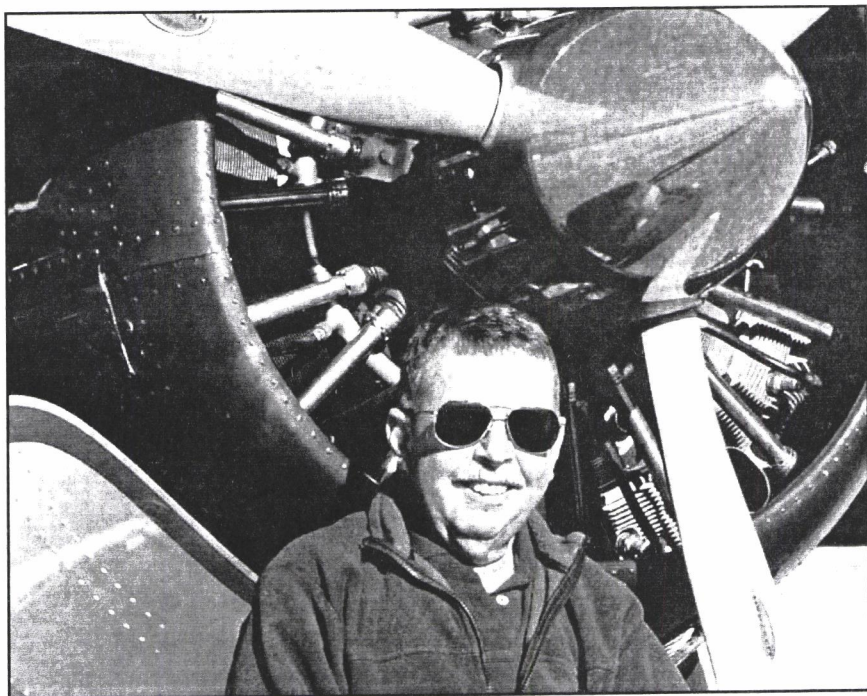


CPA FLIGHT LINES

Volume 25, No. 1

April 2005



New CPA Member

*Drew Chitica image is reflected in the spinner
of a DeHavilland DH-2 "Beaver"*



CPA WEB SITE
www.coloradopilots.org

President's Message

By Bart Jones, 2005 CPA President

Membership is the life blood of any organization and so it is with the Colorado Pilots Association. Over the years we have supported a number of activities and initiatives to attract new members and retain existing ones. You have seen our booth at the air shows around the state. We have our posters displayed at all the FBOs. We plan interesting activities and events. We provide knowledgeable representatives to support our interests in the legislative and regulatory environment. We sponsor and support educational activities.

With these efforts our membership has fluctuated between 600 and 700 over the years. There are far more active pilots in the state than that and we should be able to attract a larger percentage. But how do we do it? I reflect on my own experience in joining CPA. I had been in the state for several years and had not joined, or even thought about it for that matter. Then, in one of those typical conversations with someone at the airport, a thoughtful member, I wish I could remember who it was, described the organization and suggested I should be a member. Then, rather than just

leave it at that, he went to his car and produced a membership application and put it in my hand. That was 15 years ago. He had made it easy for me. Just as important, I think, it was easy for him because he had the membership document close at hand.

With that experience as a model I have always kept a supply of membership applications in my airport car. How handy that has been. I'm always talking aviation and having an easy way to introduce someone new to the CPA has been a pleasure.

I hope I can encourage many of you to share in my experience and introduce the CPA to someone new. To that end we have just updated our membership brochure/application. With a call to Terry Barbo at (303) 367-0670 a supply of these applications can be yours. Alternatively, the application itself, without the brochure, is available at the CPA website, www.coloradopilots.org. Either way I hope you will keep a supply of applications in your car for that moment when someone new needs your encouragement. Happy flying.

Bart

"Taildragger" Wings Weekend

Article provided by Peggy Long



On April 30 and May 1, the Denver FSDO is sponsoring a "Wings Weekend" at Front Range Airport (KFTG), east of Denver, Colorado. A 'Wings Weekend' is when pilots undertake ground instruction on the subject at hand and then fly with qualified Flight Instructors. The purpose is to educate pilots and afford the opportunity to complete the Flight Review requirements of FAR 61.56. Both days' activities begin at 8:00 am and run to 4:30 pm.

Focusing exclusively on Tail-wheel airplanes, rated pilots as well as those who would like to become Tail-wheel qualified are encouraged to attend. Those with Tail-wheel airplanes are invited to fly-in and there will also be planes for rent. Some of the most experienced and highly qualified instructors in the state will be on hand to provide expertise. On April 30th a number of seminars will be presented:

- 1 Brian Richardson (DEN FSDO Safety Program Manager):** Tail-wheel Safety Review utilizing the Nall Report of Aviation Safety.
- 2 Darrell Taylor (CFI):** Tail-wheel Orientation
- 3 Drew Chitica (MCFI):** The Dynamics of Tail-wheel Operations to include Takeoffs, Landings and Ground Handling.
- 4 Stephanie Wells (DEN FSDO):** Effects of Weather on Tail-wheel Maneuvering
- 5 Dale Shuell (DEN FSDO):** FAA Response to YOU in an Accident/Incident

The seminars will be held only on Saturday April 30 with flying portions conducted on both Saturday and Sunday May 1.

For more information about this event, go to www.FAASafety.gov or contact Gary Carter (DEN FSDO Wings Program Coordinator) at (303)720-331-3700 or by e-mail carter_agency@yahoo.com

March 2005 Factoid Question:

Two of the largest US general aviation manufacturers are headquartered in the same relatively small Midwestern city. In addition, a huge aerospace corporation has a major division in this town. All three of these operations have related corporate histories. *Which firms? Where? How did all this happen to occur? Who were the key people involved?*

Find the Factoid Answer on page 8

Concerning Learning

“Communications Clarity is Crucial”

By Phil Ecklund as told to Dean Jaros

I would like to begin with a well-reported story from the early 1980s. A DC-8 with a full passenger load was approaching its destination at Portland. At landing gear extension, the indicator on the panel failed to confirm “down and locked.” Of course the crew was worried. Was the gear not really down or had the warning light system failed? In either case, this situation had to be treated as a very serious problem. The crew tried every trick in the book and they talked by radio with the airline’s maintenance, but all to no avail.

Years earlier, the captain on this flight had been aboard a plane with a similar landing gear problem. At touchdown, the landing gear had collapsed. The airplane skidded along the runway. The resultant fire, fed by the large amount of remaining fuel, killed several people.

Fearing a repeat at Portland, the captain resolved to burn off as much fuel as possible. But his concern was too great. In fact, it became a fixation. Despite warnings of both first officer and the engineer, he waited too long. The DC-8, with fuel exhausted, crashed a mile short of the runway again with considerable loss of life.

I had flown as first officer under this captain many times. It is possible the captain, who indeed was hard to

work with, simply did not listen to what others were telling him. In either case, the crucial communications did not get through.

Today, such events are much less likely. Airlines teach their crews to act as a team. Our airline called the training program Cockpit Leadership, Resource Management. Basically, it is a pretty simple concept. In a group context, a “problem” is identified, “solutions” are proposed, the “best” is chosen. “Execute” the solution, then determine if the problem is solved. If not, look for new clues and repeat the process. Some of the training exercises are pretty realistic. From experience, I have to say it works. Tyrannical and thus potentially dangerous captains are generally a thing of the past.

Desirable though this outcome is, there is still a possibility of trouble in cockpit communications. In the 90s, I was regularly assigned as captain on flights from various US cities to destinations in the Pacific Rim countries. This of course frequently meant talking with controllers whose native language was not English. There was plenty of opportunity for miscommunication. Sometimes we did not know what clearance we had been given. It really got dicey when there was delay in getting a repeat out of the controller. When this

happened, each member of the flight crew would offer up what he had heard. Getting multiple input in this fashion seemed to be the very essence of the good team practice we had been taught.

But was it really? Although I experienced no really serious air traffic close calls, it was clear to me that the decisions reached in this way were sometimes incorrect. I started carefully observing the cockpit situation whenever we had to deal with a problematical ATC instruction. After several incidents, I realized that the basic dynamic was the formation of a consensus among the members of the flight crew. In and of itself, this was not necessarily bad. But on what was the consensus based? The answer, I found, was expectations. What a crew member had heard in a similar previous situation had been projected on to the new, unclear instruction. In any kind of normal situation, this process might work reasonably well. After all, normal situations usually produce routine clearances.

But of course it is the unusual situation that is potentially dangerous and thus likely to generate unusual instructions. Here the consensus/expectation mode would utterly fail.

So I made some changes in cockpit procedures. First, I became a little more proactive. When someone would offer a "translation," I would often reply, "Are you really sure that's what he said?" This got the

crew to pay a little closer attention and the decisions got better. Second, I bought a little cockpit voice recorder, the type that will re-play several seconds of the previous conversation at the touch of a button. Often before the controller had time to answer our request for a repeat, we were able to figure out what had been said. If worse came to worse, rather than enter a crowded arrival area with uncertain instructions, we would fly charted altitudes, and headings that we were certain would be safe. Eventually, the controller's radar would pick us up and we would be given new instructions, typically more clearly enunciated.

Though these examples are from the airlines, they are relevant to general aviation as well. First, you, as pilot, ought to engage those who fly with you. There is a clear advantage to having another pilot in the front seat, but even the uninitiated passenger might see that dangerously close airplane or notice that you forgot to switch fuel tanks. Anyone can read out altitudes in the descent or minutes to go to destination. Spend a little time building a team. Create an atmosphere of respect and mutual cooperation. It makes flying safer and piloting more convenient. It works for crews of heavy iron and for weekend flying friends.

The problem of unclear radio communication has at times plagued us all. Of course, if you have the slightest doubt as to what the

Trinidad CPA Fly-in April 30, *By Mary Jones*

This is a day trip, so those of you who can only spare a day – this is a great way to spend it. We will take a bus from the airport to town, where we will be doing a guided trolley tour of the historical city. Trinidad was founded in 1842 by Mexican Traders interested in taking advantage of business opportunities along the Santa Fe Trail, and the emerging cattle boom. It was a rough and tumble town during those turbulent years.



In 1862, coal was discovered, and the cry for a labor force went out to Europe where trained mining labor was available. This background formed the basis for the present melting pot culture mix of Hispanic, Italian, Greek, Polish, Irish, Lebanese, Slavic, and northern European families.

The town sits astride the historic Santa Fe Trail and Interstate 25, the highway that links Canada to Mexico. Trinidad has become a small regional center for education, the arts, and a launch destination for fishing, hunting, skiing - good old Colorado relaxation and recreation. Sorry, the Doctor has retired.



The Trolley Historical tour takes you by the Chappel House, Millionaires Row, Intersection of Main and Maple, The Chronicle News Building, Trinidad Waterworks, the Opera House and much more. It lasts an hour.

Next stop will be to the Trinidad History Museum, which features four attractions in a unique complex. The Baca House, a 2-story adobe built in

1870 which shows the lifestyle of a prominent Hispanic family during the Santa Fe Trail period. The Bloom Mansion, an 1882 Victorian gem, sits on the same block. The Santa Fe Trail Museum displays historic photos, family possessions and commercial



Tack Room

goods, which depict local history from the Trail days through the 1920's. The rest of the block is filled with historic gardens, containing native plants, herbs, vegetables, grape and trumpet vines.

Lunch will be at an authentic Spanish/Mexican restaurant; the owners are from San Salvador.

A bus will return us to the airport, for a leisurely flight home. Perhaps you can see more of the Santa Fe Trail from the air.

Schedule for a day of fun on April 30

9:00 am Arrival at Trinidad airport

10:00 am Trolley Tour of Town

(If we have a crowd of more than 20, we will split into 2 groups so one will do the trolley tour, and the others will visit the museums.)

The trolley tour takes 1 hour.

11:00 am Tour the Museums

1:30 pm Lunch

3:00 pm Board Bus for Return to Airport

SIGN UP as soon as possible!

The flyer is included with this newsletter. Questions? Please call Mary K Jones at 719/488-0653 or email: jmarykathr@aol.com.

Sharing the Love of Flying, *By Peggy Long*

CPA members have something very important in common – we love to fly – and that gives us almost immediate rapport with pilots we meet along the way, even in a foreign country. If “diversity” is the magic word for our decade then we have that magic in abundance. Please “meet” three of our new members, Bruce Gordon, Tomas Hirschmann and Drew Chitica!



Our new member Bruce Gordon was asked why he joined CPA; he responded with this story: “Because of weather my crew and I decided to overnight in Vera Cruz Mexico on our journey to Belize. I had been asked to participate in a reintroduction program for the harpy eagle, an endangered species. The harpy eagle has an 8-foot wingspan and has been known to eat monkeys.”

“It was Carnival week in Vera Cruz. In fact it was the Monday before “Fat Tuesday.” There were no hotel rooms to be had. Noting a number of private planes from the US we asked one of the “gringos” if he could suggest where we might find accommodations. Luckily, this group of CPA members en route to Nicaragua had an extra room that they offered to us. And, they insisted that I join CPA!”

Bruce Gordon has been doing what he calls “Conservation Flying” for over 20 years. Bruce is an ATP and CFII and has 8000+ hours flying mostly in the Mountains. He flies a T210 and is based in Aspen. He is the president of EcoFlight which is a non-profit organization that brings flight to conservation

work. He was a partner with the founder of LightHawk and helped build that organization to where it utilized more than 60 volunteer pilots from around the country.

Concerning flying Bruce said, “Having been fortunate enough to live in Colorado for over 30 years I still feel that flying in Colorado is one of the most wonderful places on the planet. The people and the environment make for the greatest of experiences.” Bruce may be reached by email: bsgordon@earthlink.net, or (970) 429-1110. His website is ww.ecoflight.info.



New CPA member Tomas Hirschmann is welcomed by Bev Sinclair in Granada Nicaragua.

Tomas Hirschmann is a new member recruited enroute to Nicaragua by your CPA President. He was born in Guatemala and has lived there most of his life, with the exception of seven years while earning an undergraduate and graduate degree in geology at Indiana University. He learned to fly in 1967 while living in Costa Rica. The roads were so bad in this beautiful country, it was the best way, at that time, to sightsee.

In 1995 Tomas led a group of fifteen airplanes belonging to the Aeroclub de Guatemala to Chetumal, Mexico to participate in an “Aviation Week.” Tomas was President of the Aeroclub of Guatemala that year. Seven CPA airplanes were passing through Chetumal at the time, on their way to Costa Rica. Tomas met these CPA

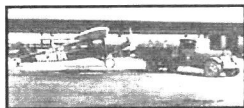
Sharing... continued on page 13

April 2005 Factoid Answer:

Immediately after World War I Wichita KS, like most other places in America, was decidedly “air-minded.” The difference was in a few influential businessmen who vigorously promoted Wichita as an aviation center. In 1919, they persuaded colorful aviation pioneer E. M. “Matty” Laird to locate his aircraft manufacturing firm there. Laird’s Swallow biplane was an excellent design and the expanding company in 1923 hired Walter Beech as a test/demonstration pilot as well as Lloyd Stearman as an engineer.

Beech and Stearman became friends. Their new design proposals, involving steel tube fuselages, were not accepted by the Swallow Co., so in 1924 they resigned and formed their own firm. Needing additional investors and a factory, they contacted Clyde Cessna, a Kansas native. Cessna, with only a fifth grade education, had begun designing and building airplanes as early as 1911. These were one-of-a-kind; extremely successful but not well suited to mass production. By 1924 Cessna had given up aircraft design in favor of farming. But he had unused shop space in Wichita. Moreover, he owned a Swallow. He was an attractive partner indeed.

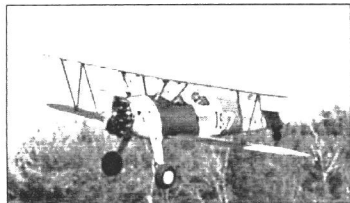
The three founded Travel Air in 1925, with Beech as CEO. The Travel Air “A” and Travel Air “B,” both biplanes, sold very well as did the 5000 series and 6000 series of large high-wing monoplanes. In the late 20s, almost half of the general aviation aircraft produced were Travel Airs.



Travel Air 6000

*Photo courtesy Kachemak
Air Service (Alaska)*

Stearman, however, left the firm in 1926 to start his own airplane manufacturing company in California. Interestingly, he moved the firm back to Wichita a year later. He enjoyed some success with conventional biplane designs, among them the popular “C-3” introduced in 1928 and the slightly later



*Stearman — Boeing Model 75. (N2S)
Photo source unknown, image from
Warbird Alley.*

“Cloud Boy.” The firm became part of United Aircraft Company in 1934 and thus eventually came under Boeing control. Stearman left the company. Boeing engineers, relying in part on the “Cloud Boy,” designed the Model 75. Huge numbers were built in Wichita immediately before and during WWII. The aircraft had various designations, including PT-17 and N2S, the name

‘Stearman’ stuck to it like glue and the many copies that survive are still so called. Boeing has remained in Wichita to this day.

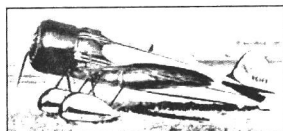
Stearman moved again to California where he purchased the bankrupt Lockheed Corp. for a song. As president, he rebuilt the firm and reportedly participated in designing some of Lockheed’s successful 1930’s aircraft, such as the Electra.

In 1927 Cessna also defected from Travel Air. His new firm, to concentrate on high-wing, fully cantilevered monoplanes, remained in Wichita. His 1928 design, the “AW,” of which 58 were built, was a good load-carrier and performed well in harsh conditions. But the Company did not survive the depression. Cessna and others then established a custom shop, called “CV Aircraft” to build racing planes. Some of the designs were reasonably competitive, but one of Cessna’s friends was killed in 1934 while flying one of these creations. This greatly depressed Cessna who gave up aviation on the spot. He essentially retired to farming.



*Cessna AW,
Photo courtesy of Aerofiles*

Cessna’s nephew formed a new company in 1936 and from these roots the hugely successful modern firm grew. While the 1938 “Airmaster” and even the post war 195 may show some similarity to the AW, the new firm developed almost entirely independently of Clyde Cessna.

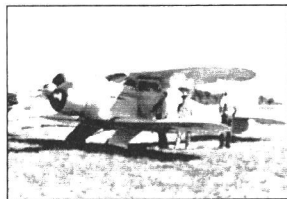


*Travel Air Mystery Ship.
Photo courtesy Aerofiles.*

Meanwhile, back at Travel Air, Walter Beech carried on alone. The company produced very successful monoplanes based on the 6000 design — they were heavy haulers for the day. In addition, Beech developed the famous Travel Air “Mystery Ship” a super-streamlined low wing monoplane. Though only five copies were built, it was highly competitive on the racing circuit between 1929 and 1932. It established a transcontinental speed record in 1929.

In 1930, Travel Air was acquired by Curtiss-Wright. Beech became Vice President for Sales of the parent firm and moved to New York. In 1931, the Wichita plant was shut down. Beech soon resigned from Curtiss-Wright. He returned to Wichita in 1932 with a new idea. He would start a new firm specifically to build a fast cabin biplane for personal and corporate use.

The result was the Model 17 “Staggerwing.” This design was improved over the years and several hundred were built. The design had staying power — new deliveries continued even after World War II. The spectacularly successful Model 18 “Twin Beech” utility transport soon followed. It was also a long lived design, with over 6,000 copies produced between 1937 and 1969.



*Beech Staggerwing
Photo by Kenneth W. Keaton,
Popular Aviation*

Beech’s 1932 company is the direct ancestor of the modern Raytheon division.
Dean

Concerning Learning continued from page 5

controller said, ask for a repeat. Avoid expectations such as, “They always use runway 27 when the wind is like this, so the controller must have told me to go there.” I have known beginner pilots who have been embarrassed at not being able to pick up rapid-fire instructions. Instead of saying, “Roger,” a better response is “Zilchville tower, N123, Repeat please.” If you fly a lot in Class B, the small voice recorder might very well be a good investment.

Finally, one has to realize that unclear or incorrect communications may happen regardless of how careful we are. The last defense against a wrong instruction is the reality check. You are cleared to taxi into position and hold, but there is another plane on short final. It’s simple. Don’t do it.

Of course, sometimes there is nothing you can do in the face of bad

communications. One evening at an Ohio airport, we had landed our Boeing 767 and were preparing to exit the runway. Tower instructed us, “Left on taxiway Bravo, cross the parallel runway, and contact ground control.” Across the runway, we contacted ground. To our astonishment, the ground controller royally chewed us out for crossing the parallel without clearance. Nothing we could say would convince him that tower had clearly given us the OK. As the plane emptied, one passenger sought me out and handed me his card. “I was listening on channel 9,” he said. “One guy said you could cross the runway and the other guy got on your case. If there’s trouble and you need a witness, please call on me.” I much appreciated the gesture, but nothing ever came of this incident. Unlike most communications snafus, this was one where it was probably best to sigh and forget it.

Dean

Frequently Asked Questions

Counting Cross Country Time, By Mark Kolber

Question:

I heard that once I get my Commercial Certificate I can log any flight to another airport as a “cross country.” Is that true?

Answer:

This question comes up fairly often and reflects some understandable confusion over the way the FAR treats cross country flights. The FAA’s definition of “cross country” does change. But it changes depending on what you are counting the time for, not what certificate or rating you have.

The FAA divides cross country flights into four groups. The first three groups are described in FAR 61.1(b) (3).

Group 1: This is the most general definition of “cross country.” The official definition is a flight that “includes a landing at a point other than the point of departure” in which the pilot uses “dead reckoning, pilotage, electronic navigation aids, radio aids, or other navigation systems.” In short, a cross country flight is one on which you land at another airport that you didn’t accidentally bump into. There are no distance requirements.

Group 2: This is the definition that needs to be met in order to count a flight as a cross country for the private and commercial certificates, and the instrument rating. It’s the same as the general definition, with one difference: at least one of the places where you land has to be more than 50 NM from where you started.

Group 3: (Another variation on the theme) In order to count toward the cross country flight time requirements for an ATP certificate, a flight has to be more than 50 NM away, but the pilot doesn’t have to land anywhere.

Group 4: Apart from the three counting rules in 61.3(b) (3), there are “special cross countries” that are part of the experience requirement for specific certificates and ratings. One of a number of examples is the private pilot certificate requirement for a solo cross country flight that has a total distance of 150 NM, and at least one 50 NM leg [61.109(a)(5)].

So, they’re all cross country flights. The flights can be logged from the time that you are a student pilot. The problem is keeping track of them so you can total the ones that count in any given situation. Group 1 flights count toward Part 135 experience requirements and for other purposes where the type of cross country isn’t specified. Most new pilots tend to log only Group 2 since those are the ones that they will have to total up in the near future. Although it applies to everyone applying for an ATP, the lack of a landing in Group 3 is a well-deserved tip of the hat to military pilots who will often fly some distance without landing. Some pilots even set up more than one cross country column right away.

Mark Kolber is a CPA member, attorney, CFI and the CPA’s liaison with Angel Flight.

*Mark may be reached at
mark.kolber@midlifeflight.com*

"Concerning Learning"

FREE LUNCH and possible FREE 1 YEAR MEMBERSHIP

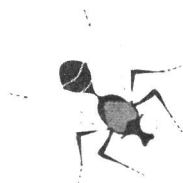
Do you have a flying story with a lesson?

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 *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



Fly Mart



Piper Comanche 250

User Share available at APA

Well maintained (Arapahoe Aero), modernized (new instrument panel with KX-155's) 150 knot TAS transportation machine with 800 lb payload with full tanks (60 gal/12 gph leaned), large baggage hold, good paint and interior, three-bladed prop, 1/4" glass with single piece windshield, yoke mount GPS \$3000 escrow while in the group / \$150 month dues to cover fixed costs / \$45 hr/dry / no daily minimum, Internet Scheduling Good availability with a maximum of 5 users, Group in existence for over 5 years, Requires a Private & Instrument with complex time and time in type to be determined by the insurance company Call 303 596 5810 or spettigue@att.net for more details

Cheyenne Flying Club Memberships For Sale

The Cheyenne Flying Club is seeking new members in Northern Colorado, with the intention of basing an airplane(s) at FNL as soon as enough interest is generated. The flying club currently has 33 full members and 10 associate members (people who own their own planes or have an interest in aviation and wish to participate in the club events).

We own 2 @ IFR equipped and well maintained Cessna's,
a 1997 C172R (\$50 hr/dry and insured for flight instruction)
and a 1976 C-182 Skylane (\$60 hr/dry).

A new membership costs \$1250 (You own it, as well as a share of the club planes, and can resell it) and dues are \$60 monthly. Come join your neighbors to the North for some flying and socializing.

See our website at www.flycys.com,

e-mail Garry at garry@flycys.com or call him at

The Box Shop at 307-634-0221.



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: Beverly Boecher, N34552@wisptel.net. 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 request the ad be run again.

Sharing... continued from page 7

members in a restaurant and invited them to visit Guatemala as guests of the Aeroclub the following February (1996) to participate in the Aeroclub's annual anniversary festivities. Several CPA pilots, including Frank Gallo and Bob Doubek participated in the landing contest and won prizes.

Since then Tomas has been our "contact" in Guatemala, and anyone contemplating a flight to that beautiful country can always count on being regally received by Tomas. This year Tomas and Marguerite joined us for a night in La Antigua, Guatemala and then he flew down to Nicaragua with the CPA group in his Piper Seneca II, TG-SBO (that's the tail number). Some of us returned to Guatemala the following week and were hosted to a cocktail party in their home. Tomas may be contacted via email hirschmann2@yahoo.com or 011 - 502 5203-9926.

Drew Chitea joined the CPA to enjoy fly-ins and general camaraderie. Drew has been flying since 1971 and active in Colorado's General Aviation community since 1983 when he obtained his CFI. While he was

studying for that rating, he completely restored a Bellanca 7GCAA Citabria back to airworthy status. He then instructed Tail-wheel Transitions and Aerobatics in the same plane along Colorado's Front Range. Currently, he has logged over 7,500 hours in more than 70 make/model aircraft and has more than 3,500 hours of dual given as a CFI, CFII and CFI-ME.

Drew served in the Colorado Wing, Civil Air Patrol; as an Alaskan bush pilot (float plane); was employed as a corporate pilot flying a B-200 King Air and as Chief Pilot for a 141 Flight Training Academy. He serves as a Designated Pilot Examiner (DPE) for the Denver FSDO and has been awarded the designation of "Master CFI" from NAFI, the National Assoc. of Flight Instructors, for the 8th year in a row, one of less than 500 instructors so designated in the nation, and 21 in Colorado. Currently he contributes to Colorado aviation by providing fixed-wing DPE services; individual, specialized instruction and professional pilot services in addition to authoring aviation articles and books. Drew can be reached at DrewChitea@comcast.net or 303-638-7181.

Peggy

April & May 2005 Colorado Calendar of Aviation Events

APR 12-18 SUN 'N FUN EAA FLY-IN, Lakeland, FL

Info: 863/644-2431 or www.sun-n-fun.org

APR 30 FLY-IN to Trinidad, CO (TAD)

Visit an 1800s homesteaders home, now a museum, and eat some great Mexican food at a local cafe.

Info: Mary Jones, 719/488-0653 or jmarykathr@aol.com

MAY 7 BREAKFAST FLY-IN,

Fremont County Airport (IV6), Canon City, CO

7:30 am Frequency 122.8 Info: Info: Jim Pinkerton 719/275-3123

MAY 21 - 22 FLY-IN TO WENDOVER,

NV WWII Airbase Tour, Enola Gay Hangar and more.

Info: John & Cathie Martyny, 303/449-6875

FTG Control Tower Coming Soon!

By Drew Chitica, DPE/MCFI

For those of us who fly during the weekends along the eastern side of the rockpile, weekends can be maddening. Three airports along the Front Range share the same CTAF frequency and often there is confusion as to which airport a plane is at when making a (recommended, legal and proper) radio announcement of their position and/or intentions. On June 5th, 2005 the problem is scheduled to be rectified somewhat by the commissioning of the control tower at Front Range Airport (KFTG) east of Denver.

This will be a Non-Federal Control Tower (NFCT), meaning that the operators and controllers are not Federal employees but those provided by a contractor. All the same rules, procedures and standards are the same, however, and those pilots who are comfortable working in a towered airport environment should have little problem making the transition. Mountain Pilots already are familiar with NFCT operation every time they fly into or out of Eagle Airport (KEGE).

From briefings given on March 16th by Brian Richardson, DEN FSDO Safety Program Manager and two representatives from DEN TRACON, the following information will appear in the appropriate section of the Airport Facilities Directory (AFD):
Hours of Operation 0700 – 2100 local

ATIS/AWOS	119.025
Ground Control	124.7
Tower/CTAF	120.2
IFR Clearance Issued on Ground frequency when tower is operating; 121.75 when tower is closed.	

The tower will have VHF radio capability only, radar will be slaved from DIA and there will be full weather reporting capability when the tower is open. The Class D airspace will have a 5.1 NM radius from the center of the airport up to 8,000' msl excluding all Class B airspace and the tower will control all VFR, SVFR and IFR operations within that area. Skippi (IAF for the ILS/NDB/GPS runway 26) and Arres (IAF for the ILS runway 35) will lie protected within the Class D airspace. "Movement Areas" which require clearance from Tower/Ground Controllers are the runways 8-26 and 17-35, and the Alpha, Bravo, Charlie, Delta and Echo taxiways. In the airport terminal there is a chart available to familiarize everyone with the taxiway designators, in essence the 'Movement Areas' are everything beyond the ramp and hangar areas.

A couple of "Heads' Up!" items:

1. Review in the Aeronautical Information Manual (AIM) the weather minimums for the new airspace designation; there are changes when the tower is operating and when it is not.

2. You do *NOT* have Class B clearance *UNLESS*
 - You have an IFR clearance or
 - You hear the words "*Cleared to operate in Class Bravo*" from ATC.
3. The Noise Abatement areas close to the airport still exist.
4. The tower controllers *MAY* ask you to enter the pattern at some place other than the 'normal' 45-degree entry into the downwind leg. Listen up to their directions and comply!
5. You *MAY* be asked to perform a pattern to the *NORTH* of runway 8-26. You then must keep your flight path close to the field, within one-half mile of the runway. If you travel too far north you will penetrate and violate Class B airspace and the good folks at DIA don't look too kindly on that! If you cannot comply with that directive from the tower, then you must advise tower immediately!
6. All flight paths on the west side must remain east of Imboden Road for fear of the same Class B situation.

There are those pilots who out of fear, inclination or circumstance have not flown into or out of a towered airport in a coon's age (that's a long time to city folk.) If you can navigate around a computer, here are a couple of websites, which will renew and upgrade your (rusty?) knowledge of operating at a towered airport:

www.aopa.org/asf

- Click on "Online Courses"
- Click on "Runway Safety Program"

www.aopa.org/asf

- In the "Public Section" click on "Air Safety Foundation"
- Under Publications, click on "Safety Advisories"
- In the Operations and Proficiency section, click on "Operations at Towered Airports"

www.airweb.faa.gov/rgl

- (You'll need Adobe Acrobat Reader for this)
- Click on "Advisory Circulars"
 - Enter "91-73A" in search box and strike 'enter' on your computer
 - Click on "AC 91-73A Part 91 and 135 Single-pilot Procedures During Taxi Operations"
 - Click on icon for "Advisory Circular in PDF Format"

All of these sites will be of value to the new situation at KFTG and while in each website, be sure to explore. Information in each site will contribute to our individual and collective safety as pilots.

Lastly, if you have any questions on operation at towered airports, be sure to approach your favorite flight instructor, Aviation Safety Counselor or Designated Pilot Examiner. All will readily answer any question and contribute to informed and safe flying. We must do what we can to make the operational transition a smooth and seamless one. With everyone contributing their best efforts, flying in that corner of the sky will continue to be safe and rewarding.

Drew

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Towered Airport Training Seminar

By Laura Shewmaker, Manager Front Range Airport

Two Sessions at Front Range Airport

The 2 pm session will be specific to flight schools, businesses and airport staff operating on the airport. The 6 pm session will be available for the general Airport user and for persons wanting to refresh their skills and knowledge of towered airports. Sessions will be similar.

Airport authorities ask that each and every business owner make a special attempt to come to the seminar and bring as many staff members as possible. They ask a special attempt be made by flight/ground schools to get all their flight specialists to attend this important meeting or one of the evening seminars at a minimum.

Seminar "Operations at Towered Airports"

Sponsored by the Denver FAA/FSDO & Front Range Airport

Date: March 16, 2005

Two Sessions Available

Location: Airport FBO Hangar, Airside

RSVP: 303-261-9100

2 - 4:00 pm Tailored to the Business and Flight School Operator

6 - 8:00 pm Tailored to the General Aviation Pilot and General Airport User

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