

CPA FLIGHT LINES

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Denver *jetCenter*
CENTENNIAL AIRPORT (APA)



A New Year brings the promise of clear days, cooperative ATC, and no surprises at the Annual Inspection. On our cover this month are just a few of the Aviation companies and organizations in Colorado who have supported CPA either by tours or through other means. Thank You for your support.



www.ColoradoPilots.org



President's Message

by CPA President

Sarah Jane Dolliver

Happy New Year! Okay, okay – so much for the usual New Year's Resolutions about exercise and dieting – LET'S GO FOR A NEW YEAR'S RESOLUTION TO DO MORE FLYING!! I know, I'm bad – I made the same resolution last year. Maybe I should just give up

making New Year's Resolutions!

Now I know I'm preaching to the choir, but if I do more flying, and especially during this time of the year, I know I will need to be very cognizant of aircraft icing and how it can definitely ruin my day!

Ice can form on your plane at 0 degrees Celsius (32 degrees Fahrenheit) or colder when liquid water is present. Ice forms at different rates on different airplane surfaces dependant upon the shape of that surface. Ice on modern, thin wings can be more critical than older, thick wings; and tail surfaces will always ice up faster than the wings because the tail has a smaller leading edge chord length and edge radius and can collect two to three times more ice than the wings.

We've all been taught that ice disrupts the smooth flow of air over the airfoil, increasing drag and decreasing the ability of the airfoil to create lift. This causes a chain-reaction because power is added to compensate for the drag, the nose is brought up to maintain altitude and the angle of attack is now increased – all allowing the underside of the fuselage and wings to accumulate even more ice. Ice forms on every exposed frontal surface of the airplane. In addition to the obvious - the wings, propeller and windshield - we need to think about the pitot tube, static vents, antenna, cowlings and intakes – all for very operational reasons. And for goodness sake, don't forget carb ice! At the first indication of carb ice, apply full carb heat and leave it on or do as your particular aircraft operating manual directs! My instructor said the engine may sound like a meat grinder as the ice melts, but he assured me the engine would smooth out again.

Again, I know I'm already telling you things you know, but I'm repeating it if only to remind myself. Rime ice has a white or milky appearance and is brittle and frost-like. It will form on any leading edge and on the front of anything projecting into the airstream, i.e. horizontal and vertical stabilizers, antennas and landing gear. Rime ice is easier to remove than clear ice. Clear ice, because the moisture spreads out on the surface before it freezes, is very hard, forms on all areas of the airframe, and is very difficult to remove.

FAR 91.527 spells out very specifically the rules for operating in icing conditions. If you encounter icing after you've launched the best rule is GET OUT OF THERE! That might mean taking a 180-turn, climbing, or descending, but you need to take action NOW! If you are flying IFR, don't wait before taking action. Request an immediate turn, climb or descent. This will alert the controller that unless your request is acknowledged and handled NOW, it might turn into an emergency. If necessary, you can always declare an emergency! Just do what you must to get out of that ice! Thanks for tolerating me while I gave myself an icing refresher. Here's to SAFE winter flying.

Very briefly on another matter - C. J. Eliassen has formed a new club called The Colorado Pilots Club. Please be aware that Colorado Pilots Association is not affiliated with and does not endorse that club. Please feel free to contact me should you have any questions or comments.

Blue skies,
Sarah

And I Really Wanted To Go Flying This Week....

(The Editor Whines)

I've got 10 days off from work and what happens? Ok, so it's not the blizzard we had last year, and this isn't my car, it's my neighbor's. Mine's in the garage, and the putt-putt is in the hangar. Even with the big plows out at Front Range, and the little plows here at the complex, that's just too much



shoveling (not to mention an hour or so to drive out to FTG on I-70 with this weather). Besides, the putt-putt isn't suitable for IFR and neither am I.

During the entire month of November, 1 - that's right - ONE hour of flying. December? Two hours of flying. Weather related? Only half the time. Work. That's

right. Work (you must say it in the style of Maynard G Krebs...)

My New Years Resolution is the same as Sarah's -- more flying!

What To Do When You Can't Go Flying...

Mary & Jay own an aviation-themed hotel just on the other side of the fence from Iowa City airport (IOW). Both are inveterate pilots and currently own Atlas, a Pathfinder, which is the 'step-up' from the Warrior they previously owned. Two growing kids will do that to you! Jay & Mary are very active participants of the Iowa City Children's Museum, and the Kiwi has become the prototype for an aviation exhibit at the museum.

Early this year they decided to upgrade the hotel's conference/meeting room by installing a large-screen projection television and sound system. A side-benefit is Tuesday Night Movies, which are usually aviation related. One day Jay connected the projector to one of the computers and all of a sudden, playing any flight simulator software became much more adventurous with a life-size window to view instead of a 15 inch monitor...After a short time Jay realized he needed a dedicated and faster and bigger and better computer -- just like aircraft ownership, right? And not just the computer. Get rudder pedals. Get a better joystick and yoke. Get a second monitor to display the cockpit panel. And what is with this C-clamp attachment for the yoke to the table? That's just not right! Here's the story of The Kiwi, written by Jay Honeck:

The Kiwi Is Born



During a 2-day period in October 2006, Keith Roof, our good friend and A&P airplane mechanic, built what was quickly dubbed "The Kiwi" -- our hotel's new flight simulator cockpit. Keith is a Grand Champion award-winning EAA and AAA aircraft homebuilder, and -- working entirely without plans -- was able to weld up an ergonomically correct cockpit from leftover angle iron and tubing in just a matter of hours.

Using an electrically-adjustable seat out of our Ford Mustang, a 12-volt power supply I had laying around for years, and the excellent CH-brand flight simulator yoke and rudder pedals as a starting point, Keith designed and crafted an incredibly comfortable, sturdy and realistic structure that -- when working with our 104" high-def projection screen and surround-sound system -- truly makes

our computer flight simulator "as real as it gets."

In addition to the seat, which can be adjusted in all three axes, the yoke is height-adjustable, and the framework incorporates wheels so that one person may easily move the entire contraption. It's an awesome addition to our aviation themed hotel, and our "flightless bird" will be a centerpiece of our theater for years to come!



[Ed Note: That's Mary in the photo and not me. What you don't see are the two smaller flat-screen monitors on the sides along with the LARGE projection screen in front with the scenery].

What's Next?

We're currently working on perfecting this version of the Kiwi (Version 1.2, by my count) so that we can build (at least) three more models at the Iowa Children's Museum, as the centerpiece of a permanent aviation exhibit.

I've learned quite a bit about building the next versions by watching the Kiwi in public use. The simulator obviously has to be "kid-proof", which is harder than it might seem. Even though it's made of heavy-gauge steel, for example, I've still seen a kid almost tip it over -- a feat in itself. And the yoke height-adjuster is currently too close to the electrically-adjustable seat -- I've actually crushed my hand between the seat and the height-adjuster knob, which is NOT a good thing!

I also don't know about the feasibility of using a projection screen in the VERY brightly lit space the Museum has set aside for the exhibit. But if we need to go with a plasma screen instead, we'll add cost and diminish the experience.

All these things are part of a learning curve, but in the meantime we're having fun! Dozens of people have flown the Kiwi, with more climbing aboard every day. Without exception, they have been blown away by the experience. And, of course, the ultimate goal is to provide a means by which the average kid on the street can experience the thrill and challenge of flight in an inexpensive, controlled environment. Since we seem to be unable to lure kids to the REAL airport nowadays, hopefully we'll have better luck getting them into the virtual cockpit, at a young age.

**From the Safety Committee
Bill Linenberger, Chairman**

**A Valuable Technique
© 2007 by Drew Chittea, DPE
Used with permission of the author**

Aircraft:	Beech Baron
Location:	Providence, R.I.
Injuries:	None
Aircraft Damage:	Substantial

What reportedly occurred: While en route to the pilot's home airport, the pilot noticed the landing gear circuit breaker had tripped and he reset it. Arriving at his destination, he placed the landing gear handle in the 'down' position while watching the circuit breaker. He then lowered the flaps making a normal approach to the runway and landed with the landing gear retracted, substantially damaging the airplane. The pilot told investigators he did not double-check the landing gear position lights prior to landing.

NTSB-determined probable cause: The pilot failed to verify landing gear extension after a system malfunction.

Lessons learned from this: There is an old saying, "In God we trust; everything else we check and double-check." When I began flying, my instructor-pilot mandated that every time I turned from base-leg to final I had to say out loud "Turning final, final gear check, down and green." When asked why I was doing this even in a fixed gear airplane, he replied that I would not always be in that kind of plane but that I would (someday...maybe) move up to retractables. The point being, no matter what I was flying, I had to check, and double-check, and say out loud that the gear was down and confirmed down early on during the final approach to a landing. To further emphasize this point and technique, years later I watched an award-winning Beech 18 land gear-up right in front of me because the pilot had to make a go-around on his first approach to landing and failed to recheck the landing gear status on his second approach.

Recommendation: No matter what airplane you fly, get in the habit of saying to yourself, as you turn from base to final, "Turning final, final gear check, down and green." It will save much embarrassment and financial distress if used, and accomplished, with religious fervor.

Postscript: My instructor-pilot told me if he did not hear me say this as part of my pre-landing procedures each and every time I turned from base to final, he was going to charge me a dollar. Early in my training he had a few free beers compliments of his student. However, no distraction, complicated approach or low-altitude emergency since has kept me from using this technique. And I will admit it has saved me from embarrassment and financial distress more than once.

The aircraft accident report was obtained via **www.NTSB.gov**

Drew chitica is an FAA-designated Pilot Examiner for Denver and the Front Range with logged time in over 100 make/model aircraft. He can be reached at 303-638-7181 or through **www.ColoradoSkymaster.com**

Radar coverage over Colorado Mountains to Improve

Robert Braun, ATP, CFII, MEI, FAAS Team Member
Boulder Airport CPA Rep

Congressman Mark Udall, D - Eldorado Springs, along with Congressman John Salazar, D-Manassa, secured the establishment of a program to improve safety and efficiency of radar coverage in mountainous areas. The program will solidify the relationship between the FAA and the Colorado Department of Transportation (CDOT) to enhance radar coverage at mountain airports in the state and elsewhere.

The FAA has been working with CDOT since 2006 to develop and deploy technology that would provide enhanced surveillance to airports in mountainous regions. Enhancing radar surveillance currently obstructed by mountainous terrain will provide coverage in these areas that will greatly improve travel efficiency, arrival rates and safety.

The program passed as a part of the FAA Reauthorization Act of 2007 (H.R.2881), which includes the NextGen initiative. NextGen is a major redesign of the current air transportation system, which has become increasingly inefficient and near capacity. NextGen will entail precision satellite navigation; digital communications; and an integrated aviation weather system that will transform the way air traffic flows are managed. Additionally, the provisions will fund research on the impact of aviation on climate change, aviation noise and emissions reduction, aviation safety and runway materials.

Cleon Joseph Biter, Master CFI

The National Association of Flight Instructors (NAFI) takes pride in announcing a significant aviation accomplishment on the part of Cleon J Biter, an aviation weather consultant and resident of Lyons, Colorado. Recently, Cleon's accreditation as a Master CFI (Certificated Flight Instructor) was renewed by NAFI, his professional aviation education association. He has held this professional accreditation continuously since 1999.

Cleon J Biter recently earned his Master CFI accreditation for the 5th time. Cleon is a flight instructor in Boulder (www.SpecialtyFlight.com) and Longmont (www.AirWestInc.net) as well as a nationally known aviation weather consultant, researcher, and writer. He also a member of the Colorado Pilots Association and serves as a FAAS Team representative for the FAA's Denver FSDO.



To help put these achievements in their proper perspective, there are approximately 91,000 CFIs in the United States. Fewer than 600 of them have achieved that distinction thus far. The last twelve national Flight Instructors of the Year were Master CFIs while Cleon is one of only 28 Colorado aviation educators who has earned this prestigious "Master" title. In the words of former FAA Administrator Marion

Blakey, "The flight instructor is where the rubber meets the runway. The Master Instructor accreditation singles out the best that the right seat has to offer."

The Master Instructor designation is a national accreditation recognized by the FAA that is earned by candidates through a rigorous process of continuing professional activity and peer review. Much like a flight instructor's certificate, it must be renewed biennially. This process parallels the continuing education regimen used by other professionals to enhance their knowledge base while increasing their professionalism. Simply put, the Master Instructor designation is a means by which to identify those outstanding aviation educators, those "Teachers of Flight," who have demonstrated an ongoing commitment to excellence, professional growth, and service to the aviation community.

Earning this designation is tantamount to having the words summa cum laude emblazoned on an instructor's certificate. These Masters truly represent the crème de la crème of our industry! To publicly recognize these individuals and their noteworthy accomplishments, NAFI will be hosting its "Meet the Masters" breakfasts, to which Cleon will be invited, during EAA's AirVenture in Oshkosh and Sun 'n Fun in Lakeland. Any support that can be provided will be appreciated.

NAFI is dedicated to providing support and recognition for America's aviation educators while helping them raise and maintain their level of professionalism. It is also committed to providing a safe and effective learning environment for student pilots. The Association was founded in 1967 and affiliated with EAA in 1995.



Aviation Weather for Pilots

Jeppesen is sponsoring a series of seminars on that topic we never seem to learn enough:

Please join meteorologist Mike Cetinich for an informative, in-depth look at aviation weather. Classes will take place on the third Saturday morning of each month from 9:00 am to 12:00 pm at the Clarion Hotel at KAPA. Note the schedule - the six-week series repeats, so if you miss one, you can catch it on the next round.

Jan 19	Aviation Weather Fundamentals
Feb 16	Aviation Weather Information
Mar 15	Thunderstorms
Apr 19	U.S. & Intl Weather Patterns
May 17	Winter Flying
Jun 21	Mountain Flying
Jul 19	Aviation Weather Fundamentals
Aug 16	Aviation Weather Information
Sep 20	Thunderstorms
Oct 18	U.S. & Intl Weather Patterns
Nov 15	Winter Flying
Dec 20	Mountain Flying

To register call Sharol at Independence Aviation: 303.858.1600

GA pilots are flying more safely, report shows

By AOPA ePublishing staff

The downward trend continues for general aviation accidents. The number of accidents per 100,000 flight hours decreased from 7.19 in 1997 to an all-time low of 6.32 in 2006, while the fatal accident rate dropped 7.4 percent during the same time frame, according to the AOPA Air Safety Foundation's just-released 2007 Joseph T. Nall Report.

The report provides an overview of the GA accident statistics, trends, and contributing factors from the previous year. "Even with a slight uptick in the number of hours flown in 2006 as compared to 2005, pilots are flying fewer hours than they did five years ago," said Bruce Landsberg, AOPA Air Safety Foundation Executive Director. "But the accident rate shows pilots are flying safer."

For example, from 2002 to 2006, the number of accidents declined by 10.8 percent, while the number of estimated flight hours decreased only 5.9 percent. The GA accident trend for 2006 also matches the long-term downward trend, with total accidents decreasing 8.3 percent and fatal accidents decreasing 6.5 percent from 2005. "This trend information is more reliable than yearly snapshots," Landsberg said. "In addition to seeing that the overall accident rate is decreasing, we're also able to see which areas of flight tend to have the most accidents and then tailor our safety efforts."

The report reveals that the long-term trend for weather-related accidents is increasing. VFR flight into instrument conditions continues to account for the majority of fatal weather accidents in single-engine aircraft. "One possible explanation is that more cross-country flying is being undertaken in new, technologically advanced aircraft," Landsberg writes in the report. "The negative trend in weather accidents also illustrates the difficulty of teaching judgment skills to a broad group of pilots flying under diverse circumstances."

The foundation is working to educate pilots about weather-related accidents. Earlier this year the foundation and FAA mailed more than 180,000 CDs to instrument-rated pilots with information about avoiding thunderstorms. Two of the foundation's online courses focus specifically on weather, "Weather Wise: Ceiling and Visibility" and "Weather Wise: Thunderstorms and ATC".

Another trend is a decrease in maneuvering flight accidents, down from 33.1 percent of fatal accidents in 2005 to 25 percent in 2006. However, fatal descent and approach accidents increased from 10.3 percent to 19 percent. "No matter what accident statistics you look at, pilot decision making continues to be the leading cause of all accidents," Landsberg said.

CPA 2007 Retrospective

January started out with everyone recovering from the Christmas blizzard that brought DIA and pretty much the entire Front Range to a halt. But we had a great story in the February issue by John Martyny and Stan New about their tour of Frontier's local operations. Not only the "office tour" but baggage handling, flight attendant training, dispatch and to top it off, loggable time in an Airbus full-motion simulator. Microsoft Flight Sim, eat your heart out!



During January the Flyin schedule was finalized with a diverse collection of trips including the museum in Pueblo, Grant New Mexico, Omaha, Liberal, Sand Point Idaho, and the Biplane Expo in Bartlesville, to name a few. Of course life around an airport isn't always "The Life". Sure enough, developers began foretelling the demise of KAPA 10/28 by announcing housing off the east side of Centennial.

CPA led the charge and won this round. We'll see what the future brings. Pagosa Springs (seen here in the photo) received its all-alphabet designation of KPSO with the installation of the AWOS.

April brought us the Flyin Ten Commandments and a great report on the Liberal, KS trip by Joe McGowan. And the beginning of the public and very vocal discussion on User Fees as part of the FAA Reauthorization Bill which kept us occupied for a good part of the year.

During May, we had a great flyin to Liberal, KS (which your editor missed because the dishwasher decided to breakdown and flood my kitchen) and the continuation of the User Fee Debate (or Debacle, depending how you viewed it) and the beginning of Thunderstorm Season, which caused too many (one is enough!) cancellations of flyins.

We also announced the two Colorado Air Safety Foundation Scholarship winners - Alexa O'Brien and Tyler Zachmeier-Kean, both Metro students.

June and July brought reports of flyins, and cancelled flyins, and the User Fee debate. The Grant, NM flyin was a huge success which didn't quite make up for Bartlesville being cancelled due to weather. But that's summer flying out west. As always, CPA was a prominent presence at the Rocky Mountain Metropolitan Airport (but you'll always be Jeffco to me!) Open House. So we weren't as prominent as Cirrus. But we're also much more affordable than Cirrus.

The Denver-to-Jackpot Air Classic, ably managed by Judi Haglin and Steve Harless was, as always, a rousing success.

Then we come to Sand Point - probably the most delightful surprise of the year. CPA arrived just a few days before the Grand Opening of the Bird Museum. Forrest and Pam Bird have this incredible collection of aircraft & helicopters and Dr. Bird's medical inventions in what's not exactly your typical private museum. Check out the September 2007 issue for the complete story and the December 2007 for the followup!

Also in September & October was the two-part story by Bill Marvel about the WWII crash near Kiowa of a B-24. And Scott Morse's report about his trip to Wichita and Cessna. November brought the Alamosa Flyin and Locomotive Express. Once again, airplanes and trains - a great combination!

December brought us a great Holiday dinner and the CPA Annual Meeting as well as the end of the current User Fee debate when the FAA Reauthorization Bill was finally modified, agreed upon by both houses and signed into law. We still have a slight increase in the fuel tax, and increases in fees, but for the time being, everything else remains the same. Well, not quite. We're still dealing with Lockheed Martin Flight Service. And if that's not enough, *Warning, Will Robinson...*the DUATS contract comes up for rebid this year.

Coming up in early 2008 we'll have an update on the airspace changes around Pueblo, the Flyin Schedule and other nuggets of interest.

The next edition Denver charts effective Jan 17, 2008 will have the airspace details.



Fly Mart



For Sale: One-third of 1978 Cessna T-210M Centurion; great performance; now asking \$35,667; outflies singles costing four times as much and many light twins; TT 3200, STOH 440, Robertson STOL, inter-cooler; at APA; \$1,000 discount.

Contact Gary Tobey at 303-799-8600 or gtobey@tobeytoro.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 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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Gary Winslow, Evergreen
Michael McRhodes, Erie
William Reed, Denver
Aaron Schomberg, Littleton

Events & Flyins for Jan/Feb

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

Jan 12 - Flyin Planning

Evan's Room, Rocky Mountain Metro (BJC), 9 am

Info: Bob Kinney 303-288-7371 or email twinlake1@aol.com

Jan 19 - Aviation Weather (see p. 9 for details)

Jan 22 - Phil Boyer, AOPA

Denver Marriott Tech Center Hotel, 4900 S. Syracuse St. 7:30pm - 10:00pm

New Weather AC

Have you seen the new Aviation Weather Services book from the FAA? **AC00-45F** just released Oct 2007. It's almost twice as large as the previous version and in full color with more graphics. You can download the 500+ page document (either in 5 chunks or the entire book in one file) or purchase it at your favorite aviation-related bookstore. The web link is 3 lines long, so search for **AC 00-45F** in your favorite search engine for the text & download.

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Principal airport based at or flown from _____
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