Road," perhaps the most spectacular scenic drive in America including lunch at the beautiful chalet at Lake McDonald. Info: Jan McKenzie 970-206-5526 or jan.mckenzie@LSIL.com

SEPT 8 CPA BOARD MEETING, Boardroom, JetCenter, Centennial Airport (APA)

friendly airport management. But suffers, for an event of this kind, by its location relative to the Denver Class "B" airspace. We will keep you posted.

CPA MEMBER JEFF SANDS IN FATAL AIRCRAFT ACCIDENT. Jeff was one of two pilots killed in the crash of a Pitts S-2B near Longmont, Colorado on April 26, 2003. Eyewitnesses reported that the crash occurred during recovery from an aerobatic "hammer-head" maneuver. The NTSB is investigating, but it could take several weeks before cause of the crash is determined. Sands was president of the Mile-High Skydiving Center at Vance Brand Airport.

EXPECT MINOR CHANGES IN THE 27th ANNUAL DENVER-TO-JACKPOT AIR CLASSIC. The three race categories of past events remain the same: CLASS A (Fixed gear), CLASS B (Retractable gear, normal aspirated), and CLASS C (Turbo-charged or turbine-engine powered aircraft). Prizes in each category will be reduced from four top winners in each category to three. Same with the fuel estimate competition with prizes awarded to the top three in the category. Awards for closest estimate of time from BJC to RKS and from RKS to 06U remain the same as last year.

A significant change will be the addition of a little of the flavor of a poker run. As currently envisioned, participants may purchase two poker cards at BJC, an additional two cards at an apron reception at 06U, and a final card at the awards banquet. High poker hand in the five-card competition wins all of

the revenues from sale of the cards. Winner takes all!

FAA ISSUES DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR CONSTRUCTION OF TWO 2,000 FT ANTENNA TOWERS NEAR DEER TRAIL COLORADO. The April 14, 2003 determination was issued to Frank McCoy as representative of American Media Services of Mt. Pleasant, SC. The two towers would be located in Elbert County westerly of I-70 about two-thirds of the way from Front Range Airport and Limon, Colorado.

In comments to the FAA, Colorado Pilots Association addressed safety concerns about the proposed location of the tall towers relative to VFR flyway. However, the FAA rarely takes into consideration VFR flight by general aviation based on the logic that aircraft in VFR flight should be able to see the towers early enough to take evasive action. And the agency did not take out concerns into consideration in this determination.

Procedurally, however, an FAA determination is only one of the steps in gaining approval for construction of tall towers. The proponent must also gain approval of local government. If the aviation community wants to make its voice heard, there is still opportunity. As the proposal goes through local planning and zoning commissions on the way to gaining a construction permit. Let's hope we have some aviation supporters among local government officials in Elbert County. ###



CPA Fly-in to La Junta and Bent's Fort

The Bent's Fort trip was brief-it was all on one day with no overnight stay. But it was a huge success, drawing 17 airplanes and 39 people. We all admired a cool civilian two-place jet, a Fouga Magister, which treated us to a noisy but impressive take off. We walked half a mile to the La Junta Country Club for lunch. Next was the ten mile drive to the Fort by bus. Our National Park Service tour guides were great, both extremely well informed and good speakers. During the 1840s, Bent's Fort was an important trading establishment and way-station on

the Santa Fe Trail. It was vital to the developing economy of both the midwest and southwest. While the Fort may seem like a bleak, dry place to modern visitors, it represented the height of luxury and sophistication to weary travelers of 160 years ago. We came away with a real understanding of the harsh but often satisfying life of our American forebears. Many of the participants had never attended a CPA fly-in before. We hope to see these new friends again soon. by D. Jaros, photo by W. Barbo



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For Sale: "T-hangars are being built this summer at the Chaffee County Airport, Salida, CO. The units are for sale or lease. Call Dave Gordon at 303-466-7504 or at airconsult1@aol.com for more information."

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.

FACTOID Answer: The Lawson C-2 appeared right after World War I. Powered by two 400 hp. Liberty engines and with a wingspan of 95 ft, it was capable of carrying 18 passengers. It was very modern in many features, and reminiscent of Igor Sikorsky's Ilya Muromets (see March FACTOID). It had a comfortable, fully enclosed cabin, fully 7 ft. high, and large windows that boasted a panoramic view. It also flew remarkably well, making a demonstration flight from Milwaukee to New York and Washington in August of 1919. Along the way, the C-2 was met by huge, enthusiastic crowds; both the aviation press and major daily newspapers were deeply impressed.

The C-2 was fully capable of serving the wide network of airline routes envisioned by Alfred W. Lawson, the designer, builder, and entrepreneur behind the project. But this technological marvel nonetheless failed to attract investors. Aviation in 1919 had not yet established itself as a safe, reliable mode of travel (in fact, barnstormers, anxious to attract crowds to airshows, often deliberately portrayed flying as inherently dangerous). Potential travelers, whether businessmen or the general public, could be highly enthusiastic about flying, but unwilling to use it as regular transportation. Lawson Airline and the C-2 were at least a decade ahead of their time.

A beautiful model of the C-2 as well as photos and artifacts regarding Lawson can be found at the excellent little aviation museum in the terminal at Milwaukee's Mitchell field.

Lawson subsequently developed and in some cases patented additional airliner innovations—including sleeping berths, cabin heaters, and laboratories—but like the C-2 itself, they were born years too soon. However, Lawson was not a person to remain in a single career for very long. Prior to dabbling in aviation, he had been a major league baseball player. In 1890, he pitched for both the Pirates and the Braves and later managed a minor league team. Lawson invented a system of portable lights making night games possible for the first time. He demonstrated his device at ball parks all over the country. Again, this got a lot of attention, but no venture capital. A hundred years ago, fans were not ready for baseball under the stars. After the airliner projects, Lawson either lost his grip on reality or achieved his true genius, depending on one's point of view. He advanced a pseudo-scientific/quasi-religious philosophy called simply "Lawsonomy." His many books laid out complex—some would say incomprehensible—notions which promised e. g. the elimination of poverty and the solution to all problems of physics and biochemistry. Because of its emphasis on social reform, Lawsonomy drew many thousands of depression-era adherents. In 1934 Lawson founded the University of Lawsonomy at Des Moines. The nature of its curriculum is not exactly clear, but the school's finances were once investigated by a Senate Committee. The U of L exists today as a web-site as well as a large, highly visible sign on property reportedly owned by the family. The sign, adjacent to I-94 near Racine WI, proclaims simply "University of Lawsonomy" and features a likeness of the C-2.

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MINDEN FLY-IN

The first CPA fly-in for the season took place on April 12 & 13, 2003. The destination was the Harold Warp Pioneer Village Museum in Minden, Nebraska. The weather was perfect VFR with fifteen aircraft and twenty-nine CPA members and their guests in attendance.

The Museum is one of Nebraska's top tourist attractions with more than 30,000 historic items. Buildings representing American pioneer life are chronologically arranged and include a sod house, pioneer school, an original Pony Express station, a government land

office and a full scale Indian stockade. It also has locomotives, farm implements, and one of the nation's largest collections of antique cars, airplanes and wagons.

In addition to the museum, Minden (population 2,666) also boasts a recently restored Opera House built in 1891. Fortunately, a guest artist performed a concert Saturday evening which many CPA members enjoyed.

Bob & Carolyn Doubek hosted the event and were pleased to have many new people attend their first CPA fly-in.

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