

CPA FLIGHT LINES

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May 2008



Lynn and Shirley McCullough, Walt Bell, Bob Sannwald and Cathie and John Martyny hiking in the Saguaro Desert during the March flyin to Tucson, AZ.



www.ColoradoPilots.org



President's Message

by CPA President

Sarah Jane Dolliver

There are two times each year that give me great pause. Memorial Day and Veterans Day. Both make me think about all of our Veterans, about each generation of men and women to whom we owe our very lives - to those who have fought and died for our right to place Old Glory on our houses, for our right to worship as we please, for our right to speak our mind, for our right to raise our families as we choose, and to exist freely.

Each generation of military service member has guaranteed all of us liberties that we take for granted. There's a stone plaque in front of the SR-71 at the SAC Museum in Lincoln, Neb. that says "We must never forget that freedom is never really free. It is the most costly thing in the world. Freedom is never paid in a lump sum. Installments come due in every generation. All any of us can do is offer the generations that follow a chance for freedom."

Our Veterans have given us our chance for freedom. Our current Armed Forces Service Members are guaranteeing that we are allowed to keep our freedom. On this Memorial Day in addition to remembering your loved ones, please take the time to think about our Veterans and our Service Members and THANK THEM! Thank the little old gentleman wearing the ball cap with his ship's designation number on it. Thank the mother who's son or daughter is currently serving our Country – Mom is wearing a yellow ribbon. Thank that young soldier in uniform – thank him out loud! I promise you I will continue to do all these things too, in honor of my Dad and ALL our Veterans and Service Members, for sadly I no longer have my Hero – my Dad - around to thank. So please say prayers for all those who have served, for those who have passed away, and for those who continue to serve.

God Bless America, and Her Heros!

Blue Skies!
Sarah

QUARTERLY SAFETY FORUM

The Colorado Springs Airport recently (midApril) hosted a meeting of pilots and controllers interested in airspace issues in Colorado. The meeting gave those with local airspace concerns a chance to exchange ideas. The primary topic discussed was the continuing ramping up of the military training in Colorado Springs and Pueblo. The Air Force Academy announced that it would be increasing its powered flight training and using the training areas that are depicted on the new Denver Class B Chart (east of the Academy). It would also consider reopening Bullseye.

The flight training at Pueblo will be increasing and can be expected seven days a week. The Pueblo training includes some use of the Fowler and Canon City Airports. It was also announced that Pueblo approach control will be moving to Denver Tracon. You should not notice any change in service or procedures.

The overall message of the meeting was to keep your eyes open for T-41s (172), DA 40s and C130s operating from the surface to 8500'. In my opinion the DA 40 is the hardest to see, so keep your eyes moving when in the Pueblo area. Fly Safe.

Walt Bell
Airspace Committee

[Ed Note: All too often the cadets are NOT talking to COS or Denver Tracon - they're usually talking to AFF. So keep your eyes open! I've had two "close encounters" with the DA40s.



DARPA's Vulture To Loiter Aloft For Five Years **By Glenn Pew, AvWeb Contributing Editor**

Boeing and Lockheed Martin have been selected, along with Aurora Flight Sciences, by the Defense Advanced Research Projects Agency (DARPA) to design and develop an unmanned solar-powered aircraft that can stay aloft for five years. The venture, DARPA's "Vulture" program, would ultimately see a fixed-wing aircraft ascend to 60,000 to 90,000 feet carrying a 1,000-pound payload, produce 5 kW of onboard power and loiter uninterrupted in its mission airspace 99 percent of the time. Those missions may include support of regional telecommunications, persistent surveillance, reconnaissance and atmospheric research. The first 12 months of the program will explore vehicle configurations and investigate in-flight energy collection and storage (solar/photovoltaic cells and fuel cells), along with reliable propulsion systems.

NTSB: SAFER FLYING BY REPORTING UAV ACCIDENTS

The NTSB is proposing changes to regulations that concern reporting and notification with regard to aircraft incidents, accidents, or collisions, because they currently do not adequately cover unmanned aircraft. The notice of proposed rulemaking

<http://edocket.access.gpo.gov/2008/E8-6393.htm>

seeks comment prior to July and suggests that the definition of "aircraft accident" be made to include "unmanned aircraft accident."

Specifically, revisions would be made to 49 CFR part 830 to cover unmanned aircraft for the period starting from the time the vehicle is activated and concluding when the vehicle is deactivated. A UAV accident would be indicated by any person suffering death or serious injury, or substantial damage done to the aircraft while it is in operation. These additions, says the NTSB, "will enhance aviation safety by providing the NTSB with notification" of the aforementioned events.

Flight Simulator Updating the Kiwi to the Penguin

Conceived as a prototype for three flight simulators to be built as part of an aviation exhibit at The Iowa Children's Museum, construction on "The Kiwi" began in October 2006, and was completed in January 2007. Then, in February of 2008, came "Version 2.0" of the flight simulator created -- our 2-place "Penguin"! Now a TWO-place simulator, the Penguin allows a pilot/co-pilot arrangement that will be much better for the Children's Museum staff to handle. (Twice the kids per "ride") It's also a lot more fun to share the experience!

With a 104" projection screen and a second 20" flat panel devoted to displaying the aircraft instruments, our "Penguin" (or "flightless bird", named by its co-creator, Keith Roof) is the most realistic rendition of flight available for under \$10K. Once perfected with input from our experience, they will build EIGHT of the final, truly "kid-proof" versions for the Iowa Children's Museum, for the aviation exhibit that is slated to open in June of 2009.

www.alexisparkinn.com/flight_simulator.htm

More Photos from Tucson



The great view from the hills overlooking Tucson.

From Jer/ Eberhard **Some curious things you might not know about Colorado.**

Highest Climb. The highest vertical climb is not on a mountain but up the north side of the Black Canyon. Rising 1,700 feet, this sheer rock face is even higher than the famous Diamond on Longs Peak and was not conquered until 1969.

Deepest Snow. In 1899 Crested Butte recorded 254 inches of snow near the top of Kebler Pass. That year, snow buried a train near Leadville and left only stove pipes showing above cabins at many mountain towns. Usually, Wolf Creek Pass near Pagosa Springs gets the most snow in Colorado.

Oldest Hotel. The Peck House in the little town of Empire, near Berthoud Pass, is Colorado's oldest hotel. It was built in 1859 by James Peck. Early guests included President Ulysses S. Grant and other famous people.

What is the impact of flying?

www environ.aero

The Enviro.aero website is part of a global cross-industry initiative that is supported and financed by the commercial aviation industry. Its purpose is to provide clear information on the many industry measures underway to limit the impact of aviation on the environment.

The initiative has been developed under the umbrella of the Air Transport Action Group (ATAG). ATAG is the only global industry association that brings together organisations and companies throughout the air transport chain that are committed to achieving infrastructure improvements and addressing the environmental challenges facing the industry. Its members include airlines, airports, manufacturers, air navigation services providers, etc.

Since the end of World War II, commercial aviation has continued to grow and is today responsible for 8% of the global economy's gross domestic product.

Like many forms of transport, aviation contributes to climate change through its emissions. Aviation's main emissions are carbon dioxide (CO₂), water vapour (H₂O), and nitrogen oxide (NO_x). But how much? The United Nation's Intergovernmental Panel on Climate Change

(IPCC) is considered the foremost authority on climate change, and brings together hundreds of the world's leading scientists. The IPCC states that aviation contributes 2% of the world's CO₂ emissions.

It's not as much as other causes of climate change, such as power generation and car emissions, but we are working to limit this as much as possible. The IPCC forecasts that this figure could rise to 3% by 2050. This is still a lot of CO₂ and we are committed to reducing our contribution. Find out exactly what we are doing. There are other non-CO₂ effects associated with flying that may also cause global warming. These include NO_x emissions and so-called "contrails" – the visible trail of water vapour sometimes left by planes as they fly. NO_x has both indirect warming and cooling effects while contrails may trigger the formation of clouds. At the moment, no-one is entirely certain to what extent NO_x, contrails and related clouds cause global warming. Clearly a better understanding is needed before formulating appropriate responses.

Want more information? The IPCC has produced a special report on aviation and climate change.

www.enviro.aero

This Isn't Mig Alley, Mr. Bertorelli
April 17, 2008
By Gary Rolf, USAF ret.

[Ed note - Background: In March 2008, two aircraft traveling from Phoenix to Southern California were "paced" by F-16s. In an editorial on AvWeb, publisher Paul Bertorelli came out strongly against the civilian aircraft for traversing the MOA. This is one of many responses to that editorial. With the proposed changes to MOAs in Colorado, this discussion comes at a very opportune time]

I read with great interest and dismay Mr. Bertorelli's opinion piece (AVwebinsider, Apr. 1) about the recent near-midair-collision with an aircraft involved with an F-16 in the Gladden MOA (Podcast, Mar. 31). I also read the follow-up with retired Lt. Col. Fred Clifton and listened to his interview (Podcast, Apr. 4). I preface my comments with the fact that the military has not responded officially. And it doesn't look like the Pilatus pilot experienced an actual intercept in a Homeland Defense operation. So my conclusions are my own based on personal experience, assuming it was an U.S. Air Force jet. And it's my opinion that some of the USAF's leadership fosters attitudes in their air-crews that MOAs are their exclusive domain (obviously supported by some of your readers). The AVweb audio portion also informs us that there were two incidents with apparently the same F-16.

I have taken excerpts from Mr. Bertorelli's opinion piece and commented to each in turn below. Mr. Bertorelli cites a friend's opinion about one fighter pilot's severely misguided attitude (my words) about playing in sandboxes. Please inform your buddy that MOAs are not sandboxes where children play. Or does his opinion belie a greater attitude problem within the USAF pilot community? One thing's for sure: I do know that most military pilots don't think of themselves as Tom Cruise.

My credentials? I was a 20-year Air Force pilot, starting out as a FAIP (First Assignment Instructor Pilot) in the T-38 at Reese AFB. I then moved to the C-130 (my second choice) and Beech King Air (by choice) before finishing up as a MAJCOM Flight Safety Officer (PACAF) and a Numbered Air Force (11 AF) military airspace manager. I helped manage the Alaskan military airspace & range complex for 6-1/2 years until 2005. I know a thing or two about MOAs, the military and FAA rules of engagement. At least I hope this is still the case -- that pilots are being taught to respect and show stewardship of the airspace and respect all its participants.

At the end of this piece, I have included excerpts from the USAF's Flying Operations Instruction, AFI 11-202 Vol 3. This document, in addition to providing military-specific guidance, distills aviation CFR's into USAF pilot speak.

You will see that nothing in the applicable text from the instruction allows USAF pilots to violate a CFR unless already waived by the FAA or a MAJ-COM commander has decided that it is in defense of our country. I do not know if this is the most current instruction, but I can tell you these words have not changed much in over 24 years. (For you older pilots, this guidance used to be AF Regulation 60-16.)

Mr. Bertorelli wrote, *"Military aircraft operating inside MOAs are exempt from the FARs prohibiting the rest of us from performing aerobatic flight in proximity to federal airways and, surprise, they tend to maneuver aggressively in all dimensions."*

Nothing in AFI 11-202 Vol. 3, or in CFR 14 Part 91.303, allows pilots to perform acrobatics near a federal airway. In fact MOAs are specifically designed to deconflict with federal airways. So as long as the F-16 remained in the MOA, there could have been no conflict with any IFR aircraft. I'm not sure what his point is anyway, since this incident was with a VFR aircraft. In fact the only two flight rules that AF pilots are allowed to break in an MOA are the speed restriction below 10,000 feet and turning off exterior lighting for Lights Out Training (only in designated MOAs with a proper NOTAM in advance). But the FAA has addressed these operations over the years and has properly mitigated any safety impact in the MOA charting process described in FAA Order 7400.2.

"Even if you operate near the edge of a MOA, you're at risk. 'Spill outs' of high-speed military traffic beyond the confines of a MOA aren't uncommon and what's your TCAS going to do with a target descending vertically through your 12 o'clock at 10,000 FPM? The easy way not to have to find out is to avoid active MOAs in the first place -- by a wide margin."

Avoiding a MOA is certainly an option. And today TCAS complicates this issue with VFR aircraft. But the best course of action isn't to run away, thereby agreeing that it's the military's airspace, allowing it to be treated as a Restricted Area. The action should be to educate yourself by checking out the MOA schedule and status while flight planning, announcing yourself on the radio, and requesting ATC services. The FAA mitigates the VFR operations issue in their rules for establishing MOAs by providing for an equivalent level of safety. In the case of Alaska, that equivalent level applied to the Interior MOAs near Fairbanks includes the Special Use Airspace Information Service (SUAIS), hailed by General Aviation as a success in improving all aviators' situational awareness. The MOAs are indeed so large that it is impractical to fly around them in some cases. Google it for more information. It's a good thing.

"Or, if you happen to get jumped by an F-16, you could always substitute bravado for utter lack of defensive panache. You've still got your radio and, since F-16s have VHF, key up and say something like, 'Hey buddy, if I had 500 more knots, another bag of gas, hard points, a couple of Sidewinders and pulse-Doppler radar, I'd teach you a lesson.' "

As I would do face-to-face with the clown who just did this to me. I'm afraid it would be ugly. A fellow instructor showed incredibly poor flight discipline one day with me as his wingman. In the debrief, I informed him that I wouldn't fly against or with him any longer. Our flight commander supported this. A year after I departed, he killed a trainee in a mishap attributed to yet another display of poor discipline. They call 'em "bad apples" for a reason.

The second part will be published in the June issue of FlightLines]



Winslow AZ/Petrified Forest/Painted Desert Fly-in

On April 12, the CPA “flew-in” for a tour of Petrified Forest/Painted Desert National Park. Enjoying perfect weather, some 36 members arrived at Winslow AZ, the jumping off point. Rental cars awaited us at the FBO and we set out at once, box lunches in hand. Occupants of the seven separate vehicles chose among the many sights to see. The itineraries were quite varied, but everyone managed to enjoy colorful stone tree trunks and magnificent panoramas.

We arrived at the La Posada in time for happy hour. This historic inn is a beautiful restoration of a 1920s-era Santa Fe railroad hotel. As the tracks are still adjacent, one easily imagines the elite from our grandparents’ generation descending from a crack train to stay a few days at Winslow’s finest accommodations. The excellent restaurant, staffed by men and women wearing period costumes, added to the sense of history.

Bob and Shawn Kinney put on what is clearly the best evening entertainment that the CPA has ever seen. After the fashion of TV’s “Newlywed Game,” each member of three flying couples were quizzed about each other’s knowledge of aviation practices. It was a complete riot!

Sunday, with some regret, we prepared to leave. Several of us took the opportunity to over-fly Meteor Crater, nearby evidence of an ancient cosmic collision. Similarly, the over-flight of the Falls of the Little Colorado River provided a great scenic bonus on the way home.

Weather was great all way back to Colorado, a very nice finish to a thoroughly enjoyable adventure.

Events & Flyins for May/June/July

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

CANCELLED!

May 31-June 1 - Gateway, CO

Aug 1 - 3 Cour d'Alene, ID

CHANGES!

June 27 - 29 EAA Rocky Mtn Regional Fly-In

Renamed to Rocky Mountain Regional Flyin and moved to Sept 12-14

(Which just happens to be the same weekend as the CPA flyin to Dubois, WY)

STILL ON THE SCHEDULE

May 3 - Lexington, NE (LXN) One day trip to the Heartland Museum of Military Vehicles. Lunch, museum and an optional stop at Cabelas on the way home. Contact: John Mitchell 970-217-1004 or johnm@lamar.colostate.edu

May 17 - Pagosa Springs (PSO). PSO and Avjet invites CPA members to a pancake breakfast and open house. Contact Nancy Torrey 970-731-2127 or ntorrey@avjet.com

June 7 - Jeffco...er...Rocky Mountain Metro (BJC) Open House & Flyin. Have breakfast at the 99s booth then stop by and say hi at the CPA booth!

June 20-22 - Valentine, NE (VTN) Canoe the Niobrara River, group dinner on Saturday. Contact Carl Talkington 303-460-8127 or carlmt45@indra.com

June 21 - CPA Mountain Flying Course (see details in elsewhere)

June 21 - Van Aire Flyin (CO12) Open house for CPA members & guests. Lunch at noon (donation). Contact Bill Teater 303-659-7329 or bteater@qwest.net.

June 28 - Kelly Airpark Breakfast (CO15) Breakfast from 7-11 am. Traffic pattern is EAST side of 17/35! Park on the grass and bring your own tie-downs. Contact: Frank Niehus 303-648-3461 or finiehus@aol.com or Carl Gross 303-648-0056 or carlgross@mesanetworks.net

July 11-13 - Taos, NM (SKX). Friday happy hour & BBQ, Saturday, Taos Pueblo Pow-Wow. Contact Wayne Munson 303-666-8757 or wayne@munson.com

July 12-13 - 32nd Annual Denver to Jackpot, NV Air Classic! (O6U). Contact Dana & Judi Haglin 303-673-9381 or eriehaglin@aol.com or Steve Harless at 303-659-8648 or belin2@aol.com

July 19 - 1st Annual Airfest, Craig, CO (CAG) Pancake breakfast, fly-bys, etc. Contact Ray Beck at rdlegal@bresnan.net

July 19-20 - Salida, CO (OV2) Continental Divide Trailfest, biking, horseback rides, etc. Contact Bob Doubek at 303-771-8148 or idacrase@4dv.net

July 28-Aug 3 - Oshkosh (OSH). And that says it all. CPA will have a presence at the Colorado State Aeronautics booth. Wear your CPA t-shirt and hat and stop by!

CPA MOUNTAIN FLYING - HIGH ELEVATION AIRPORT OPERATIONS GROUND SCHOOL

Tower Building, Centennial Airport
Saturday, June 21, 8:30 am - 5 pm
Saturday, August 16, 8:30 am - 5 pm
Information and Registration Form

www.coloradopilots.org

Program Administration and contact:
Terry Barbo 303/367-0670 or TBarbo@comcast.net

All the things you need to know to fly out here in the west! Includes discussions on weather, density altitude, runway length, flying in the valleys - and which valleys NOT to fly - taking photos in the air, emergency procedures, survival tactics, when to fly and when to tie-it down and drive....Following this all-day ground course, arrange for an experienced high-altitude instructor and an optional mountain cross-country training flight in the Colorado Rocky Mountains. For more details,

www.coloradopilots.org/content_mtnfly_class.asp?menuID=24~24

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 starting in July, so if you miss one, you can catch it on the next round.

May 17	Winter Flying
Jun 21	Mountain Flying

To register call Sharol at Independence Aviation: 303.858.1600

More trivia from Jer/

Largest Nuggets. The biggest gold nugget in Colorado weighed 135 ounces and was found near Breckenridge in 1887 by miner Tom Broves. The biggest silver nugget weighed 1,840 pounds and was found at an Aspen mine in 1894.

[Ed note: 135 oz X \$940 = \$126,900. The cost of a nice LSA or not quite half the price of a Cirrus SR20.]

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; 1964 Cessna 182G N2038R

Fully equipped IFR Skylane in excellent condition. Recent new prop. New Bendix mags, vacuum pump, muffler, etc. Many upgrades and options, including long-range fuel tanks, Rosen visors, strobe, microvortex generators, oxygen, custom instrument panel and glare shield, one piece windscreen, skylights, sun shields, plane cover, 4 headsets, multiple anti-theft devices, custom paint, etc.

This Mexico/Central America vet has a mid-time engine that uses no oil and cruises at 155 mph with fuel burn of 10-10.5 gph. Always hangared. Aircraft is hangared at Durango-LaPlata Field (DRO) but delivery can be arranged. Please contact Dr. John Harris at (970)-259-1463 for photos, price and detailed list of equipment and options.

Part Time Multi-Engine Pilot

Rocky Mountain Aerial Surveys (www.RMAerialSurveys.com) is currently-looking for an experienced multi-engine pilot to join our team of aerial photographers on a part time basis to help us with larger projects. We have been based at Centennial Airport for the last 35 years, but you will be needed for extended projects in other parts of the country. You will be flying in a turbo Twin-Cessna 320 throughout the Rocky Mountain region and beyond and be responsible for ensuring all maintenance is performed while away from our home base.

Requirements: Total Time > 1000 hrs, Multi Time > 300 hrs

Multi Instrument and Commercial Ratings

Cessna 300/400 series time a plus

Ability to be gone from home on trips for up to 3 weeks at a time

CFI and MEI preferred

If you are interested in this position, please email your resume to Chuck Mangan (chuck@RMAerialSurveys.com) or FAX to 303-790-4320. We are hiring very soon, so contact us now!

Original Owners Manuals for Mooney M20 C 1962 through 1965 and Piper Tri Pacer PA-22-150, PA-22-160.

Free to good home with this type plane.

Call Dave Burke 303-659-6464

Colorado Pilots Association Welcome New Members!

Todd Suko
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Chris Long
1425 S. Welch Circle
Lakewood, CO 80228-3847

Colorado Pilots Association Renewing Members

Apologies from the Editor for not listing everyone last month. This month includes both April & May renewals. My bad.

Russell Moore, Thornton
Charles Stone, Durango
Mary K. Jones, Colorado Springs
Bart Jones, Colorado Springs
Phyllis Wells, Penrose
Carl Talkington, Keystone
Mel Callen, Milliken
Jim Wark, Pueblo
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J. C. Over, Mack
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John Savage, Rifle
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Bruce Hulley, Aurora

Tracy Perry, Longmont
Rodney Eisenbraun, Lakewood
Jeri Miller, Golden
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Howard Cammack, Centennial
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