

CPA FLIGHT LINES

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August 2003



JACKPOT AIR RACE Winners of Class "C" Turbo
Category: from left to right: 1st Walt Barbo, 2nd Lucille
Bledsoe, 3rd Dave Burke. *Jackpot photos and results by Walt
Barbo.*

CPA WEB SITE
www.coloradopilots.org



President's Message *Eric Jensen*

Thanks for the response!

Within days of the newsletter mailing, we had several volunteers to shepherd our effort to gain 501-C non-profit status. As I keep reminding everyone, this organization exists only because of the efforts of many dedicated volunteers. Since that was so successful I'll try another request this month.

Our membership numbers are pretty stagnant. We are staying just under 700 members. We welcome a few new members each month but folks that choose not to renew offset the newcomers.

I wrote about this back in February and suggested that if only one-third of the CPA recruited a new member we would be over 1000 in no time. We are not there yet.

Now that flying season is in full swing I challenge you to talk to the pilot in the hanger next to you, or in the FBO lounge, or the one that flew the rental before you. I have brought in one

member and have another hooked, I hope. Use the signup page from Flightlines or direct them to the form on our webpage (www.coloradopilots.org). We are the statewide voice of general aviation and we speak louder with numbers.

Speaking of the webpage, the board of directors at the August meeting approved the transition of our member database to our webpage. The database will be accessible by password to CPA members only. This will allow keep members to keep their information current. And, with appropriate privacy provisions, searches for local members or other members flying similar aircraft.

Mark Hopkins and Rob Duncan are working on this project with Terry Barbo, our membership coordinator. This does not mean you have to use the web just that the database will be more available and current. Look for more information soon.

You may remember I work for the US Forest Service. One of my 'other jobs' when needed is

aerial observer for forest fire reconnaissance. Although this fire season is nothing like the last couple of years, it has been very hot and dry. I spent a week in July on assignment at the Pueblo airport.

Hanging out at the airport from 0900-1900 daily while making 2-3 low-level flights around the Rockies was rough duty but someone has to do it. All kidding aside, working with our fire folks reminded me to remind you to check for TFRs. Almost every fire where aircraft are used will have a TFR issued within a few hours. These can take some time to work through the system so be careful. Flight Service should know. The Bureau of Land Management hosts a website that shows all the TFRs graphically on Sectional, WAC, or GNC charts (<http://airspace.blm.gov>).

If you see smoke and think it might be a new fire or just want to check it out, you can call FSS or Flight Watch. Be prepared to give a location either radial/distance from a VOR or latitude/longitude. They will forward the report to a wildland fire dispatch center. It is a good idea to keep your distance or even leave the area. While reconning fires, we often have to

pull back until a private aircraft leaves the area. You may find yourself sharing the air with a P3 or P2V heavy airtanker, a helicopter or two, or even a smoke-jumper aircraft if the fire is more than an acre or two. If you have a reason for extended low-level flight in the area you may want to contact a local Forest Service or BLM office. They can put you in touch with the proper dispatch office for information on aircraft types, busy flight paths, and air-to-air communications. ###

*NOTE TO CPA MEMBERS from
Vern Foster*

My dear wife Kay passed away June 12th after a long bout with lung cancer. During this time we received many, many cards and phone calls of caring and support. Additionally there were generous amounts of food, personal visits, flowers and just plain help so needed on several occasions. We thank you all so very much.

from Vern Foster , son Bill Foster and family of Enid , Ok, and daughter Linda Roark and family of Neosho, MO. ###

WE SAVED THE BEST FOR LAST

This has been a great year for viewing a B-17 Flying Fortress in Colorado, with both the EAA and Colling's Foundation examples recently visiting. However the Arizona Wing CAF will be bringing their polished jewel, the *Sentimental Journey* into several Colorado locations in September. This B-17 is arguably the most restored example still flying. Unlike the others, every one of SJ's electrically powered gun turrets are fully functional - with the exclusion of the 50 caliber machine guns themselves. Replica guns are used to reduce the tamper temptation and eliminate licensing and other limitations. From the tailgunner's "bicycle seat" to the bombardier's "best seat in the house" you will not find a better Flying Fort example, nor likely allowed inside the few grounded museum examples that may be somewhat better.

Ready to compare Flying Forts? Then mark your calendars with these September dates. Arrivals will be at noon on the first date given for each airport. 5 - 7 at the Jeffco Airport Open House, 8 - 11 at Front Range Airport, 12 - 14 at Colorado Springs Municipal, and 15 - 18 at Montrose Airport. The display will open at 9 a.m. and generally close at dusk if there are still interested visitors. The May through October, two cities per week tour schedule is manned by all volunteer crew members of the Arizona Wing CAF. Many of these people are not Arizona residents, but all donate their time to bring part of the CAF's "Flying Museum" to you - "Keep 'em Flying" is our motto.

As a special bonus, the only flyable German Heinkel He-111 "Blitz Bomber" will also be at these events. Since both bombers were designed and first flown in the mid-thirties, here is a unique chance to compare the German and American engineering of the times, side by side.

With over 140 WWII aircraft including at least one example of almost every US fighter, bomber, cargo, and liaison aircraft used from 1939-1945 (plus a couple German, Japanese and British models thrown in), the CAF receives no money from the Federal Government. They are supported solely by private and business donations. Unlike most aircraft museums where a rope separates visitors from the displays, a \$7 fee will be requested which allows anyone to go into the aircraft.

If you, or somebody you love, wants the ultimate thrill, B-17 rides are available for \$395 per seat for about a half hour of four engined pleasure as you are flown over the area. Due to operating costs at least five seats must be filled for these flights and the B-17 has seats for six passengers on a first come, first served basis. There are also plenty of gift and memorabilia for sale too and all profits go to maintaining these aircraft. In many ways each city stop is like the original barnstormers where they collect enough gas money to go onwards - except these are much bigger and thirstier engines than that on a Jenny, nor was there an insurance bill to contend with back then! You, or your business, can help keep history alive by attending these events and

supporting the CAF.

Denver's Mile High Wing of the CAF is also planning on having their Lockheed 18/C-60 at the Denver events, so there will be plenty of round engine sounds for everybody. This fast, unique WWII soldier was saved from the scrap smelter because it was converted into an business executive transport, long before "Learjet" was even a word.

"Lest we forget"

CAF "Col." Rob Duncan

L INCOLN, NB TRIP ON AGAIN

The Lincoln Fly-in has been rescheduled for September 27 & 28, 2003. The logistics for the fly-in remain the same from the postponed fly-in.

We will be staying at Country Inn & Suites in Lincoln, and will rent cars from Avis. Same hotel, same car rental, same museum - with the added fun of a special M*A*S*H exhibition on loan from the Smithsonian - including Hawkeye's robe, Radar's cap, and Klinger's dress.

I just got done speaking with the

museum, and they also said that in addition to the regular museum, and the M*A*S*H exhibit, there will also be an exhibit entitled Quest for the Moon. There will be two new space capsules to display in the permanent collection, and the exhibit will include other capsules from the Gemini, Mercury and Apollo programs, including Gemini 3A.

We'll learn the stories behind the names we have all heard: Armstrong, Lovell, Cernan, and others; and will see replicas of some of our nation's greatest space artifacts and original NASA space suits.

(Other items from that era will also be featured, including field medical equipment, transportation and weapons.) The hotel is 402-476-5353 and Avis is 402-474-1202.

Please feel free to call Sarah Dolliver at (303) 866-0289 (during office hours) or (303) 766-3819 (home phone) for information.
from Sarah Dolliver

NOTICE TO ALL OF YOU THAT ARE LOOKING FOR THE MOST UP TO DATE INFO AVAILABLE ON CPA ACTIVITIES -

You will find it on our WEB site, and via email "bulletins". Mark Hopkins and Rob Duncan have made good their promise to make this a first class site, and if you don't see the info you are looking for, just ask.

Factoid Answer—A 1920's American Transatlantic Scheme

(See June Flightlines for background information)

American Edward R. Armstrong planned to build huge, floating runway platforms. Called "Seadromes," they were to be permanently anchored at several mid-Atlantic sites. Ocean-crossing planes with a range of less than 500 miles could then land and refuel at appropriate intervals.

The Seadromes, in the initial plans, were to weigh in at 15,000 tons each and were to include a 40 room hotel (against the possibility of weather delays). The deck, supported on 32 buoyed columns, was to have been 70 ft above the water. Mooring cables up to five miles long were contemplated as well as anchors in some variants weighing up to 1500 tons.

Though this plan presented many technical challenges, the engineering was basically sound. A model was successfully launched in Chesapeake Bay. The Seadrome would have floated stably in mid-Atlantic. As part of his justification for the project, Armstrong also worked out some projections as to how many people would want to cross the ocean by air. Given subsequent demand for air travel, they appear to have been quite reasonable.

Thus, in some respects, the Seadrome was well thought out. Moreover, there was considerable public enthusiasm for offshore sites—beyond the reach of Prohibition and of gambling laws. But for two basic reasons the Seadrome idea collapsed. First, Armstrong underestimated the costs of building these giant structures, especially as ongoing development tests showed the need for additions and modifications. The onset of the Great Depression made the economics of the Seadrome even more bleak. Capital simply dried up.

Second, the Seadrome was overtaken by advances in aircraft performance. Armstrong's assumptions about range and payload were soon to be obsolete. By 1931 the Sikorsky S-42 flying boat had greatly extended the endurance of large aircraft and even more dramatic improvements were clearly on the horizon. Armstrong ignored these developments and plunged ahead with his project anyhow.

In short, by the time the engineering for the Seadrome was completed, its projected cost was much too high; besides, the problem it was designed to solve had evaporated. Though the Seadrome would have floated, the idea quickly sank. ###

Fly-in to Death Valley National Park

November 1 – 3, 2003

Death Valley National Park has more than 3.3 million acres of spectacular desert scenery, interesting and rare desert wildlife, complex geology, undisturbed wilderness, and sites of historical and cultural interest. Bounded on the west by 11,049 foot Telescope Peak and on the east by 5,475 foot Dante's View, Badwater is the lowest point (-282 feet) in the western hemisphere.

There is a 3,000 ft paved airstrip, and the resort presents a complete contrast to the desolate landscape and consists of the historic, 4-diamond, 66 room Furnace Creek Inn and the more family oriented 224 room Furnace Creek Ranch.

We will be staying at the Furnace Creek Ranch in the "Deluxe rooms". **Call for your room reservation as soon as possible at 760-786-3353 and refer to group Booking No. 5809.** Group Rate is \$105 per night plus 9% tax and a \$2.50 energy surcharge. For a description of the accommodations, go to the website www.furnacecreekresort.com Meals will be at the Resort café or dining room and we will pay individually.

Schedule:

Saturday, November 1 – Fly to

Death Valley (L06). It is about 600 nm southwest of Denver.

Possible fuel stop in St. George or Las Vegas. There is fuel available at Furnace Creek, but you have to call ahead for someone to come out and the price may be somewhat high. Plan to arrive mid-day. The resort will send a van to pick you up- there is a phone at the field. Activities for Saturday afternoon will be swimming, tennis, golf or just relaxing. Plan to meet for happy hour at 5 p.m. (bring drinks and a snack to share) and then dinner at the resort at 7.

Sunday, November 2 – Visit the Park Visitors Center and Museum to learn the history and geology of the area. Possible sightseeing flight to the endangered "Chicken Strip" in the Park. Optional Horseback tour (2 hours) is \$40 per person. There are a number of hikes available, or you can stay at the resort and enjoy the amenities there. A Park Ranger will do an evening program for us.

Monday, November 3 – The resort van will shuttle us back to the airstrip after breakfast for an early start on the flight back to Colorado.

Look for the full flyer and more info on our web site. Deadline for sending in your registration is Sept. - but you need to do your room registration NOW!!

27TH ANNUAL DENVER TO
JACKPOT AIR CLASSIC
JULY 12, 2003

The Jackpot Air Classic Committee wishes to thank the following organizations and individuals for their generous donations in support of the 27th Annual Denver to Jackpot Air Classic:

Cactus Petes
Colorado Pilots Assoc.
Frontier Airlines
Denver Avionics
Len Lyall Chevrolet
Pueblo Airport Restaurant
Ron's Texaco
Lucile & Hank Bledsoe
Vern Foster & Bill
Marshall

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

Thanks to the following committee members and helpers: Leonard Adler and Gail Ross, Walt and Terry Barbo, Kevin Bunnell, Mike and Suzan Craven, Sarah Dolliver, Bob and Carolyn Doubek, Sonny and Darlene Elgin, Steve and Linda Harless and their family and friends, Gretchen Jahn and Karl Sutterfield,

Bill and Marlys Marshall, Tim Roberts, and Paul and Sheila Rossman. The Air Classic ran smoothly largely due to their efforts and assistance.

We would also like to thank Peggy Long for making the Air Classic posters that were displayed at area airports.

This year we had an aircraft that had to make an off-airport landing. Sonny and Darlene Elgin heard their call for assistance and took the time and effort to locate the plane and relay the information to the sheriff's department. Unable to fly the aircraft home, the two pilots were looking for rides, one to Washington state and the other to Front Range. Dave and Sue Burke were headed to Oregon and took one of the pilots to Walla Walla and Walt and Terry Barbo took the other pilot back to Denver. Thanks to everyone who helped find the plane and get the pilots home.

As always, your comments and suggestions on the race are welcome. We look forward to seeing you next year for the 28th Air Classic!

Robert Venohr
Air Classic Chairman
(303) 766-0742
rkvenohr@aol.com

Travail at Tampico

By Gretchen Jahn as told to Dean Jaros

Our trip to Central America truly had been fun, but now it was time to head home. The weather briefing for our departure from Guatemala City (GGT) was “Oh, it’ll be fine” — they *always* say that, and on the average they’re right — with McAllen, Texas (MFE) forecast to be MVFR. Our flight back promised to be routine.

A Guatemalan 182RG owner we’d met earlier in the trip had told us that he generally filed direct from GGT to MFE, and in the absence of strong headwinds could make it with IFR reserves. So we took the time to squeeze in the last few gallons that the 182 finds room for if you’re patient, then filed our international flight plan, steeled our nerves, and launched.

Although such a long trip would be trying, we were both IFR current and could share the flying chores. Moreover, I had a bad cold and the last thing I wanted was the ear pain from an extra descent, landing, and climb-out. And finally, with this plan we could avoid the hassle of an entry into and departure from Mexico.

About half way, we encountered

headwinds stronger than predicted. Did they persist along the route? If so, we had a fuel problem. But aviation services are meager in Mexico, and we could get no direct information on conditions to the north. As we neared Tampico (MTM) we were able to eavesdrop on a conversation between another plane and a US weather facility: conditions at McAllen had worsened into what South Texans call a “norther,” bringing lowering clouds, rain and a strong northerly wind. With the new data, the prognosis was not good.

Fuel would be tight. Certainly we would not arrive at McAllen with anything like IFR reserves. What to do?

For all the same reasons that we’d filed non-stop to McAllen in the first place, plus the fact that we had no permission to land in Mexico, the temptation to press on was strong. After all, we just might make it. And if fuel got too low, we could land at Reynosa, just south of McAllen in Mexico. Moreover, at half the distance there was Ciudad Victoria’s paved runway—in case of a real emergency.

But as we talked it over, those options became less tempting. First, Reynosa was going IFR just like McAllen and the approaches were tricky, to say the least. Ciudad

Victoria airport was an unknown, as were weather conditions there. Also, it was not an airport of entry/exit. We could not legally fly direct from there to the US.

Tampico, by contrast, *was* an airport of entry with good runways, a tower, and VFR weather. Better judgment prevailed and, filed or not, we headed there. We called Tampico Approach and declared our intentions of making a technical stop, in which—as long as only the crew deplanes, and then stays within the “international” part of the airport—clearing customs is unnecessary.

Nobody at Tampico was particularly happy about the unannounced arrival of an international flight, but everyone was courteous. The Policia Judicial Carl (Mexico’s Drug Enforcement Administration) gave us the third-degree: Karl had to unpack and display the contents of all our baggage, and open several inspection panels, but in his mediocre Spanish successfully persuaded the P.J. officer (and his “assistant,” who was carrying an M-16 and a .45 automatic) that we were improbable drug runners and that they didn’t need to remove the access panels to get inside the tail

cone.

I met with the air traffic control officer and immigration agents to complete necessary paper work. We tried to cooperate and maintain a positive attitude; this seemed to help. Eventually it became clear to our hosts that we were acting in good faith. The atmosphere began to change.

There was no more talk about violation of regulations. Instead, the officials really wanted to send us on our way—as long as they could find a bureaucratic justification for doing so. It was interesting to watch the air traffic control officer generate his list of reasons (no doubt for the report he would have to file): fuel had been purchased as per our original landing request; there was no contraband; there had been full cooperation with customs and with his staff; the flight plan was a matter of official record (he checked).

It seemed especially important to him that we should complete the flight plan even if somewhat delayed. In order to insure that, he cleared us direct to McAllen instead of the more usual practice of requiring exiting airplanes in that region to stop at Reynosa.

Problem solved. We went home. In retrospect, we clearly had a strong case of get-there-itis. The urge to press on was reinforced by the fear that the alternate course of action, landing at Tampico, might have unpleasant consequences. We had images of fines, bureaucratic delays, or even impoundment of the plane. It took some serious give and take discussion between Carl Karl and me to confirm that the risk of running out of fuel was far worse than even the most dire imaginable scenario at Tampico. We helped each other arrive at the right decision.

We also discovered something about officialdom. Bureaucrats *can* be arrogant, obtuse, or corrupt, but more often they're simply trying to get their jobs done as smoothly as possible. If one understands this, and if one has some appreciation that formal procedures are likely to vary from country, international flying becomes a lot more fun.

Perhaps most basically, we acquired a new respect for the concept of "alternative airport." En route Guatemala City to McAllen, Tampico is an obvious choice.

Up front, we should have considered the possibility, admittedly unlikely, that we might have to land

there somewhere in Mexico. Then we could have checked in advance the regulations about landing without permission. We would have learned that the consequences were far less troublesome than we feared. So informed, we would have been less tempted to press on when the winds stiffened. There would have been less stress.

In sum, though our adventure wasn't particularly enjoyable, it was certainly interesting. But then meaningful experiences are often like that. If we learned enough to avoid repeating it, our return via Tampico was well worth it. ###

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."

2003 DENVER TO JACKPOT AIR CLASSIC - SPEED RESULTS

	N#	MAKE	YEAR/TYPE	H'CAP PILOT	TOTAL SPEED (Kts)	AVERAGE TIME	% OF SPEED (Kts)	H'CAP
CLASS "A" - FIXED GEAR								
1	184JH	VANS	2002 RV-8	JOHN HUFT	173	2:47:03	167.3750 96.75%	
2	70006	CESSNA	1971 C-185E	RON LEWARK	144	3:21:49	138.5416 96.21%	
3	182JV	CESSNA	1960 C-182C	JAMES HOLLIS	133	3:39:11	127.5644 95.91%	
4	9247X	CESSNA	1962 C-182E	BILL TOTTEN	135	3:40:34	126.7644 93.90%	
5	6383B	CESSNA	1957 C-182A	JEFF LEWARK	135	3:47:27	122.9281 91.06%	
CLASS "B" - RETRACTABLE GEAR								
1	7164Y	PIPER	1964 PA-30	SONNY ELGIN	167	2:49:26	165.0207 98.81%	
2	9645X	CESSNA	1961 C-210B	PEGGY LONG	145	3:16:59	141.9409 97.89%	
3	91VP	BEECH	1969 BE-V35A	HOMER LYLE	176	2:42:46	171.7796 97.60%	
4	3731Y	CESSNA	1964 C-210D	DANA HAGLIN	162	2:58:12	156.9024 96.85%	
5	941Y	MOONEY	1980 M20J	CHRIS OLSEN	155	3:08:46	148.1194 95.56%	
6	7463N	BEECH	1968 BE-V35A	CHET JEWELL	172	2:50:25	164.0685 95.39%	
7	1576S	BEECH	1962 BE-95A	ROBERT FIGGIE	163	3:02:40	153.0657 93.91%	
8	45VC	CESSNA	1964 C-210D	JOHN MARTYNY	162	4:20:01	107.5316 66.38%	
CLASS "C" - TURBO								
1	2538S	CESSNA	1976 T-210L	WALT BARBO	169	2:37:42	177.2987 104.91%	
2	11BC	BEECH	1991 BE-36TC	LUCILE BLED SOE	170	2:39:00	175.8491 103.44%	
3	231WB	MOONEY	1980 M20K	DAVE BURKE	174	2:40:03	174.6954 100.40%	
4	210VE	CESSNA	1978 T-210M	WALT BELL	169	2:52:20	162.2437 96.00%	
5	8758Q	CESSNA	1976 T-206F	DAVID ROBERTSON	145	3:25:57	135.7611 93.63%	
6	6863R	CESSNA	1967 T-210G	DAN DUNNING	162	3:17:04	141.8809 87.58%	



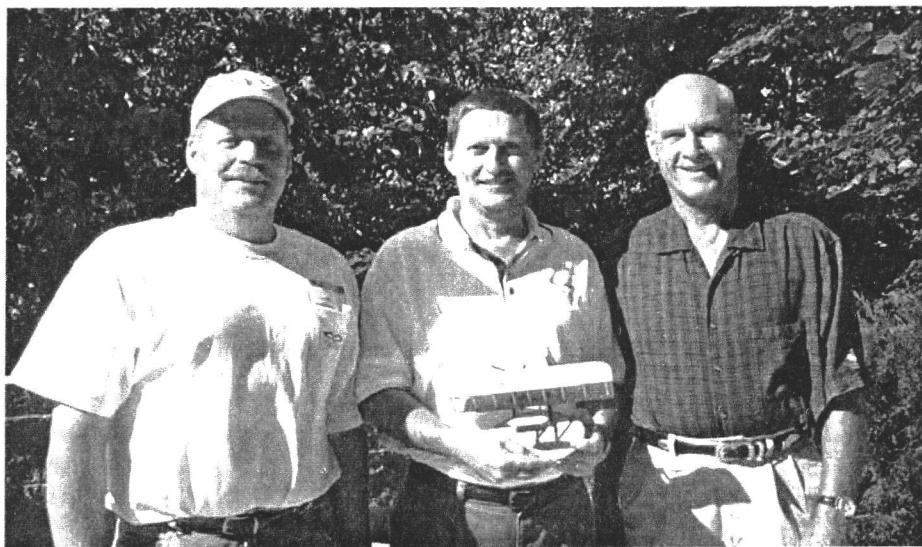
Class A Winners, left to right above: 1st John Hust, 2nd Ron Lewark, 3rd James Hollis.



Class B Winners, left to righty above: 1st Sonny Elgin, 2nd Peggy Long, 3rd Homer Lyle.

2003 DENVER TO JACKPOT AIR CLASSIC - FUEL RESULTS

Rank	N#	MAKE	YEAR/TYPE	PILOT	FUEL EST (Gal)	TOTAL FUEL PURCHASED	FUEL DIFF (Gal)
1	3731Y	CESSNA	1964 C-210D	DANA HAGLIN	47.45	46.73	0.72
2	6383B	CESSNA	1957 C-182A	JEFF LEWARK	54.30	55.32	1.02
3	1576S	BEECH	1962 BE-95A	ROBERT FIGGIE	74.30	75.53	1.23
4	6863R	CESSNA	1967 T-210G	DAN DUNNING	58.50	56.39	2.11
5	7463N	BEECH	1968 BE-V35A	CHET JEWELL	54.80	57.02	2.22
6	70006	CESSNA	1971 C-185E	RON LEWARK	53.00	55.56	2.56
7	941Y	MOONEY	1980 M20J	CHRIS OLSEN	38.00	35.42	2.58
8	210VE	CESSNA	1978 T-210M	WALT BELL	50.80	53.39	2.59
9	9247X	CESSNA	1962 C-182E	BILL TOTTEN	56.50	53.75	2.75
10	91VP	BEECH	1969 BE-V35A	HOMER LYLE	41.86	44.67	2.81
11	184JH	VANS	2002 RV-8	JOHN HUFT	33.20	29.52	3.68
12	2538S	CESSNA	1976 T-210L	WALT BARBO	55.00	50.72	4.28
13	8758Q	CESSNA	1976 T-206F	DAVID ROBERTSON	61.90	66.73	4.83
14	231WB	MOONEY	1980 M20K	DAVE BURKE	51.10	45.95	5.15
15	182JV	CESSNA	1960 C-182C	JAMES HOLLIS	82.10	76.75	5.35
16	11BC	BEECH	1991 BE-36TC	LUCILE BLEDSOE	77.30	82.77	5.47
17	45VC	CESSNA	1964 C-210D	JOHN MARTYNY	60.00	51.52	8.48
18	9645X	CESSNA	1961 C-210B	PEGGY LONG	37.00	45.73	8.73
19	7164Y	PIPER	1964 PA-30	SONNY ELGIN	48.30	81.44	33.14



Winners of Fuel Estimate: 1st place Dana Haglin, 2nd place Jeff Lewark, 3rd place Robert Figgie, shown from left to right in photo.



Winners of Time Estimates: Chet Jewell (left) exactly met his time estimate for the segment from Rock Springs to Jackpot; Bill Totten (right) was within 15 seconds of his estimate from Jeffco airport to Rock Springs.



Ron Lewark displays his winning hand for the Poker Run while John Huft pays off a side bet that Ron Couldn't draw a diamond to fill in a diamond flush. Over 80 poker hands were sold in the competition.

Flying In The Real World # 4. By Vern Foster – Flight Safety Chairman

TAXI BY THE TACH and GIVE THOSE BRAKES A BREAK

To some the following will be ho hum –but on the other hand it may be interesting –at least it is something different— so here goes—beginning with an engine start.

On engine start set the RPM at 1000 and lean the mixture a bit. After some 20 seconds you will notice that the RPM has increased by 50-75. Not to fear. The oil on the cylinder walls is warming –so move the throttle back to 1000 RPM. Let the engine do it's thing for 2 minutes so that ALL of the engine parts are being fully lubricated. When we see the first indication of OIL PRESSURE that is an indication that the pressure pick up at a main crank shaft bearing senses pressure. How about the other parts such as cylinder walls, pistons, cam shaft bearings valve guides and the remainder of the valve mechanism? At the start these have only the residual lubrication from the last engine run. Low RPM is essential until the TOTAL lubrication action can be brought to life—which takes about 2 minutes. Most engine experts tell us that it takes about 2 minutes at low RPM for the engine to be running in a fully lubricated status and further that some 60-75%

of engine wear occurs during the first minutes after engine start. The routine above will go a long way toward preventing this engine start damage.

Now with the engine start complete we desire to move the airplane toward the departure runway. And how to smoothly do that ? Let's try a big iron trick to get things rolling. Learn the BREAKAWAY POWER which works for you airplane. Here is how to do that.. Add the power slowly until the plane barely moves. This is opposed to "blasting" the throttle to get under way. This RPM will vary slightly from one plane to the other but is usually around 1200 to 1300 RPM. .Experiment with this and when you have established the BREAKAWAY POWER for your plane you will know it because as this setting is applied the plane will initially hesitate for about 3 seconds then slowly and smoothly began to move!.

When you approach the desired taxi speed set the RPM to 1000 and note that this is about right for a proper taxi speed for a single engine machine. For a light twin 900 RPM is in the ball park. For a slight upslope add 100-150 RPM to these numbers and subtract a like amount for a slight down slope..

In heavy transports a dedicated thrust setting is used to get the plane rolling. This avoids turning over all sorts of ground equipment, damaging other aircraft, and seriously injuring personnel on the ramp. With us it is a matter of courtesy and the prevention of dirt and debris being blown about in our wake. Most of us do a good job of taxiing. If you desire to put a bit of polish on your technique you might want to give this a try..Any way. wouldn't it be fun to try something different ? Now on to the brakes.

Plan your landing touchdown to occur 1000 feet beyond the runway threshold. The ground roll will require only 1500-1700 feet with light to moderate braking to come to a stop or exit the runway. This careful planning will minimize the need for braking. A four place airplane weighs about as much as a family auto but has less than half the braking capability and only 2 tires on the pavement.

In summary do a professional engine start, get the plane moving smoothly, taxi by the tach and give those brakes a b-r-e-a-k.! With a bit of practice you will be the envy of all who observe your professionalism!

Now how about hitting that 1000 foot touchdown spot mentioned earlier? In the next article I will show you how to do that every time by utilizing The Precision Visual Approach which I developed in the late 1960's. It is simple to apply, very accurate and it enhances the safety of every approach especially during night approaches or in rain and blowing snow. ###

NOTES FROM OSHKOSH

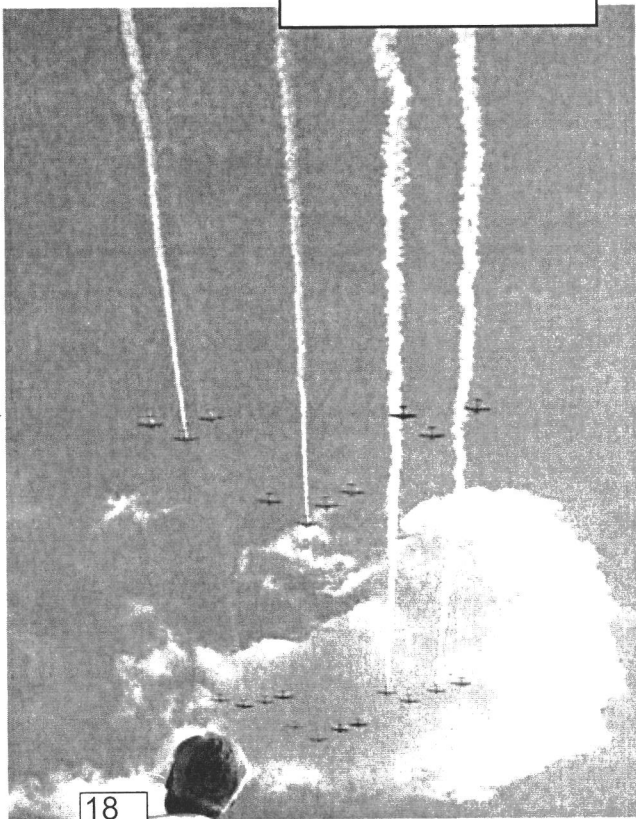
We just returned from a wedding trip to Chicago and four days at Oshkosh. I got to fly three times in the show. On Friday, I was part of a four-ship to open the show with a missing man formation.

I am in this photo -- the leader of the three-ship on the left side of the last group. I have smoke on in the middle of those three.

The plane worked wonderful for being rebuilt from Dec. 1 to May 30. Flew it five hours and then we took it apart June 2 for the paint job. On July 17, it came out of the paint shop and we put it back together and flew it at the Alamosa, Colo. airshow July 19. We then left of July 24 for Chicago. No weather going or returning from Chicago or Oshkosh.

Ed Huber

This is a formation of AT-6's. Ed is the second from the left with the smoke. Some airplanes are flown in aerobatic routines during airshows (Ed does this) and the smoke system makes them easier to see and adds a dramatic effect. A few years ago, Ed was the leader of a flight of over 100 airplanes (AT 6's i think) at Oshkosh. He is a very experienced formation pilot, instructor, and check pilot. This was the largest formation ever flown at Oshkosh.



CPA CALENDAR OF EVENTS - 2003

SEPT 6 PLANES TO PLAINS - 5th ANNUAL FLY-IN, Lamar Municipal Airport (LAA), CO, 6:00 a.m. - 3:00 p.m. Food and beverages available. Info: Bill Thrailkill 719/336-1303 or bill.thrailkill@ci.lamar.co.us

SEPT 6 OPEN HOUSE - WARBIRD AND HISTORIC AIRCRAFT FLY-IN, Jeffco Airport (BJC). One of a series of historic aviation programs celebrating 100 years of flight. Family event featuring static displays and fly-bys. Info: CAHS 303/669-9353 or Airport Administration 303/466-2314.

SEPT 6 - 7 MARBLE, CO BACKCOUNTRY FLY-IN, Marble, CO. This airstrip is located east of McClure Pass and requires mountain experience to use. Additional information, registration and the hold harmless form can be found at www.coloradopilots.org/marble.asp or Ed Huber, Huber1942@msn.com

SEPT 8 CPA BOARD MEETING, Boardroom, JetCenter, Centennial Airport (APA), 6:30 p.m. Info: CPA Hotline 303/366-6226.

SEPT 11 - 14 RENO AIR RACES, Reno, NV, Reno/Stead (RNO). CPA members planning to attend may want to join fellow CPAers in reserved CPA spectator section. Tickets available. Info: Paul & Sheila Rossman 303/766-2724 or acscpaul@fishnet.com

SEPT 13 - 14 GLORY DAYS 2003, Lowry Town Center, Denver, CO. Free festival highlights flight, the arts, unique history of Lowry and all it has become. Enjoy a variety of activities & entertainment. Info: Lowry Redevelopment Authority 303/343-0276 Website: <http://www.lowry.org>

SEPT 19 - 21 PARACHUTING EVENT, Lamar Municipal Airport (LAA), CO, 6:00 a.m. - 3:00 p.m. Food and beverages available. Info: Bill Thrailkill 719/336-1303 or bill.thrailkill@ci.lamar.co.us

SEPT 19 - 20 FLY THE ROCKIES, Gunnison Valley Aviation, Gunnison-Crested Butte Regional Airport (GUC). Fly-In Breakfast, Sept. 20. Info: Ed Huber 303/648-3718 or huber1942@msn.com

SEPT 20 - 21 PAGOSA SPRINGS, CO, Stevens Field (2V1). Fly-in sponsored by CPA. Pagosa Springs, about 40 miles east of Durango. This trip could also be a very nice one-day trip for those who can't stay overnight; and a great evening scenic hot tub soak for those who can. Info: Cathie and John Martyny 303-449-6875 or johnmartyny@attbi.com

SEPT 25 A CENTURY OF AVIATORS, Wings Over the Rockies Museum, Denver, CO, 5:30 p.m. - 7:00 p.m. Round-table presentation featuring Colorado Historical Society laureates and exhibits by most Colorado aviation organizations and associations. Info: CAHS 303/669-9353 or Museum 303/360-5360.

SEPT 27 "FOUNDATION FLY-IN," sponsored by Colorado Civil Air Patrol Foundation, Front Range Airport (FTG), 8:00 a.m. - noon. Educational activity spotlighting the many aviation-related activities of the Colorado Wing of the CAP. Info: Gary Tobey 303/799-8600 or gtobey@tobeytoro.com

SEPT 27-28 LINCOLN, NB rescheduled from earlier this summer. See current newsletter.

OCT 6 CPA BOARD MEETING, Boardroom, JetCenter, Centennial Airport

(APA), 6:30 p.m. Info: CPA Hotline 303/366-6226.

OCT 11 - 12 CORTEZ, CO (CEZ). Fly-in sponsored by CPA. Navajos call Cortez " Tsaya-toh" which means rock water. This same spring that watered Navajo sheep attracted ranchers to what they in turn called Mitchell Springs. Today Cortez is the service center for the richest archaeological area in the U.S. Cortez is the reservation of the Ute Mountain Ute Indians. The Ute Mountain Tribe manufactures pottery at its own facility. Info: Connie & Mark Hopkins 303-494-1211 or constance_hopkins@hotmail.com

OCT 24 - 26 ROCKY MOUNTAIN INVITATIONAL AEROBATIC CONTEST, Lamar Municipal Airport (LAA), CO, 6:00 a.m. - 3:00 p.m. Food and beverages available. Info: Bill Thrailkill 719/336-1303 or bill.thrailkill@ci.lamar.co.us

OCT 31 - NOV 1 AOPA EXPO 2002, Philadelphia, PA. Info: Bill Hamilton 970/887-2101 or william@winterparkweb.com

NOV 1 - 3 DEATH VALLEY NATIONAL PARK, Furnace Creek (L06), CA. Fly-in sponsored by CPA. Land at the lowest airport in the U.S. at 280 feet below sea level! Escape the November cold and go golfing and swimming at the Furnace Creek Inn and Resort (www.furnacecreekresort.com). See the museum and historic sites in the park. Info: Scott & Kathleen Morse 303-841-2611 or badgergulch@att.net

NOV 8 COLORADO AVIATION HALL OF FAME, Officers Club, Air Force Academy, Colorado Springs, 11:00 a.m. Social Hour. Annual awards ceremony for inductees into the Colorado Aviation Hall of Fame. Info: Bea Wilhite 303/697-4775



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