

# CPA FLIGHT LINES

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*Walt Barbo being congratulated by Vern Foster upon the satisfactory completion of Walt's FAA Flight Review on 08-18-06 at FTG. These two WWII vintage pilots represent a combined 130 years of widely varied and continuous flying experience. What was the major facet of the piloting job which they chose as the theme for Walt's "BFR?"*



[www.ColoradoPilots.org](http://www.ColoradoPilots.org)

# President's Message

*by CPA President*

*Sarah Jane Dolliver*

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2007 is certainly starting out with a bang, isn't it? We've had several airplanes go down and have had several runway incursions - and that was just in January! Let's hope this trend is not a foreboding of things to come.

The recent near miss January 5th between a Frontier Airlines' Airbus from St. Louis and Key Lime Air's charter to Garfield County Regional Airport brings home, yet again, the seriousness of runway incursions. Although the airplanes came within 50 feet of each other, the Frontier pilots were able to execute a missed approach and avoided a catastrophic collision. The NTSB has said that although it was snowing and misty at the time with half-mile visibility, there was no way to tell whether those conditions contributed to the incident.

The FAA has defined a runway incursion as "any occurrence in the airport runway environment involving an aircraft, vehicle, person, or object on the ground that creates a collision hazard or results in a loss of required separation with an aircraft taking off, intending to take off, landing, or intending to land." In 2006, the Northwest Mountain Region, of which Colorado is a major player, had 8 operational errors/deviations, 15 pilot deviations, and 3 vehicle/pedestrian deviations for a total of 26 reported runway incursions. The total for the entire US stood at 89 operational errors/deviations, 190 pilot deviations, and 51 vehicle/pedestrian deviations for a total of 330 runway incursions. Now, I know that these statistics do not break out GA from the carriers, but what alarms me are the 190 pilot attributed deviations.

The question is - WHAT TO DO ABOUT IT! I think runway incursions are often the result of "snowballing" miscommunications. Has the thought "*Was he talking to us?*" ever crossed your mind? We need to communicate effectively with the controllers - and that includes fully understanding the instructions given, particularly during high volume periods. Read back runway crossing and hold short instructions verbatim with your call sign and runway designator.

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According to the FAA, having another airplane with a similar call sign is the number one factor contributing to aircraft accepting the wrong clearance. In this same vein, if you think the controller has forgotten you - or if you've been put in "position and hold" for more than a minute - **ASK!**

In addition, we can make ourselves completely familiar with the airport layout and procedures. Be prepared to write down taxi instructions. Have the airport diagram out and easily accessible and cross-reference the instructions against the diagram. Use your heading display or compass to confirm runway alignment, particularly at complex intersections. Don't be afraid or embarrassed to ask the controllers for "progressive taxi" instructions. I have used progressive instructions and have been very grateful for them.

Another good practice is to taxi defensively - be prepared for the other guy's mistakes - especially at uncontrolled fields.

Human factors also play a large role in runway incursions. Stress impairs memory and we all are set up to hear what we expect and want to hear. Get plenty of sleep! Fatigue and sleep loss deprive us of the ability to make good decisions and perform complex tasks - all to our detriment. I know my column this month has been "preaching to the choir," but if one suggestion has helped anyone, then I think it was worth it. It helped remind me of what I should always do too!

Until next month -

*Blue skies and great tailwinds,  
Sarah*

.....  
CPA would like to thank **Donna Haglin** and **The Milton Elmer Haglin Memorial Fund** for the very generous donation of \$1,000 to CPA's Scholarship Fund. Thank you very, very much!  
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# **Flying the Heavy Metal**

By John Martyny

So, as a member of Colorado Pilots Association, what would you say if someone called you and asked if you would like to fly an Airbus? What would you say if they told you that you would have to take a day off of work to do this flight? You'd say, "When do I leave just like I did"!!

That was the call that I got from fellow CPA'er Stan New this fall. Stan called to tell me that he had won a bid to spend a day at Frontier Airlines and get an in-depth tour of the operations at Frontier, including a spin in the Airbus Flight Simulator. He had bid on the package at the Frontier More Store and had won. It took me about 3 seconds to say "Count me in!!!!" Several weeks later, Stan and I began our daylong tour at Frontier Airlines.

The day started at 7:30 am at the Frontier offices on Tower Road. If I ever thought that this was going to be just a quick tour with a person showing us around the offices, I was very wrong. At the beginning we were told that there were many staff members waiting to show us how Frontier Airlines worked. Throughout the day we were met by different Frontier employees who not only were willing to show us what they did but also were eager to show us how they make Frontier "Denver's Favorite Airline". Our biggest difficulty all day was people wanting to spend more time with us than had been budgeted. It was obvious that many Frontier employees not only like their jobs, but love to tell others how much they like their jobs. Not necessarily a common trait in today's workforce.

Our day started with obtaining VIP badges from Frontier and signing accident waivers for the slide and the flight simulator. We then went over to DIA where we were linked up with the counter supervisor and taken behind the scenes at the counter and then down to the baggage area. To me it is a wonder that bags ever make it to the airplanes since bags must be tagged, transported into the depths of DIA, inspected, sorted, and then moved by tram to the concourse. All this must be done in minutes, not hours. Think of how long it takes us to move baggage at a fly-in. And we still lose bags!!!

After the tour of baggage area we were taken to the standby Airbus at the A Concourse. There we were shown how an Airbus is loaded. We actually went into the baggage area of the airplane.

These areas are not as big as you might think; and it is obvious that loading a commercial airliner is not the same as loading a C-210. I was amazed at how complex it is to load an airliner. We also visited the dispatch tower on Concourse A where Frontier flights are managed and crises handled on a frequent basis. Where do we put that incoming flight? What do you mean that you will be here an hour early????



From here we were taken by airport operations out to the runway to watch airplanes land. We were taken out to the taxiway adjacent to the active runway. What a time for me to forget my 1-thru-10 flip cards so we could have rated the landings. Trust me, we saw a number of 8's, 9's, and maybe a 10 but we also saw some 4's and 5's. What fun we could have had with these heavy metal jocks!! From the runway we went to the Frontier maintenance hanger where they were completing a major check of an Airbus. And you thought that your Bonanza annual was difficult!!

From the maintenance hangar, we were taken to lunch with Jeff Potter, the CEO for Frontier Airlines. Jeff talked very candidly about the airline industry and the difficulties of running a large airline. How do you decide if new routes will be cost effective? How do you make sure that ATC, TSA, DIA, shareholders, employees, and passengers are all happy?

In talking to Jeff, it's obvious that he is very approachable and friendly to both employees and customers.



After lunch we went to the flight attendant training center where several flight attendants asked if we would be willing to role-play in a training session using an actual Airbus body that they had on site. Being good pilots, Stan and I were quick to say that we would enjoy participating. It was a bad flight!! Shortly after we took off we had an engine fire and had to crash land in the water. Where we found the water to crash in I don't know, but there it was looming in front of us. Stan was instructed on how to remove the emergency exit and another flight attendant and I were instructed on how to open the main door and to help people out of the airplane. The instructing flight attendant told us that if she was unconscious we were to move her and then get the passengers out. She also requested that we bring her along as we exited the aircraft. We did well and got everyone off of the airplane and onto the raft. Shortly after we got on the raft, the flight attendant brought herself to the raft. It seems that the passenger (me) forgot her on the airplane and left her to drown. If you are ever on a commercial airliner with me realize that I can open the door, the emergency exit, and get you to safety as long as you are conscious. If not, you are on your own!!!

We also went to the operations center at Frontier where all flights are dispatched and flight plans are filed. Imagine not having to talk to Flight Services or to file a flight plan.

Much of this work is done by the dispatchers who work with you to get around the weather and get the best flight plan possible. I could use these folks!

Now it was time for the Airbus Flight simulator and the emergency slide. The slide was first and it was very interesting to jump down an emergency slide without an emergency. I can tell you that it is easier than you might think, so if you ever have to - just follow instructions and you will be fine. The slide was at the height that it would be if you were on the airplane.



Next was the flight simulator. It is a full motion simulator that looks as much like the cockpit of an Airbus as it can. The training pilot said that since Stan and I were pilots, we were not going to do Flight Simulator 101 but rather Flight Simulator 505. We first went to San Francisco International where Stan took off and did your normal stalls and steep turns, much to the consternation of the passengers. I think that we had them throwing up in the seats. Stan tried a takeoff with an engine fire and then a takeoff with an engine failure on rotation. We then went to Seattle where I took over and also did some approaches and takeoffs.

I had flown out of Seattle this fall and I can tell you that the view from the simulator and the actual view are very similar. By the time I finished, most passengers had jumped ship (just kidding).

I also tried a few emergencies and we also did a Category III landing. Can I get that equipment for my C-210? We finished with a landing at San Diego, and I think that I missed the parking garage but I am not sure. I can't say how Stan and I did but we are both getting fitted for Frontier uniforms as we speak. If only I could refrain from screaming *"we're all going to die!"* on the intercom, I think that Frontier may hire me.



All in all, it was a fantastic day that ended at about 6:30 pm. The 11-hour day passed much faster than if it had been my 8 hour real job. Stan and I both thanked the Frontier employees for a great day and went home a whole lot more educated on what it takes to fly the heavy metal.

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### ***Coming Next Month!***

The Flyin Schedule!!!  
Drew Chithea's feature on Insurance & the NTSB  
and all our regular features.

## **Walt & Vern's Excellent Adventure**

Walt and I met at his hangar on Front Range Airport (FTG) for the mandatory one-hour of ground school/briefing prior to the flight portion to be flown in his spotless T-210. We began by discussing a variety of procedures and techniques, which had served us well during our 6 1/2 decades of safe and reliable flight operations. This included Walt's WW II P-38 fighter flying in the South Pacific and my UAL and CFI experience plus both of our considerable experience in GA operations in a wide variety of aircraft.

We decided that the theme for his flight review would be Engine Operation, or as Walt correctly describes it, "YOU ARE REALLY FLYING THE ENGINE." HOW TRUE, HOW TRUE! This is a subject needing reinforcement in the GA world and a subject on which we were in complete agreement despite the fact that I had only ridden with Walt once and had flown his T-210 from Logan, UT to Jeffco (BJC) many years ago.

We got into N2538S, got comfortable and secure - then out comes the checklist - yes the checklist. Hasn't he yet learned how to operate this thing, which he has owned for nearly 30 years? The checklist discipline continued unabated. Like President Reagan often stated, "Trust (yourself) but verify." Some folks say, "Don't sweat the small stuff." We say, if you want to enjoy longevity in the flying business, "There Ain't No Small Stuff!"

The trusty TIO-520 Continental is started. The mixture is adjusted for a smooth 1000 RPM. Taxiing is begun with breakaway power - 1200/1300 RPM followed by about 1000 RPM with adjustments for uneven grades on ramp or taxi strip.

At the run up area, the procedure is smoothly carried out by following the checklist. After the mag check power is reduced to 800/1000 RPM. When ready for departure on Runway 8, mixture to full rich and power smoothly advanced to T/O value. (As the MP goes past 27/28 inches the engine is now turbo charged -- developing S.L. power and needing S.L. fuel flow.)

As we accelerate to near V<sub>x</sub>, Walt begins a smooth rotation to just the correct pitch attitude and we are out of there. Next gear up and appropriate power adjustments as we climb eastbound remaining below Class B airspace till "way out east."

Walt accomplished a variety of turns, slow flight, stalls, etc., all with the appropriate power setting to do the desired maneuver. He has developed these power settings over the years because he knows the importance of smooth and positive power management: "Flying The Engine." We conclude the "high work" with a few WWII fighter pilot maneuvers not suited for print here.

A smooth descent headed us back toward FTG. As we were about to enter traffic for a full stop on Runway 35 at FTG, I said, "How about a zero flap landing?" Walt could have been momentarily surprised by this at such a busy time. However, he responded with that wry grin that, which roughly interpreted means, "Watch me nail this one." In Cessna 210s and 180/82s this requires about 3/5 KIAS extra speed and a pitch attitude that is much higher than nor-



mal. These unusual items have had me riding thru many zero flaps approaches where the turn from base to final was a scary "down in the dirt" maneuver but not this time.

Back at the hangar we had a few good laughs about the old and not so old days. We strongly urge that in order to ensure safe, smooth, and comfortable flights

for your passengers you are well advised to FLY THE ENGINE. The associated benefit will be a safer and longer life engine. These power plants get mighty grumpy when aviators beat them up by poor engine operation and power management. The engines love to run. They are like racehorses. However, professional care and operation will enhance the operating experience with every engine you may encounter.

Walt and I have had several complete engine failures of major proportions, not of our doing, and had successful follow on forced landings. At our ages we don't mind the forced landings so much but it is the walking back to town or the airport that we want to avoid!! Thus we give engines TLC to save money, fly smoothly but mostly to avoid those power plant cardiac arrests that are so bothersome. At our ages we don't need any more of that "experience."

In conclusion: Think ahead and " Fly The Engine." Be safe and enjoy!

- Vern

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## Colorado Pilots Association Membership Changes

### *Welcome New Members!*

**James Woller**

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**Patrick Brown**

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**Eric Bench**

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**Kevin Allen**

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Eagle, CO 81631-5467

## **Part 43 Q&A**

From Bill Linenberger

**Question:** After performing preventive maintenance on my own aircraft, am I required to make an entry in the aircraft maintenance logbooks?

**Answer:** Yes. The FAA regulations under Part 43 describe the logbook entries required when work is performed on an aircraft. The entry must be made by the person who performs the work and must include: A description of the work performed, the date of completion, and-since you are the one performing the work-your name, signature, certificate number, and kind of certificate. Your signature constitutes the approval for return to service only for the work performed. A return to service flight test as outlined in Part 91 is not required if, prior to flight, ground tests, inspection, or both show conclusively that the preventive maintenance has not appreciably changed the flight characteristics or substantially affected the flight operation of the aircraft.

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## **The Best Deal in Aviation Training or A Cautionary Tale of Preflights & Hypoxia**

**by Harlan Ribnik, MD**

I carefully preflighted the Mooney for my trip to Henderson Executive Airport (KHND). I had just gotten it out of annual and took more than usual care in looking things over before a long cross-country. I had my charts open and carefully arranged in sequence on the copilot's seat. My Jepp book was within easy reach. I had my handheld nav/comm radio close to hand, too. I had my oxygen cannula plugged into the receptacle overhead and hung over my ears, ready for use.

After I received my clearance, I taxied to Runway 27 for takeoff to the west. Before I took the runway, I double-checked that I had my radios set and turned my oxygen system on. It was a blustery day and other aircraft were reporting low-level windshear off the departure end of the runway. Nonetheless, I took off and climbed out with no real difficulty. On my way to my filed altitude of 17,000 feet, ATC gave me FL180 reporting some turbulence on my route at lower altitudes.

I leveled out at FL180 and ran through the cruise checklist. As I completed the last item, I began to feel different. I was anxious, edgy and restless. The airplane was nicely settled into cruise, gaining airspeed. There was some light chop, but not any serious turbulence to speak of.

I was between cloud layers, with some mountain obscuration below and altocirrus above. Things were in the groove, but I just got more anxious and unsettled. Thinking back to my training, I began to wonder if there was a problem with my oxygen system. I thought that I had felt gas flow from my cannula, but the feelings I was experiencing were too much like the hypoxic symptoms that I “enjoyed” in the altitude chamber at Peterson Air Force Base.

I took out my pulse oximeter and put it on my finger. I was only at 70% saturation! The reading was surprising and scary, but the feeling was familiar because of the great training that I received courtesy of the United States Air Force and the FAA. Turning the oxygen system knob further clockwise, I felt the welcome sensation of increasing gas pressure into my nostrils. Within a few breaths, my saturation returned to the high 90s and my pulse rate decreased to more normal limits. I was relieved that I didn't have to immediately descend as I was planning.

The shop had altered the normal position of the oxygen knob during my annual inspection, probably when they performed the hydrostatic test on my oxygen bottle. I did not expect it to be different, and got another taste of hypoxia for an impromptu refresher course.

Mine was a happy ending due, I believe, to my attending an FAA sponsored Aerospace Physiology Training program. This course is offered to civilian pilots at a bargain price of \$50 per person. It is slightly modified from the military course, but offers a great didactic and practical experience that can't be matched anywhere.

Lectures are given on the physics and physiology of the atmosphere and of those who venture there. The physiology of respiration, vision, and circulation are discussed in a way that is readily understandable by the average airman. More to the point, practical demonstrations of the principles are offered.

The highlight is a flight in the hypobaric chamber in which pilots can explore their own reactions to and symptoms of hypoxia. After pre-oxygenation to rid the body of as much nitrogen as possible, civilians are taken up to an altitude of 18,000 feet and, ultimately, to 25,000 feet where they are instructed to remove oxygen masks and to take a quiz demonstrating simple calculations, memory tasks and hand-eye coordination. Other demonstrations of the effects of hypoxia on visual acuity and color vision are carried out during the flight and during descent to ambient pressure in Colorado Springs.

During our flight, I brought two finger pulse oximeters into the chamber with me to measure my own oxygenation and to share with the other pilots there. At our final altitude of 25,000 feet MSL (about 30% of sea level atmospheric pressure), my oxygen saturation was in the 50s... I also had one heck of a headache as well as other symptoms of hypoxia. I was one of the first to put my oxygen mask back on and “gang load” with 100% oxygen (we Anesthesiologists have a definite aversion to hypoxia). One breath was all it took to get my saturation back to 99%! The other pilots in the chamber had similar experiences.

For me, the take home lessons included:

- \* Keep pulse oximetry always available in the cockpit.
  - \* You can't do a sufficiently thorough preflight. Especially after an annual.
  - \* Remain alert for hypoxia. It's subtle and potentially fatal!
- I can't recommend this training enough. For the price, it is one of the best bargains in aviation!

For more information, point your browser to:

[www.faa.gov/pilots/training/airman\\_education/aerospace\\_physiology](http://www.faa.gov/pilots/training/airman_education/aerospace_physiology)



## **Our hardworking Fly-In Planning Group**

### **The First Flyin**

March 31- April 1  
Liberal, Kansas (KLBL)

This fly-in will be a one day event in which we will fly to Liberal, KS to visit the Mid-America Air Museum. This is the fifth largest air museum in the U.S. and it houses over 100 aircraft, both civilian and military. The museum is located on the field and, in fact, you can park your airplane at the museum. We will plan on an 11:00 am Central Time arrival at the Liberal Airport (LBL) which is located 272 NM southeast of Denver. After arrival, we will meet in the auditorium for a catered lunch and then be free to roam around the museum. The cost of admission will be \$5.00. After the tour of the museum, individuals can return home at their leisure. Trip Leaders will be John and Cathie Martyny.



# Fly Mart



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**Beech Musketeer** 4-place Super III S/N MA82. 1966 IO369-A2B 200 HP fuel injected Lycoming Engine. A/C TT 1858 hours, compression all cylinders 79/90, NARCO radio & omnirance and transponder, ELT, split cowling mod. Cleveland brakes, CMT and EGT temp, all 4 cylinders. Original paint, white scheme. annual 11/16/06. Approx 130 mph cruise, 60 gal fuel. \$39,000. **Contact** Jim Hogan in Colorado Springs: 719-275-2830 or cell: 719-371-4100

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**Commanche 260B** - 1966 N9129P. Clean & well-maintained w/ all logs, all ADs current. 4960 TTAF, 1650 SMOH, Prop 140 SOH, fresh annual 6/06. Garmin 430 GPS, Collins VHF-251/VIR-351/GLS-350, Collins TDR-950 (mode C), Garmin 4-place audio panel, Collins ADF-350, King DME, Piper 2-axis nav-coupled. Always hangered. Paint-5, Interior-7.  
**REDUCED TO \$74,900! Contact:** Charles at BRUS, Inc. 319-337-2288 (KCID) or email: charlesw@inav.net (Iowa)



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Deadline is the 15th of each month, to appear in the following month.  
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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](mailto: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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### **Membership Renewals**

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**Herbert Connelley**, Golden

**Dean Jaros**, Windsor

**Rich Roberts**, Fort Collins

**Don Boyle**, Boulder

**Janet Lapp**, San Diego, CA

**Marlys Marshall**, Aurora

**Bill Marshall**, Aurora

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**Jerry Morris**, Deer Trail

**Colleen Chambers**, Highlands Ranch

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**Henry Fore**, Pleasanton, CA

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