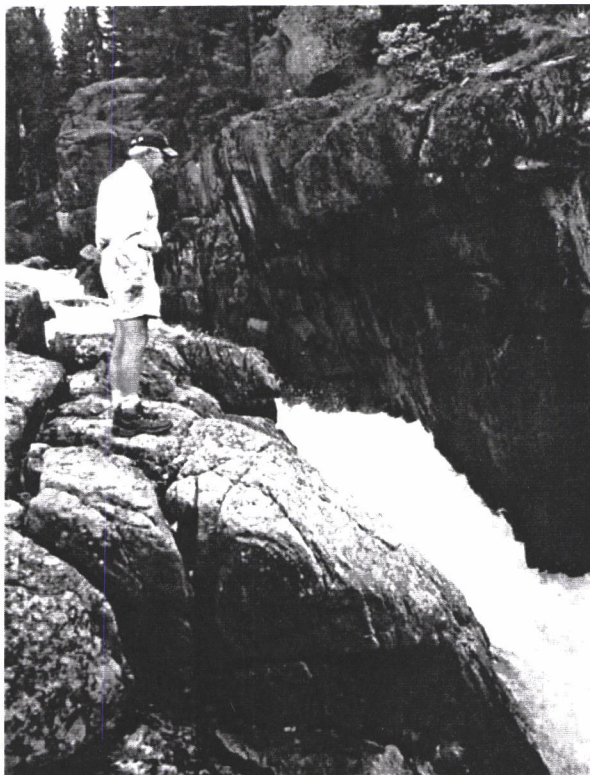


CPA FLIGHT LINES

Volume 23, No. 1

February 2005



CPA 2004 Fly-in to Red Lodge MT
*Bear Tooth Pass excursion with Lothar Kingmuller
admiring the view.*

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www.coloradopilots.org



President's Message

Savoring the Memories,

By Bart Jones, 2005 CPA President



Even if the wind is blowing so hard I can't fly I can at least think about it. This is the time to savor the memory of the marvelous fly-ins we enjoyed last year. I can't decide which ones I enjoyed the most but Bryce Canyon and West Yellowstone were certainly standouts. Now also is the time to be thinking about the dual objectives of planning interesting trips for this year and how we can encourage greater participation from our membership. One of the strategies we used was to greatly expand the number and variety of fly-ins in the hopes that a new group of people would find something interesting in the mix. Not too many years ago we were lucky to organize just four fly-ins during the season. Now we are doing ten or more. And indeed we are seeing new faces on each trip.

So far so good. What we are not seeing, however, is participation by folks that don't own their own

plane, and that would be most of us. While this fact does not come as a surprise, somehow we want to make it possible for this group to enjoy the experience with the rest of us. To that end, at our fly-in planning meeting, we will be looking for ideas on some shorter trips, perhaps just day trips, which might be feasible with rented aircraft. I hope this is a workable concept for those without planes. Another thought is to encourage contacting the fly-in organizer to see if there might be people willing to share seats available. We almost always have empty seats in planes that could carry more and I know many of us would be delighted to share the experience. We just need a way to match each other up.

I'm certainly looking forward to the activities of the coming year and I hope to meet many more of you in the process.

Bart

Concerning Learning

“Better Buckley than Broken”, By Frank Niehus as told to Dean Jaros

The chance of trouble seemed remote. The airplane, N888R, was a fairly new Cessna 182 belonging to a Denver flying club. It was Thanksgiving, 1969, and I had flown uneventfully with my wife and child from Stapleton to Le Mars, Iowa for a family holiday. Weather for the return trip, late on Saturday, was forecast to be excellent all the way back.

I climbed out of Le Mars to a 6,500' VFR cruising altitude. This would be very convenient, I thought — almost pattern altitude back at Denver. All was calm and serene. A gorgeous sunset found us over North Platte NE. Without a care in the world, we watched the beautiful pattern of lights coming on over the landscape below.

Less than an hour later, this wonderful sense of well-being vanished, to be replaced by anxiety. The reassuring drone of the engine suddenly changed to something irregular and metallic. It sounded like it was about to seize up.

My first thought, remembering how my instructor had emphasized it, was carburetor ice. I looked for the telltale drop in manifold pressure, but the gauge was

holding steady. Maybe there was no ice, but the engine was getting rougher and starting to vibrate. So I pulled carb heat anyway. This only made things worse. Now I was beginning to get alarmed. What kind of problem did I really have here?

I carefully surveyed all the instruments — everything looked OK until I got to oil temperature and this was red-lined! But cylinder-head temperature was fine. One hot and the other not? This seemed very odd. Regardless, I knew I had to try to cool things down. I shut off carb heat and opened the cowl flaps. No change. So I also trimmed to 100 mph and a slight descent — I wanted to shove as much cool air as possible through the cowling. This seemed to help — the noise subsided into a steady missing sound as if the engine had lost a cylinder.

I resolved not to panic. Keeping my own mind cool was just as important as lowering the temperature of the engine. But I admit that as the descent continued, I had visions of a newspaper story about an airplane crash in a field with a family of three. I had come

down about 1000' and now I was really dangerously low — only a couple of hundred feet off the deck.

Working the radio knobs, I realized that I should have spent a little more time familiarizing myself with the 182's "modern"

communications array. In 1969, two radios, an audio panel, and various switches were a little intimidating to the uninitiated. It took me a while to get straightened out and then I found I couldn't raise anybody. Eventually, it dawned on me that I was below any radio reception altitude. Since the engine situation seemed to have stabilized somewhat, I risked climbing — all the way up to about 800' AGL. We were getting closer to Denver by now, but it was still mostly dark down there.

Finally, I got a response on the emergency frequency 121.5.

Communications were poor, but my transmissions were getting through. The response, "We hear you, 888R," was repeated several times — often enough so that I will never forget that number! Though we were certainly not home free at this point, I felt somewhat reassured. At least somebody knew there was an airplane in trouble out there.

I saw an interstate below. I contemplated landing right on the

highway. Against the traffic would be best, I thought, as the drivers would be able to see me coming. This was a bad idea. As the traffic was bumper to bumper, I quickly decided I would have to land elsewhere.

Then I saw runway lights. Sheer relief! Although my navigation had been a little distracted since the start of the engine problem, I figured it had to be 26L at Stapleton. I called the tower and told them I was coming straight in for an emergency landing. Tower couldn't see me so they asked me to flash the landing light. I did. They still couldn't see me. I give them my position right over the threshold. As I touched down, the Stapleton controller calmly declared, "Cessna 888R, you have just landed at Buckley Air National Guard Base. Glad you're safe!"

Sure enough, here came a flood of emergency equipment down the runway to meet me. Whoever had picked up my initial emergency call had informed both Stapleton and Buckley on a land-line.

This was a true irony. Just a few months ago, I had been part of this very same Air National Guard unit in Viet Nam. How many times had I seen this kind of heavy equipment roll out for an F-100 in

potential trouble? Now I was on the other side of fence as the emergency aircraft myself.

I was able to taxi to the ramp, but the next day the engine would not turn over. Somewhere out over the plains, a hole had been blown in one piston. This allowed heat from combustion to push into the crankcase during the power stroke, raising the temperature of the oil. The intake stroke siphoned oil out of the crankcase into the cylinder reducing the quantity available for lubrication. Bottom line: the engine eventually seized. It had really been a close call.

I learned a great deal from this emergency. I do not know if the owners of 888R ever figured out a cause for the blown piston. Regardless, one of the obvious morals of this story is that any kind of mechanical failure is potentially deadly, and preventive maintenance should be an absolute top priority.

More to the point, I think I handled some parts of this emergency reasonably well. For example, the most likely cause for a rough engine is ice. Fortunately, when pulling carb heat had no effect, I did not stay fixated. Somehow, the need to look at other possibilities worked its way into my mind. To be sure, we need to learn a series

of very rapid, automatic “by the book” responses to emergencies. But we also need to realize that emergencies may not match the book. A good message from a thoughtful instructor!

Cooling the engine by descending also turned out to be a good idea. An attempt to maintain altitude would clearly have cooked the engine sooner. But this only points up a really questionable earlier decision. I chose to cruise at 6,500’. This is way too low, especially at night. I didn’t have much altitude to lose — it was just barely enough. If I had started higher, I could have cooled off without getting so dangerously low.

More altitude would have served me in other ways as well. I would have had better radio communications. I would have been able to see farther and thus to navigate more accurately. Quite likely, I could have talked to Denver Approach and found my way to a controlled landing at Stapleton. The desperate, dangerous, unannounced landing could have been avoided. I became a firm believer in the old saying, “Altitude is your friend.”

Yes, that night in 1969 I did some things right. But I flew too low. Also, radio work and navigation

were not the best. It took a generous quantity of luck to get us to Buckley. Our luck was something to be thankful for on a Thanksgiving weekend.

Postscript: Some 25 years later, I was flying my own Cessna 182, again from Le Mars to Denver. My IFR clearance contained no hint of icing and in fact that was the case—until fifteen miles outside of APA. Then, a little rime appeared followed by big-time and very rapid accumulations. We could feel the weight piling on. We told Approach of our predicament and they vectored us direct to the outer marker. A look at the GPS showed that we were getting

closer to APA as we descended, but the ETE (estimated time en route) was getting longer! That is, we were slowing down. I knew we could not make it. Approach then vectored us to a closer airport where we landed safely but with an inch- thick layer of ice on the wings.

What was the alternate airport? Buckley, of course. I'm not sure how to calculate the odds of two emergency landings at the same field while on the same route. It has to be incredibly small. Somehow for me Buckley has been the site of lessons well learned. This time it was, "Do a 180 at the first sign of ice."

Dean

"Concerning Learning"

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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 CPA FLIGHT LINES, your membership in CPA will be extended and free for one year.

E-mail Dean at jarosd@digis.net or call him 970 686-1233

February 2005 Factoid Question:

Almost all of today's general aviation aircraft are powered by horizontally opposed, air-cooled engines (HOs). Yet this power plant, especially in the early days of aviation, was not the dominant type. The 1903 Wright Flyer had a water-cooled inline engine. The Curtiss "Jenny" had a V-8. A "rotary" engine, which featured cylinders spinning around a central hub, powered the Sopwith Camel. Why and when did the HO come into-its-own?

Find the Factoid Answer on page 8

Laser Guidance and Vertical Separation for High Flyers

These articles taken from the FAA weekly Newsletter, By Ed Huber

MINETA ANNOUNCES LASER GUIDANCE FOR PILOTS:

Secretary Mineta was at the Civil Aeromedical Institute (CAMI) earlier this week to announce “new measures designed to alert and better prepare pilots to handle incidents of lasers being shined at their aircraft and to speed notification about such crimes to law enforcement investigators.”
<http://www.dot.gov/affairs/dot0805.htm>

Since December 23, there have been 31 reported lasers incidents involving aircraft, seven in the past weekend alone. Since 1990 there have been over 400 similar incidents, the Secretary said. The new measures are contained in a FAA Advisory Circular. Basically, the AC recommends that “pilots immediately report any unauthorized laser events to air traffic controllers. As soon as FAA personnel get these reports, they will notify appropriate law enforcement and security agencies through the Domestic Events Network. The changes will provide police with more timely and detailed information to help them identify and prosecute those who are shining lasers at planes.”

http://www.faa.gov/newsroom/AC_70-2.pdf

According to the Secretary, “There is no specific or credible intelligence that would indicate that these laser incidents are connected to terrorists.” Rather, they appear to be the work of

“careless individuals who are using commercially available lasers in a manner that is reckless and illegal,” he said.

Mineta was at CAMI for the announcement because medical staff there has done major work on lasers and pilot vision, and today CAMI experts conducted a demonstration of the dangers posed to pilots from shining lasers into cockpits.

FAA REDUCES VERTICAL SEPARATION FOR HIGH-FLYERS:

At first blush, cutting in half the vertical separation between high-flying aircraft doesn’t sound like a good idea for an agency committed to promoting aviation safety. But that’s what the FAA is doing next week with no compromise of safety.

First, some background: Currently, in U.S. domestic airspace, flights up to 29,000 feet call for a 1,000 ft. vertical separation, but for flights between 29,000 and 41,000 feet, a 2,000 feet vertical separation standard applies. The reason is that when the separation standards were first adopted decades ago, there was not the precision on-board sensing equipment we have today. Generally, aircraft at those altitudes fly faster and usually on autopilots, and earlier autopilots weren’t nearly as reliable as they are now. As a result, pilot deviations

were not uncommon, whereas today's autopilots are much better at keeping aircraft straight and steady. Nor were older altimeters as accurate as today's. So, for those reasons and perhaps others, it was decided to add an extra buffer. Today, that extra buffer is no longer needed. Actually, the U.S. is behind the curve in introducing reduced vertical separation, called Reduced Vertical Separation Minima, or RVSM. Other parts of the world, including Europe, have been enjoying the benefits of RVSM for years. Now, on January 20, domestic RVSM, or DRVSM, becomes effective in the U.S.

The benefits are huge. By reducing the vertical separation criteria at

29,000 feet and above in the U.S., six additional flight levels will become available. This provides Air Traffic a great deal more flexibility, and the fuel savings for airlines and other operators is expected to exceed \$5 billion by 2016, just from being able to get more fuel-efficient altitudes and routes.

Of course, operators have to fly properly equipped aircraft and adopt the operational policies and procedures specific to individual areas of operation before they can fly DRVSM, but an October 2003 survey found that 38 percent of flights in the U.S. at 29,000 feet and above were already DRVSM compliant.

Ed

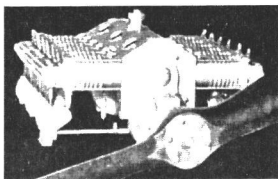
February 2005 Factoid Answer:

Although other types were more commonly used, several early aircraft designers recognized the potential of the horizontally opposed engine. The HO has inherent features that make it easy to balance. At least in principle, the HO could be made lighter or more compact than some other types. Simpler oil systems were also a possible advantage. As early as 1905 Duryea Engines produced a two-cylinder HO of 16 hp for Turnbull of Canada, an aircraft research operation. The world's first sport airplane, the 1907 Santos-Dumont Demoiselle (See "Factoid" in FLIGHT-LINES, June, 2004), was powered by a two-cylinder 25 hp Duthiel-Chalmers HO.

Early aircraft engine development, however, was driven primarily by the quest for more power. Here the HO was no match for inline engines. The limitation was with bolt-on cylinders. Aluminum versions were not strong enough to handle high compression and the attachment flanges were prone to fracture. Steel cylinders required expensive machining and weighed too much.

The Ashmusen Company of Providence RI tried to bump up HO power by the simple expedient of adding a larger number of cylinders — a 1908 version had eight and later types had as many as twelve! Though Ashmusen engines could develop as much as 105 hp, there were too many design compromises — for example, their great length. Apparently installed only in occasional Wrights and Blériots, the engine did not achieve mass production.

By the mid twenties, however, a new breed of light planes was on the horizon.



Ashmussen horizontally opposed engine, 1912, 12 cylinders, 105 hp. Photo courtesy of Aerofiles.

Aeroncas and Heaths, for example, promised low cost, recreational flying. For such machines, raw power was not as important as light weight and operating efficiency. This gave HOs another chance. In addition, metallurgy had improved in the previous two decades, so the performance of bolt-on aluminum

cylinders was greatly improved.

Aeronca began making small displacement HOs for its own airplanes in 1930. Continental, in business since 1905, manufactured its first HO in 1931. During the 1930s, both Lycoming and Franklin HOs appeared on the market. These engines were relatively light, cheap, and reliable. They outclassed the possible alternatives: small, three cylinder radials and converted “V-2” motor-cycle engines. Soon they were at the front end of planes like Porterfield, Commonwealth and of course Taylorcraft and Piper.

World War II saw great improvement in engine technology in general. In 1946 and 1947, the first HO-powered top-of-the-line general aviation planes appeared — the Bonanza and the Navion. Through the 1950s and 1960s, there was continuous improvement in HO design and power limitation problems were at least partially solved. The HO really came into its own, appearing not only in the general aviation fleet, but in everything from military trainers to small airliners as well.

What is the future of the HO aircraft engine? Unfortunately, there has been little development in recent years. But the old technology continues to serve general aviation quite well. There is no obvious alternative on the horizon, so this hundred year old design concept is likely to be with us for a long time to come.

Dean Jaros



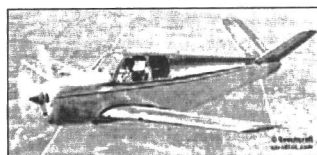
Aeronca C-3, 1930. Aeronca E-113 engine, 36 hp. Photo by Budd Davison.



Heath Parasol, 1932. Continental A-40 engine, 40 hp. Photo courtesy of Aerofiles



Luscombe 8, 1938. Continental A-50 engine, 50 hp. Photo courtesy of Aerofiles.



Beechcraft Bonanza, 1947. Continental E-165 engine, 165 hp. Photo courtesy of Aerofiles.

New Laser Warning & Reporting System

By USDOT, Rober Johnson (202) 366-4570

U.S. Secretary of Transportation Norman Y. Mineta today announced new measures designed to alert and better prepare pilots to handle incidents of lasers being shined at their aircraft and to speed notification about such crimes to law enforcement investigators. The measures are designed to respond to a recent increase in the number of reported laser incidents.

“Shining these lasers at an airplane is not a harmless prank. It is stupid and dangerous,” said Secretary of Transportation Norman Y. Mineta. “You are putting other people at risk, and law enforcement authorities are going to seek you out, and if they catch you, they are going to prosecute you.”

The measures, which are outlined in an Advisory Circular from the Dept. of Transportation’s Federal Aviation Administration (FAA), recommends that pilots immediately report any unauthorized laser events to air traffic controllers. As soon as personnel with the FAA get these reports, they will notify appropriate law enforcement and security agencies through the Domestic Events Network. The changes will provide police with more timely and detailed information to help them identify and prosecute those who are shining lasers at planes.

The new measures also include requirements that air traffic controllers immediately notify pilots about the laser events. If pilots have a laser pointed at them, the circular strongly advises pilots and air crew to avoid direct eye contact given the health and safety risks posed by some types of lasers.

The Department also will be working with the Food and Drug Administration, the Consumer Product Safety Commission and others to improve product labeling and better educate the public.

“We are treating lasers in the cockpit as a serious aviation safety matter,” the Secretary said. “We must act now before someone’s reckless actions lead to a terrible and tragic incident.”

The Secretary announced the new measures today because of a recent spike in the number of incidents of laser being shined at airplanes. Since December 23, there have been 31 reported lasers incidents involving aircraft, seven in the past weekend alone. Since 1990 there have been over 400 similar incidents.

The Secretary noted that there are no indications that the people shining lasers at planes are anything other than careless individuals who are using commercially available

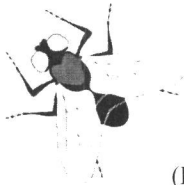
lasers in a manner that is reckless and illegal. "There is no specific or credible intelligence that would indicate that these laser incidents are connected to terrorists."

FAA research has shown that laser illuminations can temporarily disorient or disable a pilot during critical stages of flight such as landing or take-off, and in some cases, may cause permanent damage. However, given the relatively small number of incidents, there is no need to require new equipment for aircraft and aircrew at this time, the Secretary said.

The Secretary announced the new measures today during a simulator

demonstration of the dangers posed to pilots from shining lasers into cockpits. The demonstration was held at the Mike Monroney Aeronautical Center in Oklahoma City, OK, where the FAA conducts research on a range of aviation-related health and safety issues. The FAA will continue to conduct research to determine if there are technological solutions for enhancing air crew safety during laser events, the Secretary added.

Log onto the web for a copy of the FAA's advisory circular is available at http://www.faa.gov/newsroom/AC_70-2.pdf.



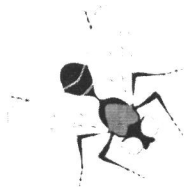
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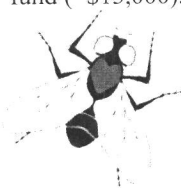
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News from the FAA

By Holly Baker (609) 485 6253

FAA to Study Solar-Powered Lights for General Aviation Airports

EGG HARBOR TWP., N.J. - A technology that helps guide military pilots in Iraq might someday show the way for private pilots at home.

The Federal Aviation Administration's (FAA) Airport Safety Technology Section, based at the William J. Hughes Technical Center, will install and test solar-powered taxiway lights at Cross Keys Airport in Gloucester County, N.J. This innovative program could eventually benefit thousands of small general aviation (GA) airports across the country. These are the same taxiway lights that guide pilots of U.S. fighter jets and cargo planes deployed in the Middle East.

Starting December 1, FAA visual guidance specialists will install 90 taxiway edge lights at Cross Keys (edge lights along the main runway will not be included). The blue light-emitting diode lights will remain on from dusk to dawn. Over the next nine months, experts will check the test lights for visibility, durability and effectiveness.

Many smaller general aviation airports have minimal, if any, lighted guidance for pilots taxiing from runways to parking areas. The solar-powered lights will add safety to remote sites that lack access to electricity, as well as those airports with limited resources to pay for power.

The FAA Aerospace Forecast reports that general aviation used 19,000 different private or public airports last year. Cross Keys Airport, 14 miles southeast of Philadelphia, is representative of a typical GA airport that lacks taxiway edge lights.

The solar-powered lighting system is one of many ways the FAA Airport Safety Technology Section is working to enhance safety at airports. For information about the group's other projects, visit their website at:

<http://www.airporttech.tc.faa.gov/>

Link to the FAA website that will answer some of your questions:

[http://www.faa.gov/fsdo/PHL/howto.htm#Military%20ApplicantsNews Tips](http://www.faa.gov/fsdo/PHL/howto.htm#Military%20ApplicantsNewsTips)

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