

CPA FLIGHT LINES

Volume 26, No. 1

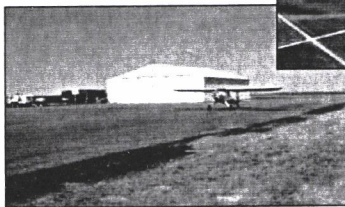
May 2005



When leaving early, you get penalized.
Good thing these guys haven't shot
for years. **Look out next year!**

See page 3

*The above photograph
by Bill Newhall.
Remaining images
provided by Frank
and Lynn Neihus, and
Paul Chetham*



President's Message

By Bart Jones, 2005 CPA President

At the last board meeting we had advanced notice of an FAA sponsored training session in mountain survival to be presented this fall utilizing the Air Force Academy's survival course and being taught by the best survival instructors in the business. This course is being presented based on the observation that many crashes in our Rocky Mountains have been survivable but the occupants have perished to "exposure." This is a subject that needs elevated awareness in my view.

Your CPA has a world class Mountain Flying course, yet routinely I see people head off over the mountains with nothing to survive a mishap except the clothes on their backs. Perhaps we can forgive this lapse by the out of state folks who are just "passing through" but for us who live next to the mountains there is little excuse. During my years as a mountain climbing instructor for the Colorado Mountain Club we stressed the importance of always carrying the "10 essentials" when venturing into mountains. For myself I have expanded on that considerably and if you look in the back of my plane you

will find two duffle bags full of survival stuff. That is a hold over from my Alaska days when my mentor looked me in the eye and said "son, if you ain't got it you cain't use it."

With the flying season close at hand now is a good time to fill an old back pack with survival gear and just have it ready to go with you to the airplane. It doesn't have to be overkill like my stuff but the 10 essentials is a good place to start. They are: map, compass, flashlight, extra food, extra clothing, sunglasses, first aid kit, pocket knife, waterproof matches, fire starter. Beyond that, easily added items are signaling mirror, emergency shelter, insulating seat pad, nylon cord, water bottle, and insect repellent. With careful packing and judicious selection these items can be compressed into a reasonably small space. I think this is important so the kit is with you and not left behind because it is a burden.

With just a little effort your kit is done, and is handy. You will have the piece of mind knowing you are prepared.

Bart

May 2005 Factoid Question:

From 1938 through 1947, The Piper Aircraft Corp. produced some 14, 125 copies of model J-3. The J-3 was known as the "Cub," perhaps the all-time most celebrated aircraft label. But the first Cub was not the J-3 — in fact, strictly speaking, it was not even a Piper. Which airplane was the first Cub? What is the history of this famous name?

Find the Factoid Answer on page 9

The RunAway Inn, *by Frank and Lynn Niehus*

On March 19 a cold wind blew 34 airplanes to the plains of Colo. The RunAway Inn, Joe's Colo. was busy with 78 pilots and passengers to feed.

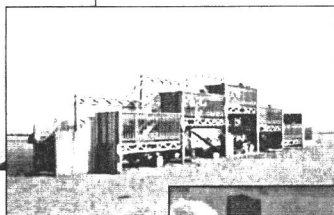


After a few hours around the fireplace and a hot breakfast people and



weather warmed up a bit and a tail wind blew about 2/3 of us down to the skeet range. How interesting! How many brought guns that they haven't used in 20 to 30 years. Were the shells that old also? Several

found the cribbage boards, some stayed warm curled up with a book. It was a great time.



By about 2pm it was very pleasant out, the golfers could have

There was even a cold headwind for the walk of 200-300 yards to the Inn. The two fireplaces were enjoyed by all as they told their war stories about landing with a bit of crosswind, (burling) around the hangers just a few feet from the touch down area of the runway ect., 34 were signed up and we had two no shows but two came in without signing up which brought it back to 100%. We also had 3 cars with 8 people drive in. Way to go CPA pilots!



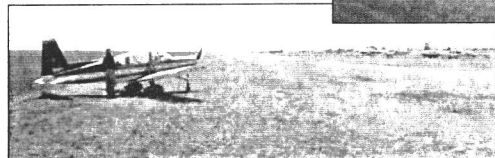
gone to the 9-hole golf course, but maybe the next time. After several hours of too

much fun most pilots had started their track with headwinds back to the front range from another successful fly-in. It was great to see a lot of new



faces. Maybe we could make this an annual event?

Frank & Lynn



Concerning Learning

There Are Always Other Options

By Stephen P. Brutscher as told to Dean Jaros

It was a beautiful Sunday morning in early autumn. Don and I were looking forward to a few hours of VFR cruising in the club's modified 300 hp. Cessna 182. The trees would be at the height of fall color and the mountains in general would be gorgeous.

As we left Fort Collins Downtown, we knew clouds were developing to the west of the mountains. But the forecast assured us of fine weather until late afternoon, so we resolved fully to enjoy the day. We were not disappointed. The gold aspen leaves lit up the slopes and valleys all the way to Telluride. We then worked our way north, taking in that special mountain beauty that only flyers can enjoy. Our lunch-stop destination was Steamboat Springs.

After a quick meal, it was time to think about getting a weather update and going home. The sky was still clear and the new briefing placed the approaching weather at least an hour away from us — no need, we thought, for frantic haste. We completed a pre-flight and headed for 3V5 without any thought of advancing clouds.

The weather was coming from the west and we were going east; we had plenty of fuel; with our "hot" 182 we quickly climbed to an altitude safely above any mountain

terrain. So there was no reason to worry. Or was there?

As we approached Walden, it was clear that significant clouds were developing both to the north and the south. This was not in the forecast and it was a bit alarming. It might be wise to return to Steamboat. So we did a 180. Surprise! There was a big wall of gray stuff bearing down on us. That system was really moving. Steamboat was already socked in. So we turned back east.

A quick call to Flight Service revealed that both Cheyenne to the north and Longmont to the south had already gone IMC. Since I was still some months away from earning my IFR ticket, there were not many choices. We had to head east and hope to outrun whatever this weather pattern had become. Fortunately, a clear gap between the clouds remained. Unfortunately, turbulence in that gap became severe.

We slogged on, absorbing a real pounding. At last we could see Ft. Collins and the airport. A tense situation then got tenser. It took me five radio calls to raise someone on Unicom — and then the FBO clerk had trouble giving us an accurate advisory. Seems he may have been a new hire and very inexperienced.

In any event, as we approached, we saw what we were up against: a 90-degree crosswind of at least 20 knots, with much stronger gusts. I wanted very badly to get home so I set up the landing anyway. The downwind leg was amazing. Even with a seemingly ridiculous crab angle, I kept drifting away from the runway. No big surprise that I missed the first approach. But now that I had first-hand understanding of the winds, I would surely be able to make the second. Wrong! Not enough rudder to keep it straight? Gusts too unpredictable? Not quite the pilot finesse I thought I had?

The second attempt should have convinced me that a landing at 3V5 was not a good idea. But an old stubborn streak reasserted itself and I tried once more. Maybe the gusts subsided for just a few seconds, but somehow I got the 182 down right in the middle of the runway.

My first feeling was one of immense relief. A really unpleasant experience was over, no one was hurt, and nothing was damaged. And we were conveniently home. Second came a few seconds of exultation and a sense of great triumph. It had been a ticklish situation — not everyone could have pulled this off successfully. I was a pretty darned good pilot!

Then I looked at Don. Perhaps I had expected some sort of congratulations from this old-hand 2000 hour pilot. After all, we had planned the

approach and landing together. Instead, he had a strange look on his face. As we turned off the runway, he said, "Let's just stop here for a minute — don't taxi anywhere until things settle down!" Then it hit me. Maybe I wasn't such a hot pilot. Maybe our planning, with the advantage of hindsight, wasn't that good. We had just made a bunch of mistakes — as PIC, I felt very strongly the responsibility for causing a friend, a respected veteran airman, some severe anxiety.

In retrospect, these mistakes are pretty obvious. First, I had taken the weather briefings as gospel; I believed the briefer's assurance of a one-hour window. While meteorologists do the best they can, none achieve perfection. Especially in the mountains, one ignores this truth at his or her peril. I ignored it and I found myself in peril. Ultimately one has to temper forecasts with personal judgment.

Even more dangerous was what I can only describe as a bad case of get-home-itis. At several points, I ignored reasonable, safer options in favor of getting back to 3V5 as quickly as possible. First, I could have remained at Steamboat and waited for the weather to pass. Though this would have been a very conservative decision, it was certainly one that I should have considered. There was no compelling reason for a quick return home. Ironically, had I done this, the delay would have been minimal.

Fast-moving weather systems, by definition, have a quick onset and they don't last long. On this fall Sunday, the skies were once again clear throughout the area by late afternoon.

Having departed Steamboat, I remained much too fixated on 3V5 as a destination. There were high winds and turbulence in the Ft. Collins area, but I had indeed outrun the advancing clouds. That is, it was generally clear at 3V5, in the immediate area, and at least some points east. Once the danger of IMC had passed, there was no compelling need for a quick landing. I had plenty of fuel and

thus I had my choice of airports. I could have chosen one with a runway more nearly aligned with the gale force winds. The obvious choices were Ft. Collins-Loveland and Greeley, both perfectly clear at the time.

I am of course thankful that this fine Sunday morning did not end in disaster. But in addition, there is another bright side to the tale. Fortunately, I showed no sign of a learning disability. I have not repeated these errors. Now days, I take weather forecasts with a grain of salt and I always have a "safe options" list in my mind when I fly.

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

Area Representatives

by Sara Jane Dolliver

"2005 is already off to a running start with a myriad of fly-ins and upcoming aviation events. To assist all CPA members state-wide, we have a host of talented Area Representatives who are ready to assist you with any questions concerning their representative airports - everything from the surrounding area, to airport idiosyncrasies. Please feel free to contact your Rep with any

questions you might have. One way to reach your Rep is by clicking on the Area Rep's link on our website. Go to www.coloradopilots.org and you'll see Area Reps on the left-hand side. Click on Area Reps, and then find your Rep and click on the "letter" icon to the right of his/her name. We look forward to an exciting and rewarding year.

Women in Aviation International Conference, *By Kathleen Bennett, Instrument Instructor, Commercial Rated Pilot, and a Cessna 182 Owner*

The sixteenth annual WAI (*Women in Aviation International*) Conference was held March 9 - 12, 2005, at the Adams Mark Hotel in downtown Dallas, Texas. While I wasn't especially excited about the location of this year's conference, I was immensely interested in attending. Four years ago, I had attended my first WAI Conference in Reno, Nevada. There, for the first time in my 7 years as a pilot, I had attended aviation workshops that actually had more women pilots in attendance than men!

How unique is this experience? Take a look at the male/female demographics next time you attend an AOPA safety seminar or almost any aviation meeting. Very likely you'll observe that men outnumber women by at least 10 to 1. At the WAI Conference, it seemed that this statistic was reversed. Men are not excluded from WAI membership; military men, in particular, were noticeable in their attendance numbers. Hopefully, more civilian and military men will join WAI in the future.

Dr. Peggy Chabrian is the President and Founder of WAI. This organization attracts women from diverse aviation fields: mechanics, astronauts, air traffic controllers, test pilots, military pilots, commercial airline pilots, private and student pilots as well as employees of airline and aviation-related companies. More than 300 Boeing employees were present. Total attendance climbed to almost

3,000 with attendees coming from 16 different countries. (Two women pilots from Spain have asked me to help them establish the first WAI chapter in Europe.) Among this year's speakers were Kim Black, USAF B-1 pilot; Ellen Engleman Connors NTSB Chairman, Gretchen Jahn Mooney Aircraft President, Chandy Clanton airshow performer, and Congressman John Mica U.S. House of Representatives chair of the Aviation Sub-Committee.

Flight instructors were offered the opportunity to renew their CFI ratings on March 9. The Air Safety Foundation, who recertifies more flight instructors than any other clinic provider, gave the training. This is the nation's only FIRC anyone can take surrounded by WAI members, and the proceeds benefit WAI. On the same date, FAA Maintenance Recurrent Training was sponsored by the Association for Women in Aviation Maintenance (AWAM). Three days of seminars included a panoply of topics such



Two of 14 surviving WASPs attending conference.

as: Wings of Change — a 30 Year Perspective on N. America Aviation, Building Airplanes with the Boeing Company, Alaska's Women Pilots,

WAI Conference continued from page 7

Corporate and Business Aviation Careers, Ask the Controllers,” “Military Aviation, Modern Technology for Aging Aircraft, Airline Pilot Hiring, Today’s Rosie the Riveter, WASPS after the War,” “Sport Pilot Certificate, Cabin Air Quality: Facts/Fallacies, Careers with the FAA, and Building Your Own Airplane.



Photo signing by WASPS at the conference.

The exhibit hall brought back memories of AOPA’s huge number of exhibitors at its Long Beach Expo I attended last October. In addition to many aviation colleges and airlines, one could talk with representatives of Pratt & Whitney, Rolls-Royce, Garmin, Angel Flight America, Cessna Aircraft, EAA, FAA, Jeppesen, The Ninety-Nines, Raytheon, UPS, Whirly-Girls, Inc., and World Travel. My personal favorite exhibit was the WASP Women Airforce Service Pilots. Fourteen WASPS were in attendance, signing photos and recalling their exciting days of flying during World War II. For example, Barbara Erickson London, who joined the Women’s Auxiliary Ferry Squadron, had commanded more than 60 women of the 6th Ferrying Group, Long Beach, CA. She flew the P-51, P-38, B-17, C-47, and C-54, and was the only

woman to be awarded the Air Medal, for completing four transcontinental ferry flights in five days. Currently, she brokers airplanes.

Many scholarships were given during the WAI Conference, thanks to generous donors. Although most were flight scholarships, a number of others were maintenance scholarships, and management and dispatching scholarships. Boeing offered a

summer intern program, and Delta Air Lines gave an engineering scholarship. The diversity of these scholarships reinforces that women are interested in a broad variety of aviation-related careers.

Next year’s conference is scheduled for March 23 - 25, 2006, at the Opryland Hotel, Nashville, Tennessee. Y’all come! As a woman pilot, attending a WAI Conference is a unique and exhilarating opportunity to meet many capable and successful women fulfilling their career goals in aviation fields. My personal joy of becoming a pilot and owning an airplane came late in life — nevertheless, how thankful I am to be a small part of the women in the aviation community.



Standing on the right, Colleen Barrett, President of Southwest Airlines in conversation with a conference attendee.

Kathleen

May 2005 Factoid Answer:

In the mid-1920s, Gilbert and Gordon Taylor founded an aircraft manufacturing company in Rochester NY. Though the firm was not initially a great success, the brothers had great hopes for a “light” plane called the “Chummy.” Gilbert Taylor was a good salesman and in 1929 convinced the Bradford PA Chamber of Commerce to underwrite the formation of a new company. The deal included construction of a factory to manufacture the Chummy.



*Taylor “Chummy,” c. 1929.
Photo Courtesy of Aerofiles.*

The late 1920s were at the beginning of the true light-plane era. There was new interest in low-cost, recreational flying. So in this respect Taylor’s timing seemed right. The Chummy was a good airplane, but it wasn’t all that petite. Though it was a two-place, high-wing monoplane, it had design features similar to those of large, 1920s biplanes. It required a 125 hp. Siemens-Halske, a 120 hp. Anzani, or a 100 hp. Kinner engine to haul it around. Also, the selling price was \$3,985, very steep for the depression years. It is not surprising that only five Chummies sold.

William T. Piper was one of the local businessmen who had invested in the Taylor scheme. Quickly grasping that the big, expensive Chummy was not the wave of the future, he offered to sponsor the development a new, truly light design that could be sold for half the Chummy’s cost.

Taylor was a good designer, and once he understood the concept, he created an excellent new plane: the Taylor E-2. Completed in late 1930, the E-2 was clearly a move in the right direction, but it had a major glitch. This was its engine, a two-cylinder 20 hp. Brownbach “Tiger Kitten.” Though this power-plant turned out to be totally inadequate and was quickly abandoned, the idea of a baby wild animal name-sake was retained — the E-2 was dubbed the Cub.

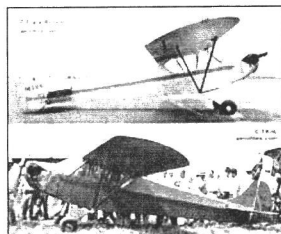


*Taylor E-2 Cub, c. 1931.
Photo Courtesy of Aerofiles.*

As there was no suitable engine, the Taylor E-2 Cub was not put into production. The company languished, but Piper had confidence in the future. He bought all assets and retained Taylor, with his strong engineering and design skills, as an employee.

In 1931, Continental introduced its horizontally opposed A-40 engine (see “Factoid” in Feb. 2005 Flight Lines). With its good power-to-weight ratio, it was ideal for the E-2. Taylor adopted the engine and produced 22 copies of the Cub by the end of the year. It sold remarkably well, Depression or not, with sales well over 200 per year by 1935.

Taylor designed a much improved Cub, the J-2, in 1936. But he was not really happy working for Piper and so he resigned to form a new company. He did reasonably well on his own. Though Taylorcraft airplanes were never as popular as Cubs, they were Gilbert Taylor’s second design success story.



*Taylor J-2 Cub, c. 1936.
Photo Courtesy of Aerofiles.*

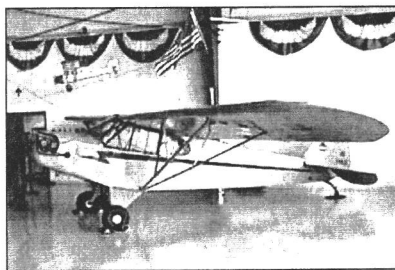
Meanwhile, the original Taylor Company had become Piper Aircraft Corporation. The J-2 continued to sell, but plans for an even better plane were in the works. In 1938 the legendary J-3, the classic Cub, was introduced. Though based on the J-2, it was a new design.

Available with Continental, Lycoming, or Franklin engines, it was an immediate and dramatic success. Everyone wanted this new Cub. Production exceeded 3,000 per year by 1940. It was the ultimate trainer. For example, some 75% of the students in the nation-wide, pre-war Civilian Pilot Training Program learned their skills in Cubs. During World War II, thousands of J-3 derivatives served in liaison roles.

New Piper designs based on the general J3 format, and still named “Cub,” appeared after World War II. In all, there were some eleven Cub variants.

Many of the original J-3s still fly and exact replicas are often constructed by homebuilders. Though it is hard to document, it is certain that the Cub has had a major influence on other aircraft designers. Some very contemporary aircraft, still in production, look a lot like Cubs.

Dean



*Piper J-3 Cub. Contemporary photo,
taken at Cavanaugh Air Museum,
Addison TX*

We are evaluating the level of interest from members in retrieving a PDF file copy of Flight Lines from the CPA web site instead of receiving a copy by mail.

If you are interested please send a note to Terry Barbo (tbarbo@comcast.net) indicating your desire for this option. We will let you know if and when this option becomes available.

The Flying Fortress Was One Tough Bird!

Supplied By Bill Linenberger

An attacking German Bf 109 fighter tumbled through the tail of a 97th Bomb Group B-17F named "All American" on a mission to Tunis, Tunisia, on February 1, 1943. Flyers in other B-17s were astonished to see the stricken bomber pitch up, recover, and keep flying. An airman aboard the Flying Flint Gun snapped a photograph that would become famous. It shows All American struggling to make it home with no port horizontal stabilizer and a terrible

gash through the fuselage. The photo was sent home with the following message: "Censor, Should there be some law, rule, or regulation against sending the picture below to my wife, please seal the flap above and return — It is an unduplicateable shot and one I should hate to lose."

All American made it back to Biskra, Algeria, with all aboard safe.
National Archives/Army Air Forces.

Bill

Fly-Low

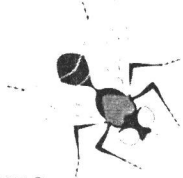
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Always hangared. Meticulously maintained, complete records available. Full IFR; King Silver Crown panel; Coupled KAP 150 autopilot with HSI. On line scheduling. Call Chuck at 720-933-2882 for photos and information.

Hangar Space for One Airplane at Platte Valley

\$200.00 mo. Jim Nelson, Home: 303 347 1015, Cell: 303 522 1165

Skyhawks Flying Club Seeks New Members

We're a small group, based at Jeffco for 37 years. Our aircraft is a 1976 Skylane: 80 gal tanks, 200 hrs on a factory re-man engine, IFR, Dual 720 ch Nav-Coms with GS (1 King KX155), 3-lite MKRS, DME, ADF, XPDR, WX-900 Stormscope, autopilot. The airplane is hangared. A new membership costs \$400, \$300 of which is refunded on leaving. Dues are \$150/mo, totally flyable at \$70/hr (dry). This drops to \$60/hr (dry) after dues are flown out. You may accumulate dues to \$1400. We require a Private ASEL and 100 hrs. Call Bill Waite at 303-494-2658 (home) or 303-492-7204 (work), or Terry McNice at 303-499-9808.

1955 Cessna 170B, One Owner Last 30 Years

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For pictures, complete specs, contact Bart Jones 719-488-0653 (H), 720-947-7780 (W), jmarykathr@aol.com



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@wispertel.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.

May, June & July 2005 Colorado Calendar of Aviation Events

MAY 14 – 15 FLY-IN TO WENDOVER, NV. WWII Airbase Tour, Enola Gay hangar and more. Info: John & Cathie Martyny, 303/449-6875 or Johnnmartyny@comcast.net

MAY 21 6th ANNUAL PVA/LAFAYETTE FOUNDATION SPRING FLY-IN, Platte Valley Airport (18V), Hudson, CO. Pancake breakfast 8:00 a.m.; BBQ lunch 11:00 a.m. Vintage aircraft fly-in and tours of the new Colorado International Aviation Museum. Info: Marilyn Taylor 303/536-0380 or mtpval@aol.com

MAY 21 9th ANNUAL JEFFCO AVIATION ASSOC. FLY-IN, Jeffco Airport (BJC), Broomfield, CO. Participants may fly-in commencing at 6:00 a.m. and throughout the morning; judging following arrival and trophy presentation at 12:30 p.m. Info: Daril Cinquanta 303/423-9846 or Cq7014@aol.com

JUNE 4 AOPA FLY-IN AND OPEN HOUSE, Frederick, MD. Fly in and visit AOPA's headquarters for seminars, aviation vendors, static display, and more. Info: 800/USA-AOPA

JUNE 4 – 5 FLY-IN TO GUERNSEY, WY (7V6) Possible Ft. Laramie visit, BBQ. Info: John Martyny, 303/449-6875 or johnmartyny@comcast.net or Lynn Ferguson 303/651-0709 or willflycessna@msn.com

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

JUNE 10 – 11 FLY-IN TO DELORES POINT, CO. Back country strip on BLM land; camping and hiking. Info: Bill Meine 303/795-2755 or wmeine@mindspring.com

JUNE 11 VAN AIRE FLY-IN / DRIVE IN, Van Aire Airpark (CO12). Open House for CPA members and guests; hangar talk, classic cars; arrive 10:30 a.m., lunch at noon. Donation for lunch. Info: Everett Aden 303/659-4517

JUNE 18 CPA MOUNTAIN FLYING - HIGH ELEVATION AIRPORT OPERATIONS GROUND SCHOOL, Boardroom, Centennial Tower (APA), Englewood, CO 8:30 a.m. - 5:00 p.m. Course is designed to prepare pilots for flight over mountainous terrain with landing and Takeoff from high elevation airports. Fee: \$120 for CPA members, \$145 for nonmembers (inc. course materials).

Optional flight portion of course may be taken at pilot's discretion, and cost, at a later date. Qualifies for FAA Wings Program and Biennial Flight Review. Info: Terry Barbo 303/367-0670, tbarbo@comcast.net or CPA Website at ColoradoPilots.org

JUNE 25 - 26 FLY-IN TO SARATOGA, WY (SAA). Enjoy a float trip down the scenic North Platte River, golf, horseback riding, massage and hot springs; have dinner at historic Wolf Hotel. Overnight optional. Info: Carl and Freddie Talkington 303/460-8127 or carlt@us.ibm.com

JUNE 25 – 26 27th ROCKY MOUNTAIN EAA REGIONAL FLY-IN, Front Range Airport, Watkins (FTG). Info: www.RMRFI.org

JULY 2 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

A Career of Flying

Poem By Bob Kid, provided by George T. Spettigue

Mother-nature must have known, for
it's a clear and sparkling night. I spot
the runway in the distance, and guide
the plane toward the light.

Smoothly down the final I keep the
needles wired. It truly is my final
approach tomorrow I'll be retired.

Tires searching for the concrete, before
they finally kiss it. One small final
triumph. I wonder if I will miss it.

We finish the last check list, and I
step out through the portal. I think of
how I'll feel tomorrow being just
another mortal!

My colleagues come to shake my
hand, and see me out the door, many
ask if I'll miss working, and not
flying anymore.

I think back to the things I've seen,
from my little office in the sky, so
much of it defies description, no
matter how hard I try.

I remember northern lights, on cold
winter nights, a gigantic shimmering
light show, moon washed landscapes,
sun-drenched cloudscapes, and
mysteries unseen below.

I've watched with fascination the
glow of St. Elmo's Fire, and the
awesome power of the thunderheads,
boiling ever higher.

Flying through rainbows, landing on
clouds, and stars brighter than you
could hope, meteor showers and

nature's powers, offered an ever
changing kaleidoscope.

I've seen a million wondrous sights,
and nature's myriad surprises, subtle
hues of turquoise blues containing
gold and pink sunrises.

And is there really a pilot alive who
hasn't looked down from above, at a
sleeping city at night and wondered
how many are making love?

But I also remember summer storms
and dodging bolts of lightening,
blinding snow, icy runways and
wind-shear, just as frightening.

Sweating the alternatives of fuel and
weather making tough decisions,
sixteen hours on duty and still a pile
revisions.

Waiting in the snow for the van to
show, I call the hotel again, they say
"He's on his way" they just can't tell
me when.

Arriving at last the key won't fit the
first room that I tried, back to the
desk... and another room but that
one's occupied!

Exhausted, at last I fall asleep and
just began to snore, when there
comes a tapping, nay a banging upon
my chamber door.

Rolling over, I cover my head surely
they know I'm sleeping, once again
there comes a knock and that dreaded
call, "Housekeeping."

Later awakened by the phone I
stumble through the gloom, lifting
the receiver I hear "Can I clean your
room?"

I've closed the throttles one last time
and bid my friend's farewell,
wondering if I will miss it all
knowing only time will tell.

No more line checks, sim checks, or
physicals to fail, no more drug
checks, cross checks, only checks in
the mail.

Now it's time for fun and sun and
slipping cool martinis, eating surf and
turf and watching string bikinis.

As I close this chapter of my life I
move on without regret taking many
cherished memories of folks I'll not
forget.

I made many friends along the way
and sadly lost a few, but one thing
that I know I'll miss is the joy of
friends like you.

*We are told the author of this poem lived only
a short time after retiring.*

Calendar Continued for July 2005

JULY 9 – 10 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 11 CPA BOARD MEETING, Boardroom, Jet Center, Centennial Airport (APA), 6:30 p.m. Info: CPA Hotline 303/366-6226.

JULY 16 SAN LUIS VALLEY PILOTS ASSOC. FLY-IN AND AIR SHOW, Alamosa (KALS). Pancake breakfast at 7:00 a.m.; air show 9:30 a.m. - 12:30 p.m.; airport closed during air show. Info: Paul Foster 719/852-9860 evenings or paul.foster@firstsouthwestbank.com.

JULY 16 KELLY AIRPARK FLY-IN BREAKFAST, Kelly Airpark, Elbert, CO (CO15). Breakfast served 7:00 a.m. - 10:00 a.m. in Bruce Ravenel's hangar (NW side, N end of west taxiway (24872 Kolstad Loop); aircraft parking on grass NW side; traffic pattern east side of Rwy 17/35; UNICOM 123.05, AWOS 134.37, runway 3,8800 x 36 ft., elevation 7,050; bring your own tie-downs. Info: Ed Huber, 303/648-3718, or huber1942@msn.com or www.kellyairpark.com

JULY 16 – 17 FLY-IN TO CRESTED BUTTE, CO (45U). Wildflower festival, hiking, mountain biking. Info: Mark and Connie Hopkins 303/494-1211 or mark.hopkins@comcast.net

JULY 25 – 31 EAA Air VENTURE 2005, Oshkosh, WI. Info: eaa.org

JULY 30 - 31 FLY-IN TO LEADVILLE, CO (LXV). Fly to the highest airport and camp overnight; visit museum, bike or hike local trails; breakfast at campground, other meals on your own. Info: Mary Jones 719/488-0653

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June 18

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Optional flight portion of course may be taken at pilot's discretion,
and cost, at a later date.

Info: Terry Barbo 303/367-0670, tbarbo@comcast.net
or CPA Website at ColoradoPilots.org

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