

CPA FLIGHT LINES

Volume 23, No. 12

December 2006



*CPA Airspace Committee
Chairperson Walt Bell
shares the latest information on
special use airspace around the
Pueblo Airport during the CPA
Annal Meeting held in the Frontier Airlines
Corporate Training facility.*



www.ColoradoPilots.org



President's Message

by CPA President
Sarah Jane Dolliver



**Happy
Holidays,
Everyone!**

I hope each of you had a wonderful Thanksgiving. My household is well into the swing of the Christmas Holiday Season. I don't know about your families – but it's hard to find time to fly when you have shopping, wrapping, decorating, and all the family holiday obligations. I think I'll make that my New Year's Resolution – **DO MORE FLYING!**

It was wonderful to see so many of you at the CPA Holiday Dinner. The dinner is always such a special time to catch up with old friends whom you haven't seen in a while, do a little "hangar flying," and just re-connect and enjoy yourselves. My

thanks go to Jan McKenzie and her committee of Mary Kay Jones and Peggy Long for hosting such a wonderful dinner! It was a lot of work for these ladies, and it showed. It was delightful! Thank you Jan, Mary and Peggy!

The New Year is shaping up quite nicely for CPA. Eric Jensen will be hosting a fly-in planning meeting in January so that we can get all the fly-ins scheduled and on the calendar. This is always such a great gathering, I think the anticipation of all the fun might just have something to do with it! Watch your *CPA FLIGHT LINES* for details or give Eric a call.

So, until the next issue in **2007** (goodness this year has flown!) – may all of you have a very blessed, wonderful, Merry Christmas / Holiday Season.

Blue skies, Sarah

Changes to CPA Flight Lines

by Carl Boecher

You may have noticed that the caption for this month's "concerning learning" contains the word "last". This will also be the last issue for the "factoids" column. That's right, this will be the last issue containing these columns which we have all come to look forward to each and every month. These columns were my personal favorites and I am certain that they will be missed by you as much as they will by me. Dean Jaros has been kind enough to give a considerable amount of his time each month, researching and writing these articles. We have enjoyed them for the past several years, but it's now time for him to spend his consider-

able energies elsewhere. One of those places will be as the newly elected CPA Recorder. I would like to extend a heartfelt "thanks" to Dean for the years of hard work he has given to this organization and wish him well in all of his pursuits. **THANK YOU DEAN.**

Along the same lines, your co-editors, Beverly and I have handed over the reigns as editor, which we have performed for the last two years, to Blanche Cohen. We welcome her and wish her well in her role as editor. We have enjoyed working with you, and look forward to keeping an active role with the CPA.

Carl

CPAs Last Concerning Learning Ice in the Rocks

by John Martyny © 2006 Dean Jaros, series editor

Originally it was to be an easy week-and-a-half trip to Coeur D'Alene, Seattle, Boise, and back. This is just the kind of trip that a GA aircraft is good at: multiple locations and a number of relatively short hops. But a month before the trip, plans changed. The Royal Canadian Mounted Police invited me to a conference in Red Deer, Alberta. The conference was scheduled for the day before I needed to be in Idaho. I reluctantly accepted knowing that September weather can be a challenge in the Canadian Rockies.

The trip to Red Deer was relatively easy but I had to file IFR into Canada due to some lower ceilings between Great Falls and Calgary. I could also see that there would be some problems in the mountains the next day on my trip back to Idaho.

It dawned clear in Red Deer, but I knew that I needed to get an early start to avoid flying in the mountains after dark. The trip back to Great Falls was routine. I arrived late in the afternoon but cleared customs fast. I quickly called Flight Service to get a briefing and file a flight plan. The weather on the west slope of the mountains was IFR but with relatively high ceilings (i.e., more than 1000 feet AGL) and only light rain. There was a hint of possible trouble in an airmet for icing above 10,000 feet. But I knew that there was a route from Great Falls to Helena to Missoula to Mullan Pass and then to Coeur D'Alene along which the MEAs (minimum en route altitudes) were below 10,000 feet. I got my briefing, filed my flight plan, and started the airplane. I would be landing just about dusk in Coeur D'Alene.

The first omen that the trip would not go as planned occurred as I received my clear-

ance. ATC indicated that an en route VOR was out of service; more seriously, I was assigned an altitude of 13,000 feet. I questioned the icing and they said that by Missoula I could start down; that was the best they could do. I accepted the clearance and took off and climbed to 13,000 feet. The temperature was about -7 C but there were very few clouds. I picked up no ice as I motored, generally westbound, across the mountains. As I passed Missoula I asked for and received lower, so I descended to 10,000 feet.

I then had a strange call from ATC asking me to turn right for traffic. A few minutes later, I heard them talk to a 172 that was coming eastbound, apparently out of some seriously bad weather. They asked if he was now in VFR conditions; the pilot replied that he thought so but he had so much "stuff" on the airplane that he did not know for sure. STUFF?? An interesting synonym for ice!! This odd event signaled the end of my routine flight.

Suddenly I became very aware of my environment. I could see rain ahead on the doppler radar and I started to become concerned. Soon it was raining and I watched the rain with great anticipation. Was it icing? I don't think that I have ever watched so closely. The outside temperature was exactly 0 degrees C. Suddenly the drops on the strut stopped moving. Ice!! There was no visible accumulation on the windshield or on the wing but I suddenly felt that I was in trouble. I had been trained that any ice would immediately affect the airplane and cause it quickly to fall from the sky. I was in the clouds in hard IFR and the plane was icing. I called ATC and indi-

Granby Barnstormer Tour cont., from page 3

cated that I was getting ice and needed to make a 180. ATC immediately cleared me for my turn and I quickly whipped the airplane around.

As I moved well into the turn my scan hit the attitude indicator and realized that I was in a 45 degree bank and descending at over 1000 fpm. It is amazing how your training can take over. I remember slowly leveling the wings and bringing the plane back into a climb mode. I looked to the altimeter and climbed back to 9,500 feet. I then realized that prior to making my turn I had not moved the heading bug to my new course, so I now looked at the GPS and turned the airplane towards Missoula. But the turn was faster than the GPS was responding and so I began chasing the GPS across the sky. I am sure that on radar it looked like I was drunk as I wandered from one heading to another. Again, I eventually realized what was happening. With a deep breath, I picked a heading and waited until everything settled down--and then turned towards Missoula. WOW, I thought, this was really bad but now everything is great. Then came a call from ATC, "Confirm that you are climbing back up to 9500." I looked at the altimeter--it was at 8,500 feet. Not so great after all!!!

A few minutes later I landed at Missoula a little shaken and wondering exactly what had happened. I had never actually observed ice on the airplane, just the drops stopping their movement. A turbo-prop coming in behind me from the west was quizzed about icing by ATC and he reported none. ATC told him that the "little guys" were really getting hit. During my drive from Missoula to Coeur D'Alene, I had lots of time to think about what had happened and how to prevent it again.

First, I realized that I had such a fear of icing that I had reacted without planning

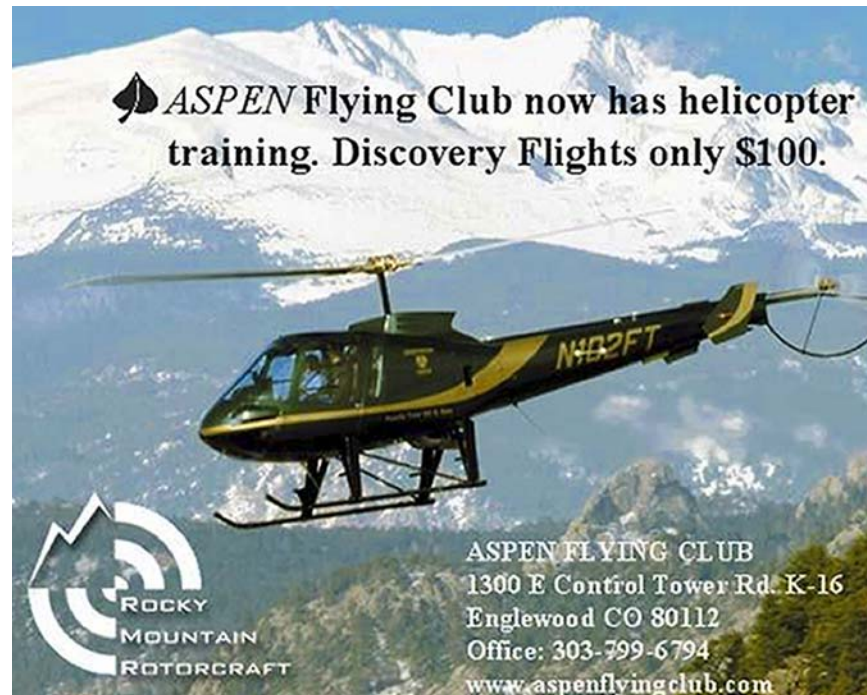
things out and had turned so fast that I got into an unusual attitude. Second, I had not determined my new course before I started turning. Third, I had relied on equipment that was not able to keep up with the turn. Based on this experience I made several decisions that I believe have made my flying better:

- I immediately determined that in the future I would not fly IFR in the mountains unless I had conditions that were well above my minimums. The mountains are not a great place to have problems. **If in doubt, STAY OUT!**
- I vowed to not only keep current for - IFR, but to fly with an instructor and to practice IFR conditions every other month, if possible.
- I promised myself that prior to reacting to an unusual flight situation, I would attempt to think. I believe that there are very few conditions that require immediate reaction and I do not believe that icing is one. I have since encountered icing on two other occasions and have found that there is plenty of time to plan the turn, set the heading bug and do a smooth and easy turn towards your new destination. Ice does not immediately pull the aircraft out of the sky.

A lot of things went right and the learning experience, I hope, has made me a better pilot. I know that I continue to learn on every flight but continue to hope that I don't learn as much, as fast, as I did that day in the Rockies.

A couple of days later, I took off from Coeur D'Alene en route to my next point. The weather was beautiful. Remembering the previous leg of my trip, I was especially thankful for a perfect day in the mountains of Montana and Idaho.

John Martyny as told to Dean



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ROCKY MOUNTAIN ROTORCRAFT

December 2006 Factoid Question:

In 1903, after just four years of work, Orville and Wilbur Wright flew the first successful powered airplane. This was undoubtedly one of the most impressive accomplishments in the history of technology.

But during the previous twenty-five years, many other able and energetic aeronautical pioneers, both in the US and Europe, had been hard at work on heavier-than-air-flight. For example, famous scientist Samuel Pierpont Langley had spent seventeen years and the 2006 equivalent of \$1.46 million on the quest. Yet neither he nor anyone else had succeeded.

The Wrights clearly had some special keys to success.

What were these keys? How did the Wrights beat the competition?

To find the answer see page 7.



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December 2006 Factoid Answer:

Studying what had gone before.

Fortunately for the Wrights, most early aviation experimenters, as true scientists, wrote down everything they discovered. In 1899, Wilbur wrote to the Smithsonian Institution asking for information on "mechanical flight." Within three weeks, he received a packet that either contained or referenced every important aeronautical publication then in existence. From this, the Wrights acknowledged that they gained "a good understanding of the...problem of flying." It was a great beginning.

As early as 1866, British experimenters founded the "Aeronautical Society," a group dedicated to sharing knowledge about aerodynamics. An early member, Francis Wenham, invented the wind tunnel (1871) and with it discovered that long, narrow surfaces of a given area produced more lift than short, wide ones. Another member, Horatio Phillips, showed that curved airfoils were far superior to flat wings. The Wrights, being voracious readers, thus did not have to deal with all of the heavy problems of aspect ratio and camber on their own, important work had already been done.

Similarly, the Wrights were fully aware of the seminal glider work done by Octave Chanute, in fact, a flourishing correspondence between them went on for years. Chanute was a frequent visitor to both Kitty Hawk and Dayton. From Chanute, the Wrights learned an important lesson in structural integrity. Chanute's gliders were the first to employ a trussed biplane arrangement for the main lifting surfaces. This design proved to be extremely strong and the Wrights adopted it for their own flyers.

The Wrights understood that they stood on the shoulders of giants. Years later they would write of their predecessors, including Langley, with great praise.

New Research. The Wright's program of field research is legend. In four seasons at Kitty Hawk, they progressed from a simple kite-rigged glider to a fully functioning airplane. Trial and error led to progressive improvements. For example, the first glider had no vertical tail at all. Subsequent craft had a fixed fin, then a movable rudder, and finally a rudder that was coordinated with roll control.

During the 1890s, the German scientist Otto Lilienthal did a lot of research on airfoils of various curvatures. The Wrights used his calculations, "lift tables," to design the wings of their 1901 glider. But actual performance was much lower than predicted. It was clear that Lilienthal's calculations were wrong. Lilienthal had mounted test airfoils sections on a rotating rig such that they moved rapidly in a circular orbit. But after one rotation, the test airfoils,

repeating their previous path, were moving through disturbed air. The disturbance, the Wrights realized, introduced errors of up to 50% in Lilienthal's measurements of lift forces.

What to do? They needed data based on stable air flow over test airfoils. So the Wrights built a small wind tunnel, the first in the US. With it, they were able to calculate proper lift figures. The results were incorporated into their new designs and led directly to the huge success of the 1902 glider.

Creative insight. The Wright's greatest asset was remarkable insight. Somehow they were able to see solutions to problems in a way that other aviation experimenters could not. The most important of these involved airplane control.

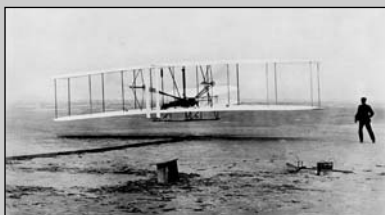
Other pioneers had striven for stability. That is, they had hoped that airplanes would largely fly themselves—with only minimal pilot inputs. For example, the Lilienthal and Chanute control systems were simply the pilot shifting his bodily weight fore or aft, left or right. The Wrights quickly saw that this approach was inadequate. First, even if weight-shifting were effective, on a flight of any duration it would cause excessive pilot fatigue. More importantly, they understood that weight-shifting could generate the necessary level of control force only in the most favorable flight conditions. If anything should disturb the craft's stability, weight-shifting would not allow the pilot to regain control. In fact, as the Wrights well knew, Lilienthal was killed in 1896 when a freak gust pitched his glider into a climbing attitude. He could not get the nose down; the glider lost airspeed, stalled, and crashed in a near-vertical dive.

So the Wrights focused on strong control rather than stability as such, and they decided on movable surfaces to accomplish it.

While some other aviation pioneers had at least envisioned control in pitch (elevator) and yaw (rudder), the Wrights were the first to understand that efficiently turning an aircraft would require banking, and hence some sort of roll (aileron) control.

Their solution was differentially to twist the outboard trailing edges of the wings, thus increasing the lift one side of the plane while decreasing it on the other. It worked perfectly. It is hard to say exactly how the banked turn realization came to them. But there was one other vehicle in the Wrights' experience which always made such turns: the bicycle. Perhaps fast pedaling had been the inspiration.

Dean



*The Wrights' first flight, 1903.
Photo National Air and Space Museum.*

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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 display and literature promoting
aviation.

Speak with elected representatives, during and
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hearing rooms. Members are urged to speak with
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***Due to the passage of
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