



Join Us In The 2005 Jackpot Classic!

Once the planes are tied down at Jackpot NV the ramp party begins. The small shade provided by a high wing airplane is highly coveted. Bring your own chair and food or drink to share.

See page 3, Photograph from Jackpot 2004 by Peggy Long.

CPA Web Site
[www/coloradopilots.org](http://www.coloradopilots.org)

President's Message

By Bart Jones, 2005 CPA President

It is always a dicey proposition planning CPA flyins early in the year given the chancy weather. Mary and I had to scrub our CPA flyin trip to Trinidad, for that reason. It was one of those trips specifically intended to attract new participants and indeed many new folks signed up. We ask those people not to give up on us and please try again.

The weather redeemed itself for our CPA trip to the historic B-29 base at Wendover Utah hosted by John and Cathy Martyny. They hosted a terrific flyin and I am happy to report that over a third of the participants were new. They all seemed to enjoy themselves and I hope we will see more of them on future trips. I was

particularly fortunate to come over with Keith Reagan, a new participant, in his 172 SP. The weather was spectacular going and coming. We saw lots of new country, I got checked out in a new plane, and the flying was effortless. Not only did I have a good time but I made a new friend as well. It just doesn't get any better than that.

We have lots more flyins planned.



Bart's Ride, see article page 5

Hopefully there is one you will find interesting and you will join us too. Bart

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June 2005 Factoid Question:

Early aviators, hungry for
adventure and fame, vied with one
another to perform spectacular
aerial feats. From 1919 to 1939.

Crossing the Atlantic was a
frequent ambition among daring
pilots. Many women, both as
passengers and pilots,
joined in the attempt.

Who were the women that tried?
Who achieved success?

Find the Factoid Answer on page 9

Flying the Jeffco to Jackpot Classic,

by Peggy Long

Jimmy Doolittle flew a GeeBee to victory. Bob Hoover flew a P-51 Mustang at Reno numerous times. A “Southern Belle” flew a 42 year-old Cessna 210 for both a 3rd and 1st place finish in the last two years. WHY would this person (me, the 210 owner) want to fly in a “race”? Well, stop right there. We do NOT use that “R” word. The politically correct word is “classic”. If you wish to know why, ask a lawyer.



The party begins in the fuel line at Jackpot, NV. It's up-hill to the self service fuel tank. Numerous hands make pushing planes up the taxiway an easy and fun chore.

I have participated in the Jeffco to Jackpot Classic for the last three years and it is the best two-day flying trip one could enjoy.

Here is what you can expect: Get yourself and your airplane to Jeffco early enough in time for the check-in, refueling and preflight briefing which is at 7:30 am. This is the most challenging part of the fun-filled 2-day event.

After a weather briefing from Flight Service and a briefing on the rules of

the Classic, we are advised when to “start engines”! You can envision a NASCAR start but the mass departure is well organized and timed.

The first leg of the flight is the win/lose segment. Getting over the mountains without losing too much time is a huge factor in winning the Classic. A GPS is a help for a straight shot to Rock Springs where we are required to do a “fly-over”. This is

exciting and a real “heads-up” portion of the trip due to the number of planes which are doing the same thing, and as fast as they can do it!

This really isn't a contest to get there first. It's a contest against how efficiently you can fly your plane compared to what the “book” says. The areas of

competition actually lie in your performance gauged against cruise speed, fuel burn and total time enroute. If your book values are questionable due to the age of your plane ask Walt Barbo to fly with you to calculate your real “handicap”.



Fuel line at Jackpot

Jackpot Classic continued on page 4

Jackpot Classic continued from page 5

In 2003 I won 1st place in Class B. I flew 97.89% of my handicap of 145 knots. My time was 2 hours and 49 minutes. The fastest time was logged by Homer Lyle in his Beech BE-V35A at 2 hours and 42 minutes. So why did I win? Lyle's plane has a cruise speed of 176 knots, 31 kts. faster than mine. I won because I was closest to my handicap speed of 145 kts.

The great thing about this "classic" is that you can win, place or show with any kind of airplane.

After landing at Jackpot, NV you taxi to the "fuel line" to refuel for the fuel burn contest. I was next to last in 2003 with my estimate. But, everyone enjoyed a laugh when we learned that Sonny Elgin was LAST and he has been flying this race for the last 29 years! This just proves one must be careful where they place the decimal point. Being in the fuel line is a party in itself. Enough folks show up to help you push your plane along as the line advances to the fuel pump. It's uphill to the self-service pump so it takes a community effort to move the planes. This is a great time to show your appreciation by offering your "line crew" a soda or a bottle of water.

Once we tie down, we break out our picnic baskets which have enough food to feed a squadron of hot and hungry pilots. This is my favorite part of the trip. We set up under the wing of my plane. (This is why a high wing plane is so valuable, see cover photo!) Fried chicken, shrimp, potato salad, chips, salsa, all sorts of really great junk food is assembled

for the best ramp party of the season. We eat, drink and tell lies until it is time to get cleaned up for the Awards Party.

Cactus Pete's Casino and Hotel contributes appetizers and a cash bar for our Awards Party. The final cards for the Poker Run are selected and the winner gets the pot. Last year that was \$800!!!! That's the big money excitement but the announcements of who won first, second and third in each of the three classes is a terrific fun point of the evening.

After the Awards Party we disperse into smaller groups to go to dinner, the show or offer our roll of quarters to the "one armed bandits".

Sunday morning we meet for breakfast and a beautiful flight home.

Life is good. Join us for the 29th Jeffco to Jackpot Classic.

For an entry form and the rules contact Bob Venohr at (303) 766-0742 or Sonny Elgin at (303) 261 9165 or download an entry form from our website www.coloradopilots.org. If you wanna know how a Southern Belle from Alabama beats a dozen guys in the 2005 Classic just show up for this years event! See you at the finish!

Peggy



Fuel line at Jackpot

Wendover Fly-in, Gambling, Nucs, and Jets

By John Martyny



The Gang

On May 14th, 30 CPA'ers flew into the old WW II Wendover Air Force Base in Wendover, UT. This base was the largest military reserve in the world at the time, with a total of 3,500,000 acres. At one time the base had 668 buildings housing almost 20,000 people. Wendover was the training site for the heavy bombardment crews using B-24, B-17, and B-29 bombers.

Over 1000 bomber crews were trained at the base; including the crews of the B-29's that were to drop the first atomic bombs.



Bombsite Vault

As near as we can tell, the weather gods must like Wendover since the weather was spectacular. There were no clouds at all, the wind was calm, and there



Airport Tower

were no bumps on the way. All of the aircraft were on the ground by 12 noon and pilots and crew were treated to a hamburger and brat lunch put on by the Wendover High School history teachers. We then took a van tour of the airfield, toured the museum on the field, and climbed the old tower at the airport.



Hanger

The base was used to train the crews which flew the bombers that dropped the atomic bombs. We were taken to the pits where the bombs were loaded and it was explained that even the pilots of the aircraft didn't see the bomb that they were to drop. It seems that for security purposes, pilots were just told that they had a bomb that weighed 10,000 pounds, and they had to drop it with accuracy. Many of the old hangars are still present at the site, as are the vaults that were used to store the bombsights. The barracks were familiar to many who had been in the military, and the mess hall and hospital areas were relatively well preserved. The view from the old tower reminded one of an early John Wayne film.

Wendover Fly-in continued from page 5

After the tours, most went to check in at the Peppermill Casino and then on to happy hour. We were short our president at the beginning of the happy hour since he was offered a ride in a T-33 Jet that was stationed at the airbase. When he did arrive, we all listened intently as he described a fantastic flight in the Nevada Mountains with the jet. After happy hour we are sure that many individuals went in to gamble but no one would admit to winning the big one the next day.

The weather on the way back to Colorado had slightly more clouds, but then so do most sunny days. Most aircraft were back in the Denver Area by early afternoon or sooner. I think that those who came were astounded



CPA Happy Hour

by how much of the old airbase is still present. It was an opportunity for all of us, young and old alike, to visit a part of history that is leaving us at an alarming rate. For those of you who did not go, the base is a great spot to land and refuel on your way to California or on your way back. Just tell them that you are a member of the Colorado Pilots Association and I am sure that you will be treated well. *John*

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Concerning Learning

Memories of Mack Mesa, By Bob Figgie as told to Dean Jaros

Mary and I were flying from California back to Meadow Lake (00V) in my 1962 Beech Travel Air. Mary had not flown with me before. I knew she had had a bad experience some years earlier — a Cherokee 6 in which she was a passenger, got into some clouds. It was not pleasant and Mary had opted to make her return trip by commercial airliner, so I was not sure how she would react to this new flying venture.

We were taking a direct route, VFR with flight following, at 13,500 figuring the winds aloft would be somewhat in our favor. Shortly after passing Reno, we were handed off to a military controller for vectors around the hot area of several MOA's. The trip was very smooth and uneventful. After flying for 4 hours I thought it was time for a break, so I landed at Price, Utah. While on the ground I added fuel for the continued flight to 00V.

About 20 miles out of Price at 11,500, the ride was still very smooth. I don't know how to describe the surface in that area. It is like a large mesa with many small canyons or would it be considered many small mesas at a convention and not holding hands? I had commented to Mary that if I lost an engine over this area, there would be many places to land safely — but the airplane would have to be retrieved by helicopter. I decided to check the Grand Junction (GJT) weather. It looked as if there were some lower clouds ahead, but I was far enough out so that I could take a more southerly route over Gunnison and Monarch Pass. I contacted flight watch but was put on hold for several minutes because of other traffic. Just as Flight Watch came back to

me and asked for my request the right engine quit! Remembering the stock emergency procedures, I pushed everything forward, switched tanks, and turned on the boost pumps.

I told Flight Watch that I originally wanted GJT weather but that now I had a full fledged problem. He gave me the GJT weather and asked me to contact Denver Center. I switched frequencies and told the controller that I had lost the right engine, that the left was not delivering full power, and that I was at 11,500' descending at 1,000' a minute. The controller asked if I wanted to declare an emergency and I replied, calmly but definitely, "Affirmative." By now things were going from bad to worse. Sometimes that can really happen!

I knew I was 31.8 NM from GJT, but that distance seemed well beyond my present glide path. Hitting "nearest" on the GPS identified Mack Mesa airport 13.8 NM away at 185 degrees. I had already turned south away from the heavily canyoned terrain. I was looking at some plowed fields, hoping for a pasture, but didn't see much that looked inviting or friendly. Yes, I was headed in the direction of Mack Mesa, but I wasn't sure how long the other engine would last.

Moreover, Denver Center had no information on Mack Mesa airport since it is strictly a VFR facility. All they showed was a dot marking the spot. I had feathered the right engine and was now descending at only 500 feet per minute. The left engine continued running but still not at full power. Mary had been listening to everything, but did not think

Concerning Learning continued from page 7

much about it until she looked out to the right and saw the right prop taking a nap.

Somehow I had remained focused through the first minutes and now, with the situation stabilized, I was almost comfortable. There was an airport, albeit an unfamiliar one, ahead; my passenger, Mary, remained calm and quiet, alert and ready to be helpful.

I don't know if Mack Mesa ever had Denver Approach control traffic before, but I was glad they were there. When I spotted the airport I still had altitude to spare. I made two circles and lined up for what looked like an Aircraft Carrier deck. I had not taken time to pull up the airport information on the GPS. Of course there was no VASI so it was my judgment on the approach. Over the years, I never did very well on short field landing practice, but this one was just fine. When over the number I cut the remaining power and touched down. There was plenty of room. I even had to add power to get to the far end of this 2,600' runway.

Once on the taxiway, I decided to trouble shoot my problems. After restarting the right engine, I could advance the throttle and the RPM would come right up to 2,350 but then quickly drop below 1,000. With repeated tries the results were the same.

After securing the plane, Mary and I started walking toward the other end of the runway. The place looked totally deserted and forlorn, and we knew that town was far away. But in the last of the twilight, we could see a hangar, a motor home, and, slightly further away, a house with a light on. Maybe there would be an unlocked office in which we could take shelter. Or maybe, we said jokingly, if no

one is at the house we would just go in and spend the night. Failing all this, we would sleep in the plane. But suddenly a tractor appeared out of nowhere. We waved and the driver waved back. At first it appeared as if he would keep going, but to our relief he stopped. We told him the story. Concerned and helpful, he went to get his pickup and drove us into town.

The next morning I contacted the FAA to see what paper work I had to fill out. I was shifted from Denver to the Salt Lake office. I spoke with Lewis Olson; he informed me that I didn't have to fill out any paper work. I didn't deviate from any regulations, and no responsibilities were given to me. Nice.

Representatives of both Denver and Salt Lake FAA offices thought our problem could have been contaminated fuel. This was the same conclusion that Mary came up with as we were picking out a suitable landing spot.

Olson arranged for Ladd Klinglesmith, the owner of Mack Mesa, and Mike Schlarb to do a fuel check free of charge. Mary and I picked up a case of quart canning jars for fuel samples. Mike and Ladd arrived and started draining fuel. But there was no sign of contamination. Finally, Ladd, while taking off the bottom cowl on the right engine, exclaimed that he thought he had found the problem: a broken alternate-air actuator arm. We wired the arm in place and ran the engine. Everything appeared normal: no smoke and it sounded like good power. Then all of sudden there was a big loss of power and heavy black smoke started coming out of the exhaust. Upon shut down they discovered that the wire had come loose. We had found the problem, and it wasn't fouled fuel!

Mike and Ladd feared we would have to leave the plane there, perhaps for months, while trying to find a replacement actuator arm. Then they decided to consult Dana Brewer of Monument Aircraft Services in Grand Junction. Dana jumped in a Tri Pacer and flew to Mack Mesa to look the situation over. He scoped the problem and declared he could have it fixed by the next day.

There had been two problems. One was the broken actuator arm. This allowed a vane to shut off the regular filtered air supply to the engine. Second, there was a stuck valve which prevented alternate by-pass air from reaching the engine. It was simple strangulation. (Partial power on the left engine was clearly due to my going to full rich mixture).

The next day the plane was fixed and ready to go. Now came calculating the take off distance from 5,000' field elevation and 2,600' runway length. The figures looked good for factory new aircraft, and my Travel Air, well maintained, was as good as new. Mary, in what I took to be a great vote of confidence, elected to fly out with me. I back-taxed to the very end of the runway and the tail of the plane was hanging over the weeds. Run up complete, brakes locked, power full, release the brakes, and away we go. We were airborne with some room to spare. What a thrill to see the runway under us and then to look

down off the end of the mesa!

This sort of emergency is something every pilot should train for on every flight. I passed the test and gave myself a generous 95% (Mary says 110%). I subsequently spoke to several flight instructors and a designee, and they all agreed I did everything right. The only thing that I keep telling myself is that I should have leaned the good engine. As it was, I had plenty of altitude arriving at Mack Mesa and would not have chanced GJT.

Mike and Ladd would not take any money and just asked to be remembered. Dana had the repair done quickly and correctly. The bill was much-much less than I thought it would be. My hat is off to Mack Mesa and Grand Junction crews.

I understand there are future plans for a fly-in community at Mack Mesa. With neighbors like this, it would be a great place to live.

Note from Dean: Given the happy ending of this tale, it is clear that Figgie did in fact train for emergencies. But there is more here than situational practice and rote memorization of procedures. Figgie and his passenger remained calm throughout and never stopped rationally evaluating their alternatives. Keeping fear at bay and suppressing panic are preconditions of successfully applying what we have learned during our training.

Dean

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June 2005 Factoid Answer:

The first woman to attempt to cross the pond by air was Princess Anne of Lowenstein-Wertheim. In 1927, she hired two pilots to fly her from Europe to America. Her role was to be as a passenger only. The trio took off headed west and was never seen again.

The loss of a European royal in the pursuit of dramatic goal might have generated a media circus. But instead hardly anyone today remembers this incident. There are two reasons. First, Lowenstein-Wertheim was a very small-time principality. Second, Anne's preparations were largely secret, as the plan was for a major publicity blitz on successful completion of the flight. Before and during the flight, nobody was paying attention. The Princess died, as she had lived, in obscurity.

Ruth Elder was a minor-role actress who hailed from Anniston AL. She was also an accomplished pilot who owned and flew a Waco Model 9 biplane. She and George Haldeman, her former instructor, decided to attempt an Atlantic crossing by a more southerly route than Lindbergh had taken.



Stinson Detroit; Photo courtesy of Aerofiles.

In a Stinson Detroit monoplane, they set out on Oct. 13, 1927. There was a lot of newspaper and radio attention. Many suspected that part of Elder's motivation may have been to gain enough publicity to land a starring role in a Hollywood film.

Apparently, Elder and Haldeman alternated as pilot in command. After flying 2600 miles to a point near the Azores, however, they lost oil pressure. Wisely, they ditched the plane near a passing ship. They escaped without injury. The rescue was very dramatic (especially since one of the ship's crew had a camera and recorded everything on film). Elder reaped almost as much publicity as if they had succeeded. She and Haldeman even got a ticker-tape parade when they returned to New York.

Elder's adventure inspired Mildred A. Witt, author of adventure books for girls, to start a series of novels about a heroic aviatrix whom she named Ruth Darrow. Similarly, a popular song of the late 20s, "Flaming Ruth," by Billy Axt and David Mendoza, was really a tribute to Elder. Indeed, her autographed photo graced the cover of every sheet music copy sold.

But public acclaim is a funny thing. Elder never did get a big part. Her acting career exploded and sank, just like her Stinson monoplane in the middle of the Atlantic.

In 1928 publication tycoon George Palmer Putnam hatched a major public relations scheme. He would find the “right sort of girl” to be flown across the Atlantic and presented to British royalty. His search eventually led him to Amelia Earhart, then a Boston social worker. On June 18, Wilmer Stutz and Lou Gordon piloted a Fokker trimotor, fitted with floats, from Newfoundland to Wales.

Earhart, as passenger, was the first woman to cross the Atlantic by air. She became famous overnight. Putnam put her on the lecture circuit and otherwise involved her in his publicity machine.

Ruth Nicholls was one of the first truly professional women pilots in the US. She is best known, perhaps, for her role in Clarence Chamberlain’s aeronautical enterprises. In 1930, she began a series of flights designed to culminate in a solo venture across the Atlantic. She set the women’s coast-to-coast speed record as well as that for a closed course. She also established an altitude record.

In June, 1931 Nicholls was ready to set out from New York for Europe. Great fanfare, including a escort of Army planes, accompanied her departure. Unfortunately, she crashed her Lockheed Vega on landing in Newfoundland. Serious injury rather than lasting fame was her lot.



Lockheed Vega, Photo courtesy of Aerofiles.

On May 20, 1932, Amelia Earhart piloted a Lockheed Vega from Newfoundland to Ireland. George Palmer Putnam had planned the flight to occur exactly on the fifth anniversary of Lindberg’s crossing. Thus began a series of Earhart triumphs including a record coast to coast flight, a flight from Honolulu to Oakland, and a flight from Mexico City to Newark.



Percival mew Gull, Photo courtesy of Hawker Restorations (UK).

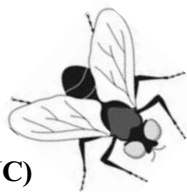
The first east-to-west crossing was made by Beryl Markham in 1936. She flew a Percival Mew Gull from England to Nova Scotia. An English expatriate living in East Africa, she was a thorough-going air-service professional. Today, she would be identified as a bush pilot. Bored with the typical colonial-class intrigues of the day, Markham settled for a time in the US. As something of a southern

California notable, she wrote an account of her Atlantic crossing, *West With the Night*. It is considered a literary masterpiece.

Dean



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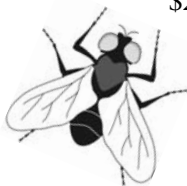
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Articles for *CPA Flight Lines* are sought from members and other organizations. Stories and articles can include flying tips, rebuilding and restoration experiences, special trips, activities, etc. All articles & letters should be sent via e-mail to: Bev Boecher Editor, *CPA Flight Lines*, phone: 303/697-5161, e-mail: N34552@wispartel.net. Material for publication will be accepted up to deadline date - 15th of each month. *CPA Flight Lines* shall reserve the right to accept, refuse, or edit any material submitted. Publication of articles and opinions in *CPA Flight Lines* is not an endorsement by the Association, nor does the Association assume responsibility for the accuracy of the information contained in *CPA Flight Lines*.

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June & July 2005 Colorado Calendar of Aviation Events

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 idacrase@4dv.net

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 or jmarykathr@aol.com