

CPA FLIGHT LINES

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Larry Camden and Drew Chitica presenting their Wings program on Night Flying. Read the full story inside and learn why almost every accident at night is fatal.



www.ColoradoPilots.org



President's Message

by CPA President

Sarah Jane Dolliver

[Note from the editor: My fault entirely, none of it Sarah's.]

Hello - I'm sorry that my column has become a little out of synch - but hopefully the problems will be corrected shortly. Here is what should have been published in January. Thank you all for bearing with us during our transition.

Happy New Year, Everyone!

I hope each of you had a wonderful holiday and a fantastic New Year celebration. My wish for each of you is that 2007 will be the best year yet - for you and your families and for CPA! I wanted to update you all on the auction/sale at the Holiday Dinner. Thanks to Bev and Larry Camden for donating a gift certificate for an IPC ride which yielded \$300 for the Scholarship Fund and thanks to Cheryl Randel for purchasing the gift certificate. I'd also like to thank Judi Haglin and Mary Jones for donating the terrific door prizes.

Thanks also to those who purchased the holiday blocks and/or donated money for the Veterans Home. I have sent Senator Lew Entz a check for \$150 with a note of thanks from all of us at CPA for his efforts on CPA's and General Aviation's behalf with instructions for him to please take the money to his favorite charity - a Veterans' Home.

As mentioned in an earlier message, I'm going to make - DO MORE FLYING!- my New Year's Resolution and I hope to attend most of our fly-in events. Eric Jensen hosted the fly-in planning meeting January 20 at Jeffco Airport's terminal building. This meeting is always fun because this is where Eric, his Committee, and everyone attending suggest ideal/fun places to hold fly-ins and then determine which fly-ins will make the cut onto the 2007 calendar. There is always a variety of tastes and durations for the fly-ins - from same-day to 3-day events.

Until next month -
Blue Skies,
Sarah

Insurance and the NTSB

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FROM THE CPA SAFETY COMMITTEE

Bill Linenberger, Chairman

It has been announced by several aviation alphabet groups, including the FAA through the Nall Report on Aviation Safety, that General Aviation (GA) has enjoyed one of the safest years on record. Numbers of accidents, incidents and fatalities are down, runway incursions have declined thanks to aggressive training and awareness programs, and in all flying is safer than ever before. For all of this we can thank every pilot who participates in the Wings programs, who reads and heeds the safety announcements, who participates in currency seminars and in general abides by the FAR's and the precepts of safety. Sounds like every CPA member, right?

So the question on the lips of an aircraft owner might be "So why are my friggin' rates so high?" Airplane owners always dread the annual 'running of the rates' when it comes time to renew aircraft insurance and rightly so; it seems that even though the NTSB numbers are down the rates do nothing but go up. A little investigation courtesy of the FAR's, Google and some good old plagiarism comes up with some interesting facts.

The NTSB investigates and collects data on aviation accidents. As defined in NTSB part 830.2:

Aircraft accident means an occurrence associated with the operation of an aircraft...in which any person suffers death or serious injury, or in which the aircraft receives substantial damage

Substantial damage means damage or failure which adversely affects the structural strength, performance or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component.

It is also interesting to note, in the same part, that:

“...bent fairings or cowlings, dented skin, ground damage to propeller blades, and damage to landing gear, wheels, tires, flaps are not considered ‘substantial damage’ for the purpose of this part.”

Well, now; if accidents are going down why are not the insurance rates following a similar trend? As with many things in life, the ‘gotchas’ are in the fine print. Avemco insurance reported that only 17.3 percent of the claims they pay are for NTSB qualified accidents; in dollar amounts the accidents eat up just 40.3 percent of the funds paid out. It is sobering to read for what and where all the other dollars go.

Fifty-three percent of the claims they pay are for ground events averaging \$18,826 per event. That includes things like running into a hangar or light pole. A taildragger pilot trying to power through some snow going up onto his nose, sliding (or being blown) on some icy taxiway area into another airplane, you get the idea. Ground events which were caused by pilots not paying attention to what they were doing and where they were going. A chart sliding off the lap is not an event for immediate recovery, stay in command of the plane and recover the chart when you’re safely stopped. Do you remember on your flightcheck when the examiner tried to distract you? How you studiously ignored the distraction to stay in control of the airplane? Keep that in mind when you are taxiing in or out; do not multi-task, do not do three things at once, do not get ready to prepare to commence. Stay focused on command and control of the aircraft until you are at a full and complete stop, then perform your other tasks or duties.

Takeoffs are seven percent of Avemco’s claims for \$45,688 each and landings are twenty-eight percent for \$47,514 per. Industry figures show takeoffs and landings amount to almost 55% of all GA accidents! So what does this tell us? It confirms the fact that when an aircraft is close to the edge of the sky it is in danger. The edges of the sky are either interstellar space or the ground. I can assure you the former will not be a problem while the latter most certainly is. As students the most demanding and time-consuming task was takeoffs and landings, other wise known as ‘touch-and-goes’ (the Brits call them ‘circuits and bumps’). After we became certificated we used an airplane for what it was built, we flew places. And so the high level of proficiency we gained from constant and daily practice waned. And faded.

And perhaps slid downhill a little more. Isn't it time to get back out there – perhaps with a qualified CFI – to regain those skills? Especially on crosswind landings? Loss of directional control accidents averages \$37,222 to repair. An hour or two of time and a CFI's paltry pittance is cheap insurance.

Finally, for those with retractable gear airplanes; a gear-up landing is NOT an accident (unless someone more than your ego is injured) but a gear-up averages \$47,861 to put the old crate back to flying status. So for those who fly retractables and for those who will in the future – EVERY time you turn from base to final say to yourself the following:

“Base to final, FINAL GEAR CHECKED –
DOWN with THREE GREEN”

And be sure you've checked the gear-down lights! Sunlight on the lens can be mistaken for an illuminated bulb...BE SURE it's lit! If you are flying an instrument approach, at the outer marker or the point where you start down say to yourself:

“Final approach fix, FINAL GEAR CHECKED –
DOWN with THREE GREEN”

I was taught to say this by my primary IP (Instructor Pilot) even though I was flying a fixed-gear, fixed-prop airplane. When I asked him why he had me doing this he answered “You're not always going to be flying one of these. You'll be moving up...sooner or later.” And he was correct. The fatalistic approach of ‘there are those who have and those who will’ just doesn't cut it in today's world. The old rule of “In God We Trust – Everything Else We Check” really is the key attitude. Check gear down; check it early, check it often.

There is one other trap a retractable can fall into, and that is after a balked landing, a ‘go-around’. If you raise the gear after commencing your climbout, saying the above to yourself EACH AND EVERY TIME you turn base-to-final will insure against a gear-up landing on the second attempt. I once watched a beautiful Beech 18 land gear-up for exactly the same reason; he had to go around, raised the gear and then forgot to lower the gear at his second landing approach. What a shame!

To conclude, what each and every one of us can do to keep insurance rates – and accident rates – low, is practice proficiency. On a good flying day roll the crate out of the hangar and go practice. If you don't like stalls and recoveries, practice them. If you shy away from crosswind landings, practice them. Employ an instructor you trust if there is some trepidation or anxiety as to what you intend to do. But NOT practicing what you're weak at will only keep you weak. To become a strong, confident, proficient pilot you must hit it head on and become the master of your craft. You then also become the master of your fate.

Drew Chithea is a Designated Pilot Examiner, Master CFI and CPA member, based at Front Range airport (FTG). Visit his website at www.ColoradoSkymaster.com

**All Colorado Pilots,
Bob Doubek
CPA Area Rep, APA**

I am pleased to report that the Tanterra developers withdrew their petition for 1615 homes at Centennial Airport. Thanks to the “Show of Force” by the Colorado Pilots, AOPA, NBAA and many others, the developers announced their withdrawal at the opening of last night's City Council meeting (Monday, March 5, 2007). They said that they reached their decision after the Airport, County and City agreed to collaborate and work out a “Vision” for the site. In other words, save your notes, letters, etc. in case we need to re-visit the issue.

The project originally was located east of the airport and northeast of Runway 10/28 with the boundary being approximately 1600 feet from the east end of the runway. Most of the 10,000 noise complaints received in 2006 came from residents living at greater distances than the proposed development. As a result, the development would expose thousands of new residents with aircraft noise and eventual clamor to close the runway – or eventually the airport. The closing of Stapleton resulted from noise and eventual political issues.

I appreciate all of your letters, e-mails, telephone calls, and attendance at the City Council meetings. I especially want to thank the CPA Board for re-scheduling the regular meeting date in order to attend last evening's meeting. You made a difference!

Thanks again

CPA MEMBERS SPONSOR 'WINGS' PROGRAM

BY: Peggy Long

On Saturday February 17 a 'Wings' program was presented by two CPA members, Larry Camden and Drew Chitica. Titled "*Night Flying Procedures*" the seminar detailed the planning and considerations necessary in making a safe night flight and some of the pitfalls other pilots found themselves in while flying at night.

One major point of the talk was the absolute need for proper planning before the flight begins. The airworthiness of the pilot was emphasized in the '**IMSAFE**' acronym (Illness, Medication, Stress, Alcohol, Fatigue & Emotion) found in the aeronautical Information Manual (AIM).

Airworthiness of the airplane is important insofar as assuring everything works and the pilot knows how to operate the equipment. The mission of the flight was addressed: Is this a session in the pattern or an out-and-back? Is this a day-into-night flight or entirely at night? Lastly, a good weather briefing was brought up as an absolute imperative for a safe night flight.

NTSB accident reports were mentioned in each phase of the talk to focus the attention of the attendees on what can occur. In one case, a pilot did everything right; he called FSS the day before and right before the flight. He was told by the briefer that this night would be better than the next night. The weather was clear with only high cirrus clouds BUT...there was no moon and he was flying over sparsely lit terrain. It is suspected, from the crash investigation, he got vertigo and lost command of the airplane.

Which brings up the main point taken by this writer; the absolute need to be instrument proficient when flying at night. The moment of rotation places a VFR pilot in an 'IMC' (Instrument Meteorological Conditions) world where there are few ground and almost no horizontal references. The prudent pilot before launching at night would get proficient – or at least comfortable – flying on instruments prior to a serious night flight. If one does not have an instrument ticket then some serious instruction would be in order. If one does have an instrument ticket, then the question of proficiency arises. In either case, measuring the risks before launching into an inky darkness certainly is in order.

Larry Camden is a retired Continental Captain and the owner and chief pilot of Executive Flight Training at Centennial Airport. can be reached at 303-799-7735 or www.executiveflighttraining.com

Pagosa Springs, Colorado is redesignated KPSO

by Bob Goubitz

March 15, 2007 is the date for changing the airport identifier for the Archuleta County Stevens Field Airport from 2V1 to KPSO.

The change is brought about by the recent commissioning of an AWOS, frequency 127.175 or telephone (970) 731-0365.

The newly completed 8098 x 100 ft runway and FBO ramp have a weight bearing capacity of 70,000 lbs. Construction of a parallel taxiway is slated to begin later this year and the development of a GPS approach is being studied. The field is presently home to approximately 60 aircraft and 50 private hangars in addition to the new 14000 ft² Avjet Corporation FBO hangar which is able to handle aircraft up to a Gulfstream IV.

Archuleta County has started the process of building 27 additional hangars in the vicinity of the FBO, these structures will range in size from 35 x 45 ft to 100 x 100 ft. The General Aviation tiedown ramp north of the FBO will be resurfaced this spring. The FBO is a modern, well appointed facility offering all regular services including flight planning room, conference room, pilot's snooze room and showers. Avgas is available from truck or self-serve at very competitive prices, Jet-A fuel is available single point. Enterprise Rent a Car has an office on the premises; local transportation is also offered by the FBO.

Stevens Field is located in the southern part of the San Juan Mountains, 34nm east of Durango, Colorado and is known for its fantastic mountain scenery and generally beautiful weather. For more information on FBO services or the airport itself please contact Bob Goubitz, General Manager of Avjet Corporation at (970) 731-2127.

[Need directions?: DRO radial: 62 at 34.1 nm]

Taxi into Position and Hold (TIPH): Guidance for Pilots

effective February 5, 2007

BACKGROUND

Because of a rise in TIPH events the FAA reexamined existing TIPH procedures. A Safety Risk Management (SRM) panel was convened consisting of representatives from the Air Traffic Service and the Flight Standards Service, and certain specialists, including experts in aviation human factors.

The results of the panel's study are contained in two new FAA Notices effective Feb. 5, 2007 (N JO 7110.456 and N JO 7210.640), and in this Guidance for Pilots.

DISCUSSION

Imminent departure. TIPH is a procedure intended to position an airplane onto a runway for an imminent departure. Example:

Tower: N234AR runway 24L, position and hold.

This ATC instruction is not a clearance to takeoff.

The SRM panel's analysis of accidents and incidents involving airplanes holding in position revealed that in a number of cases two minutes or more had elapsed between the "position and hold" instruction and an undesirable event, usually a land-over or a go-around. Pilots should be sensitive to the length of time that they have been holding in position whenever they have not been cleared to takeoff and have not been advised of any expected delay. After two minutes in position it would be particularly appropriate to query the controller about the delay holding in position.

When instructed to "position and hold" a pilot should expect an imminent takeoff except when explicitly advised of a delay. Causes for delays in position include wake turbulence and traffic on an intersecting runway, among others.

If a takeoff clearance is not received within a reasonable amount of time after “position and hold” clearance, a pilot should contact ATC.

Examples:

Airplane: Cessna 234AR holding in position runway 24L.

or,

Airplane: Cessna 234AR holding in position runway 24L at Bravo.

Similarly, if uncertain about any ATC instruction or clearance a pilot should contact ATC immediately.

Situational Awareness (SA). SA while holding in position can be improved by closely monitoring all radio transmissions, especially clearances issued to other aircraft, and the acknowledgments made by their pilots. Pilots should be particularly alert to another aircraft on the frequency with a similar-sounding call sign. If it is unclear to whom an ATC transmission is addressed, a pilot should question ATC immediately.

Night or reduced visibility conditions. It is crucial at night or in other reduced-visibility conditions that pilots be especially vigilant when cleared to taxi into position and hold. A pilot should scan the full length of the runway and look for airplanes on final approach before taxiing onto on active runway. At any time that there is reason for concern about a potential conflict a pilot should contact ATC immediately.

Multiple runways and intersecting runways. When operations are being conducted on multiple runways it is extremely important to listen closely for your call sign and for any references to your assigned runway. Be alert to similar-sounding call signs and acknowledge instructions to you by including your own call sign in each acknowledgment. When you are holding in position and are in doubt if a takeoff clearance is intended for you, confirm with ATC before beginning the takeoff roll. When an airplane is holding in position on an intersecting runway, or is cleared to do so, ATC will issue traffic advisories to pilots of both airplanes, (1) your airplane and (2) the airplane holding in position, departing, or arriving on an intersecting runway. Examples:

Tower: Delta One, runway 4, position and hold, traffic landing runway

31.

and,

Tower: United Five, runway 31, cleared to land. Traffic holding in position runway 4.

Conflicts with landing traffic. If landing traffic is a factor ATC will advise an airplane holding in position. Such traffic may have requested a full-stop, a touch-and-go, a stop-and-go, or an unrestricted low approach. Pilots should take care to note the position of such traffic on the final approach course or in the local traffic area. Example:

Tower: Cessna 234AR, runway 24L, position and hold. Traffic a Boeing 737, six miles final.

ATC will also advise landing traffic when an airplane is cleared to hold in position on the same runway. Example:

Tower: Delta 1011, continue, traffic a Cessna210 in position runway 24L.

ATC will normally withhold landing clearances on a runway while another airplane is holding in position on the same runway. Never land on a runway occupied by another aircraft of any kind, even if you have received a landing clearance. Pilots on final approach should not hesitate to ask the controller about traffic on the runway of intended landing, and should be prepared to execute a go-around if the runway appears to be occupied.

WORDS TO LIVE BY

Always resolve any ambiguity or confusion concerning an ATC transmission by questioning ATC immediately. Likewise, if you have any doubt about your ability to comply with an ATC instruction, advise ATC.

RECOMMENDED ACTION

Pilots should be familiar with the improved TIPH procedures and phraseology effective February 5, 2007. They should work together to the extent necessary to address TIPH, as revised, in the manuals and training programs used by pilots, and to apply the recommended practices in daily operations.

Key changes include the following:

1. ATC will normally withhold landing clearances on a runway while another aircraft is holding on the same runway.
2. ATC will issue traffic advisories to aircraft holding in position and to aircraft holding, departing, or arriving on an intersecting runway.

Jackpot Air Classic Correction

The Co-Chairs of the Jackpot Air Classic announce a date change from that which appeared on the CPA Website Calendar earlier on this year. Please direct any questions / comments to them. Thank you!

THE 31st ANNUAL DENVER-to-JACKPOT AIR CLASSIC WILL TAKE PLACE JULY 7 - 8, 2007 (not July 14 - 15 as originally published).

Co-Chairs:

Judi & Dana Haglin 303/673-9381 or eriehaglin@aol.com

Steve Harless 303/659-8648 or Belin2@aol.com

Night Flying Improvement

Ever wished you could see better in the dark? Want to see how FLIR (forward-looking infrared) can aid night flying? Here's the night landing at Aspen on YouTube video at

www.youtube.com/watch?v=uy3N27zs6cE

Go-Around Safety or Things I Never Knew

You're landing on 28 at Centennial (KAPA), student traffic is on 17R and everyone else is 17L. For whatever reason, you need to perform a go-around. What do you do?

According to the controllers at KAPA climb straight ahead and follow ATC directions. Expect a turn south before 17L. On the other hand, don't get into a dangerous situation. You are the PIC.

DEN Chart Trivia

The Front Range tower has been in operation for over 18 months and the airspace changes may lead to an inadvertent incursion into DEN Class B. While the tower is in operation, FTG is Class D and the airspace allows altitude [-80]. When closed, the airspace reverts to Class E and the airspace is below the 120/70 Class B layer. A short distance south of 8-26 the airspace is below the 120/80 of DEN. But for a short 3 nm, due south and outside FTG Class D, the airspace never changes from 120/70.

When the tower went active the airspace was defined as 2500 AGL which overrides the 120/70 of Class B - but only when the tower is open.

So - what's the moral of this story? Just because you are allowed above 7000, don't go there and risk busting Class B.





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303/668-3093 (W)
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970/879-5717 (W)
sbpspg@yahoo.com

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970/332-4955 (W)
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