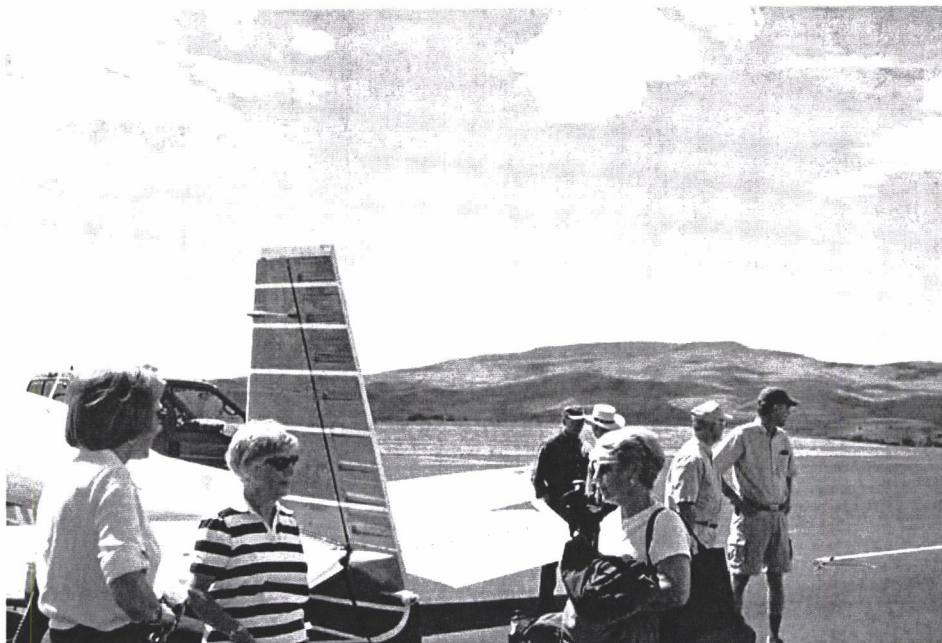


CPA FLIGHT LINES

Volume 20, No. 9

September 2003



What do you do when your flyin trip to Glacier National Park has been cancelled cuz of fires? Why, you fly to Lander, WY. The group had a great time, and this photo was taken by J. Martyny at the Lander airport.

CPA WEB SITE
www.coloradopilots.org



President's Message - Eric Jensen

September 2003

It is already time to write my monthly page for Flightlines. It is getting hard to find a topic after 9 issues. I can always find things to write about flying but in the back of my mind I feel I should try and make it more presidential or at least about the CPA.

As far as I can see we are in fairly good shape. (If you don't think so or have ideas on improving the CPA please give me a call or drop me an email).

Flightlines continues to be a good read each month. Our fly-ins offer diverse experiences and command a great turnout. The Mountain Flying Course trains more pilots each year on the special operational aspects of our mountain environment. And we keep involved in GA issues throughout the state and to some extent nationally.

Our August fly-in was planned for Glacier National Park. I'm sure you are aware of the forest fire situation in the northern Rockies. Jan McKenzie began watching the area several weeks prior to the August 22 departure. I helped a little with some internal Forest Service contacts.

With the airport IFR/MVFR mornings and often all day, things didn't look good. We hoped for a definite change in the weather. Finally on the 18th, Jan considered all the feedback and

decided it wasn't worth the risk of sitting in a campfire for three days. She managed to redirect the fly-in to Lander, Wyoming. Showing the resiliency of our group, thirty-seven of the original forty-four folks made the trip. I hope someone writes up the trip. Lander has much to offer. I believe everyone had a great time and the weather couldn't have been better.

Mountain Flying - High Elevation Airport Operations Ground School Course is what my certificate reads signed by Brian Jones.

I took our Mountain Flying Course for the second time. I recommend our course on the web and when flying back east so thought I should know what I was pushing. Plus I might learn something. I first took the course in 1998. In fact, I joined the CPA to save a few bucks on the class. This was a small class (we have to do something about that). I think about a dozen students with five from out of state.

I sat next to a gentleman from Cedar Rapids, Iowa who flies a brand new Cirrus SR-22. These are the folks who need the class. Our course is not a backcountry or bush pilots course although we are considering a 'graduate' course that may go further. Our course is to get folks safely from Cedar Rapids or Dallas to Aspen, Steamboat, and Rifle. And it is not only for flatlanders. I'll bet there are many

Colorado pilots who would benefit from the course.

If you aren't sure about your Vx or Vy, how stall speed changes with weight, or altitude effects on engine and aircraft performance, you might consider taking the course. Completing the optional flight portion puts the bookwork in perspective and really finished the class. I was privileged to fly with Vern Foster who started the course with Bruce Hulley back in 1986.

We were weathered out of the regular route but we made up a new route and had a great 4½-hour flight. If you are not comfortable with the mountains or just need a brush up, consider the course. It counts as a FAA Wings stage if you do both the ground school and the flight.

I may feel the CPA is stable but GA itself continues to be watched very closely. The Denver Post on Sunday, August 17 had an article headlined 'Flight Risks?' with a subheading of 'Little has been done to boost security at the nation's general-aviation airports, including Centennial in Arapahoe County' The article itself was fairly balanced, although without an aviation background it could be easily misread.

They speak of threats from 'explosive-laden small aircraft' but don't mention that most don't carry anymore weight than the family vehicle. The author also mentioned

the Meigs closure as partially for security reasons.

All in all the fine print painted a good picture of common sense and cost/benefit considerations. We need to continue to make the general public more aware of what GA is and there by fear us less. Is your airport participating in AOPA's airport watch?

If not, please ask if they would be willing. AOPA will send posters and other materials. If you hear someone talking about GA with prejudice and misconceptions do you speak up? Why not? I know I've soapboxed about this before but if we don't stay vigilant, GA will change more than we like.

Eric

FACTOID

QUESTION: Early in World War II, many planners expected a serious aluminum shortage. This led to interest in alternate materials for military aircraft construction. The best known experiment in this regard was the Hughes "Spruce Goose" flying boat, made of wood. But there was another non-aluminum airplane inspired by the same concern-and this one actually made it into production. What was the airplane and what was the construction material?



OH HUMM! . . . 100 YEARS SINCE THE FIRST POWERED AIRCRAFT FLIGHT. Seems to be the attitude of the general public. And many of us from the aviation community. As reflected by the relatively low attendance at some of the events staged in recognition of this historic occasion.

Take, for example, the series of centennial events staged by the Colorado Historical Society and the Wings Over the Rockies Museum at the Museum. Exceptional programs which should have attracted hundreds of visitors. But were rarely attended by more than 40-50 . . . and most of those were so called members of the choir. Must be frustrating to those who took so much of their time and effort to plan the events.

IT WASN'T ALWAYS THIS WAY. Go back in time to February 1, 1910 when an estimated 50,000 people crowded around the Overland Park area of Denver to watch the first powered flight of an aircraft in Colorado.

As described in a 1983 book on Stapleton International Airport by Jeff Miller, Louis Paulhan, the French "birdman," who traveled the country giving flying exhibitions, was invited to stage a flying exhibition in Denver. He made national news a few days earlier when he broke an altitude

record by soaring to a height of 5,000 feet in an airshow in Los Angeles. By the time the French aviator arrived in Denver, everyone had heard of his feat and wanted to see him do it again.

Paulhan's first attempt was beautifully described by a Rocky mountain News reporter on the scene. He wrote, "Before the biplane mounted into the air, the thousands of spectators in the park and on the surrounding hills speculated with something like awe as to what sort of sorcery they were about to behold, and after the queer device of wood and canvas had swept out into the field, jumped into the air and fluttered like a barnyard fowl for a few seconds, they looked at one another, as if to inquire, is this the miracle we came to see."

Must have been quite a disappointment to the crowd . . . to have witnessed a flight that was not much longer or further than Orville Wright's first flight a little over six years earlier. At least Paulhan can be credited with making the first high altitude flight in density altitude conditions. Had he taken our Colorado Pilots Association Mountain Flying course, he would have been better prepared to handle this kind of situation.

SPEAKING OF MOUNTAIN

FLYING COURSES . . . the CPA course has long been recognized as one of the top mountain flying programs in the country. Hard to believe that it could be improved. Thanks to a grant from CPA member Norma Ravnsborg, however, the organization acquired a computer projection system and has converted all of the photographs and graphics in the ground school presentation to digital images. This provided a capability to continuously modify the program. It is continually evolving! And continually improving!

As I sat in on the ground school course presented on August 16, I couldn't help but marvel at the quality of the presentation on mountain weather. Which was sprinkled with a generous number of digital images of weather formations typically encountered when flying the mountains. What was more impressive was the quality of the ground school instructors and their background experience flying in (not over) the Colorado mountains. CPA members Bill Standerfer and Brian Lewis shared instructor duties for the August 16 course. Each of these instructors carry a lot of credentials with them. For example, Brian is currently designated as a Master Flight Instructor by the National Association of Flight Instructors. And Bill Standerfer is a pilot who flies the mountains regularly in his Beech Baron . . . and occasionally as a search pilot with the CAP on search and rescue

missions. One of Bill's messages: "File and adhere to a flight plan. After all, the purpose of a flight plan is to tell searchers exactly where to look for you in event you go down." A serious message from one who has been there.

FEEL I SHOULD SAY SOMETHING ABOUT THE LAST JACKPOT AIR CLASSIC. Since as a "first time" competitor I had the fastest time for the event . . . and won out over aircraft I know are much faster than the T-210 I fly. Twenty five years as a judging official in prior races at the Rock Springs checkpoint probably gave me some insight on how to fly a winning race. As did listening to all those tall tales heard in the cocktail parties following past races at the casino in Jackpot. I also sought advice from a few past winners on flying techniques that help . . . and those to avoid. However, most participants are known to stretch the truth when relating their experiences. So I have learned to take that counsel with a grain of salt. Since it is unlikely that I will try to compete seriously again, I don't mind sharing what worked for me.

Frankly, Terry and I hadn't planned to do anything more than cruise the course at a relatively high altitude. CPA members Babette Andre and Michael McRhodes were scheduled to ride with us in what was to be a nice weekend outing. When Babette and Michael scrubbed at the

last minute because of scheduling conflicts, we still were uncertain whether to make a serious effort. And I was still uncertain when filling out the registration forms at Jeffco prior to departure. Though I admit, in talking with Bill Totten who sat next to me at the registration table, I was tempted. Bill, who has run these races for years, shared his thoughts on flying techniques . . . such as stay as close to the course line as possible . . . and minimize rates of climb and decent.

It wasn't until we cleared the runway at Jeffco and were faced with the decision to fly over Corona Pass on a nice easy and safe route to the Rock Springs checkpoint, or the alternative and direct route that would take us over some hostile terrain just south of Longs Peak. Guess we got caught up with the excitement of the event at that moment and chose the hostile terrain.

We also had a number of things going for us. The air was smooth, there were some pockets of lift on the leeward side of the Front Range, and headwinds at altitude were relatively light. I confess that I flew most of the course on autopilot and made frequent course corrections to stay within a degree or two of course. Our climb over the Front Range took us to nearly 14,000 ft, an altitude we held until crossing the mountain range north of Steamboat, after which we started a gradual decent to the Rock

Springs checkpoint. The fly by at Rock Springs was at an altitude of 7,200 feet over Runway 3-21 (airport elevation is 6,760). Climbing back out of Rock Springs we were blessed with another good piece of luck with an unbelievable updraft off the plateau on the north side of Green River, Wyoming. It gave us nearly a 1,000 feet per minute climb up to an altitude of over 12,500 feet . . . an altitude we maintained until crossing the ridge near Logan, Utah . . . after which we started a gradual decent towards Jackpot.

When leaving the Logan area, there is a mountain range running east/west that extends about 20 miles in length and reaches an altitude of about 10,000 feet ASL. It is always a challenge as to which side to fly the route. As luck would have it, we picked the south side, just below the top of the ridge, and rode an updraft from a southwest wind that kicked our groundspeed up to something over 200 kts.

Our biggest challenge in flying the race was cylinder head temperature management. There aren't too many choices. Either open cowl flaps or increase fuel flow. Or reduce power, which I had no incentive to do. So I spent most of the race micro adjusting fuel and flaps to minimize drag and keep cylinder head temps below redline.

Of course, we had other things going for us. Terry and I are no heavyweights. The aircraft was

lightly loaded. And the "air race gods" probably looked favorably on this first time (and oldest) Denver - Jackpot racer.



New 1995 feet high radio tower located 10 nm on the 320 radial of the Byers VOR. Photo taken at an altitude of 6,500 feet (1,500 above ground), and about 500 feet below the top of the tower. photo by Walt Barbo.

THOSE TALL RADIO TOWERS ARE WITH US. Recall our efforts to prevent construction of a 1,995 ft AGL radio tower in Adams County (located within three miles of the Denver Class Bravo Airspace). The Adams County Commissioners approved construction of that tower at its public meeting of October 29, 2001. Construction started a month or so ago and it is now in place, all 1,995 feet of it.

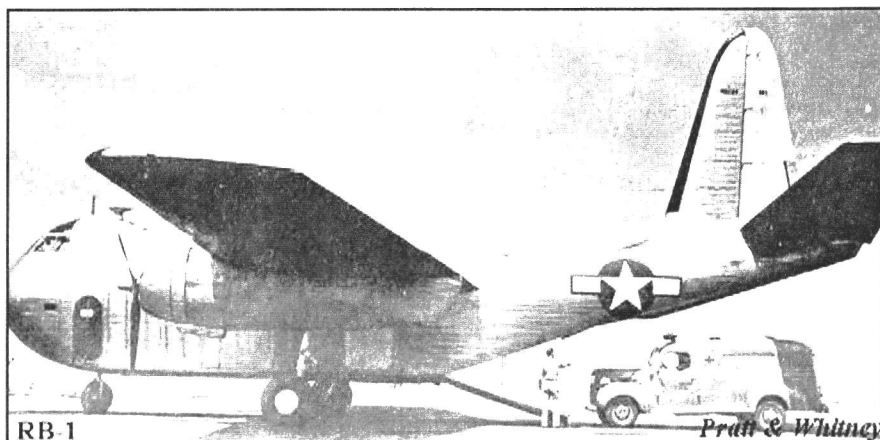
I flew adjacent to the tower on August 22 and took photographs from an altitude of 6,500 feet (about 500 feet below the tower's full height). I sent the photos to our newsletter editor for publication in this issue of Flight Lines; however, the air was a little rough and the

images may not be useable.

The tower is located at approximately 10 nm on the 320 radial out of the Byers VOR (113.5 Mhz). During my flight it was marked with about six high intensity obstruction lights. Nothing on the guy wires and no red lights marking the top of the structure. Though that part of the project may be still under construction.

Too late to do anything about the tower now . . . but this thing is a real hazard to GA flight. It can sneak up on one in poor visibility conditions. Someone is going to get caught up in it some day. So be careful out there. Don't let it be you!

ANOTHER OF THOSE PROPOSED TALL TOWERS, this one an Air Traffic Control Tower at Front Range Airport, is one step closer to reality, thanks to an action by Colorado 7th District Representative Bob Beauprez. An August 6, 2003 press release from his office states that funding for the new air traffic control tower at Front Range Airport has been approved in the Fiscal Year 2004 transportation appropriations bill as passed by the House of Representatives. The line item in the bill would appropriate \$2,920,000 toward construction of the tower, a big chunk of the \$4+ million estimated cost of the 200 ft tall structure. The appropriations bill still has a way to go . . . including approval by the president. Things look positive at this point. At least,



FACTOID...

ANSWER: The outwardly impressive Budd RB Conestoga was a twin engined high wing cargo airplane that looked a bit like a miniature C-130, but with a bulgy flight deck above the cargo compartment. This latter was innovative: it permitted unobstructed loading for the full length of the fuselage. Other ahead-of-its-time features included end-loading through clamshell cargo doors and an electrically controlled rear drive-up ramp. The Conestoga could carry 24 equipped paratroopers, the largest military ambulance then available, or 9600 lbs of general cargo. It was constructed of stainless steel rather than aluminum-not surprising perhaps as Budd Corporation was a manufacturer of railroad coaches.

There was a lot of initial enthusiasm: the Navy first ordered 200 RB Conestogas in 1942 and the Army followed with an order for 600, designated C-93. But all this changed. Unfortunately, stainless steel did not adapt well to standard aircraft manufacturing processes, resulting in huge cost overruns. Further, the Conestoga turned out to have abominable flying characteristics as well as stainless steel-related maintenance problems. This plus the fact that the anticipated aluminum shortage did not in fact develop doomed the Conestoga. The Army cancelled altogether and the Navy scaled back its order from 200 to 26.

At the end of the war, the Navy sold 14 Conestogas to Flying Tiger Airlines for civilian cargo use. The airline got them even more cheaply than surplus DC-3s. They were such poor flyers, however, that Flying Tiger got rid of them all by 1947.

Did the Conestoga in some way inspire the general design features of later Fairchild and Lockheed military cargo haulers? If so, it deserves a place in aviation history. If not, it joins its non-aluminum soul-mate, the Spruce Goose, as a complete bust.

this is one tower the aviation community fill find easier to live with.

AUGUST 13, 2003 PROVED AN INTERESTING DAY AT FRONT RANGE AIRPORT . . . for those of us who attended the monthly Airport Authority meeting. This one in particular since it started with a study session on proposed new Rules and Regulations for the airport.

There is a standing truth about airport regulations. Pilots and tenant of airports hate them. And airport management feels them essential. So the lines were drawn as the meeting was called to order. And the hearing room filled with between 50 and 60 airport tenants to argue their position . . . or to just find out what was going on. County Commissioner Ted Strickland chaired the meeting for the airport. Ken Lawson, new to the staff at the airport with responsibilities as Manager of Operations, Maintenance and Development, had responsibility for finalizing the new regulations. And was about to be the target of a continuous line of fire. Things looked menacing.

But it didn't work out that way. Those in attendance were respectful, professional and constructive. What appeared to worry most was a concern about over regulation. Many of the tenants had located there to avoid what was considered hostile airport environments elsewhere and they didn't want to see that happen at Front Range. Perhaps their fears

were unfounded. When considering a statement by Commissioner Strickland in the Authority meeting following the study session in which he stated that Front Range was and would continue as a general aviation airport. He also recognized that many of the tenants located at Front Range to escape policy at other airports and vowed that the new rules would be user friendly and not directed towards enforcement of exceptions. Others on the Authority didn't go quite as far as Commissioner Strickland . . . noting that there was need for a set of regulations, that there was a responsibility also on the part of the users of the airport, and that failure to adhere to a set of reasonable rules and regulations places the county with a burden of liability.

Stay tuned for the next chapter!

SOMETHING DIFFERENT IN AVIATION EVENT CALENDARS. At the Colorado Aeronautical Division web site at <http://colorado-aeronautics.org/>. Full monthly display in a calendar format with events entered as links leading to pages with expanded information. Cells for a given date appear to expand vertically to accommodate multiple events on the same day . . . similar to cells in a word processing table. Convenient calendar to print and carry as a reference. Chalk one up for the division.

###

Panic Prevention Possibilities

*By an anonymous contributor as told to
Dean Jaros*

How will each of us react in a REAL crisis? Clearly, in any flying emergency, our training counts. If we do not have the skills necessary, for example, to get out of turbulence-induced unusual attitudes, we are in big trouble. We practice stalls, short field landings, and other maneuvers in part simply because someday we may be in desperate need of the ability to cope with a looming disaster.

As pilots, we also talk a lot about sound judgment. Basically, if we do stupid things, if we do not think through the possible consequences of our actions, we are tempting fate. If "get-there-it is" lets us risk impossible weather conditions, for example, eventually even the most finely honed piloting skills will not save us. As is often said, "There are old pilots and there are bold pilots, but there are no old, bold pilots."

To be expected, therefore, most of the articles in "Concerning Learning" have stressed training or judgment. But I think there is another factor, one that is hard to describe and even harder to develop as a personal attribute.

Years ago, when young and perhaps more foolish, I built a wonderful open-cockpit experimental airplane. Shortly after completing my pride and joy, I agreed to fly it to a monthly EAA meeting at a local airport. Certainly I wanted the praise and admiration of all those other homebuilders. I took off on a cool December day clad in quilted jacket, gloves, and helmet-with reluc-

tance I resisted a flowing, white silk scarf.

My rural airstrip was only a few miles from my destination, but the direct route crossed directly over Largeville, a city of some 200,000 population. The sky was clear and the view of familiar landmarks was delightful. I imagined myself a birdman of the 1930s.

Contentment was shattered by a spray of liquid on the windshield. Clearly it could not be rain. Sniff. Gasoline? Yes. Big time trouble! My first thought was to flee Largeville for the open countryside and a possible landing site. Perhaps I had only a few seconds of powered flight remaining. But the engine kept running even as the volume of fuel spillage increased. Soon the windshield was totally obscured and only with difficulty was I able to wipe the gasoline off my goggles with my gloved hand. I could only dimly see the ground in my peripheral vision and I was getting disoriented. By flying low, I was just able to discern a major highway that led out of town.

Losing altitude was a mistake, but at least I knew where I was going and soon urban congestion gave way to fields and pastures. My clothes were quickly soaked in 100LL as the violent gasoline shower continued. Spark. Static discharge, fuel on the exhaust stack and I would know what it was like to go down in flames. The crisis came when a particularly energetic swirl of fuel came through the vent on the right side of the goggle frame and temporarily blinded me in one eye.

Panic was nibbling at the edges of my consciousness and I very definitely thought that I was done for. But somehow I fought for calm. Even if I were going to die, I was going to fight it out to the last second. Then the

engine quit with the last of the fuel. The vicious spray stopped and, at least with one eye, I could see quite clearly.

"Idiot," I reproached myself, "you could have ended the spray minutes ago, while you still had some altitude, just by shutting down the engine." Now, at maybe 400 ft. AGL and with no power, my options were few indeed. A sharp turn (keep the nose down and the speed up, I told myself), lined me up on an open area—which turned out to be a horse farm. I remember thinking to myself that I might hit an expensive racing stallion, survive the landing, and be sued for my last dime.

Maybe it was this constant talking to myself and thinking to myself—all very conscious and clearly remembered to this day—that kept fear at bay. I was really scared, but somehow I held on long enough to land smoothly and get out as quickly as possible. I knew that I was still a potential torch. I was amazed still to be alive.

The farm managers were understanding, but they wanted the plane out of there the next day so as not to disrupt their grazing schedules. Thus, I had to make a quick decision: 1) take the wings off and tow it away or 2) fly it out. I decided to fly it out as a way of coping with fear. I did not want to face possible gun-shyness when at some future time I faced the first flight in the reassembled plane.

Although the fuel tank had ruptured—this is why the fuel sprayed all over me—flying out turned out to be the simplest option. Fitting an auxiliary tank in the passenger seat was technically easy. The next morning, I fired up, took off, and uneventfully flew home.

There are several lessons here. First, the ruptured tank was a direct result of a deviation from the building plans which accompanied the kit. It turns out that I did not have the engineering skills to

successfully change the design. Insufficient training—but of a kind that will not concern the majority of pilots.

I clearly used very poor judgment in sacrificing altitude for vision of the ground. If I had cut the power while still 2,000 ft. AGL, I probably could have made an off-airport landing with far less anxiety and far higher probability of survival.

But, clearly against the odds, I escaped anyhow—mostly because I simply did not surrender to the panic that was churning in my guts. Why was I able to do this? I don't know. Heroism is not my thing. I am not a cool hand; I am not an arrogant, macho guy who swaggers around fearing nothing. I had never faced real danger before (or since). Maybe there is a psychological literature out there on resistance to panic. If so, all pilots should read about it. Even if we have been well-trained and have learned good judgment, in an emergency we still need all the help we can get.

###

"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."

99'S DO AIRPORT PAINTING AT GRANBY

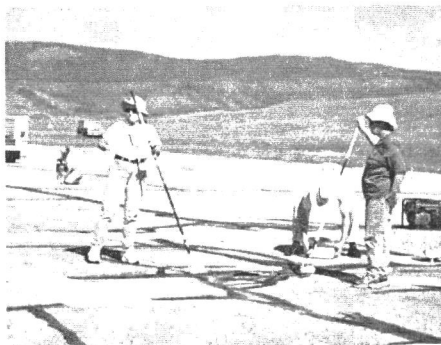
Accompanied by at least six spouses or significant others, 17 members of the Colorado 99s flew into the Granby/Grand County Airport and worked their air-marking magic on the tie-down area, the runway end numbers and, in conjunction with volunteers from the Friends of the Granby Airport and volunteers from the Middle Park Chapter of the EAA led by EAA president, Rod Kauber, repaired and repainted the orange and white panels and barrels comprising the segmented circle.

At noon, the volunteers were transported to Diana's Pizzeria where they were hosted to Pizza and softdrinks by the Friends of the Granby Airport, Inc.

The weather was perfect, the camaraderie between the volunteers from all participating organizations was great, the airport markings look wonderful and a great time was had by all. Special thanks to Jan McKenzie of the 99s for making it all happen. Paint and supplies were provided by the Grand

County Board of Commissioners. Special thanks go as well to County Manager, Lurline Underbrink Curran and to Bob Doubek and Carolyn Doubek for helping with some housing arrangements and other details.

from Bill Hamilton AOPA Central Region Rep. and Secretary of the Friends of the Granby Airport, Inc.



On October 18, 2003, Crawford Airpark (99V) hosts its second annual PLANES, TRAINS, AND CARS display and fly-in. Local EAA Chapters, Car Clubs, and Model Train hobbyists will have both real items and models on display. Time is 9 to 3 on Saturday. Activities will include Young Eagle rides, tours, demo flights and various meetings. There will be concession stands for meals. All fly-ins and drive-ins welcome, whether to show or to gawk. Call Don Geddes 921-3017 for further details. ###

BLUE MOUNTAIN AVIONICS RELOCATES ITS HEADQUARTERS TO COLORADO SPRINGS AIRPORT

COLORADO SPRINGS, CO – August 14, 2003 – Blue Mountain Avionics, LLC, (BMA), a manufacturer and distributor of aircraft instrumentation systems, has announced the location of its headquarters at the old Colorado Springs Airport Terminal.

BMA specializes in “glass cockpit” systems, which display all aircraft instruments, engine data and map information for the pilot. This technology reduces the pilot’s workload, improving overall safety and efficiency. Terrain maps and 3D forward-looking terrain images are unique to BMA products. Due to production costs this technology has previously been limited to use primarily in commercial aircraft. Greg Richter, Owner and Founder of BMA, has designed and tested the first affordable “glass cockpit” for the general aviation market. During the first full year of operation over 200 systems were sold, resulting in sales revenue of \$2.75m.

Calendar 2003

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, is a great destination for hiking, touring Puebloan Indian ruins at Chimney Rock, shopping or just soaking in the mineral hot springs. There are 14 hot pools of varying temperatures at the Springs resort. Two are right in the river! The airport has a LONG runway with numerous flight paths, which can be taken to avoid high terrain. This is a trip that would be within the abilities of most airplanes. 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. One of a series of historic aviation programs celebrating 100 years of flight. Channel 9's Nick Carter will emcee. Light refreshments. Museum admission fee. Co-sponsored by the Colorado Aviation Historical Society and the Museum. 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 SAC MUSEUM, OMAHA, NE (OMA). Fly-in sponsored by CPA. Saturday tour of and dinner that evening in the museum. The Strategic Air & Space Museum, formerly the Strategic Air Command (SAC) museum, opened in 1998. It is a 300,000 sq. ft. building featuring a glass atrium that encases a Lockheed SR-71 Blackbird, two aircraft display hangars, an aircraft restoration gallery, and much more. Info: Sarah Dolliver 303/866-0289 or dollivs@hro.com, Peggy Long 303/733-7456 or peggy@fitzlong.com, or Bill Linenberger 303/918-6452 or lenlyallparts@juno.com

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. Sleeping Ute Mountain, sacred to the Utes, and resembling a sleeping warrior, guards the west boundary of the county. We will be given an Indian led guided walking tour of the Indian ruins. The Ute Mountain Tribe manufactures pottery at its own facility. There are many opportunities either to participate in or to just browse through arts and crafts. Info: Connie & Mark Hopkins 303-494-1211 or constance_hopkins@hotmail.com

OCT 18 PLANES, TRAINS AND CARS, Crawford Airpark (99V), 9:00 a.m. - 3:00 p.m., sponsored by Local EAA Chapters, Car Clubs and Model Train hobbyists; Young Eagle rides, tours, demo flights and various meetings; concession stands; all fly-ins and drive-ins welcome. Info: Don Geddes phone 97-/921-3017 for more info.

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

NOV 15 CPA ANNUAL MEETING. Location & details TBA. Info: Gloria Baltz 303/499-0833 or gbaltz@mindspring.com

DEC 14 CPA HOLIDAY PARTY, DoubleTree Hotel, Aurora. Info: Gloria Baltz 303/499-0833 or gbaltz@mindspring.com

FYI - from Bill Linenberger

The BLM (Bureau of Land Management) has a web site which will graphically depict TFR'S and map them onto current WAC's and Sectionals.

Updates , according to Ben Hinckle of the BLM National Aviation Office, are done 24 hours per day, 7 days per week.

THIS DOES NOT RELIEVE THE PILOT FROM THE OBLIGATION TO CHECK NOTAMS. It is a tool to help plot the TFR's along your possible route of flight.

There is a section for unmapped (not yet updated due to abnormal circumstances) and cancelled TFR's also and stadium locations.

Go to <http://airspace.blm.gov>



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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, to run in the following month. These ads run once unless you contact me by the 15th of the next month to be run again.

COMPANION FLYER COURSE GREAT SUCCESS!

On Saturday Aug. 16, 2003 the Colorado 99s held another Companion Flyer Course. We had the privilege of helping 12 very nervous ladies overcome some real fears about flying with their significant other in a small plane. In the course of the day we discussed with them Preflighting, Controls, Instruments, Navigation, Radios, Aerodynamics, Emergencies and finally hands on with the Radios and flying a Simulator. It was very gratifying to read the critiques we received after the day was over. We discovered we were quite successful with our efforts. What a great feeling.

I want to thank the following people who gave up their Saturday to help teach this course.

Bonita Ades, Peggy Long, Dana Reed, Lisa Rounsavell (Flight Service Station), Jane Ruehle and Bev Sinclair.

Without their expertise and help, I am sure it would not been as successful.

I also would like to thank the Colorado Pilots Association for their continued support of this project.

Sue Osborne,

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