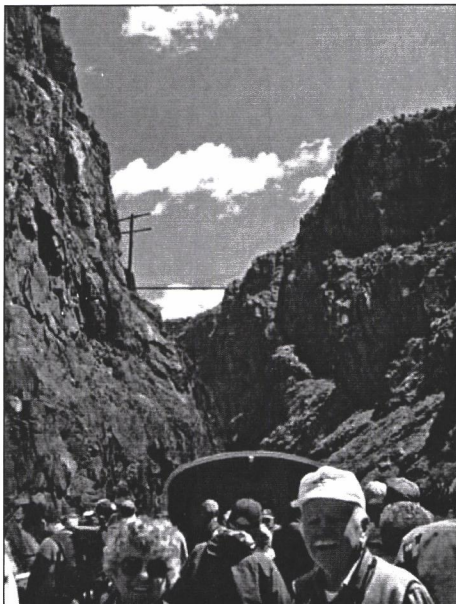


CPA FLIGHT LINES

Volume 21, No. 6

June 2004



Canyon City CPA flyin trip. Photo to left from Scott Morse, photos above and below from Ed Huber.



If you didn't get a chance to go on the first CPA scheduled flyin trip, 60 others managed to get to Canyon City for the train trip and had a wonderful time. See writeup on p. 4

CPA WEB SITE
www.coloradopilots.org



President's Message *by John Martyny*

Backcountry Airstrips

When I first started flying in 1996, I did not really plan on any backcountry airstrip work in my future. In fact, learning at a Jeffco Flying Club, we were not even allowed to use the word "grass" and "airplane" in the same sentence. I did have to learn how to conduct short field and soft field landings and takeoffs but I assumed that was when you were crashing. I was fortunate (or unfortunate however you look at it) to get to know Bob Doubek and Bart Jones early in my CPA experience and over a glass of wine (or two) in Provo, Utah they talked about experiences that they had flying into these forbidden airstrips. I was hooked!!!

A couple of years later, I followed Brian Jones and Lea Blohm into the backcountry of Idaho at a CPA Fly-in. On one hand the type of flying in this country intimidated me and on the other hand I was struck with wonder. The idea of landing on a beautifully maintained grass strip in a wilderness area was beyond imagination. Flying down a canyon, making a turn in the canyon and then landing at Big Creek for breakfast was incredible. Chasing elk off of the runway at Sulfur Creek before landing was impossible to believe. What an experience! The only fly in the ointment was bad weather at the end of the trip that caused us to go to the two bars in Yellow Pine (population 50) and dance the night away to country music bands. It was the first time I wanted the weather to stay bad. It was a trip that I will never forget.

Unfortunately, these experiences may become a thing of the past if some people have their way. In my last message, I mentioned that pilots are relatively few in number and that we must be concerned about preserving our ability to do what we want with our airplanes. This is especially true of our backcountry airstrips. These

airstrips are being closed at an alarming rate! Recently the U.S. Forest Service has recommended closing four backcountry strips in Idaho and the Idaho Pilots Association has begun the battle to try to save these airstrips. Backcountry airstrips in Montana are also jeopardized by Forest Service actions.

Lest you believe that these concerns only involve other states, remember the closing of Arbolis Airport at Navajo Reservoir. Even though CPA, AOPA, and others have undertaken a pitched battle, this airport seems less and less likely to be reopened. In fact, once any airport is closed, the ability to reopen the airport is a long and difficult road. Many of you may say that you have never intended to land at a backcountry airstrip. Your airplane may not be of the type that you want to take into a backcountry airstrip (even though most airplanes can get into many backcountry airstrips) and you may think that this is not your battle. If this is the case, then shame on you. This is a battle for all of us and we must band together to save these airstrips so that others may use them and experience the thrills and excitement and wonder that was available to us.

What can you do? You might consider joining the Idaho Pilots Association or the Montana Pilots Association. The Idaho Pilots Association has started a fund to try to stop the closing of the airports and you may contribute to this fund. More information can be found on the Idaho Pilots Website at www.flyidaho.org. You might also find information about how you can help keep airports open on the AOPA website. Your own CPA has also begun to look at potential or past backcountry airstrips in Colorado with an attempt to reopen some of these landing strips. Become active in some of these groups that are trying to protect your ability to enjoy

flying those wonderful little airplanes.

The weather is improving and it is now time to get the cobwebs off of the old airplane. See you in the air soon. ###



CPA Flies to Space Museum at Hutchinson KS

Why is there a world-class space museum at Hutchinson? It is not exactly a major population center nor are there major space industries in town. Perhaps it is because a number of astronauts came from Kansas, but that seems far-fetched. Anyhow, this location is our good luck. The museum is truly top notch and it is within easy distance for a weekend fly-in.

By mid-day Saturday April 17 about 38 members in 15 airplanes had arrived at Hutchinson. Sarah Dolliver and Bill Linenberger provided us with donuts and coffee and in addition arranged with the local chamber of commerce for a very nice welcome including a goody bag.

After lunch, we made our scheduled arrival at the museum. The management put on a special showing of the IMAX production, "To Fly" just for us. In addition, we toured various exhibits at our own paces. Especially noteworthy is the SR-71 "Blackbird" right in the museum foyer. The history of rocketry, extending back more than sixty years, was very well presented and the collection of Soviet Union spacecraft is unequaled anywhere outside Russia. Finally, the planetarium, one of the best in the country, had a great show on the recent robotic exploration of Mars.

Then, as usual on CPA fly-ins, it was Happy Hour. Wells Aviation, the local FBO, really rolled out the red carpet for us.

They had set up tables with tablecloths and chairs in the main hangar and provided ice for our drinks. It was a great time and no one can remember such a welcoming FBO on any previous fly in.

We walked the short distance to the airport restaurant—a steak-house, the best restaurant in town. Lots of people totally unconnected to aviation come there. But we got special treatment and a very good meal.

After breakfast Sunday morning, we headed for home. There were some strong headwinds and even a few towering dust storms. Getting back to the Front Range area, or farther, took longer than most of us had expected. But this minor inconvenience could not blunt the memory of a great time, especially with all of our CPA colleagues.

—Dean Jaros

Factoid—June 2004 *Brazil's contributions to aeronautics*

Question: When Brazil and aviation are mentioned together, many would think of the Embraer series of small airliners. A turbo-prop "commuter" was produced in the 1980s and production of efficient regional jets continues today. But there have been earlier aeronautical contributions from Brazil. Who was involved? When did they occur? (Answer #1 in this issue; Answer #2 in July.)

CANON CITY FLY-IN ~ MAY 1 AND 2

by Bob Doubek

Following two days of rain and snow, the weather God smiled on the 57 CPA pilots and guests that signed up for this weekend in Canon City. Saturday morning dawned bright and clear, and none too soon, for the EAA Chapter 808 Pancake breakfast.

Transportation was provided for those who wished to go to town and shop at the Canon City Blossom Festival craft fair after breakfast. Others attended Vern Foster and Bill Marshall's Safety Lecture and caught the chartered bus and vans for the train depot.

The Royal Gorge train was boarded for a gourmet lunch which was served in a refurbished dining car. The dining car looked as it might have in 1890 and the lunch was lovely complete with champagne and three menu choices. After lunch everyone went out to the open air car to enjoy the beautiful Royal Gorge and rushing Arkansas river complete with white water rafters. CPA is fortunate to have as members, Leah and Mark Greksa who own the train and who arranged this really fabulous and special, off season, trip for us. Several members elected to forego the train and took advantage of other events including the annual downtown parade.

Following the train trip, the group returned to the Quality Inn for relaxation or a tour of the Benedictine Abbey and Winery complete with wine tasting. The customary snack/ cocktail party was well attended and the group split up with many attending the evening barbecue /

rodeo, dining or relaxing in the motel hot tubs.

The Sunday weather was perfect and the group had time for a leisurely breakfast before heading home. The Fly-in had many options and the 66th Annual Canon City Blossom Festival provided a near perfect venue.

H huge thanks to Bob and Carolyn Doubek, for getting our 2004 flyin season off to a roaring start!



60 CPA members took train trip.
photo by B. Doubek



Dining car on Royal Gorge train.
photo by B. Doubek

- We need your help . . . many of you have undeliverable e-
- mail addresses in our database. Could you please either
- enter your data on the Website and update your e-mail
- address; or send it to me and I will enter it for you.
- Thanks for your cooperation in this important matter.
- Terry Barbo, Membership Records

Ninety-Nines regularly offer a class to assist that family member or “significant other” who is “flying” the right seat or anticipates that possibility. August 21st is the date for the next Companion Flyer Class. Larry Ramsdell, Aspen Flying Club – Centennial Airport, has donated the use of his classroom along with access to a number of C-172s for the pre-flight training portion of the class.

Who are these people who want to spend six hours on a Saturday listening to what a half dozen pilots have to say about flying “right seat”? Is there something more they can do to assist their pilot other than providing ballast? Last year all 14 of the attendees were women. Most had husbands or “significant others” who owned a plane. One woman’s daughter was a pilot and she loved flying with her daughter and wanted to know more about navigation, radios and weather. Attitudes varied greatly. The central thread of “why take the class” was fear. Some were very afraid and really hated flying. Others had been persuaded to take the class by their pilots. They were apprehensive and questioned “What do I do if something happens to the pilot while we are flying?” “How do I land the plane?”

The focus of the class content was “support your pilot”. This means supporting a no go decision because of weather—even when friends and family will be upset if you don’t go. This also means not talking during the preflight and/or participating in the preflight of the plane, questioning anything that was out of the norm like a puddle of oil under the plane, a “remove before flying” pennant that wasn’t removed, a tie down that wasn’t released.

Attendee class critiques seemed to support our belief that the class makes a difference in attitudes. Most enjoyed the hands on radio and simulator work. Many commented that hearing about "the love of flying" from so many of us made a difference in how they viewed flying. Occasionally an attendee decides to start taking flying lessons. Although no one would expect six hours of class to alleviate all fears, it appears from the critiques that the class can (and generally does) change attitudes toward flying.

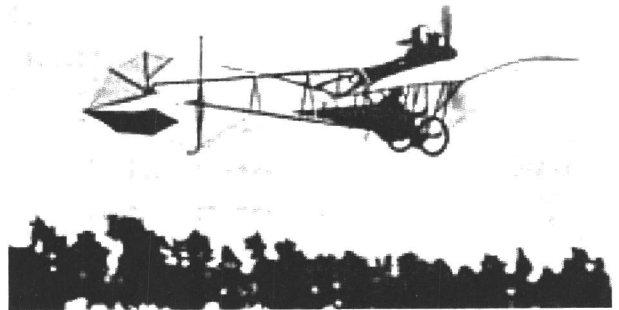
Bev Sinclair, Frontier Airlines pilot, Ninety-Nine and CPA member is taking over the responsibilities for the class from Sue Osborne who has been "flight lead" for the last 10 years. For more information concerning the class please contact Peggy Long (303) 755-1102 or Peggy@fitzlong.com. Look for the registration flyer mailed along with this newsletter.

Brazil's contributions to aeronautics (Factoid)

Answer #1: Aeronautical pioneer and wealthy playboy Alberto Santos-Dumont spent much of his active career in Paris. His early work with free balloons and powered dirigibles earned him a number of prizes beginning in 1898. Santos-Dumont not only first conceived of the concept of the personal aircraft, but he made it into a successful reality. He tethered a small dirigible outside his fashionable Paris apartment and used it to visit restaurants and social events around town.

Santos-Dumont is perhaps best known for his 1901 dirigible flight across Paris and around the Eiffel Tower. It was a truly spectacular navigational feat and it won him 100,000 francs as well as Europe-wide fame. Jeweler Louis Cartier, a close friend, created the world's first wrist watch in response to Santos-Dumont's need for an easily accessible time-piece while aloft.

Santos-Dumont got interested in heavier than air machines around 1905 and indeed made truly public and officially witnessed flights in 1906. Much is made of these events. In fact, there is a certain aviation counter-culture that holds that Santos-Dumont, not the Wrights, invented the airplane.



The Wright's penchant for secrecy seems to be equated with dishonesty and falsification. One promoter of Santos-Dumont called the Wrights liars, contrasting their claims with the full Parisian publicity of 1906. This claim is based on patriotism, French or Brazilian, and general Eurocentrism; it ignores, among other evidence, the spectacular Oct. 4, 1905 photo of the Wrights in flight high over Dayton.

Others concede that the Wrights flew, but focus on their sometime use of a falling weight catapult to increase acceleration. The Wrights' plane, goes the claim, thus did not really fly under its own power, while Santos-Dumont's clearly did.

Though without much hard, factual support, the claim on behalf of Santos-Dumont survives to this day—and not only among fierce Brazilian patriots. There is even an extensive pro-Santos-Dumont web-site! Unfortunately, the Dec. 17, 2003 failure of the Wright Flyer replica has given new encouragement to these counter-culturists.

It is shame that Santos-Dumont has become identified with this meaningless argument. In addition to his lighter than air achievements, Santos-Dumont later developed a very successful airplane called the "Demoiselle." This small, clean monoplane, many copies of which were seen buzzing around Paris, set the stage for sport aviation. These are his true legacy. ###

Hi Everyone,

If you don't have this web site then it is a good one for Terminal Procedure Charts:

http://avn.faa.gov/index.asp?xml=naco/online/d_tpp

Ed Huber

Local EAA chapter posted this notice. Looks pretty interesting.

COMPANY INTRODUCES FREE CONNECTION TO AWOS

For those times when you need to dial up the weather somewhere and don't have the right Airport/Facility Directory at hand, anyAWOS provides access to any automated weather observation systems (AWOSs) in the continental United States via one toll-free number (877/ANY-AWOS; 877/269-2967). Dial the number and key in the airport's three-letter identifier. (You'll listen to a brief advertisement while the connection is made.) The company says it will continually update its database. If your airport has a publicly accessible AWOS but isn't included, send an e-mail or see the Web site for more information.

From Bill Linenberger

Concerning Learning, June, 2004

Midair Collision!

by Jeff Gruve as told to Dean Jaros

I had always loved airplanes and I had been hang-gliding for years. It was time to get my private certificate. Through a friend, I had found a first-rate instructor. Let's call him Dave. He had lots of experience and had developed much of the curriculum at Utah State University's aviation program. As things turned out, I was far luckier to have found him than I ever would have dreamed at the beginning.

My first formal flying lesson occurred on a perfectly clear March day at Logan UT. I was pleasantly excited as Dave and I went through the usual pre-flight steps. Though there was lots of snow on the ground, the airport had been cleared and the Cherokee 150 was frost-free.

We flew out to the practice area. Dave had me fly the airplane right away. I was elated that my hands-on learning had really begun. I was doing turns and stalls with only a little help. After about an hour, we returned to the airport.

Dave was a real perfectionist when it came to pattern discipline. He really emphasized the importance of clearance from other airplanes. He demonstrated one pattern to a touch-and-go, talking me through several clearance techniques. When on base, look carefully for other planes which might be on short final—or long final. Get on the Unicom frequency; announce accurately and promptly your position in the pattern. Especially on final, watch for your own shadow on the ground—and of course for any other shadows near it. Make sure everybody in the airplane is actively looking for other traffic—the more eyes, the better. We did three or four more touch-and-goes each time practicing Dave's pattern discipline. I flew each approach well down final, but Dave did the actual landings.

On the last approach, the inconceivable happened. On final, about 150 ft. AGL, another low-wing Piper overtook us from below. The white image was at first faint, almost ghostly

against the snow-covered ground. But instantly the whole windshield was filled with a very real airplane. Before we could even think the word “collision,” our nosewheel hit the horizontal tail and our prop began to shred aluminum. The noise was terrific.

Dave reacted first, yelling, “I’ve got it.” My own response was the rather silly question, “Who is that?” The two planes separated; we were still in one piece and just barely flying. The engine had stopped and we could see the prop was severely bent forward. Dave pushed the nose over, which gave us just enough flying speed. We heard the sickening thud as the other plane, its demolished tail bent forward over the cabin, crashed nearly vertical into the runway threshold, just as we touched down.

We were safe, but the occupants of the other plane were not so lucky. It too had been on a training flight. The instructor was killed instantly and the student pilot was hospitalized for eight months.

What had happened? We will never know the whole story. The student pilot, though he survived, had severe head injuries and could remember nothing about events leading up to the crash. Observers on the ground reported that they had made a long, straight-in approach. Despite perfect visibility, neither of the occupants of the doomed plane looked around very much. Perhaps they were fixated on the runway end or the touch-down point. We did not hear any radio transmission from them nor did others who were on Unicom at the time. Post-crash investigation showed that the radios were tuned to other frequencies.

Clearly, several factors were involved: 1) a non-standard approach at an uncontrolled airport, 2) ineffective visual scan, 3) disregard for position announcements—or at least careless radio use. It does not take a rocket scientist to see that this is a deadly combination. If the other instructor, ironically one of Dave’s former students, had listened more closely to him, he would be alive today.

But there are more subtle lessons as well. First, it is impossible to imagine a less likely candidate for a mid-air than one of Dave’s

C PA Aviation Calendar 2004

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 idadrase@4dv.net

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

SEE MORE EVENTS ON CPA WEB SITE

training flights. Yet a mid-air occurred, while only few feet from the runway end, and while explicitly practicing pattern discipline. Dave had done everything right—indeed, the NTSB post-crash investigation held him completely blameless—yet our survival required something more: the discipline to fly the airplane no matter what. Dangerous situations can occur through no fault of our own, no matter how attentive we may be and no matter how correct our procedures may be. Bad things can happen to good people. Being careful may not be enough. A few gut-level rules, among them “Fly the Airplane,” are really trump cards.

At least outwardly, neither Dave nor I were badly shaken by this event. But it was, to say the least, an eventful first lesson for me. I resolved to get right back into an airplane before any second thoughts could occur. With Dave as instructor, I quickly earned my private certificate. Of course, after the mid-air I had tremendous respect for this man. And as I continued to learn from him, that respect grew even stronger.

Dave’s confidence never wavered nor did his ability to fly and to teach in any way decline. His outward attitude remained the same. But I suspect that the mid-air had an effect on him at some deeper level. Perhaps it was sorrow at losing a former student and a friend, but something caused Dave to give up instructing. I was his last student.

It is sad when any great teacher leaves the stage. But I like to think that I carry on a little of Dave’s tradition. I am a real fanatic about clearing other aircraft and about pattern discipline. Maybe some of the readers of this story can become a little more fanatical about it too. We would all be safer. Dave would like that. ###

“Concerning Learning”

FREE LUNCH—FREE MEMBERSHIP. Do you have a flying story with a lesson?

Tell it to interviewer Dean Jaros over lunch or a late afternoon drink (Dean picks up the tab). If the story is accepted for publication in **FLIGHTLINES**, your membership in CPA will be extended for one year, free. Contact Dean at jarosd@lamar.colostate.edu or 970 686-1233.”



Fly Mart



FOR SALE: Hangar space available for one aircraft at Platte Valley Airport. Contact Jim Nelson, 303.347.1015, cell 303.522.1165

TWO RENTALS – SPECIAL DEALS FOR PILOTS ONLY

BAJA BEACH HOME for rent in beautiful Bahia de los Angeles (Baja CA MEX). Runway 1 km from home. Enjoy kayaking, diving, fishing, exploring islands, or relaxing on the large veranda. Special weekly/monthly rates for CPA members! Contact ekbpilot@hotmail.com; phone: 720 232 5633

ESTES PARK historical home for rent on acre near Rocky Mountain National Park entrance. Sleeps 6+. Woodstove, enclosed porch with Long's Peak views! Enjoy abundant wildlife, birdwatching, walks into the national park; fine restaurants nearby. Contact [<ekbpilot@hotmail.com>](mailto:ekbpilot@hotmail.com) 720 232 5633.

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



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.

Rocky Mountain Regional Fly-In (RMRFI).

Last year's RMRFI at Longmont's Vance Brand Airport attracted approximately 320 aircraft and 4000 people as well as 55 vendors, sponsors and advertisers. But because of the fly-in's growth and success over the years, it has literally outgrown Vance Brand. As noted on their website (www.RMRFI.org), the 26th annual fly-in is moving lock, stock and forum tents to Front Range Airport (FTG) in Watkins (Exit 295 on Interstate-70). The dates for this year's event are Saturday & Sunday, June 26th & 27th.

Membership Renewals

Gary Wisher, Littleton
Earl Tighe, Littleton
Morrey Quick, Aurora
Mark Holliday, Lake
Elma, MN
Joseph Judge, Bailey
Ricky Davidson,
Colorado Springs

Linda Davidson,
Colorado Springs
Sue Osborne, Highlands
Ranch
Kevin Bunnell, Eaton
Wayne Munson,
Louisville
Chuck White, Aurora

Dave Hinkins,
Westminster
Ron Lee, Falcon
Pat Kelly, Colorado
Springs
Dr. Tom Wolf, Tucson,
AZ

Welcome New Members

Jeff Gruver
4800 Otero Avenue
Loveland, CO 80538-
9532

Thomas Harvey
725 Duke Square
Fort Collins, CO 80525-
1524

Timothy Nelson
1725 E. 6th Street
Pueblo, CO 81001-3809

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Dillon, CO 80435-0097

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