

CPA FLIGHT LINES

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October 2007



Chuck Marvel (center) and dedicated friends near Kiowa



www.ColoradoPilots.org



President's Message

by CPA President

Sarah Jane Dolliver

Do you want the good news - or the bad news - first? Good news is that the number of general aviation accidents in 2006 declined to 1,515 from 1,669 accidents in 2005. The bad news, according to NTSB reports, is part of the decline was due to a steady decrease in the amount of general aviation activity. Of the 1,515 GA accidents, 303 involved fatalities and accounted for 698 deaths. The fatal accident rate per 100,000 flight hours in 2006 was 1.32, compared with 1.38 in 2005.

According to AOPA's Air Safety Foundation, Colorado alone had 41 GA accidents in 2006. For 2007, we've already had 24 accidents from Jan. 1 to Sept. 1. While it appears the numbers are down, we still have several months left in the year. When reading the reports it is evident that the predominate cause is pilot error, with the lion's share of those pilot errors being about failure to maintain control (resulting in inadvertent stalls) and problems on take-off and landing rolls. Coming in third, with equally alarming results, were weather/icing accidents due to pilots flying into known adverse weather conditions.

What's going on? I think poor decision making is the root cause of many – if not most – aviation accidents. Maybe folks are trying to stretch the limitations of their airplane – flying into icing, cramming 200 lbs. into a 100 lb. bag, draining the tanks dry to get to the airport that's just over the ridge. Pushing pilot skill limits is just as hazardous as pushing the limits on the airplane, such as a non-instrument pilot continuing into instrument conditions. Usually really tough decisions don't sneak up on us and we need to make good decisions to avoid the circumstances that lead to those really tough choices.

Remember – *“Superior pilots use their superior judgment to avoid situations requiring the use of their superior skills.”* – Anonymous.

Please don't become another 2007 statistic – make good, solid, reasoned choices and please err on the side of prudence and safety.

Blue skies,
Sarah

A Solemn Crash Site Reunion – 63 Years Later

By Bill Marvel

Part Two

[If you missed Part One, check the CPA website for the Sept 2007 issue]

I started by looking at the Denver sectional chart to plot the approximate crash site. I wanted to be able to fly overhead and find the nearest house and a route to drive to it. My initial thinking was that the owner of the land “four miles south and four miles east” of Kiowa may know of the crash site and be able to direct us to it. At least it was a start. But the problem was that even though I could easily do this from the air, I had to land somewhere to meet dad so we could drive to the house I had identified. The sectional chart showed some unpaved runways in the area but my little plane really needed something paved. The only paved runway was at a private strip called Kelly airport, but this was about 15 miles from the crash site. I had never been to Kelly (or even heard of it) and knew no one there but the Air Nav web site listed a contact name of Frank Niehus. I called Frank and left a message on an answering machine regarding what we wanted to do. A little later, he called back and said we most certainly could land at their private airport. Furthermore, he said that although he might not be there on August 9, I could call his friend Dick Merring who also lived at the airport. I had to tie down the airplane somewhere and since there is no transient parking area at Kelly, we needed a home owner who would provide a place to leave the plane. Dick was also very accommodating and explained to me how to taxi to his house and hangar. But the most important question remained. Who knew where the plane crash site was? Neither Dick nor Frank had ever heard of it but they had not lived there that long either. Airports in general, and this one in particular, did not exist in 1944. But they sensed the significance of our mission and said they were willing to help out if they would be in town. Unknown to me at the time, both had other plans but elected to change those plans to accommodate my goal of helping dad find the location where his friend Harold Humphrey had died exactly 63 years previously.

At some point in a subsequent call I asked Frank the obvious question – was he aware of anyone in the area who lived there in 1944 and thus might have known of the crash. Frank said there was one neighbor on a farm not too far from Kelly Airport who was “in his 80s” and who was born in the same house where he currently lived. His name was Bryce Gresham and if I could not find his number with the information operator, he would be happy to give it to me when he was back in his house after doing some outside landscaping.

Information had a number for Bryce and I called him. When I did I was glad I have a strong heart at age 61 because what he said would have floored me otherwise. Bryce is now 80 and distinctly recalls the accident. He was building a silo in 1944 at age 17 and saw the aircraft crash. He was one of the first on the scene and pulled deceased crew members out of the wreckage so their bodies would not burn. Sharp as a tack and still farming every day, he told me very matter of factly, "I can take you to within 100 feet of the crash site." He also told me that he would be retiring from farming at some future date when he got old! In less than 24 hours I had gone from not having any idea that dad wanted to find the location of Humpy's final moment of life to locating a man who could take us to the exact spot. But that wasn't the end of it.

Bryce also told me that the two friends who accompanied him to the crash site, brothers Walt and Marv Maul, also lived in the area and would help us with the search. Keep in mind that not one of these people was a person I knew and this event occurred 63 years ago. All were total strangers to me but every one of them wanted to take part in this effort to help my dad find the crash site and close out a most important question in his life – where is the site where the person who introduced him to his now deceased wife had died? With any luck, we would soon find the answer.

To leave no stone unturned I contacted Larry Carpenter, the aviation researcher who had acquired the crash report initially in his work with the Pueblo Air Museum. When I told Larry what we were doing, he was excited about it and said he was going to try to alter his own schedule to participate. But he did offer a note of caution that dimmed my growing optimism. It turns out that Larry had contacted Walt Maul on his own last year and had been taken by Walt to the site. Larry had a metal detector and was unable to locate any sign of an aircraft crash. Walt believed the military had completely removed all traces of the wreckage, as did the current owner of the property, Russ McIntyre. The site was in a hay field and had been cultivated many times in the six plus decades since the crash occurred. My hopes were dimmed that dad would be able to take a piece of Harold's aircraft home with him but we were still going to try. At least we would be in the immediate vicinity of the accident and that would bring a degree of closure to my father.

August 9 dawned bright, clear and calm in one of those classic Colorado days of deep blue skies and unlimited visibility. Marti and I rolled down runway 22 at Grand Junction and climbed to 13,500 feet, passing overhead Aspen and Leadville on the way to our agreed upon 9 AM arrival at Kelly Airpark. When I called in on unicom, Dick Merring was on the air with his handheld and directed me to his home after I landed. Dad had left the prior day and spent the night in Castle Rock. He had a good map on how to get to Kelly and we were

to meet Bryce there also. Shortly after we parked the plane and met Dick Merring, things just started to fall into place. Dad's car was coming down the road, followed by Bryce's. Frank Niehus and his wife Lynn pulled in also. We had agreed to meet Larry Carpenter at the ranch owned by Russ McIntyre since Larry had been there before and knew the route to that location. We were right on schedule and departed the airpark for the crash site. Along the way Frank and Lynn pointed out some of the sights in the open, rolling hills complete with beautiful rock outcroppings. They showed us Bryce Gresham's farm, where he sleeps in the same bedroom where he was born 80 years ago. We saw the silo that Bryce was building when he watched that burning B-24 lose its right wing and spin into the ground several miles to the east. I had a sense that this was going to be a very good day.



When we pulled into the long drive way that led to the McIntyre farm Marti and I were stunned at all the cars and people there. Seven cars and 13 individuals comprised our group, which also included three metal detectors. Aside from my dad, Marti and me were Frank and Lynn Niehus and Dick Meering from the airpark. The land owner, Russ McIntyre was there, as were Bryce Gresham and brothers Walt and Marv Maul along with Marv's wife Nancy. Again, Bryce, Walt and Marv were first

responders after the crash, braving the flames and explosions to pull several of the deceased crew members out of the plane. In addition, aviation researcher Larry Carpenter and his wife Vi were also there, having driven over two hours from Estes Park to search an area they had already searched unsuccessfully last year. In only a few days we had gone from a seemingly crazy idea to a group of motivated and excited people now all assembled at the same place and at the same time to help total strangers bring about closure for my dad on this quest.

With Russ's permission to drive into the hay field, we packed into as few cars as possible to minimize damage and drove to a spot near where Bryce recalled the plane being. Bryce drove even closer to reduce the distance my dad had to walk. With no real organization we moved around the general area, both visually looking for any evidence of the crash and using the three metal detectors to scan the ground. Now and then a metal detector would go off but all we found was some old barbed wire and a few rusty nails. We fooled ourselves at one spot thinking there was a large mass of metal in the ground because all three

metal detectors were going crazy. After a little experimenting, we realized that the detectors were sensing the other nearby detectors, not aircraft wreckage. During our search, on three occasions different participants pulled me off to the side to thank me for doing this and for letting them be involved. Imagine that – they were there on their own time helping us find this airplane and were thanking me!

Bryce, Marv and Walt had some differences in recollection as to exactly where the plane had come down but none had been there for 63 years so this was not surprising. They pointed out where they first saw it, the direction it was heading, and where some components that came off the plane as it broke up were found along the flight path. But still, we had no evidence of the plane and after an hour it was pretty clear we were not going to find any. Little by little all of the team members gradually moved back to the starting point, thus quietly signaling that our vaunted effort was not going to be rewarded. The last one out in the field was Larry Carpenter, who with his wife Vi had searched unsuccessfully for the plane before.

[Dick Merring, Frank Niehus & Lyn Niehus]



Not enough can be said in praise of these two. Although neither is a pilot, they use their own time and money to research past crash sites and have amassed an incredible amount of information on accident locations, causes and personnel

lost. In some cases they have made contact with relatives of those who perished. If they wish, Larry guides family members who want to close that chapter in their lives to the scene of the crash that killed their loved ones. He and Vi also spend their own money to have bronze plaques made up to mark the date, type of aircraft lost and the names of crew members. For a large crew, these plaques can cost \$1000 to have made and installed at the crash site.

Larry had given up on the use of the metal detector and was merely looking at the ground. He had seen many airplane crash sites and knew that it is almost impossible to remove all evidence. He also had the advantage of knowing where he had looked without success previously, and was further away from the starting point than the rest of us. A shout, "here it is!" came from Larry's direction and we all moved there, about 100 yards from where we had started. The unmistakable evidence of small aircraft parts littered the ground, making the metal detectors unnecessary. Riveted pieces of aluminum, broken segments of heavy cast metal, Plexiglas, parachute snap fasteners, a part of a magneto coil, melted globs of metal and other small pieces of debris were scattered around the area. Since the plane came down in a spin and was not moving horizontally at impact, most of the wreckage was in a small location, a fact confirmed by our three members who had been there 63 years to the day previously. Larry had small colored flags to place at each spot where we found parts and eventually we placed many of them in a little pile so dad could take what he wanted. He has a photo of his friend Humpy and will have that photo and some parts framed when he returns to Kansas City. Larry also brought a small American flag which we placed in the ground near the components and at his suggestion, held a moment of silence in memory of the 10 men who had died on that very spot in their B-24 so long ago. Dad and his friend had, in a way, found each other on that calm and clear Colorado morning.

Afterwards some of the team had to return home but many joined us for lunch (at dad's expense!) in nearby Kiowa. We then went our separate ways, but only after I had phone numbers and addresses for everyone. I will be visiting the Pueblo Air Museum to buy B-24 T-shirts for all of the participants and Dad will be sending them a copy of his photo of Humpy. With those two tangible mementos and the memory of the occasion, we will all share in the knowledge that we did a really good thing against tremendous odds.

Well, I heard they are going to save some bucks by replacing briefings with: "Thank-you for choosing Bangladesh FSS. Here is your briefing: Flight not recommended within the US and A. Thank you."
<click> ;-)

**Termination of 121.5 MHz Beacons for Satellite Alerting
Coming Soon
Notice Number: NOTC0981**

On 1 February 2009, the International Cospas-Sarsat [1] Organization (U.S. included) will terminate processing of distress signals emitted by 121.5 MHz Emergency Locator Transmitters (ELTs). This means that pilots flying aircraft equipped with 121.5 MHz ELTs after that date will have to depend on pilots of over flying aircraft and or ground stations monitoring 121.5 to hear and report distress alert signals, transmitted from a possible crash site.

Why is this happening?

Although lives have been saved by 121.5 MHz ELTs, the downside has been their propensity to generate false alerts (approximately 98 percent of all 121.5 MHz alerts are false), and their failure to provide rescue forces with timely and accurate crash location data. Both of which actually delay rescue efforts and have a direct effect on an individual's chance for survival. Rescue forces have to respond to all 121.5 MHz alerts to determine if they are real distress alerts or if they are being generated by an interferer, an inadvertent activation (by the owner) or equipment failure. Is there an alternative?

Yes, the Cospas-Sarsat System (U.S. included) has been and will continue processing emergency signals transmitted by 406 MHz ELTs. These 5 Watt digital beacons transmit a much stronger signal, are more accurate, verifiable and traceable to the registered beacon owner (406 MHz ELTs must be registered by the owner in accordance with Federal Communications Commission (FCC) regulation). Registration allows the search and rescue authorities to contact the beacon owner, or his or her designated alternate by telephone to determine if a real emergency exists.

Therefore, a simple telephone call often solves a 406 MHz alerts without launching costly and limited search and rescue resources, which would have to be done for a 121.5 MHz alert. For these reasons, the search and rescue community is encouraging aircraft owners to consider retrofit of 406 MHz ELTs or at a minimum, consider the purchase of a handheld 406 MHz Personal Locator Beacon (PLB) which can be carried in the cockpit while continuing to maintain a fixed 121.5 MHz ELT mounted in the aircraft's tail. Remember, after February 1, 2009, the world-wide Cospas-Sarsat satellite system will no longer process 121.5 MHz alert signals. Pilots involved in aircraft accidents in remote areas will have to depend on pilots of over flying aircraft and or ground stations to hear emergency ELT distress signals.

For further information concerning the termination of 121.5 MHz data processing visit www.sarsat.noaa.gov

[1] The Cospas-Sarsat Organization provides a satellite based world-wide monitoring system that detects and locates distress signals transmitted by Emergency Locator Transmitters (ELTs), Emergency Position Indicating Radio Beacons (EPIRBs) and Personal Locator Beacons (PLBs). The system includes space and ground segments which process the signals received from the beacon source and forwards the distress alert data to the appropriate Rescue Coordination Center for action.

Address SARSAT inquiries to:

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Toll free: 888.212.7283
Fax: 301.817.4565

CHICO HOT SPRINGS RESORT, Montana **by** **Mary K. Jones**

Chico Hot Springs Resort & Spa is tucked in a rich green valley in the southeastern part of the state, to the SE of Bozeman, straight South of Livingston. This incredible, secluded hot springs resort is on the National Register of Historic Places, and the operations, buildings and setting reflect that the main lodge was built in 1900

The hot springs are what people come here for, and have come hundreds of years before the resort even existed. It was considered a neutral place for Indians, and all tribes could use the natural hot spring waters peacefully. Today there is even a bigger draw, the five-star meals in a dining room that leave you stunned in disbelief, as elegant course after course comes to your table, looking and smelling as though each plate of food was created by a food God.

We had veal chops almost two inches thick which took up half the din-

ner plate; Beef Wellington for two, the size of a meatloaf; stacked towers of roasted vegetables with blue cheese crumbles sprinkled between each layer; fresh herbs and vegetables grown in their own organic gardens. Those meals gave us the feeling we were in heaven!

You have a choice of accommodations – all furnished with antique furniture. Prices range from a simple Victorian room for two for \$49. per night (share a bath); to fancy resort cabins that sleep 17 for about \$350 per night. You can go simple or fabulous. The resort was built in stages, and the main hotel is built next to the swimming pools (one a very hot soaking pool under a roof, the other is much larger and open to the stars). As years went by additional buildings were added, including a convention center.

What else besides swimming/soaking? Horseback riding, hiking, fishing, rafting, bicycles (you bring them), gambling, dancing on weekends with a live band – and of course, aerial sight seeing doing flights along the valley where you can fly by the reknown ski resorts, discover secluded and well kept secret fishing and hunting camps in or near the mountains, and follow the Yellowstone River down to the park.



We flew there for a day, and laughed at our luck to be stranded there for the next 3 days because of rain and snow storms. We swam, hiked, and rode horses between storms – and sometimes during them!

Flying there –. Not too many years ago you could land on the paved road going to Chico. No longer. So look on your sectional for the pri-

vate landing strip: Flying Y. Or Livingston: Flying Y (MT48) in your Air Guide published by Airguide Publications. It's not in the AOPA Airport Directory. Flying Y is directly to the South of Livingston. They work directly with Chico for fly-in visitors.

Field elevation is 4850. Coordinates are 17S. 45 degrees 27.00'N – 110 degrees 38.02'W. CALL AHEAD before landing, to phone number 406-333-4788. Landing strip is 5800 X 50, roughly paved, with a slope upward to the north. Land on 21 most of the time, or 3 depending on the wind.

Radio – U-122.9. On field – you have Paradise Flying Service. Phone ahead for permission to land is emphasized: 1-406-333-4788. They have basic maintenance, a courtesy car and car rental, but you have to reserve them ahead. Tie down fees are \$15. per night. No fuel available (car gas only). Chico Hot Springs is 8 miles from the airport. Cost of pickup is \$10 each way per carload.

CHICO HOT SPRINGS – toll free phone 1-800-HOT-WADA and web site: www.chicohotsprings.com. Weekends are booked months in advance; during the week easier to get accommodations on shorter notice.

CURRENT VERSUS PROPOSED FAA SERVICE CHARGES			
FAA SERVICE	CURRENT	PROPOSED UNDER H.R.2881	% CHANGE
AIRCRAFT REGISTRATION	\$5	\$130	2,500%
REPLACEMENT AIRCRAFT REGISTRATION	\$2	\$45	2,150%
ISSUANCE OF ORIGINAL DEALER A/C CERTIFICATE	No charge	\$130	NA
ISSUANCE OF AIRCRAFT CERTIFICATE	No charge	\$105	NA
ISSUANCE OF SPECIAL N-NUMBER	\$10	\$80	700%
SPECIAL N-NUMBER RENEWAL	\$10	\$50	400%
AIRCRAFT LIEN RECORDING	\$5	\$130	2,500%
ISSUANCE OF NEW AIRMAN CERTIFICATE	No charge	\$50	NA
AIRMAN CERTIFICATE REPLACEMENT	\$2	\$25	1,150%
ISSUANCE OF AIRMAN MEDICAL CERTIFICATE	No charge (but \$2 for replacement)	\$42	NA
A/C REG./RECORDING LEGAL OPINION	No charge	\$105	NA

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FOR SALE: 1979 Cessna 172N

Dual Nav/Comms including King KLX-135A VFR GPS with moving map, LOC/GS, ADF, MB and 4-place intercom. 160 HP factory overhauled Lycoming engine with 659 hours. Fresh annual June 2007. Airframe total hours 9278. Blue/white exterior is an '8' and blue interior is an '8' on a scale of '10.' Beautiful, clean, well maintained, solid airplane. Asking \$48,900.

Contact: Mike or Maria Myshatyn at (970) 219-1560

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<http://www.tenhiflyers.com>

Contact Wayne Munson email: wayne@munson.com

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 run again.

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Carbondale, CO 81623-0843

You think your fuel consumption is bad....

Atlantis, fresh from its STS-117 mission to the International Space Station, has landed at NASA's Kennedy Space Center in Florida on top of a Boeing 747 airplane. The pair took off early Tuesday morning from Fort Campbell in Kentucky for its two-hour trip to Florida.

Flying with the Orbiter on top of it makes for more fuel usage on the Boeing 747 jumbo jet because of extra drag. Its range is diminished to just over 1,000 nautical miles, compared to an empty range of about 5,500 nautical miles.

Thus, the NASA Boeing jet, called the Shuttle Carrier Aircraft (SCA), requires several stops to refuel on a flight from the western part of the United States, either California or New Mexico, to the eastern coast of Florida.

The SCA has an altitude ceiling of 25,000 feet and a maximum cruising speed of 0.7 mach (about 530 miles per hour), with or without the orbiter on top of it. The SCA-Shuttle pair travels about 125 feet per U.S. gallon of fuel, or approximately 0.024 miles/gallon. It takes a crew of approximately 170 persons about one week to prepare the shuttle and SCA for flight. Each trip across the country costs about \$1.7 million to NASA.

I'm starting to feel better about the plane's 10 mph and the car's 24 mpg.

Events & Flyins for Oct/Nov/Dec

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

Oct 12-14 Sedona, AZ (SEZ)

Sky Ranch Lodge (at the airport), Bointon Canyon, dinner in Sedona on Friday. Saturday, the Verde Canyon Railway and Jerome for sightseeing and dinner.

Mark Greska 970-468-0725 or mgreska@comcast.net

Nov 3 0 CPA Annual Meeting

Info: Deb Jensen 970-482-7160 or moskid54@aol.com

Nov 17-18 Socorro, NM (OMN) Festival of the Cranes. This is the 20th year of the festival!

Info: Mark & Connie Hopkins, 303-494-1211 or constance_hopkins@hotmail.com

Dec 9 - CPA Holiday Dinner

Info: Deb Jensen 970-482-7160 or moskid54@aol.com

"Plane Fun" at Eagle County Airport (EGE) October 6, 2007, 8:00 AM - 4:00 PM. Pancake breakfast, food, Radio Controlled aircraft displays including flying, Static displays including new Cirrus, Columbia, Maule, American Champion and Adam Aircraft along with many others. Many children activities and fun for the whole family. Fly-ins welcome.

For more information: Mike Lederhause at lederhause@msn.com

Publication Notice

The Incredibly Tiny, Fine Print

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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