

CPA FLIGHT LINES

Volume 24, No. 11

November 2007



All Aboard for the CPA Alamosa Flyin
and
Locomotive Express!



www.ColoradoPilots.org



President's Message

by CPA President

Sarah Jane Dolliver

Well, my first term as President has come to a close and I'd like to take this opportunity to thank each member of the Board, each Area Representative and each Liaison for all their hard work and support which enabled CPA to have a very productive and exciting year.

Our Annual Meeting (the start of my 2nd term as President) is coming up shortly – Nov. 10th at Rocky Mountain Metro Airport (BJC) in Broomfield. I hope you can attend. Our guest speaker will be Larry Carpenter, an Aviation Archaeologist. I'd like to thank Deb Jensen for her hard work in putting the meeting together.

We then have our Holiday Party, Dec. 10th. Please watch FLIGHT-LINES for the particulars. I promise you won't be disappointed - how can you be when there are presents for everyone!

Again, thank you one and all for a great year. I'm honored and looking forward to serving you for another year.

Blue skies
- Sarah

DUATS Oddity

Do you use DUATS for flight planning? Be careful because it doesn't know about many NDBs (yes, there are still people out here without panel GPSs). For example, for this routing: FTG-FT-LUFSE-PUB the planner calculates:

Routing options selected: Direct. Flight plan route: FT LUFSE PUB
Flight totals: fuel: 187 gallons, time: 18:43, distance 2082.9 nm.

Turns out FT is FLANC on the northwest side of Atlanta (ATL). Not only that, but in addition to SKIPI and FLANC, there's a third "FT", MUFIN, near Meacham (Ft Worth, TX). I emailed the folks at Enflight (the back-end for DUATS) and they explained it this way:

"Currently, marker beacons are not included in the flight planner. It's something I'm looking into adding because we want to be able to plot approaches in Google Earth."

AOPA Honors Lewis Entz Honored by William Hamilton, JD, PhD

Long-time CPA member and former Colorado Senator, Lewis H. Entz, was honored by AOPA and the Colorado Aeronautical Board(CAB) during the recent CAB/Colorado Airport Operators Association conference at the DIA Embassy Suites.

Senator Entz was recognized for being the key author of the 1988 legislation that created: the CAB, the Colorado Division of Aeronautics and the Colorado Aviation Trust Fund which have done so much to promote, protect and preserve the airports of Colorado. In his acceptance remarks, Senator Entz gave all the credit to others. For the two-day conference, Senator Entz and his wife, Lorie, were the guests of AOPA.

Earlier that same day, Colorado Rep. Alice Borodkin (a pilot and CPAer) and AOPA Central Region Representative and CPAer Bill Hamilton testified before the Joint Transportation Legislative Review Committee. Hamilton showed the 20-member committee "Local Airports: Access to America," a DVD narrated by AOPA President Phil Boyer. Rep. Borodkin urged the committee to look into the taxation reasons that have caused so many Colorado-invented and incubated Very Light Jet (VLJ) aircraft to go to other states to be produced.



CO director of Aeronautics, Travis Vallin; former Senator Lewis H. Entz and AOPA Regional Rep Bill Hamilton



CAB chairman, Harold Patton, presents a special CAB plaque to honor Senator Entz.



Rep. Alice Borodkin and Bill Hamilton prepare to testify on behalf of Colorado's pilots and airports.

Congressman Says Briefers Didn't Give Pilots NOTAM Information

According to a report in the Federal Times, pilots who busted a temporary flight restriction last weekend over Camp David weren't alerted to the restrictions by flight service briefers... because the facility lost the Notice to Airmen.

That revelation came to light in a statement by Illinois congressman Jerry Costello, chairman of the House Transportation and Infrastructure subcommittee on aviation, during a hearing into FAA oversight of privatized operations. Complaints most often cited by pilots using FSS today include dropped calls, and a lack of knowledge of local conditions on the part of Lockheed briefers.

Costello believes there is a recent, high-profile example of the latter. A dozen pilots flying antique and vintage planes to the Hagerstown Fly-In in Maryland inadvertently flew into restricted airspace over Camp David. At least four pilots were intercepted by F-16s.

At the time, FAA spokeswoman Laura Brown told reporters the pilots who entered restricted airspace could have avoided the incidents, had they had radios onboard, and checked the NOTAMS. "Pilots are supposed to check the notices to airmen that we put out that are in effect for the area," she said.

Apparently, they did. According to the Federal Times, Costello says pilots who contacted flight service before their flights were not told of the Camp David TFR as briefers apparently lost the flight notice.

Weather Radars Get \$43 Million Upgrade

Forecasters will be able to see the size, type and intensity of precipitation much more accurately after a system-wide upgrade of NEXRAD radars. Baron Services, an affiliate of WxWorx, and L-3 Communications were awarded the \$43 million deal to upgrade 171 weather radars with something called dual-polarization Doppler capability. According to WxWorks, the new capability will allow forecasters to predict snowfall amounts and even events like flash floods with more accuracy.

Most radars emit a single horizontal scan beam but the new systems will emit both horizontal and vertical beams, which provide twice as much information. This allows the gear to show not only where precipitation is falling, but how much and how big it is, which WxWorx says forecasters can use to more accurately predict the weather. The upgrades will occur over the next five years.

CPA's Alamosa Fly-In
August 21-23
By
Babette Andre and Joe McGowan, Jr.

Arrival: 22 September 2007

Forty-five CPAers and 14 aircraft flocked to the San Luis Valley Regional Airport, 7,539' field elevation, to experience this high country mecca for migrating sandhill and whooping cranes, rescued reptiles, religious sects, sportsmen, railroad enthusiasts and an occasional UFO. It is home to the Great Sand Dunes National Park, the Rio Grande River headwaters, our legislative friend Lew Entz, a stupa, and two scenic railroad lines to La Veta to the east in the shadows of Spanish Peaks and Antonito to the south, boarding point for Cumbres & Toltec steam-powered narrow-gauge train into Chama, New Mexico.

Our ground trip was Colorado's newest scenic RR trip, the three-hour La Veta Pass route on Saturday.

Several planeloads arrived Friday to take advantage of the sights.

We left early Saturday morning with Walt and Terry Barbo in their Cessna T-210 from Front Range Airport. Walt called FSS and got Miami for the weather briefing..

The sun poked above the horizon and outshone Venus as we taxied to runway 26. Barbo made his classic fighter pilot take-off and headed to Hayden Pass to cross the Sangre de Cristo mountain range on the east side of the San Luis Valley. Weather was hazy yet CAVU with the exception of a curious cloud obscuring Colorado Springs, ceiling 100' and ¼ mile visibility. Headwinds slowed our groundspeed to about 135 knots until we reached the Sangres. There was light chop on the east side of the Sangres and backside of Pike's Peak. Benign fluffies decorated the morning skies. Crossing above the narrow pass at 12,500', we rolled the nose forward to pick up ground speed with a 500' per minute rate of descent. Target altitude was 8,500' and arrival time at ALS was 8:00 a.m. or sooner. Yes, we made it plus or minus three minutes, an ETA most acceptable for IFR flight, even though we were VFR all the way.

Setting up a left pattern for Runway 02, we passed over the cemetery at the north end where lies William Pierce Beamer, long time associate of Bill Duff, the classic aircraft junk man of Stapleton. A bi-plane adorns his headstone. Flight time was one hour 20 minutes and the ramp looked full. But we found the last tie-down on the field where a turquoise former school bus with no seatbelts became our chariot to the train depot.



Gil and Larry Jones of Denver listening to the cowboy singer in the lounge car

On the Ground

The San Luis Valley is more than 50 miles wide and nearly 100 miles long. It is the world's highest (7,500') and largest alpine valley flanked on all sides by the majestic Rocky Mountains. We arrived at the depot with time to board comfortably and settle in for the three-hour ride.

Huffing and puffing, spewing white steam and black oil smoke, the train chugged out of Alamosa and crossed the Rio Grande River en route to Fort Garland, the last flatland post. Mount Blanca rose regally to 14,345 feet MSL to the north. From there the scenery changed from high plains to mountain splendor. Aspen trees were beginning to turn to classic gold.

Pine trees glowed green with no evidence of beetle kill. Climbing a 2.5% grade, the train slowed down as it serpentine through the forest to the 9,242' summit. Leaving the summit, the train descended the 3% grade gently winding around curves, through two tunnels and descending into beautiful downtown La Veta where we had lunch reservations at the La Veta Inn.

The ride back was different as we sat on the other side of the train and had different views. The 3% climb up the eastern side of the pass caused a bit of a slow down as the wheels lost traction up the steep grade. We figured everyone had to get out and push. A few grunts and groans ensued while the oil-fired boiler spewed black smoke from the engine. The crew patrolled alongside the track to adjust whatever needed doing so the train didn't slide backwards.



Train and passengers make a 'relief' stop at La Veta Pass

Self-taught country singer Fred Hargrove of Monte Vista entertained folks in the concession car that was once a postal carrier. Somehow the train toots were not quite in harmony with his repertoire. We made do and sang along until, with fingertips tingling, he quit his three-hour gig.

We debarqued and walked the three blocks to Callillos, a Mexican restaurant. Along the way we encountered a couple walking its 80-pound pet tortoise.

Departure: 23 September

Morning dawned to cloudy skies and a forecast of another cold front sliding in from the northwest. The valley was clouded. Mount Blanca was shrouded at 9,500 feet. Sun-split clouds adorned La Veta Pass whose AWOS told us that winds were gusting past 30 knots. Any experienced mountain pilot knows that winds through a pass can triple due to venturi effects. We could expect a rough ride if we didn't get over the first broken cloud layer.



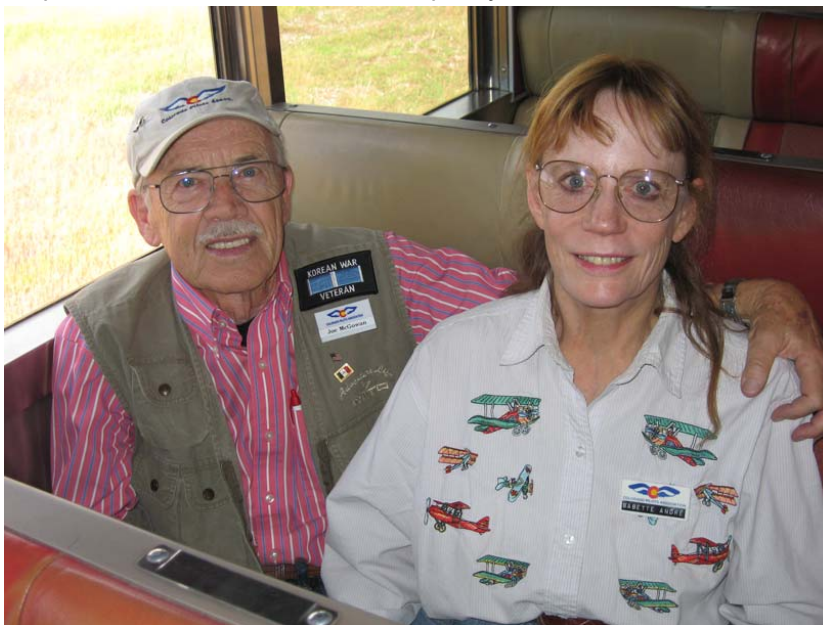
Walt Barbo, Sue and Dave Burke pose in the La Veta park prior to lunch

Taking off on Runway 02, we blasted into the air for the classic Barbo-fighter-pilot-departure. Whoops, the gear didn't retract. After a quick analysis of the situation, Barbo decided to leave the gear down and act like a C-206. We didn't want the gear to be in trail and not lockable as it would be rather difficult to taxi once we landed. Zappo, we're now a C-206 but we still had that C-210 turbo running smoothly.

Chet and Cindy Jewell and Dave and Sue Burke were ahead. We transmitted the problem and declared ourselves fit to fly a fixed-gear C-210. The green gear-down light shone cheerfully on the panel.

Light still streamed from La Veta Pass with apparent clear passage while the peaks were obscured and visibility was misty. The Jewells and

Burkes gave pilot reports about rough air encountered below 10,000 feet. We shot up to 11,000 feet and wove among the cloud columns in relatively smooth air. Peeking around a towering cue, Spanish Peaks and the Cuchara valley came into full view. Hot dawg! We avoided those bumps we heard about from the intrepid flyers ahead.



The Authors -- Babette and Joe

Once on the east side of the Sangres, it was clear all the way. Our flying companions broadcast their intentions to come back and escort us as a flight of three into FTG in case the battery failed and we couldn't talk to ATC. The rendezvous was set for Meadow Lake Airport where Burkes had to deploy speed brakes and gear to keep up with us. Nothing else bad happened and we walked away from another one.

Another tip of the hat and kudos to Greg Reedy, CPA coordinator for CPA's successful Alamosa fly-in and train trip.



Beverly and Bill Totten of Aurora enjoying the train ride and scenery

Criminal Reference In TFRs Rankles AOPA

AOPA says its concerned about a not-so-subtle change in the wording of the text descriptions of temporary flight restrictions (TFRs). The FAA is now warning pilots they could be held criminally responsible for violating TFRs. AOPA says the agency has always had that ability but seeing it in black and white raises the spectre that those powers will actually be employed. AOPA President Phil Boyer has written the FAA asking that pilots who accidentally bust TFRs not face criminal proceedings. "Security-related flight restrictions can occur virtually anywhere in the country with little advance notice. It is not uncommon that the average pilot has to pick through pages and pages of irrelevant and unrelated notams to find these important airspace restrictions," Boyer wrote to acting FAA Administrator Bobby Sturgell. The new passage in the TFRs seems to stress that criminal action will follow only if the pilot violates the TFR on purpose. *"Any person who knowingly or willfully violates the rules concerning operations in this airspace is subject to certain criminal penalties under 49 USC 46307,"* the passage reads.



Fly Mart



For Sale: Cessna T-210M Centurion; great performance, great price \$110,000 or \$36,667 for one-third; outflies singles costing four times as much and many light twins; TT 3200, STOH 440, Robertson STOL, intercooler; at APA;

Contact: Gary Tobey at 303-799-8600 or gtobey@tobeytoro.com

For Sale: Lycoming TIO 540AF1B engine to be removed from a Mooney TLS Bravo since a much newer engine is being installed. (I got a GREAT deal on the new engine and decided to use it now rather than later). TTE = 1770 hrs currently and I plan to fly it a bit more before my December annual at which time I will have the new engine installed. The engine has, long ago, had the Bravo conversion which cools the valve lifters and allows the engine to easily make the TBO of 2,000 hours.

It had a top overhaul at about 600 hours. There is a history of a nose gear collapse resulting in a prop strike on the ground. The engine was appropriately inspected, reassembled and returned to service with no problem. It is rated at 270 HP at 2550 rpm.

Accessories will include current magnetos, prop governor, possibly vacuum pump, possibly alternators. I will know more when the A&P begins work on the swap. Compressions are all in the 70s as of last annual inspection, except cylinder 6 which was 69 psi. This has been a very reliable engine, a smooth starter even when warm if you lean it appropriately. This is an opportunity to get a great engine with good service life left for a good price.

I'm asking \$18,900 as is FOB Arapahoe Aero at KAPA. Shipping can be arranged for a few dollars more.

Contact: Harlan Ribnik 307-633-8100 (office) or 307-630-5186 (c) 970-481-4819 (c)

Get Published!

Now that Flyin season is winding down, the newsletter can always use stories, tidbits, photos and such from our members. Or perhaps you're cleaning out the garage/hangar of aviation trivia - advertise in the FlyMart.

Colorado Pilots Association Welcome New Members!

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9611 Carriage Creek Point
Colorado Springs, CO 80920-
7824

Joe Copley
2662 Eldorado Springs Drive
Loveland, CO 80538-5322

David Grossman
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Aurora, CO 80015-4901

Kevin Aldridge
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Duncanville, TX 75137-3664

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0610 W. 78th Avenue
Arvada, CO 80005-3610

John Post
9498 La Costa Lane
Lone Tree, CO 80124-8963

Dale Berkbigher
1725 Culebra Place
Colorado Springs, CO 80907-
7334

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Philip Norton, Aurora
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John Stewart, Boulder
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Bob Doubek, Centennial
Edward Haase, Evergreen
Larry Jones, Denver
Gil Jones, Denver
Ralph McCormick, Russellville, AR

Events & Flyins for Nov/Dec/Jan

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

Nov 10 CPA Annual Meeting

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

Nov 17-18 Socorro, NM (OMN) The Festival of the Cranes - this is the 20th year that the City of Socorro, NM and the Bosque del Apache have celebrated the return of the cranes with this festival (<http://www.friendsofthebosque.org/crane>). Arrive around noon on Saturday then in late p.m. go to Bosque del Apache and watch 12,000+ cranes along with snow geese descend into the area wetlands to roost for the night. Sunday a.m. return very early and watch the cranes ascend as they leave to feed for the day. The morning Fly-Out and evening Fly-In are memorable events!
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

Jan (TBD) Flyin Planning

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.

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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