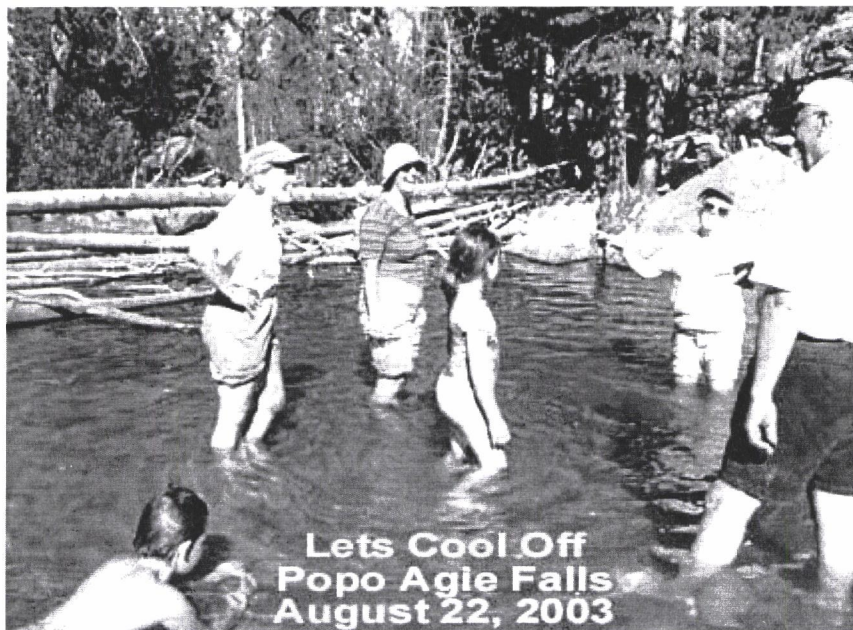


CPA FLIGHT LINES

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October 2003



See story about Lander, Wyoming CPA flyin trip on page 3.

CPA WEB SITE

www.coloradopilots.org



President's Message

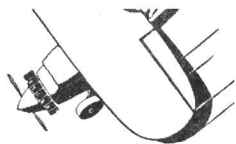
I'm starting this month's message on September 11th although I realize you won't be reading this until the middle of October. I'm not usually very sentimental. I don't remember many milestones I hear folks discussing; graduation, prom, first date and the like. The only one I can think of is sitting in my fifth grade classroom when the principal came in and told our teacher that JFK had been shot in Dallas. I will always recall that moment and much of the rest of that day. I believe September 11, 2001 will also be that way for me. I was just starting the morning when the phone rang. It was my cousin, Paul, also a pilot. He asked if I'd heard that a small plane had just crashed into the World Trade Center. I turned on the TV to a view of the smoking tower and soon watched the second plane hit. It was not a small plane. The rest we all know. What the changes will be for us and the whole world are still unfolding. I won't mention the many other aspects of our lives affected but general aviation has significantly changed probably forever. GA is paying a price for something we had little to do with. I believe we have to be proactive and head off as much impact on our flying freedom as we can. What can we do?

We can speak up when we hear misconceptions and inaccuracies about general aviation, small airports and terrorists. Of course there is a risk, there will always be risk. But a small plane poses no more threat than the family car, fishing boat, or motor home. Most of the non-flying public view small planes as minor, noisy annoyances or rich

folk's toys. We can mention the benefits and uses of GA such as air ambulances, pipeline patrol, traffic reporting, or specialized cargo. We can show the thousands of towns and rural areas not served by commercial air service. Point out the middle class pilots who fly for not much of a different cost than their sailboat. We need to remove the mystery and fear of GA from the general public not just the main stream media and politicians. We still have Ryder trucks on the street because the public accepts the benefits outweigh the risks of another Oklahoma City. But if there is a terrorist incident involving another aircraft I shudder to think how bad things will get.

We need to be diligent in preventing misuse of our planes. AOPA has started Airport Watch. Does your airport participate? AOPA has training videos and checklists available. The web page is a good place to start: www.aopa.org/asn/watchindex.shtml. I know I have started paying more attention around airports. I also inquire about security procedures and access when I'm at a strange field. Some places now want to escort you to and from your plane. Others may only want you to check-in before you go to lunch. Do you have a prop or throttle lock? I hate to admit but I do not. I made a note to do it now; I've put it off long enough, I'll have one by the time you read this.

We also have to fly smarter. I know I have brought this up several different months but there is no excuse for the number of TFR violations we are still



Meander to Lander

By Dean Jaros

CPA's Aug. 22-24 fly-in to Lander was a huge success. The Glacier National Park fly-in originally scheduled for these dates had to be cancelled because of several serious forest fires in Montana.

The cancellation left a lot of disappointed CPA members ready and raring to fly but with no place to go. So a new trip was planned in the few days prior to August 22.

Lander was chosen for several reasons. The Wind River Range is a beautiful scenic mountain area. Fortunately, lodging was available at short notice as were "Rent-A-Wreck" rental cars. But more importantly, there were some really nice scenic areas nearby. Lander turned out to be a very pleasant town with nice accommodations and good restaurants.

We all drove to Sinks Canyon State Park, site of a really amazing phenomenon: a creek simply vanishes into the ground through a rocky chasm only to reemerge a short distance away.

The geology, while still not completely understood, makes a fascinating story. A hike up Sinks

creek to some great waterfalls completed our Friday outing.

Saturday, several hikers sought out a remote lake in the nearby National Forest while others took one of several auto tours—which were scoped out in advance. Among the most interesting was a trip to Atlantic City, an old mining town that has had a comeback due to slightly nostalgic—but effective—promotion of tourism. Atlantic city, just on the other side of the continental divide from Pacific Springs, has a very interesting bar and a very popular restaurant.

On Saturday evening we went to Svilar's Steak House in Hudson, a few miles north of Lander. The Doubeks had frequented this place year ago and remembered it as top-notch. It lived up to its old reputation and we all had a delightful time.

As we headed for home Sunday morning, all 37 of us agreed Lander had become a great fly-in in its own right. It was no longer merely a substitute for Glacier. We even heard talk about how nice it would be to go back.

Concerning Learning

Of Heat, Height, and Humility

By Mark Hopkins as told to Dean Jaros

Our happy party was returning from a great Canadian fishing vacation. My Cessna 182 had performed flawlessly throughout the trip, as I had come to expect. It effortlessly hauled the four of us and our gear as well as the kit of a fifth fisherman whose return trip plans had gone awry. "What a great airplane, I thought, "It can handle anything."

We landed at Casper for fuel. It was a bit warm that afternoon-95 degrees at 2 PM to be exact. I noted that Casper's elevation was 5,000 ft., but I was undeterred. Why else does one have a 182 but to deal with conditions like these?

In order to get around some afternoon thunderstorm, we planned a route east of Casper, toward Douglas. But even with this dogleg, the 82 gallons of fuel on board would get back to Longmont with plenty of reserve.

We piled back into the plane anticipating an uneventful flight to 2V2. The takeoff roll was a bit long, but that was to be expected given the temperature and airport elevation. Then things got dicey very fast. The crazy machine simply did not want to climb. Near stalling speed, barely nursing it along, I could coax out only about 100 ft per minute. What was wrong with this thing?! Knowing about how a bank can lead to a stall, I did not want to turn. But right in front of me was a rising bluff. From the ground, it seemed inconsequential-hardly worth noticing. Now it loomed at me like the Andes.

Trying hard to sweat only on the left side of my face, so as not to alarm my passengers, I continued toward a slight saddle in the ridge. It looked like we would make it-and we did, but only by a few feet. Among my emotions, relief at clearing the terrain competed with anxiety over keeping the struggling 182 airborne. In any event, as the air got cooler with altitude and as fuel burned off, things got better and we got to Longmont without further incident.

What had gone wrong? I was convinced that power loss was due to failure of at least one cylinder. The following week the plane was to go in for annual, and I would find out how much I would owe for the obviously necessary cylinder work. To my astonishment, the cylinders were fine. Then it began to dawn on me that our little adventure had been the result of bad judgment rather than mechanical failure.

Somewhat daunted, I reviewed events in detail. Leaving Canada, we had taken off with the same weight as at Casper. But the field elevation was only a few hundred feet and the temperature much cooler. I had made a typical "easterner" mistake of implicitly assuming that high mountain flying was like low plains flying. Of course I knew about density altitude-but I ignored everything I knew.

Worse, I had succumbed to a certain arrogance that sometimes afflicts 182 pilots. We really do think that the airplane can do anything.

I had not conducted anything like a formal weight and balance at Casper. Some years ago, I had taken a BFR with an instructor who had, I now realize, a cocky and irresponsible attitude about weight and balance. Also a 182 owner, he blithely repeated an adage I had heard before: "In a 182, if you can close the door, your weight and balance are

Over and above this questionable advice, I had not taken 182 weight restrictions very seriously. After all, as 182s had changed in production over the years, the useful load figures had increased. My older 182, I unconsciously reasoned, could carry as much as a new one. No need to worry about what my manual said.

After thinking all this through, I felt profoundly humbled-and then even more humbled because my first reaction had been to suspect mechanical problems rather than my own bad judgment.

I think I have come away from this a safer pilot. I now am very conscious that density altitude affects us all-not only unwary, inexperienced flatlanders. I still love my 182, but I am no longer arrogant about it. Like every plane, it has its limitations. If we do not respect them, we are really asking for trouble.

###

“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.”

FAA to Publish Aging Aircraft Manual

The FAA has developed “best practices” guidance for maintaining aging GA aircraft and will go to press next month with its new guide **Best-Practice Guide for Maintaining Aging General Aviation Airplanes**.

The non-regulatory handbook includes tips for conducting records searches and inspection routines for older aircraft. It urges pilots to contact aircraft type clubs for additional information on specific makes and models of older GA airplanes. FAA's publication date is slated for late September.

The FAA will automatically mail the guide to all registered owners of single- and multiengine GA airplanes produced on or before 1974. It's available electronically at . The guide was published in collaboration with EAA, AOPA, and aircraft type clubs.

from Bill Linenberger

Mark the date on your calendar for our annual CPA Holiday party! December 14!



CRAIG - not a person, it's a place!

Do you like uncrowded skies, beautiful scenery, golf and the \$100.00 hamburger? Then you need to put Craig (cag) on your list of airports in Colorado to visit.

Craig, located in North West Colorado offers a 5600x100 runway 25-7 that has access from the ramp to the Yampa Valley Golf Course and Tin Cup Grill & Restaurant.

The Yampa Valley Golf Course is an excellently maintained facility that parallels the scenic Yampa River and is open from April until the snow flies. The Tin Cup grill is a local's favorite with an impressive menu and a pub for your passengers.

Mountain Air Spray provides FBO services for the 20 aircraft based at the airport. 100LL and Jet A available with some of the best fuel prices in Colorado.

This summer a runway lighting and stripping project and was completed, and with a lot of discussion and controversy, the airport beacon will be replaced with a new beacon on Breeze Mountain 2mi Southeast and 1000ft agl of the airport.

The beacon has been on

Breeze Mountain since the 1940s and our heritage dictated it must stay there. For you that like to fly at night, you should be able see the beacon a 100 miles away from Craig.

A contract was just signed between Moffat County and ADG to begin working on a new airport master plan that should give some direction for the next 20 years.

For a Great place to play come to N. W. Colorado. To the North of Craig is 10,500 ft Bears Ears and Black Mountain boasting the largest elk herd In Colorado. To the South are the Flat Tops.

Want to play with the Big boys? Hayden (hdn) is 15mi to the east with a 10,000 x 150 non-towered runway with scheduled flights of 757s and 737s during the Ski season.

Steamboat Springs (sbs) is another 20mi east of Hayden. You can do the Trifecta and visit all three airports is less than 30minutes.

by John Ponikvar, Craig CPA Area Rep

President's Message, continued from page 2

seeing. Some do come up so fast it is hard to know even when trying. I almost flew into one at Coors Field twenty minutes after getting off the phone with Flight Service. Flight following saw the TFR come up and vectored me west just in time. They had cleared me right over the field. Now I stay 3 miles away from stadiums and ballparks whenever possible. This type of event is rare. Most restrictions and closure are notam'd far enough in advance to not be missed. But many pilots apparently are not getting briefings before flights or even looking at sectionals or AF/Ds. Greeley closed one and then the other runway for construction over the summer. I was amazed at the number of pilots I heard being told on Unicom or actually aborting landing when seeing the 'X' on final. At home the pattern for 29 is right traffic. This information is even printed on sectionals now. But I still often hear someone declare left traffic. We can no longer afford this type of sloppy flying. Please, get a briefing everyday you fly. Pay attention to TFRs, military areas. Don't bring an F-16 home.

Eric

Fly, Drive or Run!!! Our ANNUAL CPA MEETING - RESERVE THE DATE! NOVEMBER 15. We'll have coffee and pastries at 8:30 am, meeting from 9:00 to noon. Place: Centennial Tower. Please join us.



FACTOID

The Concept of Human Flight: Ancient or Modern?

Question: In the history of the world, when did the concept of human flight first arise? When did people actually start trying to fly?

In mythology - Daedalus made a pair of wings from himself & another pair for Icarus, and they flew away from Crete. This painting is by Charles-Paul Landon, titled Daedalus and Icarus.

FACTOID *from Dean*

Answer: Almost all cultures, including those extending back thousands of years, have developed fictional stories or legends about people who could fly. Widely known are Icarus and Daedalus from Greek mythology, but there are many other examples. The Chinese emperor Shun (c. 2200 b.c.) supposedly escaped from captivity by leaping from a tower in the “work clothes of a bird.” The ancient Persian legend of Kai Kawus features a king whose throne was fully aeronautical courtesy of four attached eagles.

The earliest historical report of an actual attempt to convert myth to reality involves Blalud, tenth king of Britain. Blalud was also a magician; it is likely that much of his political power derived from his ability to astound those around him with magical tricks. Apparently in an attempt to maintain his reputation, he tried to fly from a high wall in 852. He fell to his death.

In the 11th century a.d., a character known only as the Saracen of Constantinople tried to put on an airshow for the Sultan. Clad in a long white garment braced with a framework of willow-wood rods, he hurled himself from a tower at the Hippodrome, intent on flying all the way across the race course. He did not survive the resultant multiple fractures and massive internal injuries.

Oliver of Malmsbury, an English monk, astrologer, and mechanic, was apparently impressed by Arabic legends of

human flight. About 1030 a.d., he put some sort of wings on his hands and feet, and, like his predecessors, leapt from a tower. Luckier than most, he only broke his legs.

Giovanni Battista Danti may have been the first would-be flyer to be informed by scientific principles. A mathematician of Perugia, Italy, Danti in 1490 constructed a winged apparatus which featured iron stays. In an attempted flight, again from a tower, the left wing collapsed and Danti was severely injured. His device was reported to make a hissing sound which suggests that it may have had flapping wings. A comparison of several validated records suggests that Danti was working with an ornithopter design of his contemporary, Leonardo DaVinci.

There may have been other Leonardo-inspired attempts as well. John Damian was the anglicized name of an Italian physician to the Scottish court of James IV. It is likely that he read Leonardo's aeronautical treatises. In 1507 Damian built a feathered set of wings with which he took off from the wall of Castle Stirling, only to break his thigh bone.

These examples notwithstanding, Leonardo seems to have influenced more scientific thinkers than would-be bird-men. Beginning in the 1600s with John Wilkins and Giovanni Alphonso Borelli, both of whom acknowledge their debt to him, there is a thin stream of accumulating aeronautical literature. To this we owe far more than to Blalud, the Saracen, Oliver, Danti, or Damian.

###

CPA MEMBER #1 - Emily H. Warner

Weaving the Winds by Ann Lewis Cooper tells the story of the very first member of the Colorado Pilots Association, Emily Howell Warner, who also became the very first woman to be hired to fly as a pilot for a regularly scheduled airline. At a recent booksigning for *Weaving the Winds* at Ouray Ranch, Colorado, CPA member number one, Emily Howell Warner, is flanked by long-time CPA members Bob and Carolyn Doubek.

To obtain a copy of this excellent account of how a young, female instructor pilot broke the "glass ceiling" to fly for Frontier Airlines and who later became the 'America's first female airline captain, go to either www.1stbooks.com or call: 1-888-280-7715 and order *Weaving the Winds* by Ann Lewis Cooper, ISBN 1-4107-5446-4. Moreover, any bookstore can order *Weaving the Winds* by its ISBN number. The hardcover price is \$20.00 plus shipping or in paperback at \$12.50, plus shipping.

Photo caption: Bob Doubek (l) and Carolyn Doubek (r) watch the CPA's first membership card holder, Emily Howell Warner, inscribe a copy of *Weaving the Winds* just for them. (Photo credit: Penny Hamilton)



Calendar 2003

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 are in flyers included in this newsletter. IT will be at Centennial airport, in the tower, coffee hur starts at 8:30 am. Please join us!

DEC 14 CPA HOLIDAY PARTY. This is a highlight of our year; a time for a fabulous dinner, and special door prizes. If you have a door prize that you would be willing to donate, please bring it with you that night. Look for details where, and time in our signup flyer for the party.

GOOD NEWS FOR CENTENNIAL AUIRPORT

After five years, Centennial Airport was awarded it's first Federal Airport Improvement Grant. The \$1.5 million dollar grant coupled with \$450,000 from previous years and a 10% County match results in \$2.1 million dollars to be spent on taxiway Alpha improvements. Passage of the "Zero Seat Rule" allowed the FAA to find Centennial in compliance with grant assurances in spite of disallowing scheduled passenger operations.

The Centennial Airport air traffic control tower was named the FAA Northwst Mountain Region Facility of the year. This award is in addition to being recognized for having conducted 1,000,000 incident free operations over the last two years.

Bob Doubek - APA

Marble Fly-in September 6-7, 2003 *by Ed Huber*

On Friday, we had seven planes fly into the Marble Airstrip to spend the night. The weather deteriorated during the day with rain in the evening.

Saturday brought low clouds and not a good day to expect another 40+ aircraft. Several pilots called me at Marble to check on the weather or to advise me that they were grounded somewhere. The clouds lifted some and about 11 more made it in during the day before the weather deteriorated again. More rain during the night!

On Sunday morning it was still raining. A few planes left late morning and about four others flew in for the day. Several more left at different times during the afternoon. Two decided to spend the night and return to the Front Range on Monday morning.

I finally got out of Marble around 4 p.m. on Sunday. This was after lots of low clouds, numerous rain showers and light snow on the higher peaks. I baptized my new paint job by coating the wings, flaps, tail and gear with mud! Took me four hours to wash the plane.

Everyone that made this fly-in enjoyed visiting with Bob and Patti Conger and enjoying their airstrip. Many pilots and their passengers took the quarry tour. Other hiked to the falls, took bike rides and visited Redstone.

I had to plan expenses for at least 40 planes that registered. We had an additional six that arrived that had not registered. I want to thank everyone for sending me their hold harmless forms, which I will maintain for Bob Conger. I also received \$10 toward expenses from most that registered or flew into the strip over the weekend. We had enough attending to cover the cost of the food for the Saturday evening BBQ and the Sunday morning breakfast. I thank you.

As I said before, I will be maintaining the hold harmless form for Bob Conger. Here are the use rules that he wants all of us to comply with. Have a hold harmless form on file with me, attend one of the fly-in, and personally talking with him to ask permission to use the airstrip at times other than the fly-in. I am keeping track of those attending the fly-in in case there is a problem at a later time. One instructor has been taking his students/friends to the airstrip and then sending me the hold harmless form. This does not give them permission to use the airstrip at times other than the fly-ins. We don't want to abuse our invitation because we have waited a long time to use this private Marble Airstrip. If you have any questions about the use the airstrip, then contact me.

For 2004, we are planning to have only one fly-in at the request of Bob Conger. That fly-in will be in September. I will coordinate the date with the Colorado Pilots Association Fly-in Committee in January.

Bob Conger told me that he has never found one piece of paper or can after our fly-ins. Thank you and let's keep it that way. Other come on the property to fish without permission and trash the place. Please take the time to send a thank you note to the owners.

Bob Conger
4505 S Yosemite #116
Denver, CO 80237



Fly Mart

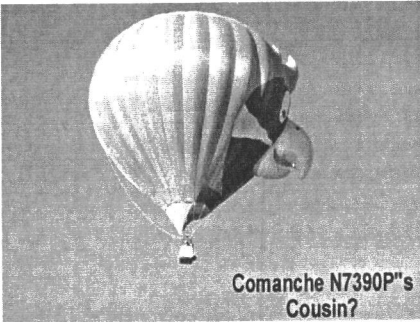


For Sale:

CFI Training - Flight instructor ground and flight training. Patriot Aviation is offering both at the best prices in Colorado. Seats are limited for the ground school. Contact Chad at patriotaero@yahoo.com or call 970-396-0641.

For Sale: Aspen Flying Club is fortunate to have recently acquired several newer 172s. As a result, we are selling one of our older (172N) aircraft. They vary from relatively new engines to "long in the tooth" engines. All have been used as training aircraft for most of their lives and have high TT. They also have complete logs and maintenance records. Give Larry a call at 303-799-6794.

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: jmarykathr@aol.com. Deadline is the 15th of each month, to appear in the following month. These ads run once unless you contact me by the 15th of the next month to be run again.



Airplanes weren't enough to have in the air at Pagosa Springs - they also had a spectacular hot air balloon "festival" while our CPA flyin troops were there. Photo by Bob Doubek.

Photos taken by Bob Doubek at the Pagosa Springs flyin trip. Below - the welcome was fabulous at the airport when CPA members arrived.



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RENEWALS	Norma Ravnsborg,	Castle Rock, CO
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