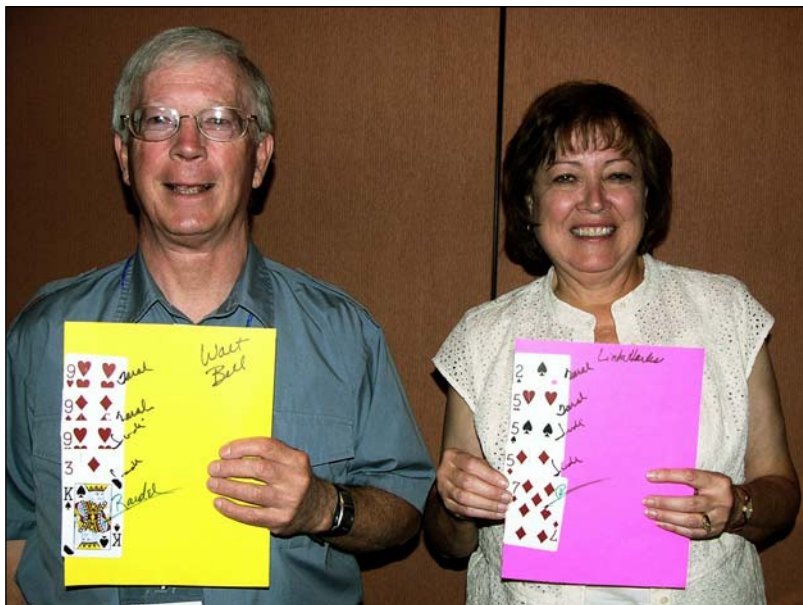


August 2006



Two CPA members won the Poker Run with the cash prizes.

*These smiles tell of another successful year,
the 30th Jackpot Air Classic Competition*

Aircraft Speed, Fuel Consumption, Trip Time Estimate
All participants received an awarded or prize, even passengers,
and the fabulous awards banquet was included in the entry fee.

See article beginning on page 3



www.ColoradoPilots.org

President's Message

by CPA President Bart Jones



You know summertime has arrived when you participate in the Air Classic, a/k/a the

Jackpot Air Race. This year was the 30th annual running of the event and what an outstanding event it was. Early morning monsoon moisture added a challenge to the first leg into Rock Springs. With lowering clouds in the mountains, Mary and I followed many others north through Laramie and followed I-80 in light rain. Somewhere after Rawlins the weather turned beautiful, and stayed that way. For a change, we were not the last ones to arrive at Jackpot, we enjoyed the ramp party and visiting with old friends, along with meeting new ones. I was delighted to see about a third of the participants were first

timers. They all seemed to be having a good time too. The awards banquet was terrific, and we capped off the evening with some gambling, and the Kingston Trio show. What a great day!

I particularly enjoy this event because the contests require you to sharpen your flight planning skills. It doesn't matter that my little 170 is no match for the speed of the big iron because I am racing against my handicap speed, not theirs. Plus the other two events, matching my enroute time and fuel burn, to my estimates. Winning these rely solely on the accuracy of my planning, and a little luck. I say all this in the hopes of encouraging some of you with modestly performing planes like mine to join us next year. You too can be competitive.

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

30th Jackpot Air Classic Results

First, Second, and Third Prizes



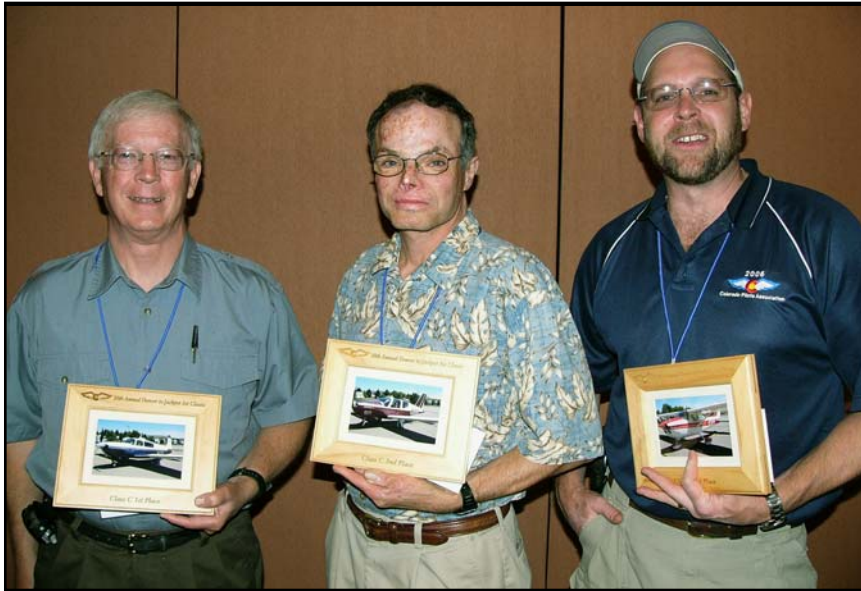
Aircraft Speed Class "A" Aircraft with fixed gear and normally aspirated engines.
1st James Hollis, 2nd Bill Totten, and 3rd Carl Boecher



Aircraft Speed Class "B" Aircraft with retractable gear and normally aspirated engines.
Winners: 1st Dana Haglin, 2nd Vern Randel, 3rd Robert Venohr

30th Jackpot Air Classic Results

First, Second, and Third Prizes



*Aircraft Speed Class "C" Aircraft with turbo-charged or turbine engines.
Winners: 1st Walt Bell, 2nd Chris Verbil, 3rd Ernie Smith*



*Fuel Usage Estimate Competition between all participating aircraft
Winners: 1st Dana Haglin, 2nd Bart Jones, 3rd Gary Miller*

30th Jackpot Air Classic Results

	CAT	Pilot	Make	Year / Type	N#	H'CAP Speed	Total Time	Avg Speed	% of H'CAP
1	A	Jim Hollis	Cessna	1960 C-182	N182JV	133	3:28:57	133.81	100.61%
2	A	Bill Totten	Cessna	1962 C-182E	N9247X	133	3:42:15	125.8	94.59%
3	A	Carl Boecher	Cessna	1973 C-177B	N34552	120	4:07:04	113.17	94.31%
4	A	Mike Craven	Cessna	2004 C-182T	N2700A	144	3:27:55	134.48	93.39%
5	A	Gary Miller	Cessna	1979 C-180K	N2872K	145	3:27:15	134.91	93.04%
6	A	Ed Huber	Cessna	1974 C-185F	N104BW	143	3:40:03	127.06	88.85%
7	A	Don Fredrickson	Cessna	1975 C-182P	N4706K	135	3:57:34	117.69	87.18%
8	A	Bart Jones	Cessna	1954 C-170B	N3566C	125	4:22:57	106.33	85.06%
9	A	Frank Niehus	Cessna	1972 C-182 P-300	N20769	137	4:00:05	116.46	85.01%
1	B	Dana Haglin,	Cessna	1964 C-210D	N3731Y	162	2:56:43	158.22	97.66%
2	B	Randel, Vern	Beech	1972 BE-V35B	N755T	171	2:54:13	160.49	93.85%
3	B	Vehnor, Bob	Beech	1977 BE-V35B	N17650	175	2:55:14	159.56	91.17%
4	B	Roberts, Tim	Beech	1980 BE-V35B	N6688U	176	2:56:51	158.1	89.83%
5	B	Hauzer, Alex	Piper	1977 PA28 R-201	N38200	145	3:46:18	123.55	85.21%
1	C	Bell, Walt	Mooney	1999 M20M	N63FM	177	2:41:28	173.16	97.83%
2	C	Verbil, Chris	Socata	1986 TB21	N20GF	159	3:01:41	153.89	96.79%
3	C	Smith, Ernie	Cessna	1977 C-182Q	N759FE	140	3:26:30	135.39	96.71%
4	C	Burke, Dave	Mooney	1980 M20K	N231WB	172	2:48:31	165.92	96.46%
5	C	Dunning, Dan	Cessna	1967 T-210G	N6863R	164	3:17:25	141.63	86.36%
6	C	Duncan, Rob	Cessna	1967 C-185	N185RA	150	3:35:57	129.47	86.32%

30th Jackpot Air Classic Results Continued

Fuel Estimate Results						Estimate	Total Purchased	Difference
1	B	Haglin, Dana	Cessna	1964 C-210D	N3731Y	64.7	64.232	0.468
2	A	Bart Jones	Cessna	1954 C-170B	N3566C	40	39.061	0.939
3	A	Gary Miller	Cessna	1979 C-180K	N2872K	51.2	50.033	1.167
Time Estimate Results - Jeffco to Rock Springs						Time Est	Act Time	Time Dif
1	B	Randel, Vern	Beech	1972 BE-V35B	N755T	1:25:26	1:25:48	:22
Time Estimate Results - Rock Springs to Jackpot						Time Est	Act Time	Time Dif
1	C	Burke, Dave	Mooney	1980 M20K	N231WB	1:24:31	1:25:30	:59

Completion of the 30th Air Classic Plan on Participating in the 31st Classic

by Judi Haglin

Early Saturday morning everyone met at Jeffco to register, received their pilot pack, ate a little continental breakfast, listened to the pilot and weather briefing while keeping one eye out at Corona Pass. We started out with 30 planes and 20 landed at Jackpot. Several pilots decided to not go due to weather, several others turned back around when they realized getting back on Sunday was going to be very difficult. One plane lost a nose wheel while lining-up to take-off.

It was a great event to mark the 30th classic. Everyone participated in the ramp party with great food and drink. Unbelievable food from munchies to salmon to veggie pizza.

The dinner banquet was fantastic. Everyone got to tell their story, their route, the iffy weather, and how beautiful the weather was once past Laramie.

Many new pilots attended this year along with several experienced flyers. Sponsors and CPA members donate prizes and helped to make this event a great success. Special thanks to all our sponsors and those who helped put this event together.

We are looking forward to beginning the planning for our 31st classic. There is room for more planes on the ground in Jackpot, so plan to participate next year.

Judi

Heard Along the Flight-Line, By Walt Barbo

It has been some time since I wrote one of these columns, and I don't have much of an excuse for not doing so other than I fell victim to the same ailment as other retired people. There is simply not enough time to fit in all the things in life one wants to do. I also never learned the art of saying NO! Not saying no can really consume one's time. But there are some events taking place on the Colorado aviation scene worth noting, so I trust readers of FLIGHT LINES won't mind my observations on a few.

A priceless find when cleaning my computer of unused web bookmarks. Before removing bookmarks, I typically take time to see if the sites are still active, or if they are of continued interest to me. I was about to do so with <http://search.msn.com/> when on a lark, I entered my name and asked for a search. While scrolling through the 5,199 entries with my name (*very few were actually me*), I ran across one that really caught my attention. My name was listed in the aircraft accident reports of *Aviation Archaeology Investigation and Research...* connected to a Bell P-39Q Aircobra that I parachuted from after an engine failure on July 16, 1944. This find brought back a lot of memories. I didn't think much about the incident at the time, but I am curious now as to how it was reported. According to AAIR, the report consists of 20 pages, I ordered a copy, and I may share it.

Another interesting year with the Denver-to-Jackpot Air Race.

After weeks and months of great flying weather, wouldn't you know the day of the event would see the start of our Monsoon Season with a wet flow from the southwest that would ground 10 of the 30 aircraft scheduled to participate. I suspect that many of those departing the starting point at Jeffco Airport gave new definition to marginal VFR on an event that is strictly VFR. To avoid weather, several chose not to route over Corona Pass (the direct route), and flew a more northern route hoping to circumvent the fast moving weather system. A few pilots either turned back or chose not to even try over a concern on being able to get back the following day, including one aircraft with the provisions for a successful ramp party, what a loss!

The return trip from Jackpot on Sunday proved every bit as interesting as the trip over. The weather system continued to hang over central Colorado and the Front Range. Those with current instrument credentials found their way back without much problem. Heard reports though, of some taking a southern route via Montrose in an attempt to circumvent that end of the system, only to reach a wall of weather in the Pueblo / Colorado Springs area where it was necessary to rent cars for the remainder of the trip. A few aircraft traveled

Heard Along the Flight-line from page 7
over Interstate 80 via Rawlins and Cheyenne only to overnight in the Fort Collins area before a return to Denver on Monday. I admit to an overnight in the gorgeous City of Rock Springs.

Tailwinds

Aircraft with low handicaps were expected to be the big winners this year. The reason is aircraft results are based on a percentage of actual speed over the course, against the aircraft handicap speed. Aircraft with low handicaps would benefit more from tailwinds than faster aircraft with higher handicap speeds. But this year the results were non conclusive because of variations in distances flown to avoid weather. No intention of downplaying the bragging rights of this years winners, but even they will have to admit they lucked out in finding a route without need for significant deviation for weather. Or did they deviate?

A low handicap speed can be a more important factor than good flying technique in winning a competition of this type. Initially the handicaps were based on manufacturer's specifications of aircraft maximum speeds. There is the reality, however, for any number of reasons aircraft of the same year and model may vary significantly in performance. Over the years the Air Race Handicap Committee has gone through a number of different strategies to level the playing field on handicaps. It currently uses a proce-

dure in which each aircraft is given an individual handicap speed based on GPS readings as noted by an observer during demonstrated speed runs. Not a perfect system since there are variables such as turbulence, changing winds, and temperatures, which affect aircraft performance. Of course, aircraft owners are often very creative in finding ways to make their aircraft fly as slow as possible during speed checks.

Obviously, when taking a handicap check flight it doesn't make sense to wipe off all the bugs prior to flight, or apply that new frictionless polish. A flight on a hot turbulent day is bound to result in reduced speeds. The observer flying with you, however, will be looking for some of the obvious modifications such as dragging flaps or wide-open cowl flaps. Wait until the race before taking such actions as taping over vents and removing steps. Even then, don't be surprised if the Handicap Committee finds some basis for adjusting your individual handicap speed.

Is interest waning for the Denver to Jackpot Air Classic? After 28 years of participating in the event, some of us felt that each year, over the last several years would be the last for the event. Particularly after the Cactus Pete's Casino started reducing financial sponsorship of the event. However, new leadership always seems to appear and with it new enthusiasm. This was illustrated under the awesome leadership provided by

Judi Haglin this year. I can only observe that any fear about loss of interest in continuing the event is baseless.

Communications

Some of us could improve on our communications and operational procedures, according to air traffic controllers at Front Range Airport during a "Wings" seminar on July 22nd. It was a positive give and take in which the controllers acknowledged that controllers were also guilty of a few mistakes and used the forum as a basis for better understanding and improvement of operational procedures. Even though the FTG tower is a contract tower, it still must operate under FAA / ATC procedures. However, some procedures differ from procedures in FAA towers. Not that big of an issue, providing pilots listen closely to controller instructions and clearances. Listening was the principal message of the seminar. Lest I forget, FTG airport provided a FREE pancake breakfast.

The 2006 EAA Regional Fly-in

Speaking of the Front Range Airport, the EAA regional fly-in on Saturday & Sunday, June 24-25, proved a little disappointing this year. Disappointment wasn't caused by the weather, with the exception of some low ceilings on Saturday, the weather was perfect, and aircraft displays were excellent. The visitor count seemed lean, I have to wonder if the high cost of flying may have been a factor. Hope the sponsors came out OK financially.

Heard airport management say they would take a more active support role next year, a definite plus. This fly-in is too good of an aviation event to lose.

Reelect Senator Lewis Entz

Senator Lewis Entz needs our Support in his campaign for reelection to Senate District 5. Lew has been our advocate and supporter of legislation friendly to general aviation interests in the Colorado Assembly with such notable accomplishments as spearheading the creation of our Colorado Aeronautical Board and Division. He is the national winner of the AOPA Hartranft award for elected leaders who make a difference in General Aviation. He has been a continual watchdog and supporter of aviation issues and legislation related to general aviation in Colorado. I don't know what your politics might be but I personally feel we can't afford to lose the best friend we have ever had in the Colorado General Assembly. He needs our financial help.

*Contributions can be made to the:
Committee to Elect Lewis Entz
1016 N 11th Lane
Hooper, CO 81136-9712*

Sound the Alarm!

Some alarming discussions are taking place on the legislative scene. One is an administration proposal to slash nearly \$1B from the FAA Airport Improvement Program (AIP), decreasing authorizations from \$3.7B to \$2.7B. A number of awful things happen if authorizations fall below \$3.5B, one is a number of entitlement

Heard Along the Flight-line from page 9
provisions such as general aviation airport entitlement grants of \$150,000 per year currently received by 38 general aviation airports in Colorado disappear. For most of these airports the grants are the only source of federal funding available to them for maintenance and development.

Reducing federal support for the Airport Improvement Program would be extremely bad news for all airport operators, large and small.
Colorado Aeronautics Division Director Travis Vallin has compiled a paper on impacts to the Colorado system of airports if the funding levels are cut. Serious impacts! Colorado Pilots Association supports his findings. The Colorado aviation community needs to seek continuation of federal funding with a unified voice. *Walt*

First Win After 14 Years

Abbreviated from an article in Aero-News.net, provided by Walt Barbo

A Mooney M20R Ovation2 GX piloted by Mooney Aircraft CEO Gretchen Jahn and teammate Carol Foy won the 2006 Air Race Challenge. Jahn and Foy covered the 2,400 mile transcontinental course, from Mesa, AZ to Menominee, MI between June 20 and 22, recording an average speed more than 21 knots higher than their handicapped speed of 174.23 knots.

They beat their nearest competitors in the field of 37 aircraft by 1.51 knots. Flying in her 14th Air Race Classic, this marks the first time Ms. Jahn won the event, and her sixth finish in the Top Ten. Her previous best, second place, came in both 1994 and 1995, with teammate Chris Bentley. Ms. Foy was also flying in her 14th Air Race Classic, having recorded three previous Top Ten finishes.

"This event is one of the highlights

of my year every year, but this year will obviously be a memorable one," said Ms. Jahn.

Jahn, who is also a member of the Board of Directors for the Air Race Classic, added "winning the race is a special experience, that is, after all, the goal we're all out to accomplish each year, but I wouldn't miss this opportunity to get together with, and compete alongside these women.

As winners, Ms. Jahn and Ms. Foy will split the \$5,000 First Place cash prize. The Air Race Classic traces its origins to the original Women's Air Derby in 1929. Following World War II, it was sponsored by the All Women's Transcontinental Air Race (AWTAR), and known popularly as the Powder Puff Derby.

www.mooney.com
www.airraceclassic.org

Thank You Van Aire! *By Bob Kinney*

For over 25 years the fine residents at Van Aire Air Park have hosted an annual fly-in with a wonderful, country-style picnic. In the last few years they've made an extra effort to schedule this fly-in so it didn't conflict with the CPA fly-in schedule and then went out of their way to invite the entire CPA membership to their wonderful get-together. This

year's fly-in was especially well attended with around forty airplanes, and Van Aire residents. Folks were fed brats and every country potluck dish known to man for a donation of your choosing.

A giant Thank You! to the wonderfully warm aviation community east of Brighton known as Van Aire Air Park.

Bob

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Exciting News!

AOPA Headquarters has just announced plans to hold a Denver-area Pilot Town Meeting on Tuesday, October 17, 2006 with AOPA President Phil Boyer.

Please spread the word about this important general aviation event and put it on your calendar.

1930 hours (7:30 pm) at the Denver Marriott, south of Park Meadows.

(This hotel is closer to Lincoln than County Line Rd.)

The meeting is free and open to AOPA members and non-members.

Bring anyone who might be interested.

Those who serve their airports as AOPA, Airport Support Network Volunteers and those who want to be active in AOPA Project Pilot may get a special invitation. Those details are not yet out.

*Your Grand County Neighbors,
Bill & Penny Hamilton 970-887-2101*

August 2006 Factoid Question:

Saving time has always been vital to the human race. Time can mean military advantage, money, or just plain convenience. The fast exchange of messages has thus been a priority throughout recent history — witness in addition to air-mail: carrier pigeons, clipper ships, the Pony Express, telegraphy, telephone, radio, and more recently e-mail.

The idea of “air-mail” of course developed as soon as there were aircraft. At first an exotic concept, air-mail was over the years dramatically successful. In fact, it has become so dominant that the term “air-mail” is today almost meaningless. Virtually all distance mail travels in airplanes and we no longer differentiate it from mail in general.

What are some of the milestones in this remarkable success story?

To find the answer see page 18.

Disastrous Distractions

By Dana Haglin as told to Dean Jaros © Dean Jaros

It was “Airport Days” at 48V (Erie). This is always a great celebration. There are airplanes to see, demonstrations to watch, pancakes to be eaten, and good folks with whom to have conversations. Lots of pilots attend, but perhaps more important so does the general public.

Accordingly, those of us based at Erie see this as an opportunity to maintain our good image among residents of nearby communities and adjacent subdivisions. Not only do we really publicize our event, but we give free rides to anyone who shows up. People really like this; it is great public relations.

I had been giving rides in my C-210 since 7 AM, averaging about three short flights per hour. Passengers on my 11:30 flight were from the Vista Ridge subdivision, east of the airport, exactly the kind of people we want to be our friends. I flew over the subdivision and pointed out their houses. They loved it!

Earlier in the morning, a group of five Yak aerobatic monoplanes landed at Erie. Their presence was a nice added attraction to “Airport Days.” As I headed west back to the airport, the Unicom frequency was busy. The five Yaks were departing and planes were inbound for landing. Up to this moment, the day had been perfect. But then there was a problem, and it developed very suddenly.

Right after take off, one of the Yaks declared an emergency and announced an immediate return to the airport. He was on down-wind when I was a couple of miles out. I slowed down to leave him plenty of room, and also give myself time to think about a go-around if the Yak should come to grief.

As I turned final, I watched the Yak and carefully monitored my speed. Things seemed to be happening slowly. But at last, under my riveted gaze the Yak safely turned off the runway. I had enough room and enough time for a normal landing.

My speed was just right and the flare was perfect. I cannot describe my utter astonishment at the grinding sound of the prop digging into the pavement, followed by a dull crunch, and then a sharp screech as the 210 slid down the runway on its belly.

They say that there are those that have done it, and there are those that will do it. I had landed gear up! Until this moment, I never thought this would happen to me. But it did. My emotional state was mixed: relief that there were no injuries and only relatively light damage to the plane, competed with the acute embarrassment over having made such a big mistake.

How could such a thing happen? Certainly it was not lack of experience with retractables. I had 650 hrs in type with no previous glitches of any kind. More likely I was a bit fatigued after nearly four hours of taking off and landing, of loading and unloading passengers, and of keeping up a conversation with the constant flow of people. Maybe that is why I allowed the Yak's potential difficulty to distract me. I had carried power all the way to the ground so the gear horn, activated by manifold-pressure, never went off. The gear warning light was functioning normally, but I never saw it.

This was a defining moment for me; I have given a lot of thought to the experience. This opportunity to present some advice to others is actually part of my healing process.

Some of my recommendations are obvious. Develop a landing checklist that is positive and definitive. Try to make it impervious to distractions. I now go through a complete second check of everything on final. If you train yourself to complete two distinct steps instead of only one, the odds of overlooking gear extension (or any other essential procedure) is correspondingly reduced.

But for this to be effective, it is probably first necessary to accept that you really could have a gear-up landing of your own. By this I mean banish the kind of complacency that

I once had. Complacency in aviation is never a good thing. I was once judgmental of others who had landed gear-up. Perhaps this attitude lulled me into a false confidence that eventually came back to bite me.

I would even go so far as to say prepare for a gear-up landing. In a sense I had in fact prepared for mine. That is, I had a current BFR and a current medical. I kept my log-books complete and up to date. It was a good thing I did! Though the insurance company treated me very well indeed, they would not have been so nice if anything in my documents had been amiss. They even made copies of recent pages in my log-book for detailed examination. None of this preparation is difficult, it is really only following good practice, something we should all do, all of the time.

A good preparation for any difficulty is to subscribe to the AOPA Legal Services Plan. In the wake of my belly-slide, I had a million questions about whom I should contact, what exposure to liability I might have, and other formal procedural stuff. Being able to tap into AOPA for answers helped to reduce my overall anxiety.

Here is my advice, after the fact: if you ever have a gear-up landing, view the situation rationally.

Though a messy situation, it need not be a tragedy. Some pilots have drastically lost confidence, even to

the extent of giving up flying altogether or of downgrading to a fixed gear plane. This is a self-destructive overreaction. Gear-ups are common. You too can minimize your losses. Yes, I did feel some lack of confidence, but I tried to deal with it in a positive way. I rented a C-182 and flew it around carefully for awhile. Soon the joy (and responsibility) of flying restored my belief in myself.

It is probably a good idea to contact the FAA, to be sure, if no other plane is involved, if there are no personal injuries, nor any severe damage, you may not actually be required even to file a report. But the FAA might hear about your incident through other channels. This could cause the FAA to get curious about what actually happened. Better that they know the full story from the beginning and from you. In my case, the lightly damaged 210, with a temporary replacement propeller attached, was flown from Erie to a repair station at Greeley.

This required a ferry permit. So the FAA knew about the incident through two sources, my report and the ferry permit application. They granted the permit and never bothered me at all.

Finally, as long as the plane was going to be down for repair, I decided to take advantage of the opportunity to make several improvements. For example, I found for only a few dollars more than the insurance award, I could upgrade the landing gear doors. The same was true of a brand new custom paint job of a style and quality I probably would never have otherwise. Of course, the new propeller was an improvement as was the feeling of security that comes from the clean bill of health following a complete engine tear-down.

In short, I now have an airplane that is better, structurally, mechanically, and aesthetically, than before the gear-up incident. Maybe this proves the old adage: If life deals you a bunch of lemons, get out your sugar and make lemonade.

As told to Dean



John Unruh

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Spreading Wings Barnstorming Tour

By Wings Over the Rockies & the Colorado Pilots Assoc.

This is an educational program through Wings Over the Rockies Air & Space Museum to raise public awareness of the importance of aviation and space in Colorado and communities throughout the State. It is our intention to motivate young people to improved achievement in math and science, and to new horizons in all walks of life.

Kick-off is at Centennial Airport on August 29th our Honorary Chair Person speaking at the event will be Erik Lindbergh, grandson of Charles Lindbergh. Students in designated classrooms in each local community, will be working with a pilot partner to learn about navigation, geography, and flight planning. On the day of a tour stop the students will be at the airport to work on customized flight simulators, talk to pilots, and take part in other pre-arranged programs on the science of flight.

Students will work in classrooms with their teachers, and a pilot partner prior to the date of the tour stop and learn about flight planning. At the airport the students will listen to speeches by local officials, the local airport authority, along with student and pioneer pilots. The students will debrief with pilots and work on a flight plan as a group project. They will then fly on simulators customized with the plane and

route they just planned. This is the beginning of the Museums community out reach to bring math and science to the classrooms of Colorado through aviation.

Aircraft will vary some from stop to stop. In the front range area we will have an Alexander Eaglerock, and we will have a Saratoga going to all stops.

August 29,	Tues.	Centennial
September 5,	Tues.	Granby
September 6,	Wed.	Steamboat Springs
September 8,	Fri.	Meeker
September 11,	Mon.	Eagle
September 13,	Wed.	Grand Junction
September 15,	Fri.	Montrose
September 18,	Mon.	Durango
September 20,	Wed.	Gunnison
September 22,	Fri.	Alamosa
September 25,	Mon.	Canon City
September 27,	Wed.	Pueblo
September 29,	Fri.	Lamar
October 2,	Mon.	Colo. Springs
October 4,	Wed.	Akron
October 5,	Thur.	Greeley
October 6,	Fri.	Front Range

For more information contact:

Jill Bagdasarian

Director of Marketing & Development

Wings Over the Rockies

303-360-5360 x 117

Fly Mart



For Sale:

1980 Cessna Hawk XP II, N7588S

210 HP, 3252 TTSN, 1487 SMOH, (KB = 2000 TBO), 475 SPOH, Horton STOL, KLN90B GPS IFR, KN-64 DME, Leather Seats, Skylights, Camera Port, Rosen, New Annual with purchase, **No Trainer**, Hangared at FTG \$68,500 Call George Mercer, (303) 985-1107.

For Sale: Quality Shelving

Wall Mounted, All Steel, Fully Adjustable Shelves. Great for Hangar or Garage. 30" wide sections, 7' High w/four shelves. Cost \$94.00 New, Asking \$20.00 per section. Jerry @303-663-3963 or jschofld@aol.com

For Sale: Baron 55 (1961) TT4900±

Recent annual: no cracks, new elevator, Cleveland brakes, OH. R Eng. 700 SOH. Needs L Eng. OH to be airworthy, glass and paint to be gorgeous. 800 pound payload w/136 gal useable. Cruise 180 KTAS @ 23 gph. Recent interior w/5 seats, O₂, alcohol props, late nose, NDH. KNS80, NARCO DGO10 non-slaved HSI, KY197, KMA20, Escort II, AT50A, PS1000 Intercom. Great trainer, Time builder, Traveler. \$45,000 obo. tpvxinc@mindspring.com

For Sale: 1980 Cessna 172N

Dual Nav/Comms including King KLX-135A VFR GPS with moving map, Loc/GS, ADF, MB, & 4-place intercom, 160 hp Lycoming engine with 2434 hrs since factory overhaul. Compressions 78/74/76/78 - Runs Solid. Airframe 4554 total hrs. Blue/white exterior is a '9' and blue interior is an '8' on a scale of '10'.

Asking \$49,900. **Must sell, 3V5 airport is closing.**

Contact Mike or Maria Myshatyn at (970) 219-1560

For Sale: 1995 Maule MX-7-180A

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August 2006 Factoid Answer:

The first recorded attempt to use air-mail was a conspicuous failure. It occurred in 1870 during the Franco Prussian War. Paris was under a siege so tight that nothing escaped, not even letters. Hopeful of summoning help, desperate Parisians loaded several balloons with out-bound messages. Some of the balloons drifted to the waiting Prussian armies while the majority just disappeared. None reached its intended destination. There is no record of any attempt to repeat or refine balloon-mail.

Airplanes were much better suited to the task. Not surprisingly, the United States, with long distances between its major cities, was the leader in air-mail development. Long Island NY was the site of the first major air show in the US in September, 1911. Some 70,000 people viewed demonstrations, races, and aerobatics over the course of a week. Earl Ovington, a noted early pilot, was duly sworn as a Postal Service agent and on Sept. 23 flew a sack of letters from Garden City Estates to Mineola. Moreover, conscious that he was making history, Ovington repeated the mission every day all week long.



Earl Ovington's Bleriot:
the first US air-mail carrier 1911.
Photo National Postal Museum.

In some sense, this was a publicity stunt. But senior Post Office Department officials were deeply impressed. Almost immediately, they requested an appropriation of \$50,000 to begin an experimental air-mail program. Though Congress at this time refused, the fat was in the fire.

In the years that followed, there were a number of "informal" air-mail flights between various US cities. These usually occurred in connection with some sort of fair or big public celebration. But aside from the showmanship, these events had the effect of increasing pressure on Congress, which finally agreed to fund an air-mail service. On May 15, 1918 the first regularly scheduled route, New York-Philadelphia-Washington, was established and flown.

Though these are true milestone dates, it appears that neither Ovington's flights nor the new US scheduled service were the world's first. Some adventurous British colonial officers, who happened to have access to airplanes, arranged a one-time air-mail flight in India on Feb. 18, 1911. It did not generate much interest and there was no follow-up. The world's first regularly scheduled air-mail route was a similarly unlikely one — Vienna to Krakow, established March 31, 1918. The hide-bound and crumbling Hapsburg Empire beat the US by eight weeks, but it had little meaning; the service collapsed along with the entire monarchy just a few months later.

In the US, air-mail developed rapidly. By 1920, routes extended from the east coast to Chicago and shortly thereafter to St. Louis, Omaha and San Francisco. Mail planes landed at dusk however, and transferred their bags of letters to trains going in the same direction. At dawn, the bags were transferred back to another airplane for a repeat of a quick day-time leg. Though awkward, this multi-carrier mode moved the mail much more quickly than ever before. By 1924, powerfully illuminated beacons made round-the-clock mail flights a reality.

The business community was delighted — especially banks which wanted to keep the time that checks were outstanding to a minimum. Air-mail contracts became a very lucrative businesses indeed.



Boeing Model 40-B, 1928. Photo Aerofiles.

While mail remained the basis for commercial aviation, some aggressive operators began to carry an incidental passenger or two. The 1928 Boeing 40-B, though primarily a mail carrier, sported two to four seats specifically for ticket holders. A new source of commercial revenue was on the horizon.

With the advent of the DC-3 in 1934, it became possible for passenger service alone to generate airline revenue. But mail contracts remained vitally important



Douglas DC-3. Note "US Mail" on vertical tail. Photo Terry Wall.

— indeed, "US Mail" was painted on all early airliners. During World War II, with the huge number of letters to and from troops serving in Europe or Asia, the popularity of air-mail grew by leaps and bounds.

Efficient, large capacity 1940s airliners like the Lockheed Constellation and the Douglas DC-6 accelerated the expansion of air-mail. This trend continued until ultimate victory over railroads was achieved circa 1970. By that date, airplanes carried not only "air mail" so marked, but almost all distance first class mail. The last "Railway Post Office" route was shut down in 1977.

Factoid continued from page 19

But despite all this, "air-mail" did not always achieve the dreams of its most avid fans. In the 1930s, some promoters thought that air-mail, clearly successful in serving big cities, could be extended to small towns. Their thinking was based on railroad practice. Express trains, designed for high-speed runs between major population centers, routinely roared through small towns without stopping. But they did drop off mail for these towns, literally by dumping a canvas bag from the car door onto the station platform. Similarly, a hook aboard the speeding train snared a bag of out-going mail resting on a trackside tower.

Could not airplanes offer a similar drop-off/pick-up mail service for towns too small to justify the landing and take off of an airliner, or even towns that did not have airports for that matter? In 1939 Lytle Adams, an ex-dentist, founded All American Airways to do just that. With Pittsburgh as its hub, service was largely confined to remote locations in the Alleghenies. Adams fitted out a series of Stinson SR-10 Reliants with retractable hooks. Ground stations were nothing more than two 14 ft. poles with a rope, attached to the mailbag, stretched between them.

Technically, the system worked fine. It was common to see the bright red Stinsons cruising down valleys from town to town, never more than 200 ft high, dropping and snagging bags of mail as they went. As a safety precaution, the wheel pants were replaced by stout, landing gear-mounted wire cutters. There is no record of how often these cutters came into use, but no accidents occurred in the ten years that the system operated.



*All American Aviation Stinson SR-10, c. 1940.
Note mailbag falling from plane at right of image.
Painting by an unknown artist.*

Financial success, however, eluded All American. Indeed, Adams lost a considerable fortune. Following World War II, roads got better while trucks got larger and faster. Aircraft operating costs remained high. Highway service became much cheaper and eventually almost as fast. Contracts were not renewed. In 1949, All American retracted its hook for the last time.

While the history of air-mail is generally one of eventual victory over surface transportation, one time in the Alleghenies trucks actually beat airplanes.

Dean

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To register contact Perry Vockrodt at Wings Over The Rockies Air & Space Museum 303-360-5360 x 116.

Cost for the course is \$100.00 for non-museum members and \$80.00 for museum members.

The instructor for this course is Peter Luce, Board Member Wings Over the Rockies Air & Space Museum. Peter has been flying since 1947 and has accumulated over five thousand hours and one million miles, much of it in the Mitsubishi twin-engine prop-jet aircraft.



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