

CPA FLIGHT LINES

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Photo Courtesy of Peggy Long

Have you taken a WINGS course recently?
*A large group of CFIs and pilots facing check rides
listen to Drew Chitrea at a recent Wings seminar.*



www.ColoradoPilots.org

President's Message, by CPA President Bart Jones



Our CPA fly-in activities are off to a bumpy start. Because of erratic weather, we hold our breath

ground transportation. Then just click on the e-mail address of the sponsor to tell them you are coming. Now the sponsor has everyone's e-mail address and can easily communicate en-mass, easy for the sponsor, easy for us.

for those events we schedule early or late in the season, and so it was with our fly-in to Joe's. Now that the season is further along we hope that weather will not be such an issue.

Mary and I just signed up for the fly in to Sturgis. Until now I didn't have an opportunity to see how guns are made, so this will be new for me.

Signing up for these fly-ins is so easy and so quick. Our classy website is the place to do it. www.ColoradoPilots.org gets you there in a flash. Click on Events Calendar, click on Upcoming and you have the whole events calendar laid out for you with descriptions of the specific events. Click on the airport identifier and you will be lead to information about the field, FBOs, restaurants, lodging, and

The whole sign up process would only have taken a few minutes but I got side tracked, as usual, looking at all the other events. It looks like a terrific year with an interesting line-up of fly-ins.

My plane is ready to go, and so am I. I hope to see many of you this year.

Happy flying

Bart

"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

Kerrville Texas Fly-In ("Texas Hill Country")

by Dean Jaros



Mark Hopkins won the demonstration flight in the Screaming Eagle Mooney

On April 9, some 27 CPA members descended on Kerrville. It took some doing too, as weather on the Colorado end was a little iffy — some stations even reported snow. In Texas, winds were high and turbulence was widespread. At one point, Amarillo — right on our route of flight — was reporting 50 knots with gusts to 62. Blowing dust and smoke from grass fires reduced visibility in some areas.

Nonetheless, once we got there, everything was great. We toured the interesting town of Fredericksburg, rich in German immigrant heritage and the site of the Admiral Nimitz Museum of the Pacific War.

The featured event was a Saturday morning tour of the Mooney Airplane Company factory. Our special tour guide was Mooney CEO Gretchen Jahn. Gretchen and her husband Karl Sutterfield lived in Colorado for many years and are personal friends of many of us. In fact, even now they keep up their

CPA membership. So the tour was not only a lesson in how the new Mooneys go together but an opportunity for sharing memories as well.

Gretchen very generously offered a special prize to one of our members. One person, whose name was drawn from a hat, was given a full

demonstration flight in a new Mooney "Screaming Eagle." Mark Hopkins was the lucky one. He got the full test treatment including an engine shut down/restart in flight. Mark, a Cessna pilot, enjoyed it tremendously. I wonder if he is thinking about buying a new Mooney.

Even more generously, Gretchen and Karl offered their house as the site for our Saturday afternoon happy-hour and in response we invited them to dinner as our guests. Mark similarly hosted his test pilot for dinner.

Some of us completed our outing with a kayak trip down the beautiful Guadalupe River while others took in some really amazing shops — including the headquarters of famous James Avery Jewelers.

The good memories of the trip were reinforced by excellent Sunday weather for our flights home. *Dean*

From Sun -n- Fun to No Fun at All

Concerning Learning by Wayne Munson as told to Dean Jaros
© Dean Jaros

In 2003, my friend Robert and I decided to go to Florida for the huge “Sun -n- Fun” fly-in. We looked forward not only to the event itself but also the joy of flying his nearly new Cirrus SR 20. It had only 120 hours on the tach. We planned a fairly direct route — Erie to Wichita to Little Rock to Destin to Lakeland. Eventually we flew to Tampa where we were staying.

Both of us were instrument rated and current, but we realized that such a long trip required special planning. As is the case with many Coloradoans, all of our previous instrument flying had involved, on any given trip, only one weather system. A typical flight would have been from Denver to Omaha. We just had not had the common eastern experience of fighting a series of bad weather systems strung together, end to end, for a thousand miles or more.

In order to avoid hasty, on the spot, go or no-go decisions, we agreed in advance on a number of our own personal rules. This was not all that difficult, as we both had similar comfort levels regarding most weather conditions. For example, we determined that we would never take off if the ceiling was less than 1,000 ft. We also went over basic emergency procedures to make sure

that we would be on the same page if anything went wrong.

The out-bound flight was enjoyably uneventful. Inevitably for such a route, we did encounter IMC, but nothing so bad as to challenge our personal minimums. Sun -n- Fun, as always, was a delight.

We had planned to depart Tampa for the return trip early on a Monday morning. But weather over the Florida gulf coast and especially in the pan handle was pretty bad. Nowhere on our route was the ceiling over 1,000 ft. So, following our own personal rules, we delayed a day. Tuesday started out dreary and overcast, but it steadily improved and we launched at around 10 AM. We were confident that both the airplane and our abilities as pilots were more than adequate to any weather we were likely to encounter.

Robert flew the first leg. A couple of hours into the flight we were on top at 6,000 ft. west of Tallahassee en route to Pensacola. We continually checked the weather enroute, and Pensacola AWOS confirmed what we already knew. Visibility was good at the surface with 2,000 ft. of clear air under the clouds.

But how quickly things can change! In a surprised voice, Robert said, “Looks like oil pressure is in the yellow.” How could this be? The Cirrus was new, in absolutely great condition. But we quickly recovered from our shock and fell back on our previously agreed emergency procedure. We called center, explained that we wanted to divert to Tallahassee due to low oil pressure.

Robert removed the cover to the ballistic parachute deployment lever. But he was far from a panic and so there was no premature deployment of our ultimate safety device.

Center soon passed us off to Tallahassee approach. Though we did not declare an emergency, we were pretty insistent on a landing as soon as possible. Approach advised they would vector us to the runway 18 ILS. The terrain to the north of the airport was mostly swamp interspersed with a few shallow estuaries. Robert, anticipating possible engine failure, did not like the idea of venturing out over that country. If we had a forced landing there, we could quite literally be up to our pelvic regions in alligators!

We knew from our wonderful flat-panel display that we were due west of the airport, so we asked approach if we could do a straight-in to runway 9. It had no ILS, but again we knew that we would break out

well above any terrain. Approach knew we had low oil pressure and gave us priority handling. Then we heard, “All aircraft on Tallahassee approach frequencies, please stand by. There is an aircraft in difficulty!” We looked at each other. I remember saying, “They must be talking about us.”

A new voice came on the frequency. “Cirrus 75ET, you guys know about ASR approaches?”

“Affirmative.”

“Then you are cleared for the runway 9 approach, I’ll call your turns and altitudes.”

And he did. Going through the cloud deck was easy. We broke out 1,600 ft AGL. Then we saw, poised expectantly next to the runway, a welcoming committee: it seemed like every piece of emergency equipment that the city and county owned was on hand. Since we landed with the engine still turning, all this seemed like overkill. As we taxied off the runway, we certainly breathed a sigh of relief and we could feel our heart rates returning to normal. “Just like we practiced, wasn’t it Robert,” I said in a slightly strained voice. “Just like we practiced,” he replied, perhaps just a little shakily.

Sun -n- Fun continued from page 5

Tallahassee has a Cirrus service center and we had a tug pull us over to their hangar. We opened the cowlings expecting to see a flood of oil over everything, but it was perfectly clean. The belly of the airplane was another matter. There was a wide streak of oil from the firewall to the tail marking the path of our vanishing oil.

It turns out that a crankshaft oil seal, brand new though it was, had failed. This in turn allowed a lot of pressure to build in the crankcase, forcing oil out the breather tube. There was no damage to the engine — thanks to the two cups of oil that remained when we shut down. Two cups! We had not escaped by much. Now we were really glad for all that emergency equipment.

The remainder of the story is actually happy. We bought airline tickets home. Cirrus quickly repaired the plane, took it to their headquarters in Duluth for complete inspection, and delivered it to Robert at Erie.

I have reflected on this adventure many times. Clearly, we did most things right. Basically, we had a plan that included weather,

maintained situational awareness, good CRM, and possible emergencies. Perhaps the biggest lesson of all this is, “Have a good plan and stick to it.” This is only common sense, something all pilots should have. Common sense should also tell us that even virtually brand new aircraft or equipment can fail!

Probably, we should immediately have declared an emergency. We did not want to cause a lot of hassle for a situation that might end with no real problems. On the other hand, Tallahassee approach was superbly ready for an emergency. An early, clear message from us might have let them get started a little sooner on doing their job.

Finally, this episode reinforced my belief that one should always be aware of the terrain below the flight-path. Also, against the possibility that an emergency could arise, I like to use airports as cross-country way-points. If I should have to make an off-airport landing, I want to know what I am likely to find when I get down. But if I always know where an airport is, I can minimize the odds of that ugly outcome.

Dean

Salida/Chaffee County Airport Board Appoints Previous CPA President to Board, She is also elected as Chairman

Harriet Alexander Field a Gateway to Recreation!

Patti Arthur, CPA President in 1996, was appointed in March of this year to the Salida/Chaffee County Airport Board by the Board of County Commissioners and was subsequently elected to serve as Chairman.

Patti is an airline pilot for US Airways Express/Air Wisconsin and an aviation attorney. She and her husband Steve with Labrador Retriever Autumn, moved to Salida this year to finally realize their dream of living in the mountains.

Patti's main goals during her board tenure are to create community support and recognition for the airport, encourage new tenants and businesses to locate there and develop programs that introduce school-age children to aviation through field trips and Fantasy of Flight visits.

She also hopes to entice more pilots to come to Salida for the \$100 hamburger. Pilots can explore the extraordinary recreation the area offers, experience the numerous art galleries, local events and superb cultural activities in Chaffee County.

“The Salida Airport (Harriet Alexander Field) is a gateway to

recreation in Colorado. The airport provides a fabulous long runway, a new \$34,000, self-updating Super Unicom, AWOS and a GPS approach that will be commissioned by the FAA and operational in the next few months. Patti is looking forward to working with CPA Area Representative Bill Reeves and the Board to bring more pilots into Chaffee County for day-trips, overnights and extended vacations.

Harriet Alexander Field (formerly 0V2, now ANK) is 7458' in elevation. The asphalt runway 6-24 is 7350' long and 75' wide. Coordinates are: N38-32.35 & W106-02.75. The airport has three courtesy cars, and tie downs are \$3.00/day.

The city of Salida and Chaffee County offer numerous opportunities for fun, and is a great place to visit. The Arkansas River is famous worldwide for rafting, kayaking and fly-fishing, runs right through downtown. The annual FIBArk festival, a renowned boating event, draws thousands of visitors from all over the country. This year, it will be held June 15-18. The Salida Steam Plant Theater hosts excellent plays and provides award-winning musical talent. Every June, the city

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hosts Salida ArtWalk, where the local galleries open their doors to visitors. Exhibitors of all sorts display their art on the town sidewalks (June 23-25). This year, the County is hosting a variety of events to honor Zebulon Pike.

Chaffee County is also home to its own winery: Mountain Spirit. Recently, one of their wines was selected by an exclusive Washington D.C. restaurant to represent Colorado on their “Best Of” regional list.

It is hard to find a better place to fly to for a day or a week. Within a short driving distance is some of the best mountain biking in the west. The Monarch Crest, arguably the best single-track mountain bike trail in the US, is 15 minutes from the airport. “The hiking is outstanding, since most of the western part of the county is full of 14’ers; two of which can be hiked in one day: Mt. Shavano and Tabaguache. Monarch Mountain Ski Area, 15 minutes from the airport, boasted its best season ever this past year. Over the next year the ski area will be expanding and adding more lifts.

Within 5 minutes driving distance from the airport are numerous motels, restaurants and bars, art galleries, shops and the golf course.

“This place is a little gem (literally, as Mt. Antero, a local 14’er, is the highest gem field in the United States and is full of raw aquamarine, the state gemstone). The Chaffee County airport is a gateway to all the recreation you could want. With the three courtesy cars, it’s easy to get around. For longer stays, some of the local hotels will arrange transportation.

“I’m more than flattered the Commissioners appointed me to this position. I certainly hope I do a good job. However, I’ll need the expert assistance of Bill Reeves, our CPA Area Rep. Bill welcomed me to his hangar, gave me a full history of the airport, explained the new weather systems (which he was instrumental in acquiring for us), and has made himself available for projects. Sometimes, it’s hard to find volunteers, but Bill is right there. He sat on this Board in the past and is a great help.” Patti said.

Some links to area information:

www.headwatersofadventure.com
www.salidachamber.org
www.chaffeecounty.org
<http://www.aopa.org/members/airports/detail.cfm?airportid=10788>
http://www.faa.gov/airports_airtraffic/airports/regional_guidance/northwest_mountain/

Quick Getaway to Big Bend National Park, *By Mary Jones*



Big Bend National Park and the Rio Grande River

We needed a “heat” fix - a blast of warm air, hopefully green plants, and some running water. So we flew our Cessna 170B to Terlingua Ranch Lodge in mid-March. It is as close to the park as we could fly. The ranch is nestled at the base of the Christmas Mountains in the heart of the Big Bend National Park in Texas.

Big Bend National Park is located in the South Western portion of Texas, and the southern portion of the park is separated by the Rio Grande River; Texas on one side, Mexico on the other side of the river. The big attraction of this park is the vast contrasts of landscape, wonderful hikes and trails, warm in day, cool at night. Six different nations claimed this area. The Indians and Spaniards left their marks.

Most of the park is an ancient volcanic center, where you can see

“intrusives, extrusives, dikes and sills” – lava flows and evidence of extreme volcanic activity centuries ago. There are exotic plants that go from the extreme of dense bamboo and cane jungle growth by the riverside, to giant cactus and bromeliads that we just don’t see here. It also seems to be undiscovered by the masses (unless you make the mistake of going there on a national holiday such as spring break – Christmas, and especially New Year’s Eve!)

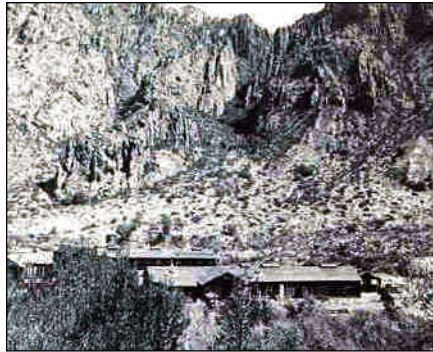
We had studied the map carefully, and knew that Terlingua Ranch was about a 25-mile drive from the park, and that we would have to rent a vehicle. For us no problem, we rented a jeep for the time we would be there.

We also hoped to do a canoe trip on the Rio Grande, but there had been

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Big Bend NP continued from page 9

no rains that year, and settled for a few of the many hikes, and guided walks that were available in that particular area of the park. I say it that way, as this park is HUGE. We only had 4 days, and decided rather than trying to rush from one place to another, we would stay in one main area, and see as much of it as possible.



CCC Camp



Mariscal Mine

star fields in the sky that seemed so close we ought to have been able to touch them. After dinner at the restaurant on Friday and Sat evenings there is live entertainment, and people come from all around to dance, drink, and party. We were right there with them!

If you go:

The Klingmullers had been there before, and told us about this trip – and people say that it takes a month to even begin to do it justice. Klingmullers rented a car at Ft. Stockton, in TX, and drove from there to the park. There are no other car rental places closer to the park. For short trips there, you probably would not need a jeep for off-road touring; rental cars would easily suffice. We had no choice; jeeps were the only vehicle available from a rental company close to the ranch.

Evenings there at our campsite (yeah, we camped out by the airport trying out a new tent) were incredible with

Chisos Basin Lodge is a park lodge with good food, basic accommodations, and in the middle of hiking areas. They also have a small general store for simple camp or picnic type of foods you can purchase. Reservations are a must and there are no landing strips nearby. (432-477-2291)

Terlingua Ranch Lodge is a rustic ranch that some pilots fly to and spend their entire time right there. Their office is closed on Tues and Wed; and the restaurant is closed Mon through Wed; but there are other cafes or restaurants on the way to the park.

They have a main dining facility – restaurant), several rental cabins, a central office, and a large bathhouse for campers with hot & cold water; bring your own towels, for those who choose to camp instead of renting one of the little cabins. (The campgrounds are gravel; water is available.) We brought our own food, didn't need to do that. It was more fun to join the folks at the Bad Rabbit Café – hrs 7:00 am to 9:00 pm. All this is within a good walk of the landing strip; but when you arrive in your plane, there will be a truck there to pick you up and take you to the main office, and accommodations of your choice.

Rooms go from \$151 to \$473 per night if you have a larger cabin. Camping is \$10 per person each night. There is an outdoor swim pool, 2 large rock patios for dancing and picnics, and of course, their private landing strip for those who fly in. (No fuel, but also no landing fees, and that free transportation to and from the strip). They are in the process of buying jeeps to rent, check it out.

Phone (432)371-2411 ext. 6 email: terlinguaranch@overland.net.

River trips:

Big Bend River Tours – near Study Butte, (800) 545-4240
Desert Sports - Canoe rental is \$40 a day (888) 989-6900
Rio Grand Adventures - (used to rent jeeps) Rent 4-wheelers now.
Horseback Riding – Big Bend Stables (800)887-4331 near Study Butte, not far from park entrance on WESTERN side of park.

More info on Big Bend National Park, it is a MUST read before you go – they have a great web site: nps.gov/bibe

Flying there:

Terlingua Ranch (1E2). The strip altitude is 3769. Coordinates: 29 27.01N and 103 23.91W, this is a private landing strip for ranch guests. The runway 2-20 has a good downhill slope. It is hard packed gravel, 4700 X 80 long. No services, and bring your own tie downs. The strip is located about 1/2-mile from the ranch. It is located to the NW of Big Bend Park, and beautiful mountains surround the area. Call before coming in. (432) 371-2411

Mary



Drew Chithea, an FAA Designated Pilot Examiner describes the rules of check rides.

Did you know, you can interrupt an FAA check ride at any time during the event and still get credit for everything successfully completed up to that point?

Did you know, you may continue the check ride at a later date after you have discontinued it and not have to pay for another check ride?

Did you know, you that the examiner must tell you if you failed an element of the check ride immediately without waiting until you get back on the ground?

Did you know, the FAA examiner is under orders to avoid trick questions and maintain a calm environment?

These little jewels of knowledge and more were presented recently at Metro State College in Denver by Drew Chithea, a Denver area FAA Designated Pilot Examiner (DPE) and Master Flight Instructor. A two-hour talk to a packed

Did You Know?

by Peggy Long

classroom covered what a checkride should and should not be. Drew provided “chapter and verse” from the FAR’s and the Examiners’ Handbook as to what the regulations dictate to the examiner regarding what his obligations and responsibilities are. This was very timely and informative for the many student pilots and others present who were contemplating a checkride in the near future.

Drew carefully explained that the examiner is considered a “JAFO”. Politely rephrased, it means “Just A Fine Observer”. As an observer, the examiner is ordered NOT to give advice or assistance to the applicant. For example the examiner cannot help the applicant with radio frequencies, course headings, ATIS name, and so forth. He can hold your chart and pencils but that is just about all the help he can provide. The purpose of the flight test as mentioned in the Practical Test Standards (PTS) is to observe and determine that the applicant can accomplish the tasks of the Pilot-in-Command as a single pilot operator.

There are some exceptions, although very limited; for example, if the applicant is using a ‘view-limiting device’ (hood) it is the responsibility of the examiner to manage traffic separation. Keep in mind the examiner is sitting next to

you and will get to the crash site the same time you will, so he has a vested interest in your mutual safety.

An example of a very smart move on the part of a knowledgeable applicant who discontinued a checkride involved restarting a “failed” engine for a multi-engine rating. This particular airplane has the starter and the primer on the pilot’s left and the mixture/throttle on the right. To start the engine with your left hand you need dexterity and a cooperative engine. On this particular day the engine was reluctant. The applicant needed an extra pair of hands to maintain directional control while he coaxed the engine to restart. Knowing that the examiner cannot assist during the checkride and that the balky

engine would soon have them at too low an altitude for safe operations, the applicant discontinued the checkride and told the examiner to maintain directional control while the applicant restarted the engine, very smart move. The next day the checkride resumed and was completed successfully. This also gave evidence to the examiner of good Pilot-in-Command judgment and decision-making skills of the applicant, some things which are mentioned in the PTS under the section “Special Emphasis Items”.

Another item of note was the carriage of passengers during a checkride: Did you know that if you are studying for a similar certificate or rating and both the examiner and the applicant agree,



Drew Chithea discusses check ride requirements with a soon to be CFI.

Did You Know continued from page 13

you can ride along and watch? The examiner usually doesn't care, but the applicant might; be sure to ask well ahead of time! As with anything, there are some people who are allowed to ride along and some who are not. The general rule is anyone with a purpose can, while 'looky-loos', spouses and friends cannot.

Another item was that the examiner is under orders to accomplish the ground (or 'Oral') portion first. Even if weather is forecast to move in later in the day, the flight portion MUST occur second to the oral. Yes, in the old days it used to be allowed, not anymore.

The last and most looked-forward-to portion of Chitica's talk was the busting of checkrides. He gave a number of specific examples (the names were changed to protect the guilty) but it really comes down to a general thought: If you see a

deteriorating situation, do everything you know how to do – and staying within the airplanes' limitations – to recover the situation. The PTS says unacceptable performance is "...consistently exceeding the PTS tolerances AND failure to make prompt corrective action." The examiner is not looking for you being 20 feet low so he can bust you and go home, he's looking for you exercising good PIC skills and doing everything you can possibly do to retrieve the situation and recover. If you don't, that's a bust. If you do, he'll allow the checkride to proceed.

Keep in mind the examiner doesn't like to fail checkrides if for no other reason than the paperwork involved. The examiner is a pilot too, and an instructor; he comes geared for success. And nothing gives him more pleasure, and the applicant too for that matter, when he can say "Congratulations, you pass."

Peggy

May 2006 Factoid Question:

Turboprop-powered aircraft have played — and are still playing — important military roles. One has only to think of the venerable C-130 Hercules transport in continuous production since 1955 with a new variant appearing every few years. Similarly, the Beech T-34C US Navy trainer, first produced in 1978, was a long-time workhorse. The new Raytheon T-6 trainer insures that turboprops will continue in both USAF and Navy service for the foreseeable future.

In contrast, turboprops have rarely been used in combat aircraft. While reliable turboprop engines have been available for sixty years, fighters and bombers in general evolved directly from those powered by the most modern piston engines to pure jets.

There have been, however, some exceptions. In what roles have turboprop combat planes been successful? In which have they been tried without positive results?

To find the answer see page 18.

Fly-in August 5 - 6, Niobrara River Ranch

by Kathleen Bennett

The Niobrara River, meandering through northern Nebraska, is one of America's most popular and scenic riverways. During summer months, both tubing and canoeing these beautiful riverways are spectacular. Once on the river, you'll pass through towering canyons, amidst lush vegetation, inhabited with many species of birds and animals.

The CPA Flyin to Valentine NE (VTN) is scheduled for August 5 and 6 (Saturday and Sunday). We're lucky to have two cabins booked at the historic Niobrara River Ranch. These cabins will sleep 24. Participants can choose to sleep in a cabin bed or to bring their own tent camping gear.

Pilots and guests will meet at the Valentine NE airport no later than 9:30 a.m. Saturday, August 5. From there, we'll be shuttled to the canoe drop. Two persons per canoe for the 4-6 hour canoe trip. Lunch will be provided along the river banks. Tubing is also possible; however, remember that tubing takes about 50% longer than canoeing, so anyone tubing might see less of the river.

The ranch cabins have kitchens, baths with hot showers, and porches where the traditional CPA-flyin cocktail hour will take place Saturday evening. Afterwards, we'll

go to the banks of the Niobrara River where the grills will be cooking up a fabulous steak and chicken barbeque dinner. BYOB, and bring your guitars, banjos, and voices for the sing-along following.

Sunday morn, August 6, for those needing to return to the Valentine NE airport, a shuttle will be provided. Have more time? Stick around for more canoeing, horseback riding, fishing, or a stroll on one of the many wilderness trails on your own.

Earlybirds wanting to arrive Friday, August 4, to explore more of the area are welcome to make their own reservations at a local motel such as the Comfort Inn (tel 800 478 3307) or America's Best Value (tel 866 976 1250), or camp free at the Valentine City Park. Cars can be rented from Tehrani Motors (402 376-1661).

Register early to secure your place on this unique and picturesque trip. Cost is \$85 per person (subtract \$25 per person if not canoeing/tubing). Contact Kathleen Bennett 970 586 5629; cell 970 581 0156.

Google "Niobrara River Ranch" online to see more details about this spectacular area. Canoeing, tubing, fishing, hiking, horseback riding or just relaxing are readily available options.

Kathleen

TSA Warns Pilots to be Vigilant, Threats Posted on Extremist Web Site

by Bill Linenberger

The Transportation Safety Administration is alerting all pilots to be aware of suspicious activity around their airplanes and at airports after the discovery of a message on an extremist Muslim Web site. The message, posted in Arabic on April 13, urged all Muslims' to destroy American jets and light aircraft, citing specifically Gulfstream and Lear business jets, Reuters reported. The message in Arabic also listed the tail number of

a plane believed to be used by the CIA to transport prisoners, and it told readers how to identify U.S.-registered aircraft. The TSA did not indicate that any specific threats or planned attacks had been intercepted but stressed that pilots should be on guard for anything unusual.

(http://today.reuters.com/news/articlenews.aspx?type=domesticNews&storyid=2006-04-21T153811Z_01_N21230252_RTRUKOC_0_US-SECURITY-AIRPLANES.xml)

Bill

Advertisement Rates

CPA Flight Lines

Rates approved by the executive board of the
Colorado Pilots Association as of 1/13/05

1/4 Page Ad\$30
(or Business Card Size)

1/2 Page\$60

Full Page\$120

Send payment to CPA, Inc.,
P.O. Box 20091, Denver, CO 80220
Send artwork to Beverly and Carl Boecher,
Editors of CPA Flight Lines, N34552@wispertel.net

Fly Mart



For Sale 1980 Cessna 172N

Dual Nav/Comms including King KLX-135A VFR GPS with moving map, Loc/GS, ADF, MB, and 4 place intercom. 160HP Lycoming engine with 2434 hours since factory overhaul. Compressions 78/74/76/78 - runs solid. Airframe has 4554 total hours. Blue/white exterior is a '9' and blue interior is an '8' on a scale of '10'. Asking \$49,900. **Must sell because 3V5 airport is closing.** Contact Mike or Maria Myshatyn at (970) 219-1560

For Sale 1980 Hawk XPII

N7588S, 210 HP, 3240 TTSN, 1475 SMOH (KB=2000 TBO), 402 SPOH, Horton STOL, KLN90B GPS IFR Tracking Needle, KN-64 DME (directly switchable between both navs), Leather Seats, Camera Port, Rosen, Annual 11/05, No Trainer, Hangered at FTG \$75,000 firm, George Mercer, (303) 985-1107

For Rent

"T- Hangar for rent at Front Range.
Give Lothar Klingmuller a call at (303) 922-2329"



Fly Mart is a free service provided only for CPA members. If you have a personal AVIATION related item to list, please submit the ad to the *Flight Lines* editors: Beverly or Carl Boecher, via email to N34552@wispertel.net. Deadline is the 15th of each month, to appear in the following month. Your ad will run only once unless you contact an editor prior to the 15th of the following month and request the ad to to run again.

May 2006 Factoid Answer:

The US experience with turboprop fighters has been bizarre to say the least. In the waning months of World War II, there were attempts to mate new, jet engines with still potent piston engine technology. The result was a “mixed power” aircraft, sporting nose-mounted radial or in-line engines with a tail-mounted jet. Although the Navy Ryan FR-1 actually entered production, mixed power was in general a failure. An attempt to salvage the mixed power idea involved replacing the piston engine with a more powerful turboprop. The navy Ryan XF2R of 1946 was but a re-engined FR-1. It did not perform any better and only two test-bed copies were produced. As early as 1945, Convair similarly grafted a turboprop into the nose of the USAF mixed power XF-81. Performance was again disappointing and the only two XF-81s ended their careers as bombing range targets.

In the 1950s, American strategists proposed operating combat aircraft from out-of-the-way, well-camouflaged airports or from small, inconspicuous ships. If bases were hard to find, they might escape enemy attention. A number of techniques were tried, including RATO launches of conventional jet fighters directly from their hangars. This idea, though now more of a tactical one, survives in jump-jet technology.



Douglas A2D attack aircraft. US Navy photo.

Vertical take-off and landing fighters were another approach to this goal. Two 1954 Navy designs employed turboprops with huge, helicopter-like blades. They were to sit vertically on their tails, take off straight up, transition to horizontal flight, and land after returning to a vertical hover. The Lockheed XFV, fitted with a conventional test landing gear, managed to fly horizontally, but never took off or landed vertically. The Convair XFY, a delta wing design, achieved vertical take-off and landing, but only very clumsily. The seat had to be rotated so that the pilot could see the ground or deck while in hover. A signal officer on an elaborate scaffold also proved to be necessary. If these difficulties were not enough, the performance of the XFV and XFY was radically inferior



*Convair XFY-1,
vertical take-off fighter;
US Navy photo*

to any likely pure jet adversaries of the day. Fortunately, these projects were soon abandoned.

The only turboprop fighter to enter production was the British Westland Wyvern of which there were 127 copies. Basically an attempt to squeeze more performance out of the standard late 1940s piston engine fighter configuration, the Wyvern looked like a Hawker Sea Fury on steroids. Though of marginal performance, it was deployed on at least two RN carriers. Indeed, it saw combat in the 1956 Suez crisis — exactly what the Wyvern accomplished here is not clear, but two were lost.

Piston engine attack planes — the Douglas AD Skyraider of Korean War fame being a prime example — lasted longer than piston fighters. In 1950 the Navy needed a more powerful attack plane. The response to this need was the turboprop A2D Skyshark. It was of conventional tail-dragger design. Though a production order was hastily issued, initial performance was extremely disappointing. Production was halted after ten copies, and many of that small number were scrapped before they could leave the ground. The reluctance to go to pure jets afflicted the Navy for a long time.

The only successful turboprop attack plane was the British Fairey Gannett. This anti-submarine craft served “solidly but not spectacularly” on various RN carriers from 1949 to 1967. It was a very large single engine craft and it required an unusual double folding wing to fit on shipboard.

Turboprops can extract considerably more duration from a given quantity of fuel than can jets. This suggests some potential for the turboprop long-range bomber. Indeed, there are two conspicuous success stories. One is the Navy P-3 Orion patrol bomber which began its operational career in 1969. Based on the Lockheed Electra transport, this craft proved ideal for submarine tracking and other patrol duties



Lockheed P-3 patrol bomber. Photo courtesy of Aerofiles.

requiring a long time aloft. Some 647 were produced in the US through 1990. At least 100 more were built under license in Japan.

Perhaps the most interesting turboprop warplane is the Russian TU-95 "Bear." This is a long-range heavy strategic bomber. First shown in 1956, the TU-95 has turned out to be the Russian B-52 — it just keeps on going.



Tupolev Tu-95 long range strategic bomber, escorted by MiG-17 fighters. USSR Airforce photo

The fuel economy of the turboprop was a major design consideration. Jet bombers of the era could achieve intercontinental range only with air-to-air refueling. While tankers were readily available to gas-up USAF bombers, there was no Russian equivalent. So speed was sacrificed, though as it turns out only slightly, for unrefueled range. The TU-95 is regarded as a very successful design, the only swept-wing turboprop ever to enter production. It figured strongly in US defensive strategies for decades. TU-95s are still in service with the air forces of Russia, the Ukraine, and India.

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