

CPA FLIGHT LINES

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From left: Senator Lew Entz, Governor Bill Owens, and AOPA President Phil Boyer, recognize the Colorado Pilots Association. See story on page 4.

CPA WEB SITE
www.coloradopilots.org



President's Message

THE LAST ONE...

As I sit down to write my last President's Message, I am sort of wondering through this last year as President of the Colorado Pilots Association. It has been a very busy year for me both in my actual paying job and as a general aviation pilot. I have flown a little over 250 hours this year so far and have visited the East and West Coast, Canada, and Mexico. In my travels I have met many other pilots, FBO operators, and others associated with general aviation and I have to say that all of my meetings have been positive. The latest AOPA magazine has an article regarding the Good, the Bad, and the Ugly FBO operators. I have to say that again this year, I have only met the Good.

During my year as President, I have attended most of the CPA Fly-ins. This year we have had more fly-ins than I can remember and all have been well attended. In addition, I have seen many new members attending the fly-ins as well as those pilots, like myself, that will fly at any opportunity.

On two occasions, the weather was less than optimum and yet most pilots were able to safely participate in the fly-in. The fly-ins were also well run and a great deal of recognition should be given to the fantastic work done by the fly-in committee. These fly-ins take a lot of behind-the-scenes work that attendees do not always appreciate.

During this last year it seems to be

more and more possible that Colorado may also have some backcountry airstrips that can be used in the near future.

Talks with the Department of Parks and Recreation seem to be moving in a positive direction thanks to Bill Hamilton, Senator Entz, and others. The backcountry airstrip committee headed by Bill Meine also seems to be on the verge of finding more strips that can be used. This may open many new activities to Colorado Pilots who enjoy the mountain flying experience. In addition, at the board meeting last night, I was told that the Civil Air Patrol had a year with one of the lowest numbers of search and rescue missions ever due to fewer accidents in the mountains of Colorado. Is our mountain-flying course having an impact?

In my President's Messages this year I have tried to spread some of my enthusiasm for general aviation flying to all of you. I hope that maybe a few of you that have not flown in a while took a short pleasure flight or maybe a few participated in a CPA event and had a good time. I hope that more of you will continue to try to enjoy that slip of paper that you worked so hard to earn. I also hope that if you hear N45VC wondering through the airspace that you will say hi. I have enjoyed the year and will continue to try to support general aviation to the best of my ability.

Thanks for the great time.
John Martyny

CPA Members' Privacy Policy

Other than the annual distribution of Membership Directory to its own members, the Colorado Pilots Association does not give out any member's personal or contact information to any individuals, businesses, or agencies. Nor should any CPA member give out such information, or use this information for their own personal or business purposes. Businesses are welcome to provide literature for distribution with the monthly newsletter and should contact Terry Barbo, to make arrangements.

Some concerns were recently expressed about how the CPA website is in accordance to the above policy. Other than the officers, directors, and CPA Approved Mountain Flight Instructors, no individual member contact information can be acquired from the website without first proving your own active membership by "logging in".

If you have not yet done so, you will find this a simple effort as all you initially need is your own e-mail address as your login password will be e-mailed to you by simply clicking the "Email Me My Password" button on the Login page. As long as the e-mail address we have on file for you matches the one you enter, you will receive a password within a minute or two. You should change your password once you have logged in to something easier for you to remember, but hard

for others to guess!

Although some members were erroneously concerned that a non-CPA member could "harvest" personal contact information from the website, we knew there is still the potential for an unscrupulous member to use either the printed Membership Directory, or the website, for their own personal or business purpose. So we have added another level of security for personal contact information. You can now log on and click the new "Do Not Show" checkbox next to your email address, street address, or telephone numbers.

You can select which of these personal contact items may be seen by anyone on the website. This will inhibit others from getting this information, but of course may also inhibit you from getting a nice, unexpected "let's go flying" e-mail or phone call too!

If you have recently used the CPA website to register for upcoming events, you will find this new "Don't show" checkbox feature is also a part of our new online registration forms.

So if you are worried of sharing your online information just go to the login screen and click on the areas you wish to conceal. If you are not one of those privacy challenged people, you may wish to take this time to update the "bio" portion of your own online personnel record and tell us a little about yourself. Currently there are only 18 CPA members that have taken advantage of this opportunity to share.

Webmaster - Rob Duncan

Governor Bill Owens and the Colorado Pilots Association Recognized by AOPA President Phil Boyer

AOPA President Phil Boyer presented the AOPA Presidential Citation to Colorado Governor Bill Owens on September 15, 2004 during a ceremony in the Governor's Office in the Colorado State Capitol. President Boyer thanked Governor Owens for seeing the need to place 12 automated weather observation systems (AWOS) on Colorado's high mountain passes and at key weather formation locations west of the Continental Divide.

AOPA President Boyer told Governor Owens, "The installation of these life-saving systems has made flying across Colorado's mountains and its Western Slope immeasurably safer. Your long-lasting contribution to flight safety will stand as long as pilots seek to fly west of Colorado's Continental Divide."

In thanking the over 400,000 members of the Aircraft Owners and Pilots Association for his award, Governor Owens said, "We may never know the number of pilots who have made or will make wiser flying decisions because of the better weather information now available to them. But it is not uncommon to hear pilots say they have either changed their planned route across the mountains or decided to wait for better weather before crossing the Continental Divide. That tells me that we are saving lives.

"But I did not do this alone. The leadership of then Representative, now Senator, Lew Entz was crucial to obtaining the initial funding for this \$1.25 million dollar project. Thanks to Senator Entz, the Colorado Aeronautical Board (CAB), the Colorado Pilots Association (CPA) and AOPA, the nation's highest state has gone from very little weather data collection to a national leader in this field."

On the prior evening, AOPA President Phil Boyer sat in on a meeting of the board of directors of the Colorado Pilots Association. Boyer praised the CPA as one of the best state pilot organizations in the United States. Boyer, who travels the world on behalf of general aviation, expressed his admiration for the tireless work of the CPA leadership over the years. "You not only know how to have fun with your social events and fly-outs," said Boyer, "but you also help us with the heavy lifting of representing general aviation before governmental bodies here in Colorado."

(Colorado has 53 mountains over 14,000 in elevation and 584 peaks above 13,000 feet. Excluding Alaska, three-fourths of the national's land area 10,000 feet or higher is in Colorado. Source: Doug Freed's *Colorado* by the numbers, Virga Publishing, 2003.)

writeup by Bill Hamilton

Concerning Learning, Down-Under Downwind Departure

By Lothar Klingmuller as told to Dean Jaros

This is about a potential disaster that could have changed—or even ended—my life. Both my passenger, big Uli, and I were just plain lucky. No one was hurt in this episode, nor was there any damage to airplane or to property on the ground. Nonetheless, the memory of this close call has been strongly with me for the last thirty-five years. It was *the* defining experience for my life as a pilot.

I was living in Sydney (Australia, not Nebraska) at the time, as part of a long-term geological research project. The work had gone well. I had prepared a geological map of an uncharted area in the “outback.” Inevitably, however, an office review of the mapping confirmed that I needed to make a brief field check. I invited Uli, a fellow visiting geologist, to accompany me. Since the distance was great and the location remote, we did not relish the thought of driving out there. The “lorry” at our disposal was not exactly comfortable and the roads were rough to say the least.

So we thought about flying. Upon coming to Australia I had obtained an endorsement to my American license (I had earned the original ticket a few years earlier in Kansas). With 180 hours

and the recent extensive flight check I felt confident in the flying club’s Cessna 172. The area I needed to visit was near a sheep station (“ranch,” to Coloradoans). On previous field trips I had looked over the station’s dirt strip and had dreamt of landing there rather than rattling for hours over the dusty dirt roads. A call to the station prior to our departure confirmed that the strip was in good condition. The station manger told me that the flying doctor’s airplane had just been there. We could fly out early in the morning, complete our work in a few hours, and return to Sydney before nightfall.

The outbound flight was completely uneventful. The wind was calm as we approached the sheep station. The strip looked pretty much as I remembered from previous ground observation. There was a stand of small gum trees (eucalyptus) off the east end of the runway. Off the west end, however, the terrain rose sharply. While it was not officially a “one-way” strip, it was clear that a take-off to the west would be tricky indeed. The landing was routine. I did notice, however, that the runway surface, while smooth, was softer than pavement.

We completed our survey on schedule and returned to the strip in the late afternoon. There was enough fuel aboard to get back to Sydney non-stop. Plus we had our equipment and some rock samples. Bottom line: while we were not at gross weight, we were not light either. An intermittent wind had come up with gusts of 12 to 15 knots. The bad news was the wind was from the wrong direction (west), but there were calm periods between the gusts.

I reviewed the situation and made one smart decision: wind or not, with this load, I would not take off to the west. But I followed this with a decision not so smart. I thought, "Winds here must often be from the west. How would Australian bush pilots handle this?" "They would take off to the east," I answered myself. Besides, those calm periods lulled me into a false sense of security.

So we piled everything in, fired up, and taxied to the west end of the strip. I watched the leaves of the trees and waited for a calm spell. I held the brakes to maximum RPM and then began the take-off roll. Perhaps because of inexperience with any type of dicey situation, the realization that I was in trouble came upon me only in stages. My first thought was that airspeed was building a little slowly. Then I mused that we would use up most of the strip. Then I thought maybe I will have to abort. Finally, full fledged alarm as I realized I had passed the point of no return—even if I chop the throttle, I will careen off the end of the runway!

The eucalyptus trees were close now. I heard Uli gasp, "Blimey, mate!" Somehow, I lifted the 172 off the ground to the shrieking of the stall horn. I pitched down just a trifle. The airplane was flying, very slowly climbing, and the stall horn was still sounding. I couldn't bring myself to lower the nose any more. But then we were over the trees, seemingly clearing them by inches. It took many deep breaths to restore my shaken senses to some sort of order. I tried to talk to Uli just to ease the tension, but he only looked straight ahead in silence. His

face was white as a sheet

I was really relieved to be safely on the ground at Sydney. As I opened the door after shut down, I was greeted with the characteristic smell of eucalyptus. I did a complete double-take. Could we have been that close. Yes we could have been. The main gear wheel pants each contained a bunch of freshly shredded leaves. I started to laugh, but Uli, still catatonic, just stared. Unlike Uli's, my fear and shock were delayed until I went to bed that night, reviewing this potentially disastrous take-off.

In one sense the lessons from this adventure are pretty clear. Downwind take-offs can really be dangerous. Twelve knots, after all, represents a significant fraction of the rotation speed of most light aircraft. And intermittent winds *are* unpredictable. Indeed I learned these things well. I also grasped that one needs to pay attention to length of runway required to stop in the event of a no-go decision. When flying from dirt or short field strips, I now note a physical or mental marker from where a take-off can be aborted with enough braking distance for a safe stop.

But I also generalized my experience way beyond tailwinds and runway lengths. From that day forward, if something, *anything*, is not right, I don't go. The smart choice that day thirty-five years ago would have been to spend the night at the field camp. Inconvenient and uncomfortable, yes. Loss of valuable time, yes. But even in the short run, a very small price to pay.

Throughout my flying career, I have paid many similar small prices. If I

ever get annoyed at having to do so, I just think of leaves in the wheel pants. Herbalists claim that the scent of eucalyptus helps one to achieve ease and tranquility. However, for me even the *thought* of eucalyptus is calming, for it reminds me that I really do not have to go.

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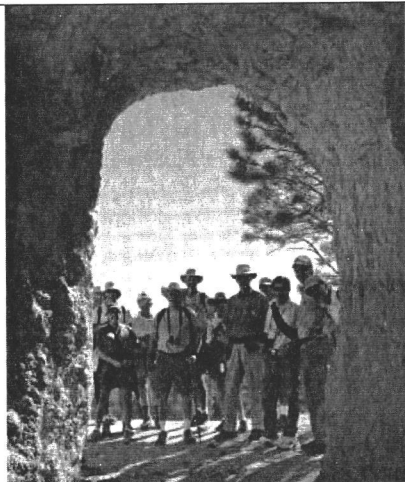
“Concerning Learning”

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.”

Colorado Pilots Assoc. flyin to Bryce Canyon was perfect weather, ease in getting around thanks to free park transportation, and incredible hikes. Thanks to all who participated!

photo below by Kathleen Morse.



Factoid November 2004

Question: When a general aviation pilot arrives at an airport other than his/her home base, it is usually necessary to continue by ground transportation to some final destination. Sometimes an airport courtesy-car is available. Rental cars are also a common option.

Time and again, however, more radical solutions to this problem have been proposed. Which of these solutions is both the most dramatic and the most long-lived? What are some of the specific attempts to make this concept work?



ConVairCar Model 118, 1947.
Photo “Roadable Times.”



Fulton FA-2 “Airphibian,” 1946.
Magazine advertisement photo.

Factoid November 2004

Answer: Almost since the dawn of aviation, someone has tried to perfect a vehicle that would both run on highways and take to the air. The concept is known as the “flying car” or the “roadable airplane.” Some 76 US patents for such devices were issued between 1918 and 1993.

One of the first patents belonged to the Curtiss company. In 1919 that firm developed the “Autoplane” and built a prototype. It had a fuselage/body which resembled a car as well as detachable triplane wings and a wire braced tail. An automobile-type engine drove both the wheels and, through belts and pulleys, a pusher propeller. The Autoplane never went into production; indeed, it is not clear that this cumbersome looking device actually flew.

In the 1930s, the US Department of Commerce sponsored design competitions to encourage the development of practical general aviation aircraft. Simplicity and safety were the primary goals. A prominent entry was the Pitcairn AC-35. This machine was a true autogiro, but for street operation the rotor blades could be folded back atop the fuselage. The 90 hp. engine turned a standard propeller in flight, but it also engaged a large tailwheel to provide ground traction. The AC-35 really worked. In 1936, it was flown into a small park in Washington DC whereupon it was changed into ground mode and driven to the Department of Commerce office building. It was subject to extensive study, but it proved to be neither a very good airplane nor an acceptable automobile. For example, its top speed on the highway was only about 25 mph. Needless to say, the AC-35 did not achieve certification. There was only one prototype.

The idea of a flying ground vehicle stayed alive during World War II. The Russian Antonov group built a set of flying surfaces that could be attached to a light tank. So equipped, the tank could be towed as a glider and thus very quickly delivered to combat

zones. While such a beast may have made some preliminary experimental flights, it never got to the production stage.

A huge wave of general aviation optimism gripped the US immediately after WWII. Flying car designs were part of this euphoria. No less a corporation than Convair got into the act. In 1946 the very experimental Model 116 “ConVairCar” emerged. It was essentially a Crossley two-door to which a unit comprised of flying surfaces and a 95 hp aircraft engine was fitted. Much like the earlier Curtiss, the Convair would leave the flying unit behind when it traveled the highways.

An advanced version, Model 118, which featured a specially designed auto and a more powerful (190 hp) aircraft engine, underwent considerable testing, but again performance (both in the air and on the road) was marginal. Only two copies were built, the second essentially a re-build of the crashed prototype.

Two flying cars of this era actually were certified. The first was the Fulton FA-2 Airphibian of 1946. With a 150 hp engine that drove both propeller and wheels, its performance was adequate but not spectacular. It cruised at about 110 mph and could easily maintain 50 mph on the road. Though viewed as successful, it had many drawbacks. For example, two-place automobiles were simply not popular. Though the FA-2 was nationally advertised in anticipation of production, financial backing was not forthcoming and only three prototypes were built.

The Taylor Aerocar was probably the best of the roadable airplanes. First developed in 1949, this 150 hp roadable airplane cruised at 100 mph and was perfectly capable of adequate highway speeds. It had a great advantage over previous designs in that the flying surfaces and the propeller shaft folded into a wheeled package that could be trailed behind the car when in highway mode. BF Goodrich manufactured 5 copies in 1956.

MOONEY NAMES NEW CEO

Gretchen L. Jahn, founder and former CEO of two manufacturing and software companies, has been named CEO of the Mooney Airplane Company. She was the founder of Aegis Analytical Corp., a manufacturer of quality compliance software for the pharmaceutical and biological markets. She also was founder of a consulting company to guide manufacturing companies in process and productivity improvements. An avid pilot for 20 years, she will relocate from Colorado to Kerrville, Texas, in the near future. We will all miss her, but what a fabulous job!

AIRPORT WATCH CONCEPT HELPS NAB 'BAD GUYS'

Here's proof that GA airports really are small communities and that the "residents" know when something is amiss. On Wednesday, this led to the nabbing of some suspicious characters at St. Louis Downtown Airport. It all started when a man telephoned an FBO not far from the Gateway Arch and asked about chartering a helicopter. About an hour later, two men walked into the FBO, pulled out cash to pay for the flight, and presented driver's licenses from two different states as ID. Office staff noticed their car was registered in a third state and called the FBI and local police. FBO workers stalled the two suspects until the authorities arrived. After a little time behind bars, the two "terrorists" confessed that they were NBC employees from New York. Their

assignment: A story on how "easy" it is to get information and directions to a helicopter and then hijack it. St. Louis was their first attempt; the network reportedly planned similar tries to penetrate security at airports around the country. "This incident demonstrates the validity of the Airport Watch concept," said AOPA President Phil Boyer. "Vigilant pilots and airport workers make the best security force because they know who does and doesn't belong at the airport. They can easily spot the things that just don't seem right." For more, see AOPA Online.

from Bill Linenberger

Robert T. Akers died on August 28, 2004 in Alamo, California while visiting his son. He was 80 years old at the time of his death. He lived in Arizona for the last few years and previously had lived in Aurora for 30 years. He was preceded in death by his wife Irene in 1998. Surviving are three sons, John, Robert and Michael. Robert Akers was a past member of CPA. Bob was a member of Daedalians Mile High Flight 18 in Denver. When he was 19, he commanded a B-17 in

the European Theatre with 25 missions to his credit. After WWII, he extended in the Air Force and flew SAC and MATS during the Berlin Airlift. For a time, his duty was to fly Gary Powers and the U-2 to its points of takeoff and landing. After his Air Force duty, he was a charter pilot and following that he was employed as an instructor at the United Training Center in Denver. Memorial Service was on October 11, 2004.

Calendar 2005 to come! Get info to Terry Barbo asap

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Ling-Temco-Vought considered a large production run, but this was contingent upon 500 firm orders backed with cash deposits. Only 278 were secured, however, and the project lapsed.

There have been more recent flying car projects. Disastrously spectacular was the Mizar Pinto of 1973. This machine featured an ordinary Ford Pinto mated to a flight-unit made of the wings, tail, and rear engine of a Cessna 337 "Mixmaster." Shortly after takeoff on the first test flight, the flight-unit separated from the car. Unaided, the Pinto has a rather poor glide ratio; thus the designer-pilot and a passenger were killed.

One would think that the flying car idea should be consigned to the trash can of aviation history. But it will not die. There are several designs under development at the present time. The most promising seem to be lighter vehicles, such as the Trans Air Systems 102 or the Williamson "Roadrunner," which might almost be classified as flying motorcycles. Apparently neither has yet flown.

One of the five 1956 Taylor Aerocars remains in flying condition. Located in Montrose Colorado, it supports continued development into the roadable airplane concept. Perhaps our own state will foster the realization of an old and persistent dream.

—Dean Jaros



Fulton FA-2 "Airphibian," 1946.
Magazine advertisement photo.



Pitcairn AC-35 autogiro, 1936. NASM photo.

Mizar Pinto, 1973. Photo courtesy
of Aerofiles.





Fly Mart



Front Range "T" Hanger for Rent Your choice of two (One is a little larger) \$300 per month short or long term lease plus utilities (Gas/Elec). Has a shared bathroom in the building. Carl Mattson 303 8845884

One pair sheepskin seat covers for a standard Beechcraft seat. Removed from my 1968 Travel Air during interior refurbishment. Medium blue color. \$150. Bob Sannwald: 303-322-5306.

Fly Mart is a free service provided for CPA members only. If you have a personal AVIATION related 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.



Membership Renewals

Roger Bates, Lakewood
Robert Ruehle, Denver
John Kramer, Aurora
Joe Birkinbine,
Steamboat Springs
Perry Miller, Brighton
Jack Burson, Boulder
Chuck Mangan, Castle
Rock
Foley Gordon, Denver
Bruce McMillan,
Glenwood Springs
Randy Ware, Wray
Bruce Hamilton,
Janesville, WI
Brian Lewis, Louisville
Paul Stooksbury, Fort
Collins
Lyle Muir, Hudson
Delene Dougherty,
Longmont
Thomas Barlow, Fort

Collins
Jerry Knievel, Aurora
Karl Sutterfield,
Eastlake
Gretchen Jahn, Eastlake
Steven Mutzig,
Breckenridge
Steve Konieczka,
Golden
Mark Brown, Aurora
Homer Lyle, Aurora
Jorge Rufat-Latre,
Boulder
Robert Sutton, Littleton
Helen Pustmueller,
Denver
Mark Klapperich,
Limon
Arnold Wise, Espanola,
NM
Jeff Lewark, Dillon
Dick Stone, Boulder

Daril Cinquanta,
Arvada
John Cogswell, Buena
Vista
David Knapp, Golden
Larry Sellon, Golden
Bud Lewis, Aurora
Kenneth McNaught,
Windsor
Keith Serkes, Erie
Charles Willis,
Arlington, TX
Ralph McCormick,
Russellville, AR
Henry Fore, Irving, TX
Burke McClure,
Highlands Ranch
Nancy Reinhardt,
Lakewood
Douglas Tabor, Estes
Park

MEMBERSHIP RENEWALS, CONTINUED

Dewey Reinhard,
Colorado Springs
Dailey Bugg, Colorado
Springs
Rich Roberts, Fort
Collins
Bill Totten, Aurora
Don Boyle, Boulder

Bob Liddle, Granby
Andrew Moffat, Delta
Thomas White, Denver
Harry Young, Pagosa
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Sandy Wickham,
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