

CPA FLIGHT LINES

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New CPA member Joe McGowan poses by the Gnat at the Mid-America Museum, Liberal, KS during the CPA fly-in on March 31st.



www.ColoradoPilots.org



President's Message

by CPA President

Sarah Jane Dolliver

As you all know, “Fly-In Season” is finally here - and this year’s schedule is going to be a really fun one! The fly-ins started with the March 31st trip to the Mid-America Air Museum in Liberal, Kansas.

The museum and its volunteers made for a very enjoyable and memorable trip – from the history of Kansas’ role in aviation to the hint of a host-ghost at the museum! My thanks to John and Cathie Martyny for a really fun fly-in!

This particular fly-in also gave me the opportunity to do something I’ve been touting for several years – ride-sharing! We had the good fortune of taking a new member, Lucia McConnell, with us. We really enjoyed her company and have made a new, good friend in the process. Ride-sharing not only allows someone who wouldn’t otherwise be able to attend a fly-in to be there – but you might just make a new friend in the process! Lynn and Frank Niehus allowed me to ride-share with them on my first fly-in many years ago, and I’m proud to say we’ve been great friends ever since. Funny how a love of aviation will do that to ya! Please, if you’re going to a fly-in and you have a seat or two available, let the sponsor of that fly-in know. And if you do not have access to an airplane and you would like to attend a fly-in – same drill - let the sponsor know and he’ll put you in touch with someone who has a spare seat. Who knows, you might make a new friend too!

Lastly, many of you know how I feel about our Veterans and military personnel. This Memorial Day, please take the time to thank that Vet who lives down the block – you know the one! And walk up to that military person in uniform and thank him or her for their service, and say a prayer for them and their families. I know they’ll appreciate it.

Until next month – blue skies!

- Sarah

Gnat Fighter in Liberal Museum Stirs Old Memories

By Joe McGowan Jr.

I was embedded in a Pakistani Army convoy invading Kashmir in early September, 1965, an Associated Press correspondent covering South Asia, when a Gnat buzzed into my life.

India and Pakistan had gone to war on Sept. 6 when Indian forces invaded Pakistan near Lahore. This day, up in Kashmir, the Indian army was retreating and the Pakistani soldiers were jubilant.

The day was brutal for me. The temperature was 105 degrees and the convoy kicked up huge clouds of reddish dust. As we passed through mud hut villages, people came out and offered bamboo glasses of water to the jawans (troops). I didn't dare taste the water but it was tempting. My canteen of pure water had run out before noon.

The convoy was in the process of fording the river Tawi when a squadron of five Indian Air Force Gnat jet fighters and two Canberra bombers found us and began dropping bombs, firing machine guns and cannons.

I leaped from the Jeep in which I was riding with a Pakistani army information officer and found a nearby canal embankment. Lying on the slope, I was able to focus my camera on the incoming jets.

I did not recognize the fighter planes and the information officer told me they were Gnats, a tiny jet the Indians made under license from England. The British-originated Canberras are similar to the American B-57.

The Indian jets made five passes over the convoy. Because they attacked perpendicular to the convoy, they destroyed only one Jeep and the two soldiers in it. I was never able to determine why they did not run down the length of the convoy. If they had, they would have severely damaged Pakistan's army strength and I might not be here today.

Until then, I had covered several revolutions and other situations involving ground fighting. But this was my first time to experience an aerial attack.

It was a strange experience. When the fighters and bombers were first sighted, everything was strangely quiet. Then, the machine guns and cannons began firing and the noise was unbelievable. The bombs began exploding and it was deafening. As the planes swept over at low level, their jet engine noise added to the almost unbearable din.

Strangely, after it was over, I realized I had not been afraid. Undoubtedly, my heart was pounding. But adrenaline had taken over and I was covering a huge story and concentrating on getting good photos. I also was much younger and probably thought I was invincible.

The jets took off headed toward India. I asked the information officer if they were going to refuel. He looked at his watch and said, “no, it is three o’clock. It is tea time.”

So the Indian pilots went home for tea and our Pakistani cooks set up kettles and served tea on the hot, dusty frontlines. I still have a jagged piece of shrapnel, which I found on the ground near where I had been taking my pictures.

At sunset, the Pakistani convoy settled in for the night. I was provided a Jeep and driver to take me back to Lahore, the nearest city, so I could get my film developed and cable my story to the AP in London.

The driver dropped me at Nedou’s Hotel and although I wanted to send my story off as quickly as possible, I just had to quench my thirst. I rushed into the bar and downed a cool bottle of beer before returning to war correspondent duties!

Fast forward to March 31, 2007. I was fortunate to be invited by Walt and Terry Barbo to join them in their Centurion 210 for the Colorado Pilots Association Fly-In to Liberal, KS. Babette Andre served as co-pilot and VFR Navigator.

Twenty-nine aircraft and 67 people flew in to see the Mid-America Air Museum, a remarkable collection of all types of aircraft.

George Mead, our guide through the wonderful museum said he would show us an interesting little jet called a “Gnat.” I flashed back to that blistering day in 1965 wondering if it were the same aircraft that almost wiped us out. Soon I was standing alongside that little jet made by Hindustan Industries in southern India.

Was it one of the jets that was shooting at me 42 years ago? I’ll never

know. But it was a special moment for me to see that warbird on the ground. In the museum hangar alongside the other 106 military and general aviation aircraft, it looked petite and not a bit dangerous. After all, it was just a Gnat.

Joe McGowan Jr. worked for Associated Press for 42 years and was bureau chief in nine countries and various cities in the U.S., including Denver.

From the Liberal Flyin

Here is a picture of our president in a B-24. Is she on a bombing mission?

Photo by John Martyny



The Student's Corner

You're flying to Sidney (SNY) for an emergency trip to that hunting/camping/fishing store and realize there are two approaches to Runway 12. One is a VOR and the other is VOR/DME.

1) What equipment do you need in the aircraft to legally perform each approach?

2) What is the difference between the two approaches?

Send your answers to the editor (blanche@acm.org) and we'll publish them next month.

Excerpt from Ms. Blakey's speech presented at the Aircraft Electronics Association

"Preparing for Tomorrow"

Marion C. Blakey, Reno, NV , March 29, 2007

When you hear horror stories about the FAA being "anti-GA," I want you to take a good look at the numbers. In our proposal, Joe Pilot in a Cessna 172 will experience an operating cost increase of about four dollars per hour. In other words, the owner of a very expensive airplane is engaged in a heated dispute that hinges on the cost of a Starbucks latte. It's important to note here that if the fuel tax is increased, it still represents less than five percent of the overall cost to fly your GA aircraft.

This is about paying your fair share. While we're having a debate over who's going to pick up the tab, the passenger in the middle seat is footing the lion's share of the bill for operation of the system. The commercial traveler is paying 95 percent of the cost but imposing only 73 percent of the cost. A seat on a commercial jetliner is the most heavily taxed spot in all of aviation.

Note: For the entire speech, check out

http://www.faa.gov/news/speeches/news_story.cfm?newsId=8488

Additionally, the FAA recently issued a Fact Sheet relating to the proposed Financing budget. Read it at

http://www.faa.gov/news/fact_sheets/news_story.cfm?newsId=8747

Burt Rutan receives patent 7,195,207

A rocket-powered spacecraft having a wing which has hinged aft portions which can be elevated about a hinge line. Tail booms extend rearwardly from the outer ends of the aft wing portions, and rudders are mounted at the aft ends of the booms. Each tail boom supports a horizontal tail with an elevon at its trailing edge. In normal flight, the wing aft portions are not elevated, and the wing has a normal airfoil shape. During atmosphere reentry, the wing aft portions are steeply elevated to provide a stable high-drag altitude for the spaceship for speed reduction at low thermal and structural loading. After reentry, the aft wing is returned to an unelevated position which enables gliding flight to a horizontal-runway landing.

Read the complete patent description at

<http://patft.uspto.gov>

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and search for 7,195,207

American Airpower Heritage Museum receives Smithsonian affiliation

Stephanie Miller-Staff Writer, Midland Reporter-Telegram

The American Airpower Heritage Museum (AAHM) is now an affiliate of the Smithsonian Institution, which allows the Midland-based museum to have access to the 136 million artifacts in the Smithsonian's collection. "We're very excited about achieving this milestone. It means enhanced exhibits to draw both national visitors and those from the Permian Basin," Kay Crites said. She is the director of public relations for the Commemorative Air Force (CAF), where the American Airpower Heritage Museum is located.

The AAHM is the only aviation-related museum in Texas that has accreditation from the American Association of Museums and a Smithsonian affiliation, according to records. There are about 50 major aviation museums and science centers in the United States. Of those, there are only 14 aviation-related museums, including the AAHM, in the nation that have a Smithsonian affiliation, according to records. Tami O'Bannion, director of the AAHM, said the Smithsonian affiliation enhances the museum's vision in several ways.

"The Smithsonian affiliation is a huge step to achieve our museum's vision statement, which is to keep people free," she said. The AAHM began its application process to become a Smithsonian affiliate two years ago, O'Bannion said. Among the various steps to apply for Smithsonian affiliation, interested organizations are to include in their proposals their mission statement, annual reports for the past two years and a brief statement of proposed projects or artifact loans.

The museum received approval of its application from the Smithsonian Institution in late 2006 and released the news in late Feb. 2007 in conjunction with the CAF's 50th anniversary, officials said. The Smithsonian affiliation is something that will require subsequent review and will have to be maintained, O'Bannion said.

Responding to the question of when exhibits featuring Smithsonian artifacts might make their way to the American Airpower Heritage Museum, O'Bannion said "We have established a rapport with the Smithsonian to identify collections that might be available for us to borrow that complement the CAF mission.

Weather Awareness

**With Thunderstorm, hail and tornado season upon us,
here are the new weather terms in use by the FAA**

FAA Flight Standards Service
Washington, DC
DATE: 4/4/07

Subject: Precipitation Reports From ATC—New Terms

Discussion: ATC work stations normally use a weather processing system, permitting a controller to see, and report to pilots, four levels of precipitation as a function of reflectivity expressed in decibels (dBZ), as follows:

“LIGHT” < 30 dBZ* Rainfall rate of .01 – .10 inches per hour

“MODERATE” 30 to 40 dBZ Rainfall rate of .175 – .50 inches per hour

“HEAVY” > 40 to 50 dBZ Rainfall rate of .5 – 2.0 inches per hour

“EXTREME” > 50 dBZ Rainfall rate of 2.0 – 16+ inches per hour

*Air Route Traffic Control Center (ARTCC, also known as “center radar”) controllers will not use the term “LIGHT” because their systems do not display “LIGHT” precipitation. (This information will be included in August 2007 update to the Aeronautical Information Manual.)

None of the air traffic control weather processing systems distinguish between types of precipitation such as snow, rain, hail, or ice pellets (sleet). Hence all observations reported to pilots are expressed as “precipitation.” Pilots should understand that precipitation data may be up to 6 minutes old when actually displayed to a controller.

Just In Case

Did you forget to pickup the latest Terminal Procedures, all the pilot stores are closed, it's 11 o'clock at night and you're leaving before dawn tomorrow? The NACO Terminal Procedures are now online in PDF format at

<http://204.108.4.16/index.asp?xml=naco/online-products>

Pick the state, pick the airports, pick the approaches, and print everything you need for your trip.

Tidbits

And you thought we have airspace problems...From Avweb and the Jerusalem Post

Noting a recent increase in near-miss aviation collisions, a high-ranking Israel Air Force (IAF) officer has told The Jerusalem Post that private and chartered aircraft sometimes fly recklessly and are the main source of aerial dangers in Israel.

According to the officer, while Israeli airspace is "tight and narrow," it is not more dangerous than other countries in the world "or the crowded airspace over JFK airport in New York."

In the past two years, the officer said, the number of aircraft flying in Israeli airspace has doubled due to an increase in commercial and private flying time. Last week, an Arkia plane carrying soldiers and their families came dangerously close to crashing into an F-16 fighter jet at the Uvda airfield in the South. Two weeks ago, a private plane nearly collided with an Arkia plane at the Sde Dov airfield in Tel Aviv.

The officer, who is involved in coordinating between military and civilian use of the airspace, said that minimal space in altitude between aircraft is 400 feet. "We also restrict the number of aircraft allowed in the air at the same time," he said.

Due to the difficulty in controlling the airspace, some airfields have installed new monitoring systems to try to prevent air collisions. One such example is at Sde Dov, where base commander Col. Eden Atias recently installed an advanced military-grade radar system in the tower that creates a clearer aerial picture and assists in preventing air collisions.

**Colorado Pilots Association
Welcome New Members!**

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Jim Gilbert
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Niwot, CO 80503-8357

Want more color in your newsletter? Did you forget where you put the Flyin list? Need to contact someone on the Board, committee or local Area Rep? Remember, you can always read the newsletter, flyin list, and other information on the CPA website. Don't have handy web access? Check out your local library. It's always free at the Public Library!

www.coloradopilots.org



Fly Mart



FOR SALE: Cessna 170A -- 1/3 share (\$12,750) in 1951 C170A taildragger. It has a 6-cylinder Continental 145 engine (769 TSMOH), 8.5-gph, easy flying airplane. N1702D is in great shape as I just spent \$6,000 on the annual (2/2007) to fix all the little things neglected for a couple of years. She is currently hangered at FTG (Front Range). For medical reasons it's not practical for me to continue without partners or selling completely. Contact Dave Siefkas in Denver for pictures and questions: 720-951-1497 or **dave.bojo@comcast.net**

FOR SALE: Turbo Twin Comanche, Piper PA-30, 1965, TT4496, Lt.1637, Rt. 257, Props 257. 4 plc. oxygen, tip tanks, 114 gal.fuel. 720ch. Nav/com, IFR approved GPS, Stec 50 w/alt hold, HSI, 4 plc. intercom. New instrument panel, One piece windshield, Reiff pre-heater, Wing and tail covers. No damage history, Paint/interior, 8/7. \$ 95,000, OBO. Call for pictures and details. Contact Rick 970-249-8315 or e-mail **susreism@aol.com**

WANTED: SL30 or GX65 in working condition. Contact blanche@acm.org or 303-755-1525



Fly Mart is a free service provided only for CPA members.
If you have a personal AVIATION related item to list, please submit your ad to the *Flight Lines* editor Blanche Cohen, via email to blanche@acm.org.
Deadline is the 15th of each month, to appear in the following month.
Your ad will run only once unless you contact the CPA editor prior to the 15th of the following month and request the ad to to run again.

Flyins for May/June/July

Always check the CPA website or contact the INFO person for any updates or changes.

MAY 4 - 6 OMAHA, NE (OMA) Fly Friday to Omaha's Eppley Airfield; Saturday attend Defenders of Freedom Air Show at Offut Air Force Base featuring U.S. Navy Blue Angels. Have dinner at an Omaha steakhouse. Possible side trips to The SAC Museum or The Henry Doorly Zoo <http://www.offut-airshow.com>
Info: Wayne & Terry Munson 303/666-8757 or wayne@munson.com

MAY 5 Canon City 1V6 EAA Chapter 808 Breakfast. 7:30-11 am. This is always an enjoyable flyin breakfast, and serves to help EAA Chapter 808 fund several worthwhile programs including EAA Aviation Camp at Oskosh.

MAY 25 - 28 FLY-IN to GRANTS, NM (GNT). Spend Memorial Day in Grants, NM. There is a lot of history in the area from Native American to the Uranium boom/bust to Route 66. See Signature Rock, an ice cave, the Malpais and other local sights on Saturday. Sunday visit Pueblo villages and casino. Golf is available on your own either day. Info: Bob Jones 303/979-1529 or b45j@msn.com

JUN TBA WRAY, CO (2V5). Join other CPA duffers for a golf outing to Wray. Golf course is at the airport.
Info: Sarah Dolliver 303/766-3819 or sarah.dolliver@hro.com
OR Bill Linenberger 1enlyallparts@juno.com

JUN 1 - 3 BARTLESVILLE, OK (BVO). Fly to the hill country of NE Oklahoma to enjoy the largest biplane gathering in the world on Friday. Saturday visit Woolaroc, Frank Phillip's 3,700 acre ranch retreat just south of Bartlesville. Enjoy the nature trails and world class museum featuring one of America's most unique displays of Western art and artifacts; and one of the world's most complete collections of Colt firearms <http://www.biplaneexpo.com>
<http://www.woolaroc.com>
Info: Bob & Shawn Kinney 303/288-7371 or twinlake1@aol.com

JUN 9 THIRD ANNUAL JEFFCO AIRPORT OPEN HOUSE AND FLY-IN, Jeffco Airport (KBJC), Broomfield. Gates open at 9:00 a.m.; event free to the public.
Info: Terry Munson info@jeffcoairportopenhouse.com
or www.jeffcoairportopenhouse.com

JUN 16 CPA MOUNTAIN FLYING - HIGH ELEVATION AIRPORT OPERATIONS GROUND SCHOOL, Tower Building, Centennial Airport (APA), Englewood, CO 8:30 a.m. - 5:00 p.m. Course designed to prepare pilots for flight over mountainous terrain and high elevation airports. Fee: \$120 for CPA members, \$145 for nonmembers (inc. course materials). Optional flight portion

of course may be taken at pilot's discretion, and cost, at a later date.
Info: Terry Barbo 303/367-0670 tbarbo@comcast.net or CPA Website at www.coloradopilots.org

JUN 16 VAN AIRE FLY-IN / DRIVE-IN, Van Aire Airpark (CO12)
Brighton. Open House for CPA members and guests; arrive at 10:30 a.m., lunch at noon; donation for lunch.
Info: Bill Teater 303/659-7329, 303/489-1310 (cell), or bteater@qwest.net

JUN 22- 24 EAA ROCKY MTN REGIONAL FLY-IN, Front Range Airport (FTG), Watkins, CO. Info: 720/299-6160 or www.rmrfi.org

JUN 30 KELLY AIRPARK FLY-IN BREAKFAST, Kelly Airpark, Elbert, CO (CO15). Breakfast served 7:00 a.m. - 11:00 a.m. Rain or Shine; aircraft parking on grass. NO/TE: traffic pattern east side of Rwy 17/35; UNICOM 123.05; AWOS 134.37, runway 3800 x 36 ft. see Airnav.com or Web site www.kellyairpark.com; bring your own tie-downs.
Info: Frank Niehus 303/648-3461 or flniehus@aol.com

JUN 30-JUL 2 SANDPOINT, ID (SZT). Arrive by flying the beautiful 75-mile mountainous Lake Pend Oreille for a wine tasting or dinner lake cruise, hike the surrounding mountain or lake trails. Visit Silverwood Theme Park and adjoining Boulder Beach Water Park, bike/hike the ski mountain, special visit to the private grand opening of the Dr. Forest Bird Air Museum, Sunday lawn concert, kayaking, Jack Nicolaus 18-hole golf course, AND YES SHOPPING the home base of Coldwater Creek apparel. Something for everyone.
Info: Lynn Ferguson 303/651-0708 or willflycessna@msn.com

JUL 7 GRANBY PANCAKE BREAKFAST, Granby Airport (GNB). Sponsored by EAA Ch. 1267, 7:00 a.m. - 10:00 a.m. Info: Bob Doubek 303/771-8148 or idacraser@4dv.net

JUL 7 - 8 31st ANNUAL DENVER-TO-JACKPOT, NV, AIR CLASSIC (O6U). Sponsored by Colorado Pilots Association. Departs Jeffco Airport (BJC) for an approx. 528 sm route to Jackpot/Hayden Field (O6U). Overnight at Cactus Pete's. Aircraft handicapped by manufacturer's published maximum speed. Cash prizes. Event open to all interested pilots. Info: Dana & Judi Haglin 303/673-9381 or eriehaglin@aol.com or Steve Harless 303/659-8648 or Belin2@aol.com

JUL 23 - 29 OSHKOSH AIRVENTURE 2007, Wittman Airfield, Oshkosh (OSH), WI. Info: 920/426-6523 or eaa.org

JUL 28 - 29 BIRD CITY, KS (5KO). Attend the antique steam engine and thrasher show in Bird City. Airport is two grass runways. Camping allowed on field. Fly either Friday evening or Saturday morning; visit the show and festivities and camp on field either night. Might be possible to make it a day trip. Info: Frank & Lynn Niehus 303/648-3461 or flniehus@aol.com

Colorado Pilots Association Renewing Members

Vern Foster, Enid, OK
Larry Mullenax, NM
Justin Downer, Berthoud
Bill Bredar, Denver
David Allen, Elbert
Clifford Chetwin, Littleton
Stan Specht, Lakewood
Richard Barclay, Elbert
Les Von Hagel, Longmont
Paul Nunn, Pueblo
Darriel Wallace, Aurora
Randy Rothe, Colorado Springs
Simon Roberts, Westminster
Carl Talkington, Broomfield

Michael Kellam, Estes Park
Patrick Broda, Thornton
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Larry Ramsdell, Denver
Jack Wilhite, Morrison
Howard Cammack, Centennial
Michael Boyd, Broomfield
Michael Baldwin, Evergreen
Graham Hainbach, Lakewood
Elmer Schettler, Pagosa Springs
Robert Braun, Evergreen
Richard Hahn, Centennial

Publication Notice*

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

Please do not send formatted material, send only plain text. Any photo format is fine.

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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Optional Online application found at www.ColoradoPilots.org

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Spouse _____

Street Address _____

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