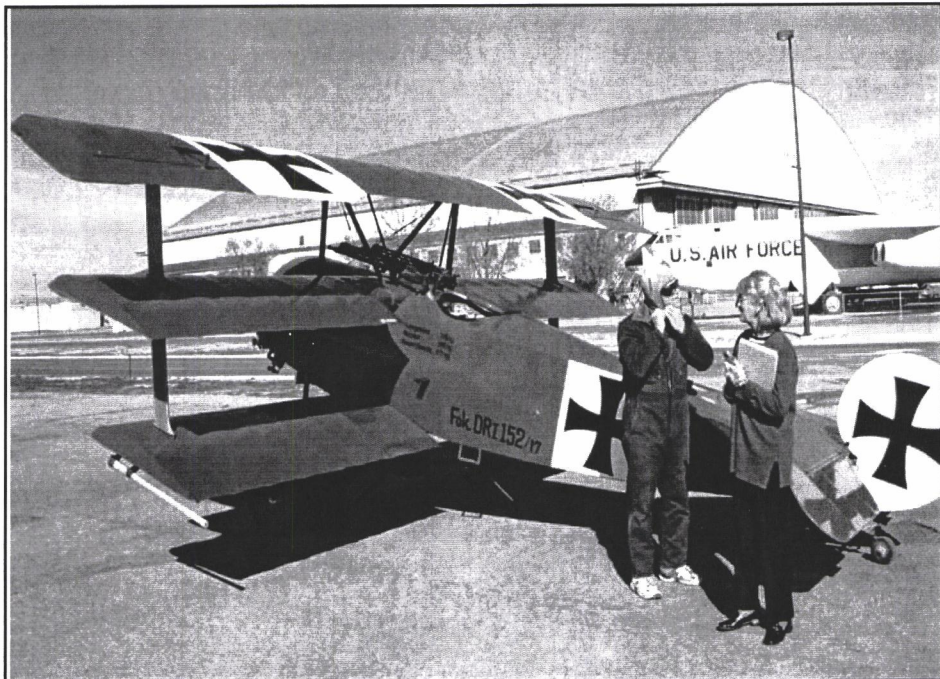


June 2003

CPA FLIGHT LINES



The Great Folker Takeoff from Lowry - see inside page3 for story. Photo by Walt Barbo.



plane is a Stinson SR Reliant circa 1936
located at Meadowlake airport in Colo
Springs

CPA WEB SITE
www.coloradopilots.org



President's Message

Eric Jensen

Back in the air! After eleven weeks the Mooney is flying again. Going through an overhaul is a learning experience that I am glad is over. We were able to make the Pueblo day trip in our own plane. This has already been an active and successful fly-in season with four scheduled events working out as planned.

The trip to Pueblo was excellent. The museum has come a long way from the outdoor display of a few years ago to the new hangar. Very informative exhibits are scattered around a nice selection of aircraft in the large hangar with the B-29 as the focal point. Other planes are kept outside but we heard another similar sized hangar is planned. Thirty-nine people flew or drove in for the guided 2-hour tour. Several were WWII veterans. Sara Dolliver brought her dad, Brad Dolliver, who trained at the field. In fact, his picture was in one of the displays. After the excellent tour with very knowledgeable guide we had time for more detailed looks on our own. Then many of us ate lunch in the terminal restaurant. Not sure about the other choices but the burritos are huge. Bob Kinney even took some home.

Deb and I have managed to make all the fly-ins so far by bumming rides with willing CPA friends. We enjoyed flights in 5 different aircraft. Big thanks to Scott and Kathleen Morse for getting us to Minden in their Cessna 206 even picking us up in Fort Collins. We enjoyed debating various color choices for the new panel they are installing. And Deb figured we could fit the Mooney inside the 206. Lynn Fergeson brought us home in his Cessna 182 as he is based much closer. Lynn filed IFR and we shared hood time on the way home. Thanks Lynn for the trip and the left seat. Dean Jaros took us to La Junta and back in the Mooney 231. Always good flying with you Dean, thanks. The Albuquerque trip found us in Martyny's

Cessna 210. John ably navigated us across the mountains while Cathy sewed patches on his new Civil Air Patrol jacket. Air Force One was in the West that weekend but for some reason John would not change his call sign to CPA-One. Carl Talkington brought us home in his Comanche 260. First time flying in one, it is a nice plane. I was impressed with the Comanche's ability to climb high even fairly loaded. We were over 15,000 feet going north out of Santa Fe, IFR with oxygen weaving around the build up. It was beautiful and smooth. A few bumps later but a great flight home. Thanks, Carl.

Sharing rides was a much better than I expected. A chance to just sit and watch the scenery for a change. Even with an autopilot you have to have your head into flying. Just relaxing, watching was fun even in Nebraska. Observing another pilots technique (no grades, of course) was another benefit. I don't fly with other pilot's that often. Observing rather than actively participating changes the perspective. I think I learned something from every flight. It is kind of strange the stock we put on the last few seconds of flight, the landing. I think each pilot apologized for not doing better when each touchdown was safe and smooth.

Attending fly-ins does not require a plane. Maybe a partner has it that weekend or the rental hour minimums are too much for a weekend, or Death Valley is a stretch for your 152. I encourage members who are interested in a fly-in event but don't have a plane available, don't feel comfortable with the flight, or just plain don't want to fly to sign up anyway. We'll get you there. A couple might have to split up or the luggage goes in a different plane but I for one enjoy sharing the experience.

Eric
May 26, 2003

The Great Fokker DR1 flyoff from Lowry by Babette Andre

Andy Parks, president of the Lafayette Foundation, and pilot Mark Holliday flew into Colorado aviation history again on the bright morn of April 21, 2003. They did so a few days earlier when Holliday flew the Fokker DR-1 tri-plane modeled after the one flown by the Red Baron, Manfred von Richthofen, from Platte Valley Airport near Ft. Lupton to a ramp south of Wings Over the Rockies Air & Space Museum at Lowry. It was the first plane to land there since 1966 and is possibly the last time a fixed-wing aircraft will be flown out of Lowry. Takeoff distance was just over 400 feet.

"Today is the 85th anniversary of Manfred von Richthofen being shot down, April 21, 1918," said Parks with a toothy grin. We brought it in to the museum for a fundraiser for the Lafayette Foundation, a nonprofit organization dedicated to preserving and teaching about aviation history and aviation in general. We have six other aircraft and a hangar full of WWI military uniforms.

"The aircraft was built in 1979 from plans from replica aircraft. We use a modern engine, a 180-HP Lycoming. None of the Fokker DR-1s survived World War One. Our replica is about as close as you get to the original."

"I limit myself to not flying the tri-plane because I feel it's a complicated plane in the sense it has a middle wing that blinds you when you put the tail down. It was designed to land in open fields and we land on narrow runways. I do fly the Allied SE-5, a British biplane that was flown on the western front at the same time. I've been flying since 1983; most of my time is in bi-planes and tail wheels.

"How did you get clearance to do this?" asked this intrepid reporter. "We just checked with the different municipalities involved. The Lowry Redevelopment Authority the City & County of Denver gave

us permission to land on their property. The FAA was very cooperative. They came out to inspect the landing site though they had no real jurisdiction." Pilot Mark Holliday a US Air Pilot on voluntary leave and practicing for retirement, has logged 17,000 hours of flight time, 50-60 of which are in the tri-plane. All those hours are about half and half general aviation and airline experience

He started flying as a kid and soloed on his 16th birthday in 1968. He flew 28 different airplanes on that day, "a busy flying day." The Fokker DR1 was part of the Frank Ryder collection in Gundersville, Ala. Parks made the deal to acquire the Ryder collection in 1998. Holliday flew the bird to Colorado. "I never got dual instruction as it is a one-seater. I just got in and went. We made 12 landings between Alabama and Platte Valley."

"The DR1 is a magnificently maneuverable aircraft," said Morrie Quick, a CPAer and 84-year old pilot who still flies the WW1 replicas "It is quick to respond and light on the controls. The originals with rotary engines could turn 180 degrees on their nose to oppose an attacking foe before he knew it. The DR1 has a breathtaking climb rate of 1000 feet per minute, but you must fly the plane at all times or you will find yourself in trouble. Some say that Richtofen was not a good pilot, anyone who could score the victories he did over skilled pilots in a plane that was only as good as the pilot was, had to have been an excellent pilot."

The Lafayette Foundation offers tours and focuses on youth education through exposure to its living history museum at Platte Valley Airport. "We are in constant need of aviation memorabilia and ask your support and consideration with any donations which are tax-deductible," said Parks. "We welcome your visit." For further information, contact Andy Parks, 303-668-8044. ###

(See photo on front page)

NALL REPORT AV Accidents

General aviation (GA) suffered only 1,494 fixed-wing accidents during 2001, lower than any preceding year since record keeping began in 1938, according to the 2002 AOPA Air Safety Foundation (ASF) Nall Report. The total includes 298 fatal accidents. The preliminary Nall-reported 2001 accident rate for fixed-wing GA aircraft under 12,500 pounds is 6.56 for all GA accidents, and 1.22 for fatal GA accidents.

Single-engine fixed-gear aircraft were most often involved in fatal accidents during maneuvering flight (including buzzing), accounting for 37.8 percent of all fatal accidents in that aircraft class. Maneuvering flight also has the highest total number of fatal accidents, accounting for 11.2 percent of all pilot-related GA accidents in 2001.

For single-engine retractable-gear aircraft, accidents involving weather topped the list of causes, at 28.3 percent of all fatal accidents for that aircraft class. For multi-engine aircraft, accidents during takeoff and climb and accidents during descent and approach were most often fatal, at 23.3 percent each.

Overall, student pilots had only 7.7 percent of all GA accidents, despite representing 15.3 percent of the total pilot population. Pilots holding an FAA private pilot certificate, accounting for 40.7 percent of the total pilot population, were involved in 45.8 percent of all GA accidents. Commercial pilot certificate holders, 19.6 percent of the total pilot population, accounted for 32.4 percent of all GA accidents, while pilots with an airline transport pilot certificate, representing 21.7 percent of the pilot population, suffered 12.6 percent of all GA accidents.

The chances of a fatality in a homebuilt were considerably greater than in a factory-built. Homebuilt aircraft were involved in about 16 percent of all fatal accidents. Regardless of certificate level, experience had a significant impact on accidents. Overall, pilots with fewer than 500 hours of total experience were involved in 34.9 percent of all GA accidents, and those with fewer than 500 hours "in type" accounted for 76.2 percent of all accidents, with 74.2 percent of those accidents fatal.

Takeoff and landing accidents accounted for 58 percent of all pilot-related GA accidents. According to the report, airline transport pilots suffer a higher proportion of takeoff and landing accidents than student pilots, relative to each group's percentage in the pilot population. "Loss of control" was the most common reason for takeoff and landing accidents, causing just over 30 percent of such accidents. Research also showed that the fatality rate in pilot-related takeoff accidents was 20.5 percent, and the fatality rate on landing was just one percent. The second leading cause of landing accidents, after loss of control, was wind.

The 2002 Nall Report is available at www.aopa.org/asf/publications/02nall.pdf.
from Bill Linenberger

PICTURE PERFECT: FLY THE WEST WITH JOHN AND BETTY © 2003 Charles F. Luce, Jr.

Pilot guides are the run-up area where we rev our imagination and cycle our sense of adventure. Arriving just in time for summer is the 2003 Western US Pilot's Guide.

The 2003 WUSPG covers 12 states: Colorado and everything west except Alaska. 225 interesting places to fly. Spiral bound to lay flat, the guide is a quality production from cover to cover. Printed on high gloss stock, WUSPG is color-tabbed by region. Each section begins with a table of contents and map of the covered area. Airports are organized by region, typically north to south, in a logical flying order. Each section contains several pages of recreational narrative and lists of local accommodations, restaurants and recreational opportunities with phone numbers.

The heart of the guide is its airport pages. Each consists of a full color photograph of the airport environs, with runway lengths, radio frequencies, and other useful information. The upper right-hand corner of each page contains an icon of the 11 continental western states with a red arrow pointing to the airport's general location. Above this is airport's precise longitude/latitude and time difference from Zulu, and below one of my favorite features: "Why Here?," which, with brevity that marks the soul of wit, answers that question.

Why this guide? Despite its generally competent airport information, WUSPG is not about to put Flight Guide out of business. WUSPG is highly selective; it makes no attempt to catalog every airport. Only the fun ones. What sets WUSPG apart is its glorious color aerial photographs and recreational information; in this aspect, it fly circles around other guides. A word is worth 1/10,000th of a picture. This guide has 424 pages of pictures. WUSPG is a color catalogue of weekends and vacations. It's liking getting ten years of Pilot Getaways without the wait. WUSPG is the creation of John and Betty Obradovich. Each have 30 years in the printing business, and are experts in typesetting and color separations (John met Betty when he bought her company, one great merger). Deciding to up their fun quotient, in 1996 the Obradoviches bought Pilot Publishing, which produces the Bahamas & Caribbean Pilot's Guide. Slaves to

the grind, John and Betty decided 8-9 weeks flying the Bahamas and Caribbean each winter just wasn't enough and decided to create WUSPG. The 2001 edition was four years in the making.

Virtually every photograph in the guide is taken by John or Betty, a point of personal pride. John, a pilot since 1978, holds an instrument rating and has accumulated nearly 5,000 hours. "I paid for every gallon," John quickly adds. John has owned two Piper Arrows and Cherokee Six. His current shooting platform is a 1976 Lance with a removable pilot's window, a must for great aerial photography. To get from here to there, the Lance is equipped with a Garmin 430 and a new UPS MX20, which displays actual Jeppesen overlays, including Victor airways. Based in Pauma Valley, near San Diego, WUSPG was a logical expansion for Pilot Publishing. Covering vastly more ground than the B&CPG, the Obradoviches tackle making WUSPG in regional chunks, reflected in the 2003 edition's excellent sections on the Oregon coast and Hawaii. "We'll shoot 12-13 airports in a day or two from the Lance," says John, before launching ground sorties for background information and photographs from a fleet that includes twin Harley's (a 1992 Soft Tail and 2002 Ultraglide Classic), a Jeep and a 1998 Country Coach to haul them all. Airports and areas selected for consideration in the WUSPG are those which sound interesting or fun. The result is an eclectic guide whose coverage will vary somewhat with each new edition.

Despite appearances, John and Betty's work is not all tax deductible fun and games. For example, the year John and Betty purchased Pilot Publishing their entire six-week photo shoot for B&CPG was stolen, together with John's briefcase, in a "smash and grab" from their car. "We had to go back and re-shoot everything in two weeks," recalls John, who can laugh about the misadventure now, imagining the thief's disappointment and bewilderment at discovering his ill-gotten treasure was hundreds of transparencies of . . . airports?

To land your copy of WUSPG, visit Pilot Publishing on the Internet at www.flythewest.com. *For the full review, including John's photo tips, visit our CPA website. ###*

ASF OFFERS UPDATED SPATIAL DISORIENTATION REPORT

An updated AOPA Air Safety Foundation *Spatial Disorientation Safety Advisor* is now available to all pilots on ASF's Web site. The free 12-page booklet was originally produced to accompany the premier live ASF safety seminar on the subject. That highly successful seminar, also titled "Spatial Disorientation," was presented at 70 locations nationwide last year, reaching more than 15,000 pilots with critical flight information. The updated publication includes practical suggestions for avoiding loss of control, perhaps as a result of accidentally entering clouds. The suggestions in the new Safety Advisor were based in part on a 2001 ASF research project on pilot reactions to the loss of gyro instruments while under the hood. to download the document. *from Bill Linenburger*

ABQ CPA Flyin May 2-4

Flew into Double Eagle Airport, and Bode Av FBO treated us royally. We visited the Eclipse Aviation Co, and saw a small jet production line - the Eclipse. We ate a gourmet dinner in a haunted house. Ran out of time in the Atomic Museum. Some hiked the petroglyph trail, others just took the afternoons off. We had great social/happy hour parties by the pool. And some 36 or so all flew home once again missing all the bad weather. Grand trip, and one of the best ways to get to meet fellow CPA members I know! If you haven't ear-marked a CPA flyin trip for this summer, you still have time. It's a marvelous way to use your plane.

Mary K Jones

FORT COLLINS – LOVE- LAND AIRPORT

Dave Gordon has been selected as the Fort Collins – Loveland Airport Director. Dave, who had been Acting Director, was confirmed on December 18, 2002. The pilots and users of Fort Collins-Loveland (FNL) are very pleased with this decision. Dave brings years of experience to this position that will benefit our pilots and the surrounding community.

If you have seen Boeing 727 and other large jet aircraft flying in and out of FNL in the last few months it is because of numerous charter flights. A casino in Elko, Nevada has chartered a series of flights for a 3-day stays in Elko. Similarly, there have been charter flights to the sites of CSU's football bowl games. These charters plus the regular corporate traffic add up to extensive heavy jet traffic for FNL.

FNL has engaged a consulting company, Denver based Barnard-Dunkelberg, to update the airport Master Plan. The update will analyze the existing airport, forecast aircraft operations and development over the next 20 years, re-evaluate the land use plan, and determine the need for Airport improvements. This effort will take one year and involve public meetings and focus groups.

Part of the Master Plan is a site selection study for a possible Control Tower. The consulting company will generate a cost-benefit study and otherwise plan for Airport Improvement Plan funding.

As summer approaches the Agwagon turbine powered fire-bomber will begin operations again out of FNL. We are hoping it will be a short fire season this year.

If you are looking for a great place to fly to for lunch, FNL is your place. Grab the courtesy car and drive to Chile's (Loveland outlet mall) or Tortilla Marissa's (Windsor) for an excellent lunch. Each is only a 10-minute drive and Tortilla Marissa's has super Mexican food.

from Jan McKenzie, Dean Jaros, Area Reps

FORUM by Rob Duncan

The second method is termed a "forum" and is web-based. This means that rather than something popping up in your e-mail in-box, you go to a specific website to sign up and the view discussion "threads" under a variety

On a similar item, we are considering adding online registration to all our fly-in events, similar to what was done at last year's Marble event and also to be done at this year's. Please e-mail me your thoughts.

•JACKPOT AIR RACE -
•NEW EVENTS, LOTS OF
•FUN!!! JULY 12-13

Flying In The Real

World #3 *by Vern Foster-Flight Safety Chairman*

Missed Approaches IFR, and Go-Arounds VFR, are frequently done poorly, sometimes so poorly that damage and injury occur. At best these are a bit worrisome.

Let's begin with an example of a Go-Around which didn't go around well. Several years ago an east coast pilot was on a VFR night landing approach. His speed was excessive and he was too high. When over the runway, which was rapidly being overrun, he wisely decided to "Go-Around." Good decision. But there is more. He was flying a Beech Baron. In a frantic effort to get the gear up he leaned to the right to reach the gear handle. This applied a bit of right aileron and at the same time allowed the nose to drop. The resulting sound of the right prop chewing into the concrete brought our aviator to abruptly raise the nose and the Baron, though wounded, began climbing.

Now this gent vowed to get it right despite the teeth jarring vibration of the right engine/prop. On the second approach he was much too fast. The touch down was made far down the runway. But alas, In the excitement of the moment he had forgotten to extend the gear. The Baron smashed onto the belly at high speed, and hurtled off the end of the runway and into the

surrounding timber. The pilot was seriously injured and the plane was totaled. NOTE: If you do a Go-Around in a retract—leave the gear down!!

We will now critique this event because it contains all the things that usually go wrong.

1. The approach —Too high and too fast.
2. The Go-Around— Too hurried and no logical plan /procedure. Very bad!

In conclusion I will set out the best way to accomplish a Go-Around/Missed Approach. This is a GA adaptation of the procedures used by air carriers, corporate operators, etc. I have used this procedure for decades on airplane of all shapes and sizes—it works! Additionally this procedure is a part of the CPA Mt. Flying Ground School.

So what is a good neverfail procedure for a Missed Approach/Go-Around?

1. Apply takeoff power and simultaneously rotate to about 5 degrees nose up pitch. This will prevent flying into the runway and get a modest climb underway while you get ready for the next step. Keep the wings level and maintain runway heading.
2. Retract flaps to approx. half the value used for the approach.
3. Next adjust nose up pitch for V_y climb (8-10 degrees N.U) and go to — flaps up.
4. Lastly gear up and away you go — no rushing no frayed nerves and looking like a pro.

Why wait so long to get the gear up? Good question. The answer is there is no need! If the plane were a C-182 a C-206 or a Maule it will climb out with the gear down. What if, on takeoff, the gear would not retract on a Bonanza or C-310. The climb out would continue safely.

The archaic cry of "get yer gear up, get yer gear up" when doing a go-around, is in my opinion, the perpetuation of an old line which is without logic. Conduct all Go-Arounds/Missed Approaches in a deliberate and unhurried manner. They are to be enjoyed—not a chaotic event to be feared as is too often the case! ###

Flightlines 201

Factoid Prospective-A Contest for CPA Members

Though oceans had been crossed by the late 1920s, economically viable passenger and airfreight service was then still a dream. The major problems were technically complex but simply stated: some airplanes of the era could indeed fly the long distances between major population centers, but only if lightly loaded; others could certainly carry significant weight in passengers, mail, or cargo, but only for short distances.

This conundrum was particularly vexing to those who wanted to exploit the potential air routes between New York and Western Europe. Eventually, the development of longer-range aircraft with increased useful loads eliminated this problem, but really not until World War II. In the intervening years, however, any number of unworkable schemes was advanced to facilitate heavy transatlantic air commerce. Most were clearly crackpot and, fortunately, were quickly forgotten.

Two ideas, however, were truly audacious if not successful. Technologically sophisticated, these ideas were advanced by persons with impressive and well-recognized credentials.

One of these visionaries, an American, was Director of the Engineering Division of the giant E. I. duPont Corporation. His proposed system seemed so promising that millions in capital was raised and duPont gave him a leave of absence to develop his ideas.

The other was British. He was an honors graduate in engineering from Cambridge and held many responsible posts including Director of Design for the British Air Ministry. His transatlantic plan actually reached a functional prototype stage.

Who were these individuals and what were their ideas? Why did they not work? Answers will appear in the next two issues of FLIGHTLINES, but in the meantime, here is a little contest.

The first person to identify the American visionary and his plan will receive a one-year extension of CPA membership free. Likewise for the first person to identify the British visionary and his plan. Only one prize per person. Call Dean Jaros, 970 686-1233.

Concerning Learning Oil's Well That Ends Well

By Dan Doner as told to Dean Jaros

A time-money crunch, caused by a demanding job and a big mortgage, had kept me out of regular flying for the past four years. I had chafed under this restriction and now I resolved to get back into the air. My re-introduction was dramatic to say the least!

A BFR, a few hours of renting locally, and two cross-country overnight trips got me back to a reasonable state of currency in fixed-wing craft. But was renting Cessnas or Pipers to be my thing? Gyrocopters looked like a cool and affordable alternative, so I planned to attend the national rotorcraft fly-in in Mentone, Indiana just to see what it they were all about.

How could I get there economically? There was an operator at my local Colorado airport, let's call him John, who had a Cessna 182 for rent at really low rates. The plane was old and it was a bit scruffy of appearance, but all the paperwork was in order and it looked like the answer to my prayers. So one fine July morning, I set out for the big gyro event.

The outbound flight was generally uneventful. I did it entirely by pilotage. Using the on-board GPS, I thought, would be "cheating." Maybe seat-of-the-pants fixed wing was for me after all.

Once at the fly-in, I knew I could never be part of the gyrocopter community. Hardly any of the pilots had flown to the fly-in but instead had trucked in their rotorcraft. I resolved then and there to buy a versatile four place fixed wing bird.

However, I enjoyed the event and stayed for a few days and even took a ride in a gyroplane. Talk about perfect for low and slow!

The return trip to Colorado started

calmly enough. Everything checked out fine on run-up; performance seemed normal during the first leg and all the gauges were in the green. But I was vaguely conscious of some slight off-key tone or vibration. I could detect no degradation of performance and there were no instrument anomalies. I finally decided that I was imagining things—probably just my relative lack of familiarity with the idiosyncrasies of the 182. I put it out of my mind. This was MISTAKE #1!

At Audubon, Iowa, my fuel stop, I checked the oil and found it one quart down. No problem, I thought, all airplanes consume oil one way or another. The airport attendant, an elderly gentleman whom I regarded as a nosy curmudgeon, asked, "How many hours have you flown to run off a quart of oil, Sonny?"

"Three and a half," I replied. "Shouldn't use that much," continued curmudgeon, "I know these old 470s and they are pretty tight. Something might be wrong. I'd be happy to do a quick compression test for you."

Uncharitably, I thought he might be trying to drum up business by playing on the uncertainties of a relatively young and inexperienced pilot. "No thanks," I said. "I'm in a hurry."

Because the engine came to full power and because all instruments were again in the green, I was confident that ignoring the curmudgeon was the right decision. In fact, it was MISTAKE #2.

Forty-five minutes out of Audubon, a thin mist appeared on the windshield. Moisture, I thought. Eventually the mist turned to droplets and then, progressively, thin streams which ran up the Plexiglas. Oil! Probably a prop seal, I thought. No real emergency, I told myself, but I should land at Grand Island, my next check-point, perhaps

twenty minutes away. This was almost mistake #3, but I was saved by a great gush of oil, which turned the windshield totally opaque.

Since I had been proceeding by pilotage and careful attention to the sectional chart, I knew where I was, but the relative position of the four or five nearby airports was not instantly clear. It is hard to retain top situational awareness when you can't see out front and you know you are going down.

Then I made SMART MOVE #1. I hit the "go to nearest" button on the handheld GPS that I had previously regarded as a form of cheating. So much for pilotage! The very closest airport was about one mile distant but the GPS database said the runway was 1600 ft. of gravel. I was sorely tempted to make an all-out dive for it and land no matter what. But I had lots of altitude (4000 ft. agl) and the engine was still turning over.

SMART MOVE #2 was to look at the second closest airport, Greeley NE, four miles away, which had a 2200 ft. grass runway. I reduced power to little more than an idle. Not being able to see out front, I followed the GPS line like a video game. When I was close, I slipped left in hopes of being able to see the airport out the right side. The changed airflow washed the oil over the window making it just as opaque as the windshield.

Panic was near now, but somehow I made SMART MOVE # 3. I tried a gentle slip to the right. Airflow is not symmetrical on an airplane, and lo and behold, the left window remained clear of oil. I spotted a long green strip, which unlike most of the surrounding terrain, was completely free of cows. It had to be Greeley airport.

I made a decent approach and, wondering if power would hold, landed in foot-high grass. The unattended airport had not been used in a long time. When I rolled to a stop, the plane was covered with an awful-looking, slimy oil-grass mixture. But the fresh cuttings sure smelled good to me. I was alive and well but I could easily have killed myself. On

the first leg of my flight, I suspected that there was something wrong with the plane. Instead of investigating the vague sound or vibration, I put it out of my mind. Then, I had a second piece of evidence that not all was well. Still, I dismissed the possibility of trouble rather than dealing with it up-front. Two signs and I ignored them both! I don't think I will ever be that dumb again!

The immediate mechanical cause of this mishap was a hole the size of a half-dollar in one of the pistons. The rental-operator, John, angrily hassled me for running too lean and ruining his engine. I knew this to be dead wrong and I felt irresponsibly accused. I really began to doubt John's judgment when I heard how he attempted to recover the plane. John flew to Greeley with a replacement cylinder and piston. He fitted them, ran up the engine, and watched it seize in less than six minutes.

Later, I heard an interesting tale. Following an engine tear-down and review of all the parts, there was evidence of an incorrectly installed induction gasket on the offending cylinder. If this was the case, the cylinder had been sucking lots of extra air, running lean, and getting super-hot for a long time. Eventually, this will melt a piston.

All this suggests, that John didn't take very good care of his airplanes. Maybe that is why his rental rates were so cheap. Perhaps this points to an even broader lesson. Take real care in deciding what you fly. You get what you pay for. ###

"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."



Fly Mart

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.

FOR SALE: V35A (1969) Bonanza. One-half interest in established LLC aircraft based at Meadow Lake. Turbonormalized, tip tanks, panel-mount GPS, S-Tek 50 with altitude hold and yaw damper. Recent annual. 4700TT / 1500SMOH. Nice paint and interior. \$63k. 720-838-0066.

COLORADO CALENDAR OF AV EVENTS - 2003

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. 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). 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.

Info: Jan McKenzie 970-206-5526 or jan.mckenzie@LSIL.com

PA RENEWALS

Vern Foster, Aurora
Kay Foster, Aurora
Steven Carver, Glenwood Springs
Howard Cammack, Littleton
Cleon Biter, Lyons
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