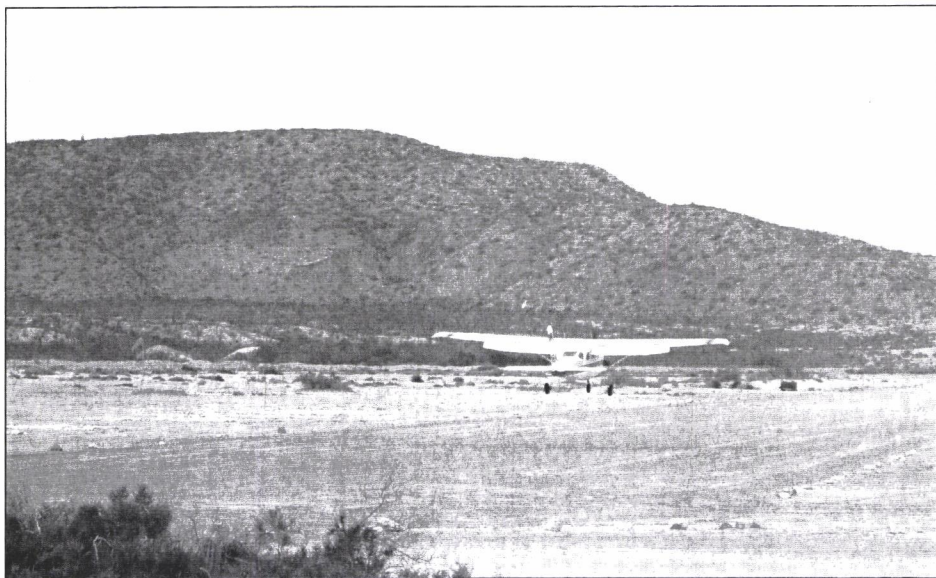


CPA FLIGHT LINES

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Scott Morse landing his plane at San Francisquito in Baja, Mexico in March 2004. See page 8 for story. Photo by John Martyny

CPA WEB SITE
www.coloradopilots.org



President's Message

The Fun of General Aviation

My non-pilot friends often ask me why I fly a small aircraft. To some, they are not very safe and it is true that they can be much less reliable than large airline jets. I try to explain that, with a general aviation aircraft I can go when I want and return home when I want. I also tell of times when I have been able to get to locations for work faster than my counterparts that had taken airliners. In fact, in some cases I have arrived hours before my co-workers that were at the whim of airliner schedules to outlying locations. I even suggest that the trip is more fun since I am closer to the ground and can see more of country. It is also true that for many pilots the pure exhilaration of flying is worth the time in a small airplane.

Although all of these reasons for flying small airplanes seem good to me, the best reason for me to fly a small airplane is to see new and different places that are relatively inaccessible to most other people. This reason becomes extremely important to me at this time of the year as the weather becomes more flyable and the scenery more enjoyable. My love of touring in a small airplane was also just boosted by our recent trip to the Baja of Mexico where we landed at areas with no airline service, petted whales, walked on lonely beaches, ate fresh-caught fish, watched beautiful sunrises and sunsets, and had a very enjoyable week. These were experiences that can be difficult to enjoy without general aviation.

In the past few years, I have been able to fly to a fishing lodge in Canada that, although reachable by a 5 hour car drive from a airport served by airliners, is generally remote. I am able to land at a small grass strip with friends, get picked up by the lodge owner, and then treated to a fantastic week of fishing, sightseeing, and eating that is unrivaled. Last year, the kids actually

saw a spectacular rendition of the northern lights that were amazing even for an Alaskan.

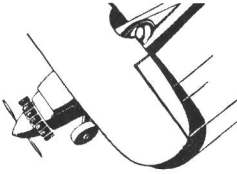
We also took a trip to the San Juan Islands of Washington State and landed on a small airport on Orcas Island. We were able to view the islands from the air before traveling around on the Washington State Ferries, again eating great seafood (is there a trend here?). A spring trip last year to the Bahamas was also possible in a small airplane. We were again able to land on a small island and enjoy snorkeling, swimming, and (you guessed it) eating great seafood.

As winter fades into spring, I hope that you are able to get out and enjoy an ability that you share with a very select group of individuals. I hope that you will be able to use your pilot's license to visit new and different places that are of interest to you. I am positive that you will find new enjoyable experiences that only pilots and their families can experience. If you need help finding places to go, then look at our schedule of fly-ins for the year. If a fly-in is not your style, call and talk to your fellow CPA members about unique places to which they have flown and how they got there. You might also log onto the AOPA Website and look at the chat areas, especially the \$100 hamburger site. Another great source of information is the Pilot Getaways Magazine that comes out quarterly. Many CPA'ers may have back issues that they can loan to you for a trip. Whatever is best for you, get that pilot's license out and use it to see the unique areas open only to pilots of small planes and their families. That is one of the reasons that you worked so hard for that license in the first place, isn't it??

John Martyny

West Yellowstone, Montana- Something for Everyone

July 30 through August 1 the Colorado Pilot's Association will visit West



Yellowstone, Montana to spend a few days relaxing under the crystalline Montana

sky. This camping-oriented fly-in is one of those get-togethers that promises lots of relaxation and socializing under the pines yet offers many other activities for those dying to be more on the go.

The small town of West Yellowstone, the west entrance to Yellowstone National Park, is located in a beautiful, broad, pine covered valley nestled between the volcanic caldera that is Yellowstone and the Metcalf Wilderness area. Hebgen Lake monopolizes this valley with its scenic, tree lined shores. At the head of Hebgen Lake is the site of the 1959 Madison River earthquake where a major landslide dammed the river to form Earthquake Lake.

Arriving at the first rate West Yellowstone airport (WYS) on Friday before noon, the CPA group will enjoy a box lunch followed by camp setup. That afternoon a private tour will be given of the "on field" U. S. Forest Service smoke jumper and fire tanker base. Fishing, napping under the pines or a trip into town is in order for later in the afternoon. The town of West Yellowstone has plenty of micro brew pubs, eateries, and much more. Worth

a visit is the Grizzley & Wolf Discovery Center, Imax with its presentation of "Yellowstone", the Museum of the Yellowstone, and the Yellowstone Visitor's Center. Friday evening we'll eat in town at the Rustler's Roost Restaurant followed by a wild time at the Playmill Theater's presentation of the comedy "The Foreigner".

Saturday everyone will have a choice of one of two tours. Tour #1 will make the short drive to the Hebgen Mountain trail head for the hike up Hebgen Mountain. This trail winds through tall pines opening to spectacular views of Hebgen Lake, the West Yellowstone area and all the way down to the Grand Tetons to the south. This is a trail not frequented by tourists. After this hike and box lunch we'll visit the Earthquake Lake visitor's center. If time permits we've been told that a stop at the Happy Hour Bar, a local's favorite, is a great way to enjoy a wine or beer overlooking Hebgen Lake. Tour #2 will depart the campground for a full day of sightseeing Yellowstone's Lower Loop. This professionally guided tour will visit Old Faithful, the historic Old Faithful Lodge, Yellowstone Lake, West Thumb Geyser Basin, the Grand Canyon of the Yellowstone and more. Lunch is included in this tour.

Saturday will be a night to remember. Happy hour will be followed by a catered country picnic right in our own camp. Following supper we'll settle in for s'mores, beer, wine, hooch and hanger flying around the campfire. Mother Nature's full moon will preside

**Flying in The Real World
#9
by Vern Foster – Flight
Safety Chairman
CRM FOR THE ONE PILOT
CREW -- Part #2**

In the previous article we reviewed some of the roadblocks to CRM –Attitudes, fatigue and distractions along with a brief history of how this very valuable concept was developed. Now we will look at how CRM can and does work for a GA one pilot crew. So,—here goes.

The key here is to avail ones self of ALL possible resources during piloting operations on the ground and in the air.

Resources INSIDE the cockpit and available to the ONE Pilot Crew are Nav. charts and approach charts as appropriate. The P.O.H., copy of the flight plan, normal and emergency checklists, a fuel burn log plus all the flight and engine instruments in working order.

Don't forget a very important resource — the right seat passenger who may or may not be a pilot who can assist you as directed.

Resources OUTSIDE the cockpit are ATIS, Ground Control, Tower, Clearance

Delivery, Departure Control, ATC Center, Flight Following Approach Control, AWOS/ASOS Unicom, FSS for pilot briefings enroute, contacts and flight plan activities.

All the people involved here with the exception of Unicom are employed by our tax dollars to assist us as appropriate. Many are CFI's or pilots with much expertise Additionally folks on an airport such as FBO's, when contacted, can assist by radio contact in many areas of operation.

A person may make good decisions at the job or profession. However, In The Real World the on job skills seem to not easily transfer to the job of being a MANAGER/PILOT.

CRM is the pilots' roadmap to professional decision making in all piloting activities.

The United Airlines CRM program was in full swing as 1980 began. Armed with Approx. 5 months of experience as an instructor in this concept during the training and checking process I felt much enthusiasm for the whole thing and wondered if it would really work in a one pilot operation.

I was soon rewarded with an opportunity to see for myself.

A log book entry dated June 5, 1987 –N-32CW, Cessna 182-APA-Santa Fe, NM—"Throttle stuck on approach". The details follow.

I was flying a late model C-182 loaned to me by my long time friend Carl Williams.. My late wife Kay and I were enroute to Santa Fe, NM for the annual meeting of the U.S. Pilots Assn.

We had departed APA SSW via Eleven Mile Res., Hayden Pass, ALS and on toward SAF. We cruised at 10,500 ft. VFR in a cloudless sky and were really enjoying the flight. At about 40 NM north of SAF I made approach preparations and later began the descent. I contacted the tower and requested a straight in to runway 20.

The air was smooth so I trimmed for a descent of 500 FPM while leaving the MP set at full throttle. The plane picked up speed and we anticipated a tasty lunch with friends. I contacted SAF tower and was to "plan a straight in to 20—call on 5 mile final".

As we neared 8,500 ft I wanted to reduce the MP to 15 inches and begin a smooth deceleration as the descent and approach continued.

But, SURPRISE—— the throttle could not be moved aft of full open position. I tried several levels of jerking and twisting to no avail.

The runway was coming up fast and we were near pattern altitude—it was obvious that this was not going to fit – no way. Ah Ha CRM is starting to rattle around in my thinking process.

In a recent accident a pilot flying a Piper Archer in Michigan or somewhere back in the mid west had encountered the same situation. His solution was to approach the runway very low then force the plane onto the runway at cruise speed or more then jump on the brakes.

Whether or not he turned the ignition off , at touchdown, I do not remember. But, suffice it to say that the brakes were applied full force. That wiped out both main tires in a heart beat.

The destruction continued until both main wheels were ground down to the axles. Not a good thing. I discounted that operating plan as being what I desired.

Going back to where we were at about 1,000 ft. on final—I called SAF tower to advise that I could not move the throttle aft of the full forward position and requested to

CRAIG AND ON TO STEAM- BOAT CPA FLY-IN JUNE 12, AND 13

A fly-in trip to Craig and Steamboat Springs is always fun, and this year, thanks to John Ponik (Craig) and Mike Forney (Steamboat,) we have more things planned to do than ever.

SATURDAY June 12

We will begin with a flight to Craig, where we will have a continental breakfast at 9:00. From there we will go in a group to visit the Gunslinger Museum there in Craig. Wander the town, see the sights.

From there we fly to Steamboat Springs, where we will check into an old historic hotel in downtown Steamboat - the Hotel Bristol; cost for one night is at a group rate for us: \$96.

You make your own reservations, and call 1-800-851-0872. There is a two week cancellation fee in order to get a full refund. If you have to cancel later than that, there is a non-refundable \$25. fee. The rooms are decorated in period furniture, and the setting is within easy walking distance to a wonderful variety of things to do while you are there.

We will be having lunch on our own in Steamboat, so you can choose between many that are located nearby the hotel; all will be good.

After a lunch stop, you can hike or bicycle the river trail (rent a bike if you can't fit one in your plane),

float the river in innertubes, fish the river or ponds, wander through the many delightful shops, visit a few of the museums there in Steamboat. If you are up for a little more exercise, there are top-class mountain biking trails in the area, and one that is called "moderate" begins very close to the airport.

Airport events are planned for us, and the folks in Steamboat are planning to have some interesting planes for you to see on the flight-line, with well-known pilots beside them ready to talk planes! Cindy and Bob Maddox run the ambulance service there, and they will also be arranging a tour of their King Air which they use to transport patients.

We will gather for a Happy Hour at 5:00, which will be held at the Mountain Flight Service Hanger at the Steamboat Springs airport.

Happy Hour is our big social hour, where we meet and greet old and new friends. This is the time where you really are made to feel welcome if you are a first time CPA flyin participant. And it feels like a grand reunion to the rest of us! We all bring our own drinks, and an appetizer to share with the group.

Happy Hour will end at about 7:15, where we will all board cars, vans, whatever - to go for a group dinner that will be starting at 7:45 pm. We will be dining at the Ore House, which is famous for their wonderful dinners of Prime Rib and other selections.

Dinner will be a "plated fixed

price" dinner, where you will have a choice of Prime Rib, Baked Salmon, or Chicken stuffed with ham and asparagus. We will also have a dinner salad, steamed vegetables, and potato with this. Dessert will be fresh Mudd Pie, coffee or tea. There will be a cash bar also available at the restaurant if you would like to enjoy wine or a cocktail with your dinner. The charge for dinner is \$28. per person.

After dinner, if anyone is up for it, we can head out to the well known Strawberry Hot Springs for an evening soak in the hot pools, with a glorious view of the stars. Suits are optional.

SUNDAY am - breakfast on your own. We will be departing from the hotel to the airport starting at 8:00 am, ending at 9:00 pm at latest, so we can all leave before weather is a mountain flying issue.

Our signup sheet is included in this newsletter, so please sign up quickly! We have 12 rooms reserved at the Hotel Bristol, and they have 10 more that we might be able to ask for, but this will be a popular time for summer visitors, so don't wait on this one.

Questions: Mary K Jones at 719/488-0653, email mkstraugh@aol.com; John Ponik email is jponik@amigo.net; Mike Forney email is mikeforney@mindspring.com.
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The Triumph and Tragedy Of The U.S. Air Mail Service: Wings Across America-A Photographic History of the US Air Mail

Foreword by George McGovern

Imagine taking a flight where the plane has skis instead of wheels and no radio communications or instruments. There are no emergency landing strips in case of trouble or special lights on the ground to guide the plane through darkness. This was reality for the pioneers of the U.S Air Mail Service, larger than life heroes who fought to deliver mail and ended up altering the course of history and paving the way for today's airlines.

In *Wings Across America*, (Roundup Press, May 2004, ISBN 0963881795, \$39.95 Co-authors Bruce McAllister and Jesse Davidson (deceased) tell the stories and share more than 190 photographs of these early mail deliverers. They are all filled with true drama and adventure that match any movie. Some of the stories are tragic, some humorous and all enlightening. There is J.D. Hill who forgot his watch on a flight and smoked a certain number of cigars to calculate his position, Paul F. Collins who found himself making an emergency landing in then unknown Amish country and feisty Texan Otto Praeger who battled with blood, sweat, and tears to keep the Air Mail Service afloat.

A long-time resident of the Colorado Rockies, Bruce McAllister is a pilot and ex-magazine photographer who has logged many of his 4,800 hours of flight time in Alaska and Canada. His previous books, *Wings Above The Arctic* and *Wings Over The Alaska Highway* have received acclaim for their photography and unusual stories. Review copies available. Book can be previewed at www.wingsalcan.com



Spring Trip to the Baja

Story and photos by John Martynyn

Another great trip to the Baja of Mexico is over. My tan is already beginning to fade and I have only been back for a day!

Our trip started out with its usual problems on March 5th. We lost one aircraft to damage two weeks before we were ready to go; and the threat of avgas problems in Mexico made others nervous about heading south. The weather on departure day was supposed to be great with severe clear. Instead, a snowstorm the night before left a foot or more snow in our drive and overcast skies in the morning. By late morning, the skies at 2V2 had cleared and two of us were able to launch as long as we went north. Now some of you may think that heading north to get to the Baja represents a navigation problem, but those that have gone with me before will not be surprised, as this is a common theme for me.

We finally made it to Tucson where we decided to stay for the night before our jump into Mexico. The next morning we flew to Nogales,

Mexico in order to clear customs, which was extremely easy to accomplish. The entire time with customs was less than 15 minutes or so and there were no problems if you had your insurance (I didn't, but that is another story). From Nogales, we flew to Punta San Francisquito and landed on its 3000 foot sand runway. This runway is great if you have never landed on a sand runway before since it is exactly like landing on pavement. In fact, a Cirrus was parked there; and twins have also been taken into this strip.

Punta San Francisquito is a small "resort" that is composed of small open-air huts with cots in a fantastic location. The beach is isolated and you only see your fellow pilots strolling along the beach and watching the sunrise or collecting shells. The meals were, as usual, fantastic with true Mexican food served in addition to fresh fish. Sitting on the beach, flying kites, and enjoying the sun was a break from the snow storm of the previous day.

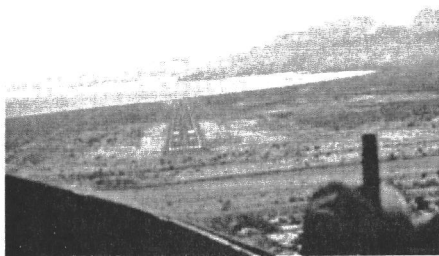
After a day and a half at Punta San Francisquito, we packed up and headed the airplanes to a small sand strip on the west coast called Laguna San Ignacio. Here we were met by two vehicles (I use the term loosely) that transported us to the boats that would take us out to the lagoon to visit with the whales. As we were getting ready to go, we were told by the others getting off of the boats that the whales were friendly today and everyone was able to touch them.

The whales did not disappoint us; many of them came up to the boats. We were especially blessed by a mother and her calf that stayed with



the boats for about a half-hour. Needless to say, we used up many rolls of film. Everyone on the boat was able to touch the whales and the calf really seemed to enjoy the contact. It was a time to remember and everyone on the trip was bubbling with excitement as we took to the air again.

We then flew to Loreto for fuel. We



Plane on final approach at Loreto in Baja

were told that Mexico was having a avgas crises but we found fuel at every stopping point and it never became a problem. After refueling, we went to Punta Pescadero on the

Sea of Cortez for the next few days. This resort has a paved runway and a great package for pilots. They charged us \$130 per room, including meals. The rooms were nice with all of the amenities and with a view off of the porch that was outstanding. The beach provided hours of walking with almost a deserted feeling, since we were generally alone. We spent time snorkeling, sea kayaking, deep sea fishing, and just lounging on the beach with a good book. The food was fantastic and included fresh fish, chicken, and beef. The only complaint was that we were gaining weight at an alarming rate.

On one day we went into La Paz to see what the big city was like and to refuel for our trip back home. We again found avgas to be plentiful.

On Friday it was time to begin our journey back to the U.S. We stopped again in Nogales to clear Mexican Customs and then into Tucson to clear U.S. Customs. Everything went very well with no problems at all. Customs did not even require us to unload the airplanes, and just looked inside of the baggage area. The only bad weather of the trip was a series of thunderstorms in Tucson in the morning. We were able to get airborne in the morning by going west, which does not seem to be toward Colorado, but is the normal routing for my trips. We would highly recommend Nogales for clearing Mexican Customs and Punta Pescadero for lodging if you should consider such a trip. Great fun was had by all!!!! ###

SHOPPING FOR AN ELECTRIC PLANE MOVER

By Peggy Long

Shopping for a “tug”, “tow” or “dragger” can take a considerable time investment but I’m extremely fortunate to have a friend who volunteered for the job. Because I lacked knowledge of available products and options I asked Brown Cabell, a very experienced pilot who has flown many different types of aircraft from helicopters to Falcons (as well as most single engine props) to select a “tug” which would accommodate both my Cessna and his Mooney.

My Cessna 210B weights around 3000 pounds and the Mooney weights around 2500 pounds. I wanted something that was as close to a “no-brainer” as could be found to allow me to move my plane in and out of the hangar. The hangar floor has a 3-degree slope to prevent rain/melted snow from seeping under the door. Getting the Cessna out of the hangar is tough (just about impossible) for a 130-pound female. Getting it back in the hangar is something I was unable to do without assistance.

In the search for a “plane mover” the choices were gas powered or electric. Gas-powered were eliminated quickly because of the need to pull start, although some models have starters. Exhaust fumes from a gas model would cause pollution in the hangar plus gas models require fuel and periodic servicing. Storage of fuel for the gas-powered models was also a concern. In short, there were a lot of less than “user-friendly” considerations for gas-powered tugs from my point of view.

In looking at models that were electric/battery powered Brown found three to consider. These were Power Tow, Little Sherman and the Nose Dragger Dragger. No, that’s not a typo. The name is Nose Dragger Dragger.

My Cessna 210B and Brown’s Mooney M20B were the two planes that the “tug” needed to accommodate. After investigating the three choices, Brown recommended the Nose Dragger Dragger. It was less expensive than the other two. It could accommodate both planes plus planes with wheel fairings. There was also a large tire adjustment. Plus there was no need to change attachments or settings. The Nose Dragger Dragger would accommodate both planes with the same configuration.

Once we made the decision to purchase the Nose Dragger Dragger we learned there was a one-month waiting list. When the tug arrived *some* assembly was required. Brown reported that it took less than 45 minutes and that the instructions were a “7” on a scale of 1 to 10 with 10 being “really great instructions”. A heavy-duty 12-volt battery and charger are not included and adds another \$100 to the total cost but the total was still less than the other tugs Brown considered. Shipping weight is 85 pounds. Adding in the weight of the battery increases that to just less than 100 pounds. Although Brown reported that he had had no problem lifting the Dragger from his car I had a use muscle to move it quickly on the “training” wheels. It’s heavy.

The tug has two large traction wheels and two small “training” wheels. By tipping the tug forward you can move it quickly on the trainer wheels although we learned that tipping it

10 passed the point where the training

wheels where in contact with the hangar floor caused scratches to the painted floor. It took a good bit of practice before I could move the tug without scratching the floor. The "big" wheels move the plane at a slow walking pace with the assistance of the motor. This seems too slow when attempting to return the tug to the hangar or get the tug out of the hangar but using the training wheels eliminates the issue as long as you can avoid scratching the floor.

Having never used a "tug" I met Brown at the hangar for a 30-minute training session. The first step is to disconnect the battery charger and push the tug using the "training" wheels (without scratching the floor) into position where the large roller of the tug is touching the front of the plane's nose wheel. No problem. Step 2 is to close the "gate" on the back side of the nose wheel. No problem. I can now do this with my foot (no bending over). Next step is to move the plane using the tug. Don't hit the hangar, don't hit the Mooney, be sure to open the hangar door, etc. Within two minutes I recognized that this was where we would be spending the next 28 minutes of the training session. Releasing the "gate" on the back side of the nose wheel is easy to do with your toe (again, I don't have to stand on my head to do this – unlike accessing the fuel sample port that is near the nose strut).

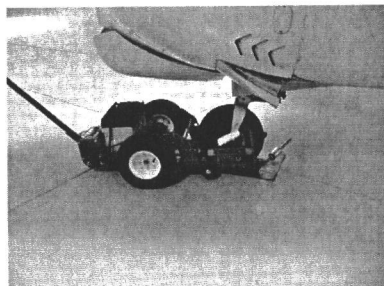
The handle has a rocker type forward/reverse switch. I still haven't learned not to lean into the handle (it activates the switch), as is my habit when pushing a lawn mower. When moving the Dragger with the "training" wheels (and leaning on the switch) it's a surprise when the big wheels try to move in the opposite direction! After at least 30 minutes of "practice" with the Dragger

the battery was still going strong. As yet we don't know how long a battery charge will last.

I called Skyline Aviation who owns the patent, manufacturers and sells the Nose Dragger Dragger and talked to Jeffrey Irwin, one of the principals. I explained that I was a new owner and I told him my only complaint was that I had scratched my hangar floor. I asked him to share with me any other complaints that he had noted. He said the most frequent complaint was that clients had to wait a month for shipment. I agreed that I too had been disappointed that once we had made the decision to purchase we had to wait a month.

Contact info for Skyline Aviation is (800) 535-8640; www.dragger.com. On the website there are numerous photos and a list of publications that have reviewed the Dragger such as Aviation Consumer.

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Factoid, April 2004

A Replacement for the DC-3

Question: By the end of WW II, airliner technology was advancing rapidly. Large, four engine military cargo haulers like the Douglas C-54 (DC-4) and the Lockheed Constellation had been transformed into long-distance passenger planes. But there was also a need for new short-haul airliner to replace the ubiquitous DC-3, then by far the most numerous commercial aircraft in the world. The DC-3, a 1930s tail-dragger design, was no longer in production. Moreover, those available were usually rather battered from rough use. Above, all the DC-3 was a bit slow for most modern needs. This all led to late 1940s attempts to design and build a specific replacement airliner. What were some of these attempts? How successful were they?



Convair 340. Photo courtesy Aerofiles.



FROM THE COWG AND BOULDER COMPOSITE SQUADRON of CAP

Andrew McKenna, Capt of the Boulder CAP Squadron, asked that we pass on the following info for the Venable family:

In lieu of sending flowers or other gifts, the Venable family would prefer that you make a donation to the following fund that has been set up for the education of Steve and Elaine's three children: Jason, Sarah, and Rebecca.

If you so choose, please send donations to The Stephen Venable Children's Ed Fund
1st Bank of Longmont
1250 S Hover St
PO Box 359
Longmont, CO 80501
303/678-7000

On behalf of the Venable Family, thank you in advance for your generous support during this difficult time.

Answer: The first explicit DC-3 replacement was the Martin 202 which entered service in 1947. It was a modern, tricycle gear design, powered by twin radial engines. Seating about 40 passengers and cruising at 275mph, the 202 was thought to be the wave of the future. Northwest Airlines bought the first ones off the assembly lines. Though satisfactory in general performance, the 202 was not pressurized and in this respect offered no advantage over the DC-3. The 202's fate was sealed, however, by a 1948 crash that was caused by structural fatigue in the main spar. The 202s were all withdrawn, and after re-engineering, rebuilt and returned to service. But it was too late. Potential customers had gone elsewhere. Only 43 202s were built. Martin did build an advanced, pressurized, slightly larger version, the 404. Though the 404 was a fine performer, Martin was no longer in a good competitive position. Only 101 404s were built and only two airlines, TWA and Eastern, bought them. Martin 404. Photo courtesy Aerofiles.

In 1947, Douglas tried to sell a slightly stretched version of the DC-3 which they called the Super DC-3. It was slightly more powerful, a little faster, and sported more modern looking rectangular tail surfaces. But it was still an old-style taildragger. Only Capital Airlines bought it, but only three copies.

As early as 1945, Convair began working with American Airlines to produce a DC-3 replacement. Similar in size and appearance to the Martin 202, the Convair 240 first carried passengers in 1948. Its performance was slightly better and it was pressurized. It sold like hotcakes. Major carriers the world over

bought 240s or its advanced versions the 340 and the 440. Well over 700 were built. Military versions, called T-29 or C-131 were also in wide use. This design also lent itself well to turboprop conversions. Nearly 250 were so modified and thus enjoyed extended careers.

Less well known is the British attempt to replace the DC-3. The 1947 Airspeed Ambassador was slightly larger at 47 passenger capacity. Like the 202 and the 240, it was powered by two radials. But with a high wing and with three vertical tail surfaces, it looked decidedly contemporary. Though it was a very good performer, the Ambassador was not a commercial success. Airspeed Corporation had some difficulties unrelated to this design, and perhaps marketing was not as effective as that of Convair. A decade later, Ambassadors were involved in two spectacular crashes. One, at Munich, involved an attempt to take off in a raging blizzard on a snow-covered runway. It killed the champion Manchester soccer team. The second resulted from a botched landing at Heathrow. The plane left the runway, smashed a parked airliner, and ended up inside the terminal. Though neither mishap was due to a design flaw, the Ambassador's reputation was permanently blemished. Only 23 were produced and only British European Airways bought them.

While Convair clearly won the piston engine DC-3 replacement sweepstakes, the concept lived on. Early turboprop airliners like the Fokker/Fairchild F-27, the Hawker-Siddeley HS-748, and the Japanese YS-11 all claimed this "replacement" role. Even the DC-9 was so dubbed and more recently so were

go where I could do a VFR hold while I sorted things out. The request was granted .

I then requested the frequency of the FBO. Having that I advised I would be off the tower frequency for a max of 5 minutes. That too was O.K.

I then contacted the FBO desk and asked if a mechanic was on duty—it was Friday about noon at this time. The answer was yes. I stated the problem and said to ask the A & P if the problem sounded familiar and did he have any needed parts, could he do it today etc.

This great lady said I'll call Ralph right now, stay with me and I'll be right back with you". By now I am some 6 miles north of the field at 1,500 ft. AGL and holding at warp speed—full bore. The reason I want all this info is because the plane needed to be back at APA by 2:00 P.M. the next day and if it couldn't be fixed in SAF I would pull up and go to ABQ where there are several shops that could do the job. An ample fuel reserve was good to have.

In about 3 minutes the FBO lady called saying that the A&P knew what the problem was and he could fix it as soon as he returned from lunch and that

the plane would be ready around 3:00 P.M. I called at 3:30 and the problem had been fixed.

Now let us review where I got the assistance which I needed .The tower was very understanding and helpful.

When I contacted the FBO lady she and the A&P both knocked themselves out to respond promptly Everybody was helping me, but first, I had to State My Needs and ASK for assistance!

All that business was accomplished in some 5 minutes, with the help of my resources OUTSIDE the cockpit.

We were now 6 miles NE of the field. Here is the rest of the story:

I informed the tower that I was on a 5 mile final and was cleared to land on runway 20. I needed to think about this situation because turning onto final at full throttle cruise speed was new to me. At that point I told Kay "this is going to sound and feel a bit strange".

I then pulled the mixture to Idle Cut Off. Doing that at full throttle sort of takes your breath away. The plane decelerated rapidly and at the flap limit speed I went to flaps 20 degrees. At this point my bad Bob Hoover imitation

was going into the dumpster.

I am way short—never make the runway from here! SO—the mixture went back toward rich to the count of 1-2-3 and Whoom - a little too much ! I crossed the fence about 15 kts. too fast.

The 8,000 ft. runway was good to have. We rolled and rolled to the turn off in front of the terminal and the waiting tug from the shop. We cleared the runway and rolled to within about 50 ft of the tow bar. Was that good luck or what? *Nah ! Just proof that, CRM For The One Pilot Crew, Does Work In The World !*

Practice CRM and Think Outside The Box. ###

Word just out, *Galen Hanselman*, author of many flying books, most well-known *Fly Idaho! & Air Baja!* - totaled his plane at the Dark Canyon Middle Point airstrip in Southern Utah while taking phtos for his upcoming book on flying the backcountry of Utah. Galen and his passenger received minor injuries. We can show our support for him by ordering a copy of his books from his website www.flyidaho.com. He also has an update for *Air Baja!* just off the press in 2004.

over the never ending display of celestial fireworks featuring meandering satellites and blazing shooting stars streaking through the Montana sky. What a night it will be!

Sunday we'll return to reality flying home to the state of our dreams. . Colorado. Perhaps this would be a great time to take an aerial tour of Yellowstone or Grand Teton National Park. Remember though, stay at least 2,000' AGL over the parks to keep those folks on the ground happy.

This is a camping only fly-in. We'll be roughing it, but only to the extent that we'll be sleeping in sleeping bags, eating under the stars and using a privy toilet. This fly-in only campground has four or five improved camp sites with tables, fire pits, potable water and room for an unlimited number of tents on several acres of ground. It also boasts a unique, but primitive, hot shower. An inventory of well maintained mountain bikes is kept at the campground for exclusive use of the visiting pilot campers. Cut and split firewood is provided daily. The Montana Aeronautics Board should be commended for the work they do maintaining this facility for the flying public. You'll be parking your airplane within 50 -75 yards of your camp site.

Come join us for one of 2004's more unique fly-ins. Call Buffalo Bob or Straight Shootin Shawn Kinney for more details 303-288-7371 or email twinlake1@aol.com. Look for the registration flyer for this fly-in in the May issue of Flight Lines ###

Concerning Learning— April 2004

Buyer Beware!

By Bob Kinney as told to Dean Jaros

Buying an airplane can be a complicated business, so I planned my search for a late model Bonanza very carefully. I had identified several likely planes, all in Texas and Oklahoma. Since they were relatively close together, I could look at all of them in the course of a single inspection visit. I was well organized, I told myself. Everything pointed to a successful, no-hassle trip.

Heading south in our old 182, Shawn and I had looked at a couple of candidates, both unpromising, before landing at Addison TX late in the afternoon. We contacted Charlie K., the owner of the Bonanza for sale at that airport. After dinner, he would drive us out to the hangar to view the bird.

Charlie had a Mercedes and he drove it like a madman! This hair-raising drive might have warned us that all was not well. We could have asked ourselves whether Charlie flew like he drove. What would a demonstration flight with this wild character be like? But instead we admired the Bonanza. It seemed well kept and we thought it was a potential buy. We made plans for a demo flight after breakfast the next morning.

The second drive to the airport was as terrifying as the first. From this point, things got worse fast. Charlie had only one head-set. Ours were in the 182 way on the far side of the field, but rather than take the time to go over and get

them, we decided to make do with one. Then Charlie announced that I would be PIC while he would fly right seat. That was odd, unlike any other demo flight I had experienced. Was this guy not current?

I agreed but only on the condition that Charlie wear the head-set and do all the radio work. After all, he was familiar with this very busy towered field and I was not. The cabin would be quiet enough for us to communicate. So we started out. Charlie was having a terrible time contacting ground, fumbling with the audio panel for several minutes. Was he really familiar with this plane? When had he last flown it? With growing misgiving, I taxied to the active runway. Charlie successfully raised the tower and we were cleared to go.

No sooner were we rolling than the door popped open. I was about to abort, but Charlie pulled it closed and signaled for me to go ahead. Still trusting this guy, I poured on the coal. Just off the end of the runway, not 500 ft. up, the door came open again. Charlie tried frantically—and unsuccessfully—to slam it. This was a little too much. It was time for me to take control of the situation.

“Charlie,” I called, “let’s get out of this heavy traffic—take us to an uncontrolled airport so we can get on the ground and secure this door!” Frustrated at my lack of radio communication, I didn’t want to have to talk—or have Charlie talk—in order to land. “No problem,” replied Charlie, “about 20 miles at 290 degrees.” Despite his agreement, Charlie continued to make

me nervous by trying to close the door.

I finally spotted the airport and swung onto downwind, yelling at Charlie to announce our position. He, however, was preoccupied with the door. At reduced airspeed, he was going to heave it open as far as he could and then slam it. He gave it a good shove, opening it perhaps six inches—and then all hell broke loose. Everything was flying around the cabin. Our sectional and several of Charlie's instrument charts swooshed through the open door. A couple of attachments to the log books—which Shawn in the back seat had been examining—followed out into the Texas sky.

As if this were not unnerving enough, I got another gut-wrenching surprise as, on short final, I looked to the left of the runway. There was a tower down there. So much for Charlie taking us to an uncontrolled airport! I gaped in astonishment—and then came evidence that the tower personnel were watching us too: unable to contact us by radio, they gave us a green light. No sooner had we touched down than Charlie closed the door once more. He must have sensed that there was potential trouble, for he shouted, "Let's get out of here. Make it a touch and go. You have plenty of runway."

By now—somewhat belatedly—I knew better than to listen to Charlie. I taxied to the base of the tower and shut down. A guy with a badge came up to the plane. "I'm from the FAA," he said. "I know," I replied.

I explained everything: the plane being for sale, the one headset, the misidenti-

fication of the airport, the door problem. Charlie was very open about it and confirmed everything. The FAA personnel were completely understanding. They seemed to think that this whole incident was the result of bizarre circumstances rather than carelessness or inattention on my part. Their major concern seemed to be with Charlie. "It's probably a good thing that you are selling the Bonanza," one of them said to him, "You aren't going to buy another plane, are you?" Charlie's response was one of the few sensible things I had heard him say: "No. No, I don't think I need an airplane." As far as the FAA was concerned, the case was closed.

Donning the one headset, I made ready to fly back to Addison. Charlie, not really much chastened, piped up, "If you have the time, let's fly around some. It's a beautiful day and I don't get out as much as I would like."

"No, Charlie, we have to be on our way. We need to go directly back to Addison," I replied. And, even though the door popped open once again en route, that's what we did. And we did not buy Charlie's Bonanza.

I learned a lot from this experience. Clearly, I did not pay enough attention to an accumulating series of warning signs. Bad driving, only one head set, flying left seat in an unfamiliar airplane, fumbling with the audio panel—all these piled one atop the other. Fairly early on, it did occur to me that perhaps Charlie could not fully be trusted. But how does one handle this kind of situation? We do not request fellow airmen to show us their certificate, BFR, or

CPA Calendar 2004

APR 17 - 18 **KANSAS COSMOSPHERE FLY-IN**, Hutchinson, KS (HUT), sponsored by CPA. See SR-71, Apollo 13 command module, Russian "Vostock" space craft, full-size replica of Space Shuttle, IMAX Theater, planetarium. Possible tour of nearby salt mines. Info: Jan McKenzie 970/206-5526 or jan.mckenzie@LSIL.com or Sarah Dolliver 303/866-0289 or Sarah.Dolliver@hro.com

MAY 1 - 2 **CANON CITY FLY-IN**, Canon City, CO (1V6), sponsored by CPA. EAA Ch. 808 pancake breakfast; train trip through spectacular Royal Gorge including gourmet lunch; Blossom and Music Festival weekend, parade, art and craft shows. Fly-in or drive-in and stay one or two days. Info: Bob and Carolyn Doubek 303/771-8148 or idacrase@4dv.net

MAY 11 **CPA BOARD MEETING**, Boardroom, JetCenter, Centennial Airport (APA), 6:30 p.m. Info: CPA Hotline 303/366-6226.

MAY 29 - 31 **CARLSBAD CANYON FLY-IN**, Carlsbad, NM (CNM). Sponsored by CPA. Carlsbad Cavern has one of the largest underground chambers with countless limestone formations. Tour cavern; evening bat flight with park ranger guide. Also available for more adventurous a guided tour of adjacent "wild" cave. Info: John or Cathie Martyny 303/449-6875 or johnmartyny@comcast.net

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

JUN 12 - 13 **CRAIG & STEAMBOAT FLY-IN**, Colorado (CAG / SBS). Sponsored by CPA. Breakfast, visit Gunslinger Museum; then on to Steamboat to hike, bike the river trail, float the river, fish, wander through delightful shops. Group dinner, spend the night at a down-town motel, with optional soak at Strawberry Hot Springs pools. Info: Bart or Mary Jones 719/488-0653 or jmarykathr@aol.com

JUN 19 **VAN AIRE FLY-IN / DRIVE IN**, Van Aire Airpark (CO12). Open House for CPA members and guests; hangar talk, classic cars; arrive 10:30 a.m., lunch at noon. Donation for lunch. Info: Everett Aden 303/659-4517

JUN 19 **CPA MOUNTAIN FLYING - HIGH ELEVATION AIRPORT OPERATIONS GROUND SCHOOL**, Boardroom, Centennial Tower (APA), Englewood, CO 8:30 a.m. - 5:00 p.m. Course designed to prepare pilots for flight over mountainous terrain and high elevation airports. Fee: \$120 for CPA members, \$145 for nonmembers (inc. course materials). Optional flight portion of course may be taken at pilot's discretion, and cost, at a later date. Qualifies for FAA Wings Program and Biennial Flight Review. Info: Terry Barbo 303/367-0670, tbarbo@comcast.net or CPA Website at coloradopilots.org

JUN 26 - 27 **26th ANNUAL ROCKY MOUNTAIN REGIONAL EAA FLY-IN**, Front Range Airport (FTG), CO. Pancake breakfast 7:00 a.m. each day. Safety seminars, Fly Market, exhibits, judging of aircraft, demos and workshops. Info: 303/442-5002 or www.rmrfi.org

JUL 3 **100th BIRTHDAY - NUCLA**, Hopkins Field, Nucla, CO (6V6). Fly-in, dinner and dance. Info: Robert Johnson, Airport Manager, 970/864-7111

JUL 10 **CRESTED BUTTE WILDFLOWER FESTIVAL FLY-IN**, Crested Butte (3V6). Sponsored by CPA. Wildflower Festival week filled with activities: hiking, jeeping, bike tours, workshops, cooking classes using edible flowers and photography. Info: Connie Hopkins 303/494-1211 or constance_hopkins@hotmail.com

JUL 10 **GRANBY PANCAKE BREAKFAST**, Granby Airport (GNB), 8:00 - 10:00 a.m., \$5/adults; sponsored by Middle Park E.A.A. Info: Bob Doubek 303/771-8148, 970/887-3871 or idacrase@4dv.net

medical. We don't demand demonstrations of radio competence. We don't ask if their airplanes are free of problems. We tend to trust other pilots.

My real mistake was getting into a situation where I had no option but to rely on Charlie. I could have taken the time to retrieve my own head-set. I could have taken a few minutes to examine the sectional chart before the flight. Then I would not have been dependent on him for communications and I would not have been hostage to his local knowledge. The message is clear: when trust wanes, leave yourself a way out.

This adventure does have a positive side. All of us have heard the old adage, "No matter what, fly the airplane." There were some real distractions: the door flying open and Charlie's constant fiddling with it, lack of radio, shouting back and forth in the cabin over the wind, and big surprises. But I did the simple thing every good pilot is supposed to do—I kept focused. It feels good to have developed a little more self-trust. After all, self-trust is vital; if it wanes, there is no way out. ###

JUL 10 - 11 IN THEIR HONOR AIRSHOW, Colorado Springs Airport (COS), 9:00 a.m. - 5:00 p.m. each day; aerobatics 11:00 a.m. - 3:30 p.m. Active military displays, antiques, experimentals, Big Kids Zone, food, beverages, onsite parking. Cost: \$10/adult; \$5/child; \$7/senior and military. Additional info: www.csairstow.com or John O'Donnell 719/635-8803.

JUL 13 CPA BOARD MEETING, Boardroom, JetCenter, Centennial Airport (APA), 6:30 p.m. Info: CPA Hotline 303/366-6226.

JUL 17 AIRSHOW / PANCAKE BREAKFAST, Alamosa (ALS), breakfast 7:00 - 10:00 a.m.; airshow 9:30 a.m. - 12:30 p.m.; airport closed during airshow. Lunch also available. Ten gallons free fuel to first 20 experimental aircraft to arrive prior to airshow. Free admission. Info: Paul Foster 719/852-9860.

JUL 17 - 18 28th ANNUAL DENVER-TO-JACKPOT, NV, AIR CLASSIC (O6U). Sponsored by Colorado Pilots Association. Departs Jeffco Airport (BJC) for an approx. 528 sm route to Jackpot/Hayden Field (O6U). Overnight at Cactus Petes. Aircraft handicapped by manufacturer's published maximum speed. Cash prizes. Event open to all interested pilots. Info: Robert Venohr, Air Classic Chairman 303/766-0742 or rkvenohr@aol.com

JULY 24 KELLY AIR PARK FLY-IN BREAKFAST, Kelly Air Park (CO15), CO, 7:00 a.m. - 10:00 a.m. Frank Niehus' hangar. Arrival procedures: www.kellyairpark.com Location Page; traffic pattern is east side of Rwy 17/35, UNICOM 123.05, AWOS 134.37, runway 3800 x 36 ft, elevation 7050. Parking in grass on NW side. Bring your own tiedowns. Info: Ed huber 303/648-3718 or huber1942@msn.com

JUL 30 - AUG 1 WEST YELLOWSTONE FLY-IN, MT (WYS). Sponsored by CPA. Two wonderful evenings CAMPING under the Montana sky within 'spitting distance' of your airplane. Montana's Aeronautics Board maintained campground in forest boasts free firewood, hot showers, free mountain bikes, fishing and lots of wide open spaces; town of W. Yellowstone's less than 10 mins. away. Info: "Buffalo Bob" or "Straight Shootin' Shawn" Kinney 303/288-7371 or twinlake1@aol.com

JUL 27 - AUG 2 EAA INTERNATIONAL FLY-IN CONVENTION, Oshkosh, WI. Info:



Fly Mart



For Sale: COM-MEL pilot wanting to build multi time. If there is anyone in the COS/APA area that is interested in sharing multi time, needs a safety pilot or a 2nd pilot, please contact me. Will share expenses. Bill Guest, 719-481-3230.

For Sale: COLOR RADAR & COLOR MOVING MAP Color RDR - 1300 Weather Radar with a 12" dish & Eventide ARGUS 5000CE Color Moving Map. Reasonable offers considered. Call or e-mail Bob 303-967-2044 (kosenam@msn.com) or call Don at: 303-721-1981

For Rent: Maui, Hawaii Condo 2 bed, 2 bath, sleeps 6. Ocean View, Pilot Rates of \$600.00/week plus tax. Please call Carl Mattson 310-318-0555 or 303-884-5884. www.geocities.com/mauiview4u.

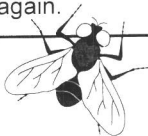
For Sale: Loran-Apollo 618, Radio, antenna, tray and wire \$100.00 Call Carl Mattson 303-884-5884

Wanted: 5000' long private lake or reservoir that a seaplane could use for an occasional splash and dash. I will pay \$25/day for the privledge. Call Carl Mattson 303-884-5884 (can take passengers also).

A free access aviation jobs board has been launched on EZBoards for the aviation community. Now listing over 500 available positions, the Aviation Employment Board is ready for your preview: <http://pub48.ezboard.com/baviationemploymentboard>. From Matt Keegan, Corporate Flight Attendant CommunityKeeganMedia

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.



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