

CPA FLIGHT LINES

Volume 25, No. 2

February 2008



Left to right, front row: Norm Teltow, Mack Connelley, Ricky Davidson, Bob Doubek & Walt Bell, middle row: Vanita Gallo, Dave, Burke, Linda Davidson, Carl Jensen and Hal Meyer; back row, standing: Frank Gallo, Bill Totten, Phil Wright and Bob Kinney. Not shown are Jinny & Clyde Cable. Photo by: Bob Doubek.



www.ColoradoPilots.org



President's Message

by CPA President

Sarah Jane Dolliver

CPA's '08 is off to a roaring start! We had our first "function" of the year on January 12th. It was the Fly-In Planning meeting held at BJC. It was an official meeting, but it's always so much fun I heard several references to it as the Fly-in Planning "Party." We had approximately 50 people in attendance, and a wonderful abundance of terrific ideas for fly-in destinations this coming year!

My thanks to Bob and Shawn Kinney for hosting the party/meeting. Special thanks go to Mary Jones, Shawn Kinney, Cathie Martyny, Terry Barbo and Jan McKenzie for all the wonderful goodies, coffee, tea and juices. It was the most class-act of a Continental Breakfast I've seen! Thank you so much, ladies!

Bob Kinney will be preparing a list of all the fly-ins that will also soon appear on CPA's calendar. Please take a look and consider attending. We have one-day trips, trips you can drive to, and weekend and long-weekend trips. When you choose a trip, please consider sharing that spare seat with someone who would like to go, but might not have access to an airplane. I believe we will have a section on our web site to assist and link up those who have spare seats with those who are looking to go but might not otherwise be able to. Please share the fun – it will benefit you (cost wise) and you just might make some good, new friends.

Hoping to see a lot of you at the fly-ins. If you have any questions about a fly-in, please feel free to contact Bob Kinney or the fly-in host, or me.

Blue Skies,
Sarah

Remember: The newsletter is available online at the CPA website in FULL COLOR! the first of every month. Check out
<http://www.coloradopilots.org>

Brief Your Right-Seater

© 2007 by Drew Chitica, DPE

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From the Safety Committee: Bill Linenberger, chairman

Aircraft:	Beech Travel Air
Location:	Greensboro, N.C.
Injuries:	2 minor
Aircraft Damage:	Substantial

What reportedly occurred: During cruise flight, the airplane experienced a power loss in one engine. The pilot attempted to identify which engine had failed by noting the direction of yaw (in a twin, the plane will yaw in the direction of the engine not producing power). When yaw to the right was observed, the pilot assumed the right engine was the problem and shut down the right engine and feathered the right propeller. The airplane could not hold altitude so the pilot elected to perform an emergency landing on a nearby landfill. During the landing, the landing gear collapsed and the airplane was substantially damaged. During the post-accident investigation neither engine showed any abnormalities and 35 gallons of fuel was recovered from the system. After the pilot and passenger (presumably another pilot) exited the airplane, the passenger told the pilot he had applied right rudder after the initial power loss in an attempt to assist the pilot with maintaining directional control.

NTSB-determined probable cause: Power loss for undetermined reasons and the pilot mistakenly shutting down the operating engine when the passenger interfered with the rudder pedals.

Lessons learned from this: First and foremost, brief your right-seater (especially if they are a rated pilot) as to what they should – and should not – do in an emergency situation. Rated pilot or not, those flat things on the floor in front of them are NOT footrests! Feet should remain clear of them at all times. Only after assistance is requested and actions to be taken thoroughly briefed by the pilot-in-command should a right-seater be permitted to handle any of the flight controls.

Another lesson concerns the pilot of a multi-engine airplane facing an engine problem. The pilot will observe the apparent indications of a problem (uncommanded yaw) and then rush to complete the engine-out procedure drilled into them by their instructor. It goes like this:

“Counter-uncommanded-yaw-with-opposite-rudder-and-aileron-stabilize-airplane-Mixture/Prop/Throttle-forward-gear-up-flaps-up-stabilize-airplane-identify- (“dead-foot-dead-engine”)-verify-feather-stabilize-airplane-getoutthechecklist...”

...and the student got extra points if they could say and do all the above using only one breath.

In a multi-engine airplane the above drill is required for positive airplane command and control during an engine problem. Timely actions in correct order are valued. However the primary, foremost and most fundamental factor during this drill or an actual emergency is accuracy of actions and correct interpretation of airplane behavior. The 'identify' portion of the drill is to determine which engine is the suspected problem engine. The 'verify' portion (to the author, the most important part of the entire process) is to verify two things; first, has the correct engine been identified as the problem engine? Second, is the engine producing any thrust at all or is it indeed 'dead'? (That is the fallacy of "dead foot = dead engine" mantra. Is the engine indeed 'dead' or is it merely sick, producing some power – just not 100% of it.)

The pilot of this twin did everything 'by the numbers', except he failed to identify positively the right engine had failed and to verify his suspicions before shutting down the (operating) engine and feathering the propeller. In essence, by not doing that he turned his twin-engine airplane into a twin-engine glider. I'll wager he had some choice words for his passenger as well.

Postscript: For many years I have (half-) jokingly said that when there are two flyers in an airplane there is only half a pilot at the controls. Lord help them if they are both instructors – the inverse ratio gets worse! But a thorough pre-flight briefing with the right-seater and using the positive exchange of flight controls technique ("I have the controls." "You have the controls." "I have the controls.") may negate or minimize the consequences of "...ahhh...I thought you were flying."

Accident information obtained at www.NTSB.gov

Drew Chitrea is an FAA-designated pilot examiner for Denver and the Front Range with logged time in over 100 make/model aircraft. He may be contacted at 303-638-7181 or through www.ColoradoSkymaster.com

Someone tell me why....

Ever notice the NOTAM about the communications tower out east near Hoyt? The one that's 1995 ft. AGL? The one that the FAA decided wasn't a hazard to IFR and/or DIA traffic? Ever notice that more often than not, there's almost always a NOTAM about some number of the lights being out?

2008 Flyin Schedule!

Bob Kinney, Flyin Chair

In order for you to plan your flying year as early as possible I'm listing the locations of this year's fly-ins so you can mark your calendars. Please call or e-mail me if you have questions (Bob Kinney speaking here, folks!). Watch for a more thorough description of each fly-in on the Website and in FLIGHT LINES in the upcoming weeks.

This is also a reminder to those hosting a fly-in to e-mail me your short description of the fly-in ASAP. I must get these posted on the Website and make them available for the newsletter Editor. Contact me for a sample posting if you'd like.

Bob Kinney, Chairman
CPA Fly-In Committee

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[From the editor:

Notice that the March trip to Tucson (Rockies Spring Training, anyone?) is RSN (Real Soon Now) so get ready to go! Here's a handy, pocket-sized calendar you can copy and keep in your wallet.]

CPA Flyin Schedule 2008

March 28 - 30	Tucson, AZ
April 12 - 13	Winslow, AZ
May 3 - 4	Lexington, NE
May 31 - June 1	Gateway, CO
June 21 - 22	Valentine, NE
July 11 - 13	Taos, NM
July 19 - 20	Salida, CO
August 1 - 3	Cour d'Alene, ID
August 16 - 17	Creede, CO
August 23	Grand Junction, CO
August 29 - 31	Shafer Meadows, MT
September 5 - 7	Marble, CO
September 12 - 14	Dubois, WY
October 3 - 5	Canyon de Chelly, AZ
October 18 - 19	Hutchinson, KS
November 4 - 8	AOPA Convention

Planning the Flyins

It's really not as easy as it looks. Bob Kinney's put together a multi-page write-up to help first-time coordinators plan (and make happen!) a successful flyin. We'll be publishing the *Pilot's 10 Flyin Rules* next month, just as a reminder to everyone planning to join us on a trip.



Bob Doubek (forward) and Bill Meine enter their suggestions for fly-ins at the CPA fly-in planning meeting at Rocky Mountain Metro Airport on January 12. Nearly 60 of our members participated in the planning event.

Shawn Kinney records planning committee recommendations for 2008 CPA fly-ins. The committee selected 16 fly-ins from something over 20 suggested during a three hour brain-storming session. And no, that's NOT a photo of her airplane, altho both she and Bob might be wishing it were so.



Shawn Kinney and Bill Totten trying to decide either where to have lunch or where to fly for lunch..

Emergency Landing at Aspen

Thanks to Jay Ledbetter for forwarding the photos and short writeup from Kevin & Kim. By now you've probably seen the news reports on the emergency engine out at Aspen. But you may not have seen the up-close-and-personal photos. And look for Jay's article in a future issue about engine emergencies and decision making.

According to the newspaper this guy took off at Aspen and noticed vibration following which the windshield became covered with oil and the engine stopped. He didn't notice (with the windshield completely covered) that the propeller had departed. Anyway, he turned back toward the airport presumably thinking it was going to be just a 'power off' landing. He had plenty of altitude and saw that he was going to make the runway, which he did. It wasn't until he got out of the plane that he became aware that the prop was gone, along with the prop hub and the crankshaft flange. Job well done.



At about 10:00 this morning I hear a call for the emergency equipment for a Piper Malibu on an eight mile final with "low oil pressure and a possible oil leak". On short final, I hear the pilot advise the tower that he'll make the runway, but that he has virtually no forward visibility due to oil on the windscreen.

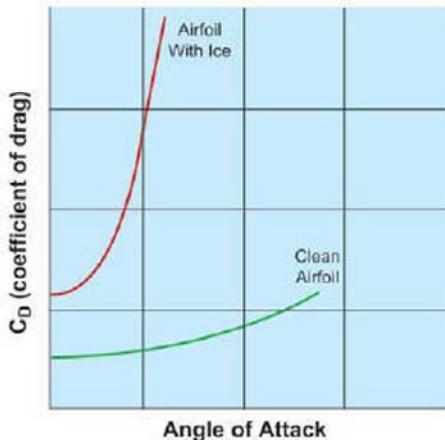
All of us looking out of our office windows see the aircraft rollout long on the runway, and notice that the entire prop and spinner are missing, since it all sheared off at the crankshaft, IN FLIGHT apparently about eight miles from the airport.



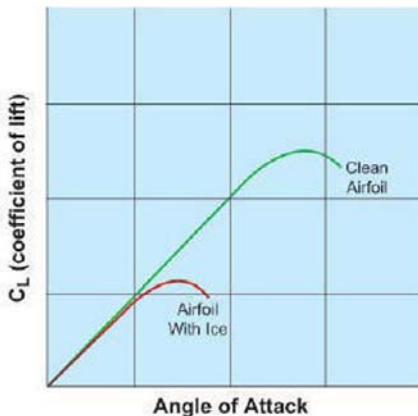
The Lunch Bunch

In order to keep current and enjoy good fellowship, there are two CPA "Lunch Bunches" that are currently active and meet every Wednesday. One group is centered at Front Range and the other at Centennial. Depending upon the weather, they independently fly to various airports usually less than one hours flying time one way. If the restaurant is on or close to the airport both groups may meet at the same location. However, should only one courtesy car be available, the groups split up and go to different locations. Ten aircraft and sixteen flyers met at Greeley on January 9 as shown on the photo on the front cover.

More About Icing



Remember Sarah's column last month about icing? Here's more information. The first graph describes how icing increases the amount of drag on the aircraft.



This second graph describes what happens to the amount of lift in relation to the angle of attack on a wing (airfoil).

The Everglades Tour

MK Jones

The Everglades the second time around was just as spectacular as our first trip there. Six of us went to Florida again during mid-November. We drove this time; the others flew to the little airport in Everglade City. We planned to kayak through the Everglade National Park that would take us through mangrove tunnels, slip carefully beside quiet pools where alligators were watch closely, paddle around swampy islands, and sweep along lovely grassy plains in the waterways of the Everglade National Park system. There are several designated kayak/canoe trails, and the choices were from a short easy half day trip, to remote two week (or longer) journeys through the Everglades. Our choice? A strenuous day long trip along the Turner River for our first trip.

Then we took a day side trip to Shark Valley visitor center which is another "must see": a tram tour through alligator territory, an observation tower where you see for miles in 360 degrees, and walkways where you watch each step, as baby alligators, squawking birds, and unusual flowers sit side by side with much larger alligators that lurk all too closely to the trail.



Our third day we planned our special trip, which was canoe trip deep into the Everglades to Sunday Bay, where we had reserved a "chickee" where we would spend the night. You can only stay at these designated sites in the national park system by reservation 24 hours in advance. They are wooden platforms sitting high above the water, with a roof and outhouse included. We were told Indians used these types of sleeping

places many, many years ago for protection from the animals. There are several of these sites in the park; this one was the closest to where we were staying.

We studied the tide tables so that we were going with the tide as it came in, as we canoed to our destination, and again, returning, went out with the tide. With a GPS, several compasses, two detailed maps, and written directions in magic marker on one of the maps, we figured we would find the place. (The year before Bart and I tried the same trip; got lost; fought the tides, and bedraggled and disgusted, finally returned at the end of a long long day.)

We arrived at our destination in plenty of time to unload our canoes, pull out sleeping bags, and one of us put up a tent. Happy hour was timed to go with the sunset, and we watched the sun all too quickly fall, an almost full moon slowly began to appear. So did the little bitey bugs. Even with bug juice, any exposed skin became itchy scratchy welts! We had food that needed no cooking, so as we ate, some were singing sitting on the dock of the bay...



Darkness descended, the moon disappeared. And rain began to fall. You should have heard the laughter, the rustling, the frantic attempts to set up a tent in the dark. By the time they had one tent up, the rain slowed and quit. More laughter. Later we heard banging and crashing. The canoes we had so carefully tied to the platforms slowly slid under the platforms as the tide came in. One was standing end up ready to sink to the bottom,

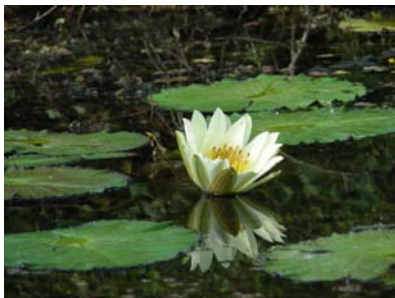
the others were on their way. More frantic rushing to untie them and move them. We heard loud splashing and what sounded like big footsteps in the water - everyone was totally silent! We never did figure out what it was.

Early morning was a revelation of mist, fog, and silence. The solitude was peaceful and we lingered as long as we could before starting to pack up and return to "civilization". We saw many fish jumping and leaping out of the water, birds along the waterways, and yes, a few alligators on the banks as we got further away from the salt water. It was a great adventure.

As we paddled, we saw many signs of places where people had lived, hills of shell mounds, abandoned cisterns, cabins. Human habitation of Everglade City dates back over 1,000 years ago to a little-known civilization of coastal mound dwellers. Gold and shell ornaments, carvings and other cultural relics were found in many of the vast shell mounds (Everglade City is one of them) which dot the area. They are said to resemble Mayan civilizations of the Yucatan.

Cruel and crafty Caloosa Indians, who beat off landing parties of Ponce de Leon and massacred Spaniards trying to explore and settle the area, succeeded the mound

dwellers. They drifted away, and the Seminoles arrived. One of the last and bloodiest Seminole Wars took place near Everglade City. They were never conquered; and today there are several Indian tribes and compounds in the area. In the mid 1800's, a group of Anglo-Saxons established a trading post, and Everglade City became a port where farmers shipped produce to market by boat. The trains came, farming became less productive, and slowly stone claw fishing grew into an important business in the local area.



Tourism is just beginning to catch on, and at the Ivey House, a B&B where we stayed on this trip, most of the vacationers were from Europe. We gathered for Happy Hour each night, and invited all to join us! Their backgrounds were fascinating, and so like our fly in trips, made for interesting conversations, new friendships.

John & Cathi Martyny, Scott and Kathleen Morse, thanks so much for joining us!

And From the Wierd Science Department...

Finally... A Paper Airplane That Won't Land You In Detention!

If you love flight, perhaps you have experienced the urge to throw a paper airplane from a really high place... but what if you had the chance to throw a paper airplane from the International Space Station? It turns out a Japanese professor and a group of origami masters have collaborated on a paper airplane which will fly that very mission.

According to the London Telegraph, Professor Shinji Suzuki, from the Department of Aeronautics and Astronautics at the University of Tokyo, worked on the project with the Japan Origami Airplane Association. They used silicon treated heat resistant paper, folded to create a tiny paper aircraft with a rounded nose.

Tossed from the space station, it will be travelling at Mach 20. By the time it encounters significant heating in the atmosphere, it will have dropped to Mach 7. Amazingly, a smaller version of the plane survived a test run at Mach 7 in a wind tunnel last week, where it survived temperatures as high as 570 degrees Fahrenheit. As Ray Bradbury fans know, that's quite a feat.

Professor Suzuki says the hope is to have a real paper spacecraft ready to send with Japanese astronaut Koichi Wakata, when he travels to the ISS later this year. He says the technology from paper planes could lead to the development of new transport craft, which makes this paper airplane a serious science experiment.

A Reminder - Aviation Weather for Pilots

Jeppesen and Independence Aviation are 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.

Feb 16	Aviation Weather Information
Mar 15	Thunderstorms
Apr 19	U.S. & Intl Weather Patterns
May 17	Winter Flying
Jun 21	Mountain Flying

To register call Sharol at Independence Aviation: 303.858.1600

Ed Note: I attended the January class and it's great. Not only is Mike incredibly knowledgeable about weather and provides the *why* as well as the *what* about weather. Mike encourages everyone's participation so that the attendees can share individual knowledge.

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 but please, no cell phone photos. They don't reproduce well in the printed version of the newsletter. 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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Fly Mart



For Sale: 1948 Stinson 108-3 Station Wagon, 2150 TT, 330 TSMOH (Factory 0 Time) 330 SPOH & Cont. O470 & CS Conversion, Cleveland with 800 tires, Metalized, Orig. Seats with Airtex and Homebuilt Interior in nice condition 6/10, Exterior Prob. 5/10. Performance amazing with easy 1000 FPM @ Delta/Montrose and a Rocket in Lebanon OR. Cond. was Questionable at purchase but Smiling Aviation Completed a \$7300 Annual on it 06/07 and you can't ask for a better Guarantee than having them work on it. Delta to Lebanon was 6.5 Hrs, averaging about 138 MPH. Asking \$45000 and looking for a new or almost new LS Trainer. LebanAir Aviation, Larry Knox (541) 258-5029 or (970) 596-3116 (Cell) or (541) 258-2765 (Fax) Will Deliver

For Sale: 1978 Cessna 172N N738HX

Smooth-running, very reliable Skyhawk, excellently maintained by a Certified Cessna Service Center. Lycoming engine has good compressions. This aircraft has a low oil burn and filter inspections are clean. All AD's complied with and all logs complete. Paint and interior in good condition. Will deliver for expenses. Will provide Three-Month Labor Warranty!** (some restrictions apply to Labor Warranty)

Over \$15,000 in recent replacements and repairs, including: Recent top overhaul; New slick magneto upgrade kit – new mags, harness and spark plugs; New flap tracks, rollers, and supports; New starter, APU, and master relays; New sealed battery; Overhauled attitude indicator; Fresh annual inspection. Avionics and Equipment: Collins AMR 350 audio panel; Collins VHF 250 Comm (X2); Collins VIR 350 NAV (X2); Collins 650A ADF; King KN 62 DME; King KT 78 Transponder; Flight Comm 4-place intercom; Hobbs meter; Aero Tech LC-2 digital clock/timer.

Aircraft Total Time: 7768.8
Engine Total Time SMOH: 3260.0
Propeller Time Since New: 3044.6

\$34,500 as is or \$48,500 with overhauled engine and propeller

Contact Jason Hurd at 303-664-0633 or Jason.vectorair@earthlink.net

Colorado Pilots Association Welcome New Members!

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William O'Connor
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Fort Collins, CO 80528-4457

Roger Keithley
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Denver, 80220-1313

Jim Gribi, Jr.
26501 NE 119th Avenue
Battle Ground, WA 98604-6502

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David Allen, Elbert
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Sue Wolber, Fort Collins
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Bart Whitehouse, Greenwood Village
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Shane Evans, Carbondale
Phillip Sprino, Westminster
Lucile Bledsoe, Wray

Events & Flyins for Jan/Feb

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

See the insert this month for the 2008 Flyin Schedule

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Colorado 99s Sue Osborne
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EAA
vacant

Colorado Pilots Association, Inc.

MAIL IN APPLICATION FOR INDIVIDUAL MEMBERSHIP/RENEWAL

Online application found at www.ColoradoPilots.org

Name _____

Spouse _____

Street Address _____

City _____ State _____ Zip _____

Phone (H) _____ (W) _____

E-mail _____

Pilot Rating Held _____ Profession _____

A/C Owned (make) _____ Model _____ N# _____

Principal airport based at or flown from _____

& identifier (e.g. APA) _____

Applying for:

- ☐ Renewal or
☐ New Membership

Check enclosed, payable to CPA, to cover
membership & *Flight Lines* Newsletter:

- ☐ \$20 for 1 year membership
☐ \$38 for 2 year membership
☐ \$55 for 3 year membership
☐ \$200 for 1 year corporate membership

CPA Hot Line 303/266-6266

Mail to: **CPA, Inc.**

P.O. Box 200911
Denver, CO 80220-0911

Includes 2 free 1/2 page ads
In CPA Flight Lines newsletter.

I am interested in serving as an Area Representative for the

_____ **area.**

I am interested in serving on the following committees:

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