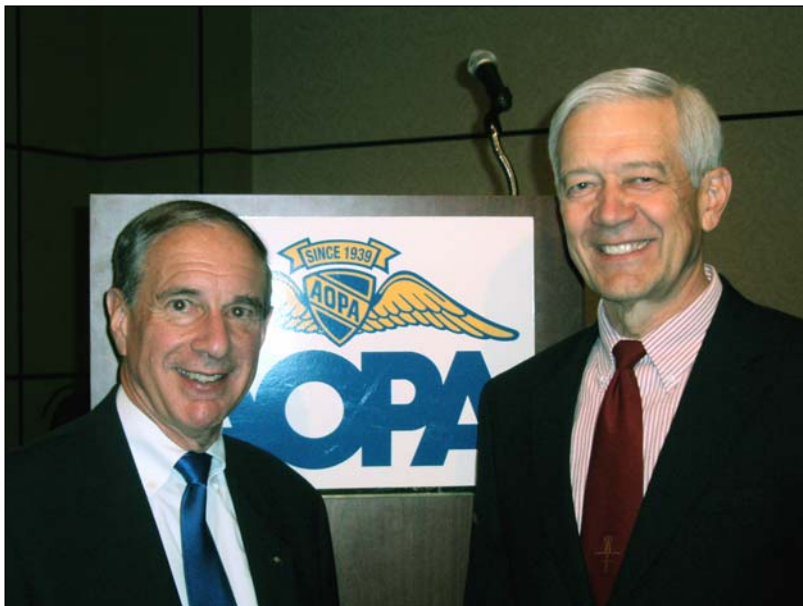


CPA FLIGHT LINES

Volume 23, No. 11

November 2006



*CPA Legislative Committee Chairman Gary Tobey (right)
with AOPA president Phil Boyer. Photograph by Walt Barbo*

***Nearly 350 local pilots braved the first
significant snow storm of the season to attend
the AOPA Town Meeting in Lonetree,
Colorado on October 17, 2006.***



www.ColoradoPilots.org



President's Message

by CPA President

Sarah Jane Dolliver

Greetings!

Welcome to another new year for Colorado

Pilots Association - one which promises to be as enjoyable and informative as past years. I would like to take this opportunity to thank Bart Jones, for his exemplary performance as President and for his guarantee of tutelage and encouragement to me as I take on the responsibilities of President. I'd also like to thank all those who have served as Committee Chairmen, Committee Members, Area Representatives and volunteers this past year. Without all of these dedicated people, our Association would merely be a cold shell. Luckily for me, the Association has lots of returning Chairmen and several new Chairmen - and I look forward to working with each and every one of them.

On Nov. 4th we had our Annual Meeting at Frontier Airline's Corporate Headquarters. Our thanks to Jan McKenzie and her committee, to CPA member Mr. Tom Hendershot of Frontier

Airlines, and to our guest speakers, CPA member CDR. Rod Kauber, USN (Ret.) and his son, CAPT. Craig Kauber, USN, for the excellent presentation "Carrier Air Warfare, Then & Now."

On a personal note - You will most likely receive this issue after November 11th - Veterans Day. Please take the opportunity anyway to thank a Veteran for all his efforts and sacrifices. Thank your favorite Vet, or even one you may not know but see in uniform. We owe them so very much and it will mean a lot to them.

As the holiday season approaches please remember our Holiday Party is Sunday, December 10th. Watch for upcoming flyers for details. We'll look forward to seeing you there.

As I take over as President, please be patient with me as I navigate my new responsibilities; but do call upon me if you ever have any concerns or suggestions for me. My phone is 303-766-3819.

Blue skies, Sarah

When Wheels Won't Work

by Dick Merring as told to Dean Jaros ©2006

It was a cool early spring Monday morning in 1989. At Front Range (FTG), I was readying my aging Piper Aztec for a two-day business trip. It would be cold and blustery at my destination, Rochester MN, but I knew that old 100VT was sturdy and stable, capable of handling any foreseeable weather that a lingering midwestern winter could dish out.

The outbound trip was basically uneventful, though some serious blowing snow was developing as I landed. I parked on the ramp and went into the FBO to meet my clients. Returning with a car to collect my luggage, I noticed that a small drift had already accumulated under one wing. By Wednesday morning, I reasoned, it would take a good deal of digging and thawing to prepare for departure. So I anted up the extra cost and had the Aztec towed into a large, heated hangar. There was quite a crowd of airplanes inside, many other pilots had had the same idea.

Wednesday dawned cold but clear and I expected a routine flight home. Time to get the bird out of its nice warm nest. As the tug was pulling her out onto the ramp, I noticed what seemed to be a small puddle of liquid on the hangar floor. Had something leaked out of my plane? Since I considered 100VT to

be well maintained, I doubted this. Besides, given all the recent movement into and out of the hangar, the puddle could have come from any of a dozen other planes. So I put it out of my mind and headed for home.

It was near noon when I crossed the state line into Colorado. Then something caught my eye. Though I normally consulted it only on landing, I had somehow glanced at the little round gear-check mirror mounted on the left engine nacelle. Now I took a good long look, and I saw trouble. The nose gear, instead of up and locked, was sagging out several inches. My stomach sank just about the same amount.

But my dismay was only momentary. Years earlier I had a stern disciplinarian as a flight instructor. Now I remembered his approach to almost any situation, follow operational procedure. Indeed, there were a number of obvious, almost routine, steps that I had to take.

I slowed down and hit the gear extension lever. No sound, no green lights, nothing. Main gear still fully retracted and nose gear still a-hanging. Now it was clear that I had a real problem. Step 2 was a no-brainer: activate the emergency gear extension mechanism. I enthu-

siastically worked the wobble pump, but it was slow going. Clearly, the fluid in the hydraulic system was dangerously low. Some of that missing fluid, I mused, was on the hangar floor in Rochester.

But the main wheels descended and eventually they locked in place. What a relief to see the little green lights come on! While I was not home free, I knew that I was basically safe. Aztecs are tough. Even if I had to slide the nose down the runway, 100VT would not even be seriously damaged. Then I went to the back-up emergency gear extension procedure. Aztecs have a small compressed gas cylinder which can be discharged directly into the hydraulic system. The idea is to produce an extra burst of pressure, which might just push that nose gear out. I activated the system but nothing happened.

I tried to shake the gear loose with a couple of deep stalls. Then some sharp pull-ups, positive “g” maneuvers that might sling the gear down. Nothing worked. Now the die was cast. At a minimum, there were going to be a few scrapes on the nose cone.

Eventually, I arrived over the then towerless Front Range airport. In addition to being my home base, this was a good place to land. I knew Roy Stricklin at Ponderosa Aviation a large boom truck, a necessity since 100VT was not

going to move on its own once it was on the ground. Plus FTG has lots of room. “Front Range unicom, this is Aztec100VT. My nose gear won’t extend, so the landing is going to be a little tricky.” The anonymous voice at the other end asked, “You going to put it on the runway or the grass?” “Grass,” I replied. “It’s softer. Would you call Ray Stricklin and ask him to come out?”

Although I remained calm, by now I really wanted to be done with this episode. I lined up on the wide, grassy area parallel to runway 8-26. On short final, I cut the engines, turned the fuel selector to “off,” and unlatched to door, just like the emergency check-list says.

Conscious that engine tear-downs are expensive, I hoped that at least one of the two-bladed props would stop in a more or less horizontal position. Once the mains were firmly on the ground, I applied back-pressure to keep the nose up as long as possible. This was all going very well when with a loud WHAP! the main wheels lurched into an unseen ditch. The nose slammed down with far more force than I had foreseen and both props dug into the turf. Victory snatched away at the last moment!

But it wasn’t total defeat either. I was unhurt and the Aztec, though a bit banged up, lived to fly another day.

The aftermath provided some expected answers as well as a few surprises. The cause of it all was a ruptured hydraulic line, worn through by the action of a misaligned aileron cable. The failure of the emergency gas canister to pressurize the system was similarly simple and similarly troubling. The spring-loaded pin, which was supposed to pierce a seal releasing the gas, was not properly aimed.

What did I learn? Could all this have been prevented? First, I should have paid more attention to the puddle on the hangar floor at Rochester. Had I inspected the plane, I might have found the source of the leak. Or perhaps not, the heavy leaking began only after I was airborne. But in any event, I failed to do something that perhaps would have tilted the odds in my favor.

Second, I was surprised that my well-maintained, responsibly annualed Aztec could have two serious problems, a misaligned cable a non-functioning emergency canister. How can one guard against this sort of thing? Apart from getting a good A&P to work on the plane, which I had already done, one can’t. The best strategy is simply to accept that things can go wrong. Emergencies can occur despite our best efforts. We need to be ready rather than complacent.

Finally, as this adventure wound

down, I was just a little too impatient to be on the ground. The grassy area on which I had chosen to land seemed perfect, from the air. Though I also had the advantage of contact with the ground on the Unicom frequency, I did not use this resource. I could have asked someone about the condition of that terrain. I could even have asked someone to take a quick look from a car or truck. I had plenty of fuel and a little more circling would have been no problem. It is always best to know exactly what one is landing on.

I learned a lot about good practice that day, but also something about luck. At first I thought that I had been unlucky. Three bad things had teamed up on me: an errant cable sawing through a hose, a failed emergency gas canister, and a completely unexpected ditch. But in fact just the opposite is true. First, I was alive and uninjured. But no less crucial, this incident possibly nipped a much more serious disaster in the bud.

When we tore down my engines after the prop strikes, we learned that no fewer than nine of the twelve cylinders had serious cracks. Had we not discovered this, what are the odds that within a few hours one of them would have failed? I don’t know the answer to this, but I do know that a stuck nose gear is preferable to a blown cylinder.

As told to Dean

CPA Flagstaff Fly-in, *by Bob Kinney*



CPA members while on the Lowell Observatory tour

September 15 - 17, eighteen intrepid Colorado Pilot Association members, family and friends braved the stout, brisk, burly, okay hurricane force head winds to travel to beautiful Flagstaff, Arizona for a couple of days of camaraderie. Is there no such thing as a tail wind? (For crying-out-loud, Lynn Ferguson in his Cessna 182 called on his cell phone from above Ouray, Colorado to advise he'd have a late arrival because of his 55 knot ground speed). Oh well, all those who took to the air successfully made the flight with the exception of one airplane who got weathered in at Farmington, New Mexico. The sad part of that story is that that airplane was being flown by Anita Hessman

whose husband Bill was ready to celebrate his 90th birthday with our group during this fly-in. Oh well, Bill, we can tell you that we held your birthday party without you and ate birthday cake until it was coming out of our ears. Happy Birthday Bill Hessman!

Following everyone's arrival at the wonderful Wiseman Aviation at FLG the group enjoyed a great Mexican lunch followed by a privately-guided tour of the historic Lowell Observatory which overlooks the town of Flagstaff. Included in the tour was a lecture on the Hubbel Space Telescope and a visit to the actual telescope from which the, now dwarf, planet Pluto

was discovered early last century. What a great historic site!

Friday evening the group enjoyed yet another CPA Happy Hour thanks to the fantastic accommodations at the Flagstaff Woodlands Radisson. Once the sun had set and the clouds went away another visit was made to the top of the mountain to view the heavens from one of the observatory's smaller telescopes and several amateur telescopes set up around the facility. It was almost a magical evening, especially for those of us aspiring astronomers who made the trip.

Saturday the group split several folks and went their separate ways. Most traveled to the top of the

nearby San Francisco Peaks via the ski lift at the Arizona Snow Bowl to view the countryside. On a clear day one can see the Grand Canyon on the north to the Phoenix area on the south. After noon, groups shopped in old town Flagstaff, traveled to Sedona or visited the famed Meteor Crater near Winslow. A huge meal at the Horseman's Lodge north of town that evening left everyone loosening their belts and gasping for breath. *What A feed!*

After such a challenging trip down to Flagstaff the Sunday flight home proved uneventful with an unexpected slight tail wind and relatively smooth air. There's so much to see and do within a 50

Flagstaff Fly-in continued on page 8



Checking out one of the scopes at Lowell Observatory

Flagstaff Fly-in continued from page 7
 mile radius of this scenic area and we were treated so well by the locals there's little doubt we'll be

back. Our hosts, Bob and Shawn Kinney say thanks to all who made the trip despite challenging weather.
Bob



Happy Hour



Introducing Your New CPA Officers, *These Colorado Pilots Association Officers were elected at the Annual Membership meeting on November 4.*

From left; Dean Jaros (Recorder), Peggy Long (Treasurer), Sarah Dolliver (President), and Bob Kinney (Vice President).

November 2006 Factoid Question:

Most of us are aware of gliders primarily as recreational vehicles. Graceful "sailplanes," of which there are some 390 different types, are a popular source of aeronautical fun. There are now about 116,000 active glider pilots world wide. In addition, "soaring" has become an internationally important competitive sport.

But over the years gliders have also been drafted into more "serious" research and military roles.

What are some of these roles and how successfully did gliders perform them?

To find the answer see page 10.

November 2006 Factoid Answer:

Early research: inventing the airplane. Perhaps the glider's most dramatic contributions came prior to the Wright's 1903 triumph. The great pioneers of flight, those who first discovered the principles of aeronautics, used gliders to test their ideas. Most well known, the Wrights learned a great deal about both lift and control from experiments with their 1902 glider. Indeed, it was this craft, not the 1903 flyer, which they patented. The glider was perhaps their most important research tool.

But even before the Wrights, forward-looking aerodynamicists had made good use of the glider. Otto Lilienthal (1848-96), a brilliantly successful German engineer, playwright, and gymnast, was Europe's most successful early aviation pioneer. Without the modern benefits of wind tunnels or computer simulations, he believed that the best way to learn was through "actual flying experiments." Thus, beginning in 1891, he designed a series of gliders, some 18 in all. Each successive craft incorporated principles learned from the previous. Launching from a hilltop, Lilienthal achieved altitudes up to 65 ft, durations of 30 seconds, and distances of 200 ft. He made over 2,000 glides and accumulated some five hours of flight time.



Otto Lilienthal in flight, 1893. Photo Lilienthal Museum, Anklam, Germany.

Perhaps inevitably, Lilienthal was killed in the crash of one of his designs. It appears to have been a stall-spin accident. His dying words reveal a true passion to achieve flight: "Opfer müssen gebracht werden," or "Sacrifices must be made."

Octave Chanute (1832-1910), working primarily on railroad bridges, was one of the top American civil engineers of the 19th century. He was in addition a closet aerophile, fearful that revealing his interest in so fanciful an activity as flying would damage his hard-won technical reputation. But on retirement, he threw himself into aviation experiments. Beginning with copies of Lilienthal's gliders, Chanute designed and built a number of his own. He quickly saw that Lilienthal's wing,

modeled after that of a bird, was inadequate. Not only was it basically weak, but it was inherently of low aspect ratio. Further, its shape made calculations relating to area, center of lift, and wing-loading very difficult.



Chanute glider in flight, c. 1896. Photo National Air and Space Museum. Note the generally modern appearance of this glider. National Air and Space Museum. Note the generally modern appearance of this glider

Chanute chose strength and simplicity. His biplane and triplane designs, perhaps reflecting his civil engineering background, featured a straightforward rectangular planform and very robust interplane box trussing. In so doing, Chanute set the basic wing configuration not only of the Wright flyer, but of most aircraft prior to the 1940s. Chanute's designs flew superbly. By 1896, his glider flights, launched from the top of sand dunes, routinely exceeded 350 ft.

Both Lilienthal and Chanute wrote down everything they had discovered. The Wrights read every word and they freely admitted that they stood on the shoulders of giants.

Military gliding. During World War II, both Axis and Allied powers used gliders as troop carriers—both with mixed results. Following its defeat in World War I, Germany was forced into a love-affair with gliders. The country was largely stripped of powered aircraft and their production was prohibited. Air-minded youth turned to glider programs in droves. Military brass, planning for an eventual resurgence of a powerful air arm, saw these programs as a way to provide potential military pilots with good primary training.

Gliders were thus very much of an "in" thing. So German strategists tried to incorporate them into future war plans. Designers created assault gliders, among them the DFS-230, a fabric covered craft that looked very much like a scaled-up sport sailplane.

On May 10, 1940, German forces attacked an old fashioned Belgian border fortification, Eben-Emael. Nine DFS-230 gliders, each with nine troops, landed on top of this largely underground bunker complex.

The defending Belgians, expecting a frontal infantry assault, were completely surprised and Eben-Emael fell in 15 minutes.

This success seemed monumental in its implications. It encouraged the Germans to plan for additional glider assaults and it also frightened the British and Americans, not to be outdone, into developing glider corps of their own.

Capitalizing on this new mode of warfare, the Germans used lots of gliders in the 1941 attack on Crete. It took some 13,000 infantry (glider borne and paratroops) and eight days to conquer the island. Though a clear victory, it came at the staggering cost of 5,000 casualties. Disembarking troops, concentrated at glider landing sites, were vulnerable to well-aimed artillery.

Other doubts about gliders developed. For example, the huge ME-321 was designed to carry 130 fully equipped troops. Though it did enter production, this glider was sluggish and, as events in Tunisia and Romania showed, easily shot down. Moreover, the ME-321 was so big that it required three ME-110 aircraft to tow it. Sometimes one or more of the tow-plane cables would get tangled, leading to a spectacular quadruple mid-air with the loss of all hands. In any event, after Crete there were no major German glider assaults.

Meanwhile, the British and Americans, thinking of their coming invasion of the European continent, designed gliders and began to train men. The British deployed large gliders capable of carrying troops or equipment up to the size of a light tank. The American combat glider was the Waco GC-4, smaller and more nimble.

Allied glider troops earned great reputations for valor and initiative. On D-Day, gliders of the US 434th Troop Carrier



Waco CG-4 glider, c. 1944. USAF photo.

Group carried many advance invasion troops to France. A continuous stream of reinforcements and supplies over the next few days helped secure the beaches. All this earned the 434th a Distinguished Unit citation. Brigades of the British 6th Airborne Division were charged with securing the eastern flank of the beach areas against counter attack. In the pre-dawn hours, they glided into the Caen area and famously took Pegasus Bridge over the Orne River.

Allied gliders were used in subsequent campaigns. Most well known was the Market Garden assault of Sept. 1944. This was an attempt to strike through Holland into the German heartland and thus quickly end the war. The allies successfully deployed 13, 781 troops via glider, nearly 50% of the attacking force. This was the high point of the use of military gliders.



British Hamilcar glider unloading a tank, c. 1944. Photo Market Harborough Royal British Legion.

These modest successes were earned at the cost of a very high casualty rate. In part this is because glider assaults are inherently very high risk operations even by war-time military standards. But in addition, combat gliders must be very light weight and essentially of a “disposable” nature. Once a glider went into a battle area, it generally did not return. Compounding this, many of the allied gliders, particularly the Wacos, seem to have been of shoddy construction. Disastrous accidents were common.

In any event, military glidering was short lived. With the arrival of assault helicopters, both the brass and the public forgot all about them.

Dean

Legislators Breakfast

**7:00 A.M. Tuesday
January 16, 2007**

The Colorado Pilots Association,
The Colorado Airport Operators Association, and
the AOPA Central Region, will host a Continental
Breakfast for legislators, legislative staff,
constitutional officers and their staff members.

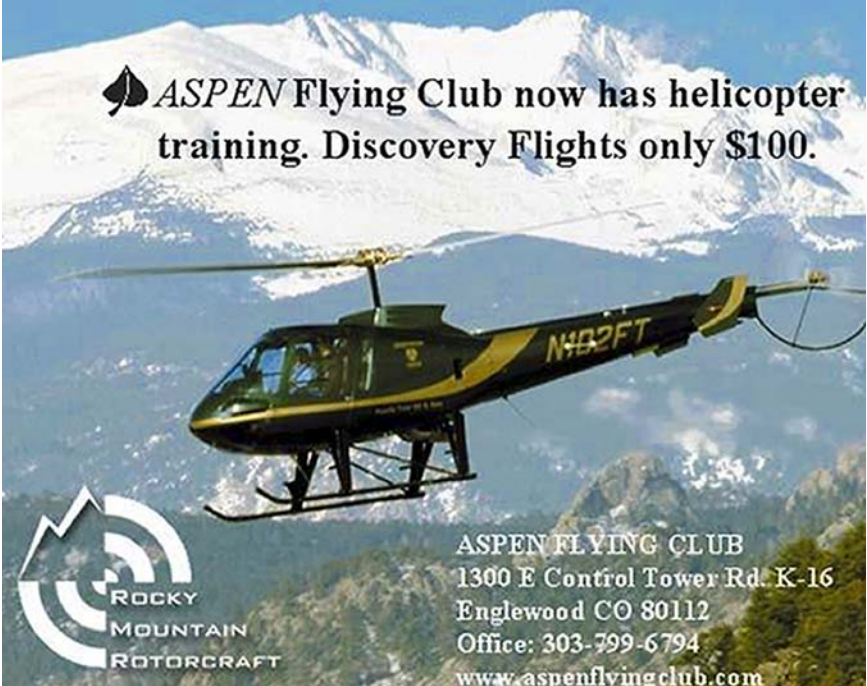
This event will be held in the Capitol rotunda.
Members of all three aviation organizations are
urged to attend. Enjoy coffee, tea and pastries;
peruse the aviation displays and literature
promoting aviation.

Speak with elected representatives, during and
following breakfast, in legislator's offices or
outside hearing rooms. Members are urged to
speak with their elected representatives about
the positive economic impacts provided by their
community airports.

Remember, many elected officials are more inter-
ested in the positive economic impacts of avia-
tion rather than the "joy of flying."

The latest economic impact data will be on hand
for your reference.

See you on January 16, 2007!



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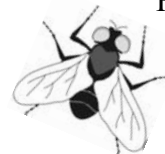


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of the following month and request the ad to to run again.

Two Outstanding Airports Recognized by the Colorado Pilots Association

by Walt Barbo. Awards Committee Co-Chairman

November 4, 2006 - The Colorado Pilots Association during the annual meeting on gave airport recognition awards to Harriet Alexander Field, Salida, Colorado and Stevens Field, Pagosa Springs, Colorado. The awards are part of a recognition program in which members of CPA, based on their flying experiences, identify and recommend Colorado airports who have gone out of their way to provide exceptional services and facilities for General Aviation. Separate awards are presented annually to a Commercial Service and a General Aviation airport. This year both awards were given to airports in the general aviation category in consideration of the extraordinary effort and contribution to growth of aviation in Colorado.

The award to Harriet Alexander Field was given in recognition of its contribution to General Aviation by airport management and staff that truly care about the welfare of visiting aircraft as demonstrated by outstanding efforts in accommodating the needs of visitors. One member wrote, "Airport manager Carl Hasselrink greets arriving pilots with a smile and helpful information related to flight planning as well as information about local restaurants and accommodations. On hot days he provides bottled water to the cockpit as soon as the

aircraft taxis to parking. There are numerous tie downs, and three courtesy cars available for arriving pilots and passengers. In the event that all three of the city cars are being used, Carl offers the use of his personal vehicle. If anyone in Colorado deserves this award, Carl should be at the top of the list." This airport is one of the rare exceptions to business as usual and a delightful stop for General Aviation travelers.

The award to Stevens Field was given in recognition of efforts over the last three years to revitalize the airport through a major construction program that converted the airport into one of the most outstanding facilities serving Colorado mountain recreational areas. One of our members wrote, "The new general manager Bob Gobitz has brought new energy and enthusiasm to the operation and has created an atmosphere of professionalism with friendliness that is welcomed by local pilots. Bob's enthusiasm serves as an enticement for visitors to the area." Unfavorable soil conditions at the airport caused serious pavement failures and severely limited many types of aircraft. With the current improvements the facility now has the capability of accommodating aircraft with weights up to 75,000 pounds gross weight.

Willingness to undertake the devel-

opment demonstrates a recognition of the value of air access to Pagosa Springs and gives further testimony to this community's support for General Aviation.

The Colorado Pilots Association is a statewide organization of over 700 members dedicated to making

Colorado a better, safer, and more desirable place to fly. Objectives of the organization are to promote General Aviation, flying safety, protect the rights of the flying community, and to provide information and assistance to the general public in aviation matters.

Walt

Colorado Pilots Association November Membership Changes

Welcome New Members

Bill Marvel
492 Escondido Circle
Grand Junction, CO 81503

Sharon Hines
3146 S. Kalispell Ct.
Aurora, CO 80013

David Taylor
783 Josephine Street
Denver, CO 80206

Phillip Sprino
2776 W. 111th Loop
Westminster, CO 80234

Joseph Lucido
3372 Apogee Vw
Colo. Springs, CO 80906

Joyce Lyle
2404 S. Scranton Way
Aurora, CO 80014

Membership Renewals

Scott Cravens
Fort Collins

Bob Hodapp
Erie

Rod Kauber
Granby

Marilyn Taylor
Fort Lupton

Bob Doubek
Centennial

Ken McNaught
Windsor

Patrick Keating
Aurora

Gary Winslow
Evergreen

Larry Sellon
Golden

Michael Frank
Albuquerque, NM

Sandy Wickham
Placerville

John Huft
Pagosa Springs

Pat Spears
Longmont

Philip Norton
Denver

Norman Zettel
Centennial

Tom LaCroix
Grand Junction

Tom Bleskan
Carbondale

Alan Colon
Reunion

Chris Magnuson
Boulder

Arnold Wise
Espanola, NM

Vernon Randel
Erie

Babette Andre
Denver

Dewey Reinhard
Colorado Springs

Tom Lawson
Golden

Gloria Baltz
Superior

David Baltz
Superior

Judi Haglin
Erie

Paul Shepherd
Longmont

Steven Mutzig
Breckenridge

David Sharp
Greeley

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Burlington / Eastern Colorado



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Articles for *CPA Flight Lines* are sought from members and other organizations. Stories and articles can include flying tips, rebuilding and restoration experiences, special trips, activities, etc. All articles and letters should be sent via e-mail to: Blanche Cohen Editor, *CPA Flight Lines*, phone: 303/755-1525 (H), email: blanche@acm.org. Material for publication will be accepted up to a deadline of the 15th of each month. *CPA Flight Lines* shall reserve the right to accept, refuse, or edit any material submitted. Publication of articles and opinions in *CPA Flight Lines* is not an endorsement by the Association, nor does the Association assume responsibility for the accuracy of the information contained in *CPA Flight Lines*.

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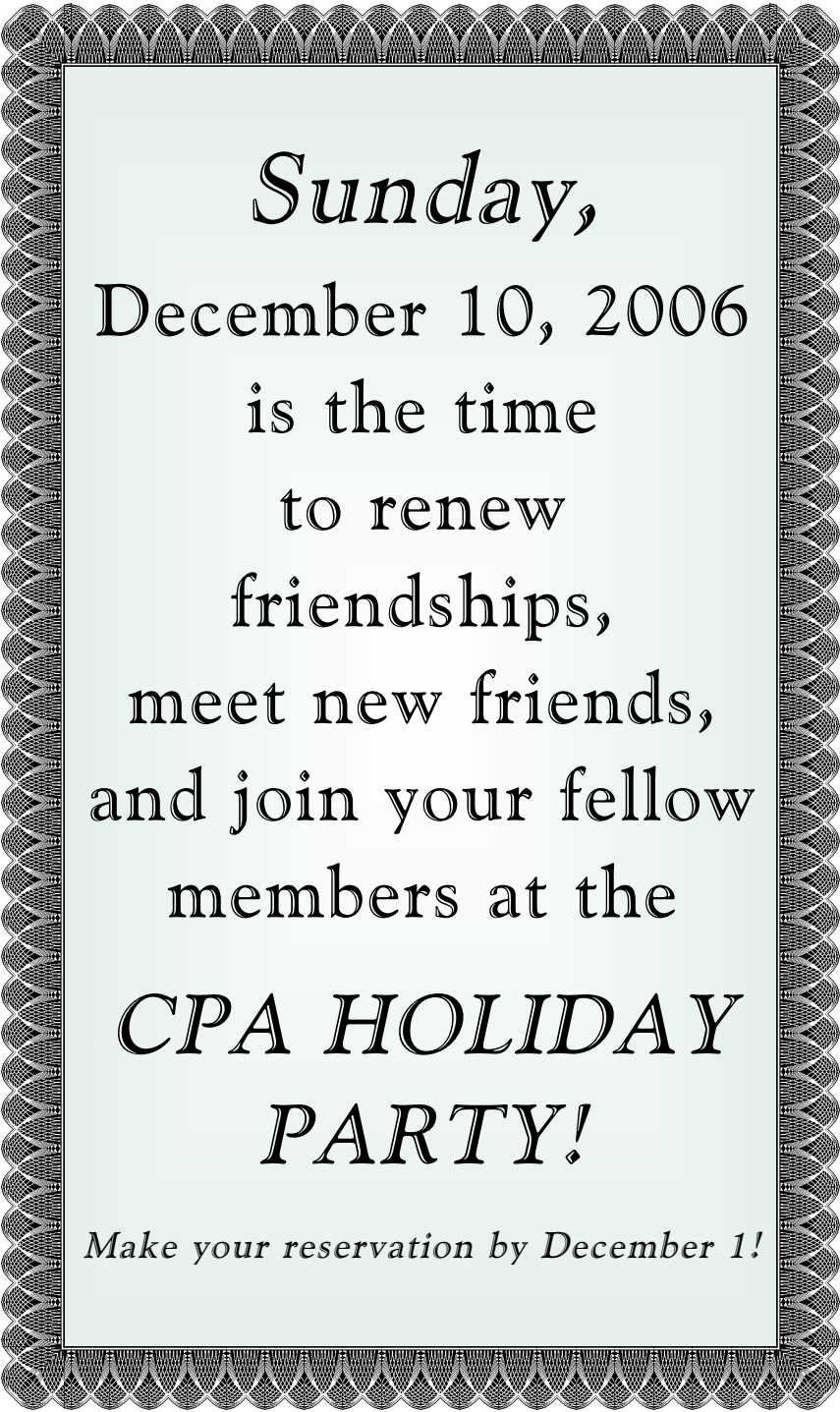
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