

Volume 22, No. 12

December 2005



*Spectacular days for flying with fantastic fall colors
Flying over Wolf Creek Pass on the way to the Durango Fly-in*

*Fly-in organized by Charlie and Vickie Stone
Additional photographs and article on page 3*

HAPPY HOLIDAYS!



President's Message

by CPA President Bart Jones

and installed a 60 gallon aux tank into which they could pour additional fuel from the fuel cans they also took along. On navigation: it was classic dead reckoning utilizing wave action to estimate wind direction and speed. After take off it was every man for himself as they made their way individually to their assigned targets, no formations, no radio contact. On Japanese defenses: there was none. They did see Japanese planes but none gave chase. What a terrific presentation!

Thank you all for the terrific turn out for our annual meeting, there were about 100 people. Particular thanks goes to our speaker Colonel Bill Bower (USAF, Ret.) who related his experiences as one of the Doolittle Raiders. This was my first opportunity to meet one of these gentlemen and to get a first hand account of this historic event. We all had questions and he answered several that had puzzled me over the years. On fuel: they removed the bottom ball turret

I am also delighted to report that myself and the entire management team have been chosen to serve another year in our respective capacities. For me it is an honor and a pleasure to serve with people who have so much energy and ideas. We are all looking forward to a terrific new year.

Bart





Durango Fly-in,

by Beverly Boecher

A fly-in to Durango offers a large variety of activities and something for every interest. Charlie and Vicki Stone, our hosts for this fly-in ensured everyone had a good time. Some how they arranged for the turning of the Aspens, to coincide with the weekend of the fly-in. Better flying weather is hard to find in the rocky mountain region. The colors and view were spectacular as we neared Wolf Creek pass.

We were given the opportunity to land at three airports during this flight, Aztec NM, Animas CO, and Durango CO. After arrival in Aztec we were ferried via rental cars to Aztec National Monument. The monument contains a substantial ruin of a once thriving Aztec community. We enjoyed a self guided tour allowing us to glimpse what life may have been like during the time of the Aztecs.

Most of the doorways were narrow and short with the exception of those opening onto the central courtyard. The doors facing the courtyard were shaped like a capital T. We guessed that this allowed the majestic entrance of the leaders into the courtyard during festivals when they would be wearing elaborate costumes and headdresses. The craftsmanship displayed in the construction of the ruin illustrated the height and the decline of the culture.

Upon departure from Aztec we were offered the option of landing at Animas for economical fuel prior to landing and tie down at Durango. While we flew to Durango, our hosts with the assistance of Eric and Deb Jensen, drove the rental cars to Durango for use during the remainder of the fly-in. The next adventure of the day was a private tour of the



Rocky Mountain Chocolate Factory.

We were in chocolate heaven.

Adorned with the required latest fashion in hats, and split



stations. We were fortunate to see one of the first, three foot molded chocolate Santa Clause figurines. These large pieces are provided to each store for seasonal promotion. The figures are then customarily donated to charities just before Christmas.

into two smaller groups so as not to totally overwhelm the factory. We had the opportunity to see caramel corn in the making, chocolates in molds, signature chocolate decorating, handmade chocolates, and a warehouse full of chocolates ready to fill store orders and depart via refrigerated trucks. Liquid chocolate is pumped around the factory in temperature controlled plumbing making it ready for use at a variety of

A late lunch was furnished by Charlie and Vicki at their hanger. The hanger talk, wonderful barbeque, and sparring for the best pieces of chocolate, rounded out the day and our bellies. The Rocky Mountain Chocolate



Factory supplied us with two large boxes filled with an assortment of what they called rejects, but to us, delicious chocolates!



The evening brought the traditional happy hour on the back deck of the motel. Plans were discussed for the following day. We were presented with a variety of options; a visit to Mesa Verde NM, a scenic drive, a ride on the scenic Durango & Silverton railroad, or a hike to the top of a local peak. Having to choose between such great options was difficult. Our group was equally divided and everyone had a wonderful time.

The hike was our choice, and for us perfect. We were able to enjoy the



beauty of the changing colors on the ground, while at the same time look over beautiful valleys and a glider port. The gliders were launched one after another and we watched as they

Durango Fly-in continued from page 5
played in the warm thermals around the peak on which we were hiking.

Everyone rejoined in the evening to stop and enjoy a few brews on the



way to a brew house restaurant for dinner. A few more local CPA members joined us for dinner and we filled the back room of the restaurant.

On the morning of our departure we all gathered for breakfast (accidental



not planned), we were enjoying each others company so much it was hard to leave. The weather cleared after an evening of light rain, and our departure flight was as smooth and beautiful as when we arrived.

Good times are enjoyed at our CPA fly-ins because of the wonderful planning efforts of our members. Charlie and Vicki, thank you, for making this fly-in exceptional.

Beverly

Decemberber 2005 Factoid Question:

The years immediately following World War II, 1946-1949, were a time of great promise for general aviation. Many observers thought flying was the wave of the future and they predicted very widespread aircraft ownership. A significant part of family travel was expected to shift from automobiles to privately owned planes. Many resorts and country clubs built airstrips believing that a large fraction of their clientele would henceforth arrive by air. In accord with a late 1930s idea, it was widely believed that "suburbs" would extend to a much larger ring around central cities, with workers commuting by air.

Nor was this view confined to naive utopian thinkers. The aircraft industry itself bought into this vision. In this period, no fewer than thirteen firms produced significant numbers of small aircraft* in anticipation of a huge new market. Cessna, Ercoupe, and others regularly advertised in such general circulation magazines as Life, Colliers, and Look, as if one might as easily contemplate purchasing a Super Cub as a Frigidaire.

To be answered in this issue: What stimulated this remarkable set of expectations? Why did reality not live up to this grand promise? *Find the Factoid Answer on page 10*

**Defined as single engine aircraft powered by a horizontally opposed engine.*

To be answered in the Jan. 2006 issue:

Which were the thirteen firms who manufactured the small general aviation planes during this period?

Fuel for Flying Football Fans

Concerning Learning, by Bill Halpain as told to Dean Jaros

Big Twelve college football has always been very important in the Sooner state. The Oklahoma City area is really a hotbed of OU fans. I go to most home games — and road games provide perfect destinations for weekend airplane trips. Flying and football go well together.

In October, 1976, a whole bunch of wonderful circumstances came together at the same time. 1) I had just acquired a Cherokee Six and was anxious to show it off. 2) A long spell of great fall weather was continuing. 3) OU was having (as usual) a winning season. 4) I was able to get four tickets to the Missouri game at Columbia. 5) I wanted to show some appreciation to a group of local business associates.

Three clients of my engineering consulting business were also hot OU fans. For weeks we had been talking about OU's increasingly impressive record, and so I invited all of them to fly up to Columbia to see this important road game. Since it is less than 400 NM from OK City to Columbia, this would be a day trip. We would stop at Norman going and coming as one of my clients lived there. On the way back, we would stop at Ada, OK for dinner, topping off a grand adventure. It would be a long day, but basically an easy one.

I did not fuel up before departure. On a previous trip, I had used less than half the Cherokee's capacity, so I knew there was enough in the tanks to reach Columbia with a safe margin. I planned to buy gas there.

The outbound flight was uneventful, but I was surprised by the amount of landing traffic at Columbia. It seems that lots of flying Sooners had the same idea that I

did. We are, after all, a really loyal bunch of fans! The tower controller had his hands full, but he handled the rush very well.

On the ground, things did not go quite so well. Parking was a bit chaotic and we eventually tied down in a sod area quite remote from the FBO. But this was a small problem. Everyone was happy and enjoying the festive mood of the day. I placed my fuel order, leaving careful instructions for topping off the Cherokee's main tanks and for specific quantities to go into each of the two outboards.

We enjoyed our football. The seats were great, the temperature was ideal. To our delight (but to no one's surprise) OU systematically trashed Missouri. I was feeling good about a lot of things. Perhaps equally important, so were my clients. They were clearly impressed at being admitted to the ranks of flying football fans. I was very glad that I had thought to invite them.

Returning to the airport for our return trip, we found lots of people and airplanes. Things were thus a bit hectic and confused, and it was beginning to get dark. Most in the crowd were Sooners and we were all pretty happy. I shared the jovial mood — until I checked fuel levels. While the main tanks were full, the outboards clearly had not been touched.

This was a concern. The Cherokee Six is really not very fast, nor is it very fuel efficient. Should I reorder fuel? The chatter on the FBO's frequency convinced me that this would take a long time. Maybe I should walk back to the FBO or try to flag down the fuel truck as it shuttled about

Concerning Learning continued from page 7
filling a swarm of other orders. That too promised a long delay. Would my clients be disappointed if we missed our en route dinner reservations?

So I fired up the engine and joined the long, slightly disorganized queue of airplanes waiting for takeoff. Waiting in the traffic jam was using up fuel, but I quelled the resulting anxiety by resolving to fill up at Ada.

We made Ada in good time, but to my dismay, the FBO was closed. With some relief, I found the “after hours” number. It was back to dismay when no one answered! I had not told my clients about the fuel situation, so we simply went on to dinner without discussion (or further thought). Dinner was pleasant enough, but it would have been even better if the tanks were not so close to empty.

Returning to the airport, I considered calling the after hours number again. But it was getting late. Even if fuel is available, it will take a long time to get it and my clients, I reasoned, are anxious to get home. So I piled everyone into the plane and took off as if nothing were amiss. This was not desperately dangerous, for I had done a rough calculation. Even with the headwind that had developed, I knew we could get to Norman.

But this of course only postponed a final resolution to the problem. Now the chips were down. There was no way to take off from Norman without refueling. By now it was very late Saturday night, so it was no real surprise that the FBO there was also closed.

Still not wanting to reveal all to my clients, I mumbled something about “stronger than expected headwinds” and went off to call the after hours number. Fortunately, despite

the midnight time frame, the attendant came out and fueled us up — all with remarkable good cheer.

At last I was free of fuel anxiety. But what about my other worry — the mood of my clients. With some surprise, I realized they were still having the time of their lives. Reliving an exciting game, digesting a good dinner, they could have cared less about a delay. The short leg home from Norman was perhaps the most pleasant of the trip.

Over the next several days, I thought hard about this experience and what I could have done differently. First, I could have anticipated the crowds and confusion at Columbia airport. If I had topped off before departing OK City, I would have had enough to get there and back and this problem would never have developed. Second, once I discovered that the outboard tanks had not been filled, I should have bitten the bullet and called again for the fuel truck. Yes, there would have been a delay, but it almost certainly would have been shorter than that which we later experienced at Norman. It was late. It was a weekend. I should have realized that en route FBOs might be closed. But having failed all that, once I got to Ada I should have tried harder to get through to the after hours number. In summary, this is a story of less than perfect fuel management.

Many years later, I still remember the Columbia trip. The memory is not exactly pleasant, but it is a helpful memory nonetheless. I have not run low on fuel since, and I don’t think I ever will.

Even though they were not exerting it, I was feeling “peer pressure” from my clients. Yes, part of the motivation for this trip was to please these business associates. But I really overreacted. I feared something that was not really there.

About people, I learned two things. First, passengers are often quite reasonable. At Norman, I told my clients there would be a delay while we got fuel. They accepted that without a problem, and they would have been equally accepting if I had reordered fuel at Columbia. It is always

best to be frank and up-front with passengers.

Second, as my clients clearly showed, a simple experience like a slight flight delay cannot possibly undercut the joy of an OU football victory.

Dean

What's Happening at Fort Collins/Loveland Airport

By Jan McKenzie, CPA FNL Area Representative

The Fort Collins/Loveland (FNL) Airport is working on a 20 year growth plan to submit to the FAA. The long term plan might include a 1000 foot extension to runway 33, lengthening the 2273 foot uneven crosswind runway, and approval of additional building of much needed hangers. With the possible closing of the Downtown Fort Collins Airport in the next few years and subsequent planes moving to FNL, building additional hangers is critical. Currently, the two cities are not allowing any additional hangers to be built while they wait on the 20 Year Plan. Unfortunately, the 20 Year Plan will take a few more years to complete.

Residents from a new housing development, which was built in the last 5-6 years north of the airport, have been complaining to the two city counsels about the noise of the daily Allegiant MD80 flight. However, we hope the cities understand the advantages (added

revenue and tax dollars) that Allegiant contributes toward the area's economy. The FNL Pilot's association is working with the cities, surrounding communities and local pilots to ensure a noise abatement program.

In the mean time, due to the once a day Allegiant commercial flight, FNL did receive a \$1M grant from the FAA to repair night time runway lights, install an automobile gate into the hanger/general aviation area, fix crumbling asphalt, etc. We have been living with total open access to the ramp, runways and hangers due to a broken gate for the past couple of years.

The Fort Collins / Loveland Airport is becoming an increasingly important factor in the area's economic future, as the two cities continue their community and business growth. Air traffic is also expected to increase after the closing of the Downtown Fort Collins

Jan



Doolittle Raid on Japan April 18, 1942

Featured Speaker Bill Bowers at the CPA Annual Meeting

CPA Legislative Affairs Committee Chairman Gary Tobey poses with Col. Bill Bowers (USAF Ret.) at the CPA Annual Meeting on November 5 at Jeffco. Colonel Bowers spoke about his experiences as pilot of one of the bombers that took part in the Doolittle Raid on Japan on April 18, 1942.

The mission from the USS Hornet over Japan was far more difficult than the mission as planned. Instead of all 16 aircraft making landings in China with the B-25s to be recycled and used by the Chinese, ALL aircraft were lost. Most crew members bailed out in the middle of the night over a rainy, cloudy China as they ran out of gas. Of the 80 crew members, three died within a day of the raid from crash landings or failure of parachute (or too little altitude) and eight were imprisoned

by the Japanese. Of these, three were executed and one died from lack of proper treatment. One crew flew to Russia where their aircraft was confiscated and they were imprisoned for 13 months. The rest got together more or less as planned at a town in China and were flown out to go directly into service on bombing missions over Europe. Bill Bower and his crew were among this majority.

Thank you Col. Bowers for a job well done! Also thank you for thaking the time to share your experiences with us.

We also wish to thank Gary Tobey our legislative affairs chairperson for scheduling Col. Brower as the speaker for our annual meeting.

*The Outstanding
General Aviation
Airport Award
was Presented to
Greeley-Weld
County (GXY)
Airport Manager
Michael Reisman.
by CPA Awards
Committee
Chairman
Bruce Hulley*



Fly-in Trips or Airport News – Read All About It! *By Mary K. Jones*

Some of the CPA flyin trips have sounded (and been) so fabulous this last year – we are hoping that we will be able to offer new trips that will be just as exciting. But what about those trips that you didn't get to go on? This is where the information that we write in our newsletter can make such a huge difference. Even if you didn't take the trip this time around, if you read about how great a trip was, and why – it could easily be something you can do on your own.

So, for various reasons, we are asking for people to write up the trips they sponsor – and if you can't do it, how about finding a person that took the trip with you to write it up for you? This gives the rest of

the membership an idea of fun trips to take on their own; it lets us know the possibilities of sponsoring other trips for the association, and serves as great PR in general for the club.

One of the great things about a newsletter is the news that it offers. On the same line, we love to read about what is happening at other airports in our lovely state of Colorado.

I've offered to be a "reporter" for our CPA newsletter, and will be looking to all of you to help me with local issues such as the above – or just basic aviation news of interest that may be going on in your area. Think of the possibilities, and what we can do. *Mary*

December 2005 Factoid Answer:

A psychological mind-set. During the first few years following the invention of the airplane, Americans came to have a very wide spread and very deep affection for aviation. In the beginning, flying could be viewed only as an astonishing innovation. For many, the idea of human flight, the stuff of centuries-old myth and fable, was simply mind-boggling. It is thus not surprising that aviation, once accepted as an undeniable reality, quickly achieved the status of a spectator sport.

People loved to view flying demonstrations. They thrilled to reports of new speed or endurance records set, of oceans or continents crossed, of races won, of seemingly dangerous feats performed. Daring pilots were media figures of a status equal to today's sports figures, rock stars, and film personalities. The most conspicuous example, perhaps, is Charles Lindberg, who ultimately captured public imagination for decades. But there were hundreds of others — for example Eleanor Smith generated scores of newspaper articles and editorials in 1928 by flying, in a single morning, under all of Manhattan's Hudson River bridges. Pilots were the objects of hero-worship.

The public was described as “air-minded.” America's commitment to aviation is easy to see in the newspapers, magazines, books, and movies of the time. It even penetrated popular music — the 1930s tune “Flaming Ruth” by Billy Axt and David Mendoza, was really a tribute to Ruth Elder, a one-time actress who gained fleeting fame through an almost-successful flight across the Atlantic.

Through it had a powerful grip on Americans, “air-mindedness” was entirely vicarious. Ordinary people observed and admired pilots as superstars, but they did not actually participate in aviation themselves.



Handbill offering vicarious participation to the “air-minded” public, 1930. Courtesy of the Chicago Historical Society.



The wildly optimistic promise of commuting to work by light plane. Scale model of a proposed Los Angeles office building with a runway on the roof, c. 1939. No such structure was ever built. Photo courtesy of Joseph Corn.

A drive to make aviation practical. By the 1930s, a few innovative people saw potentials for aviation well beyond a spectator sport. All kinds of specialized uses for airplanes developed during this period: airmail, crop-dusting and pest control, emergency/aerial ambulance service, forest-fire patrol, executive transport, journalism and photography, map-making, and prospecting/natural resource exploration — to say nothing of military applications begun in World War I. Though these developments were generally very successful, they filled relatively small economic and public service niches. The vast

majority of the public were still involved in aviation only as enthusiastic observers.

Other innovative people, however, looked to practical applications of aviation that would require a real modification of the prevailing spectator mind-set. Some of these



Ad for Cessna 120/140 in Time magazine, 1947.
Courtesy of the Hartman Center, Duke University.

But individual aircraft ownership did not, so to speak, take off. There seem to be two reasons. First, only a small fraction of those who had participated in aviation during World War II remained interested in flying. While this surprised many at the time, in retrospect, it does not seem that difficult to understand. Being shot at day after day and seeing one's fellow pilots killed in action does not necessarily translate into a desire to go sport flying in a Cessna. Being packed into a C-54 transport with hundreds of other unwashed bodies, en route to hard fighting, does not necessarily create wild desires to be airborne again. In short, returning military personnel did not flock to their local neighborhood airports. The anticipated new war-experienced clientele turned out to be very small.

Second, while wartime technical advances did indeed improve aircraft, gains in manufacturing technology were greatly overestimated. Assembly-line methods appropriate to cheap mass production of automobiles, it was quickly discovered, were not so readily adaptable to aircraft. Aircraft manufacture is much more of a precision process; it depends much more on skilled and specialized labor. Post-war manufacture of airplanes therefore turned out to be much more expensive than had been anticipated and consequently the price charged for the new post-war fleet was vastly more than projected. Even if a big new clientele of air-minded participants had existed, they could not have afforded to buy airplanes.

Most of the thirteen post-war light plane manufacturers quickly went broke.

Unfortunately things have not changed that much since this era. Even now aviation has lots of passenger participants but relatively few pilot participants.

Dean

Members please make the system work better!

From time to time we send global e-mail messages. However, on each occasion several are returned because of incorrect addresses.

Make the system work better, and the life of your Membership Records Chairman a bit easier; let her know when you change your e-mail address! She will enter the new address in the CPA database.

If you have any questions, please contact Terry Barbo, Membership Records. 303 / 367-0670 or TBarbo@comcast.net



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KFC-200 Auto-Pilot, w/Alt. Hold All Coupled To Garmin 530,
KCS-55 HSI, KN-64 DME, WX-10 Stormscope,
64 Gallons Useable Fuel, Annual Inspection Due Dec. 2005,
IFR Certification Due Nov. 2006, ELT Due Nov. 2006,
Interior 8, Fabric in Gold & Tan Tweed, Exterior 10,
Adobe Orange & Brown. Engine - Lycoming, IO-360-A3B6D,
200 hp Fuel Injected. Additional Equip., SDI-Hoskins FT-100 Fuel Flow,
PMA 7000 M-S Audio Panel w/4 Place Intercom & 3 Light Marker Beacon,
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Loren French Master CFI by NAFI

G. Alexander “Sandy” Hill, Vice President, Dir. of Education NAFI

The National Association of Flight Instructors (NAFI) takes pride in announcing a significant aviation accomplishment on the part of Loren French, an independent Eagle-area flight instructor and a resident of Eagle, CO. Recently, Loren was designated a Master CFI (Certificated Flight Instructor) by NAFI, his professional aviation education association.

To help put this achievement in its proper perspective, there are approximately 87,000 CFIs in the United States. Fewer than 500 of them have achieved that distinction thus far. The last ten national Flight Instructors of the Year were Master CFIs while Loren is one of only 22 Colorado aviation educators to earn this prestigious “Master” title.

The Master Instructor designation is a national accreditation recognized by the FAA that is earned by candidates through a rigorous process of continuing education and peer review. Much like a flight instructor’s certificate, it must be renewed biennially. This process parallels the continuing education regimen used by other professionals to enhance their knowledge base while increasing their professionalism. Simply put, the Master Instructor designation is a means by which to identify those outstanding aviation educators, those

“Teachers of Flight,” who have demonstrated an ongoing commitment to excellence, professional growth, and service to the aviation community.

Earning this designation is tantamount to having the words *summa cum laude* emblazoned on an instructor’s certificate. These Masters truly represent the *crème de la crème* of our industry! To publicly recognize these individuals and their noteworthy accomplishments, NAFI will be hosting its “Meet the Masters” breakfasts, to which Loren will be invited, during EAA’s AirVenture in Oshkosh and Sun ‘n Fun in Lakeland. Any support that can be provided will be appreciated.

NAFI is dedicated to providing support and recognition for America’s aviation educators while helping them raise and maintain their level of professionalism. It is also committed to providing a safe and effective learning environment for student pilots. The Association was founded in 1967 and affiliated with EAA in 1995.

Please feel free to disseminate this information. Questions regarding the Master Instructor program may be directed to 303-485-8136 or Info@NAFIMasters.org or visit NAFI’s website at www.NAFI.net or Phone: 303-485-8136

Sandy

Welcome New Members

Private Memberships

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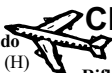
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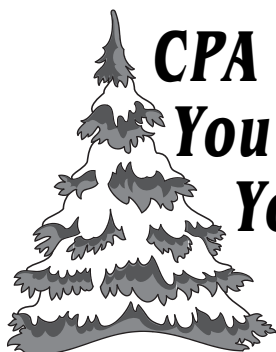
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