

CPA FLIGHT LINES

Volume 25, No. 7

July 2008



Valentine, NE FlyIn - Gotta love Snoopy on the watermelon!
But where's Woodstock? More photos inside including Pagosa
Springs.



www.ColoradoPilots.org



President's Message

by CPA President

Sarah Jane Dolliver

Pilots just love to hang around other pilots – er, maybe I should say – I love to hang out around other pilots. And my guess is many of you feel the same way.

So, if you didn't make it out to the 2008 Rocky Mountain Metropolitan Airport Open House held June 7th, you missed a really good show and a really good time. The show was spectacular, the vendors were well prepared and varied, and the weather was wonderful – even if it did start out a bit cool – okay, it started out cold and windy. So cold that we almost sold out of all the long-sleeved shirts Terry Barbo brought out to sell! But hey, we'll take our sales however we can get them, right? But the weather then warmed up because of the wonderful sunshine and everyone enjoyed themselves tremendously.

I did chuckle a bit during the air show performances. You could tell those who were not pilots, they were the only ones NOT with their faces pointed toward the sky! The Open House was a huge success and we have Wayne Hammack and Doug Hammack, and a host of volunteers from Rocky Mountain Metro Airport to thank. Good job, guys!

We did sign up nine new members: Mark Bingham of Lakewood, Daniel Swathwood of Louisville, Alfred Eustes of Superior, Guy Miner of Henderson (I do believe that Bob Kinney had something to do with Guy becoming a member – I think Bob had Guy in a strangle-hold there for a little bit), Marijke Unger of Longmont, Bill Newhall of Boulder, Mike Snider of Fort Collins, Bruce Peters of Denver, and Rob Breitbarth of Denver. WELCOME TO EACH OF YOU! We're so very glad to have you as members of CPA and we hope to see you often!

I'd also like to thank the CPA members who manned our booth during the Open House. Thanks go to Walt and Terry Barbo, Bill Linenberger and Blanche Cohen. Some of you may think that this would be very dull duty – but we really enjoyed ourselves and it was so good to meet our new members and start to get to know them.

So back to my original comment – I personally think it's a blast hanging around with other pilots and I'm so very glad you've given me the opportunity to do so.

Blue skies
- Sarah

SOMETHING YOU CANNOT BANK ON

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I was sent a video clip the other day, one both dismaying and disturbing. It was a film of the takeoff of a beautiful Tiger Moth biplane. At perhaps 200 feet AGL the engine failed catastrophically; there was a puff of smoke, pieces flew from the lower cowling and the propeller rotation slowed dramatically. What happened next was the disturbing part; the pilot lowered the nose and began a turn back to the runway! The plane stalled in the turn, spun in right in front of the camera and after the sickening impact burst into flames. Presumably the pilot did not survive.

I administered a checkride the other day where the applicant, in an otherwise fine ground portion, told me during his takeoff briefing that "...if an engine failed above 400 feet (AGL) I'll try to turn back to the runway or the airport environment." I stopped the proceedings immediately to discuss better thought processes, options and techniques.

WHAT are these pilots thinking? Do they really think that 400 feet AGL is enough airspace to reverse course and land on the runway from which they have just departed? No, No and NO! Do NOT even think about turning back after takeoff, let alone attempting it; you will end up like the Tiger Moth pilot and become merely another statistic in the "Dumb Pilot Moves" file. The only option a pilot has if an engine fails after liftoff, and I mean the ONLY option, is to LOWER THE NOSE promptly, maintain airspeed and LAND STRAIGHT AHEAD! Perhaps a small directional correction of up to 30 degrees heading change MAX, but that is it!

Those who have read Mick Wilson's book *How to Crash an Airplane* (www.crashandsurvive.com) know that survival depends on impacting the ground wings level, under control and at the slowest safe speed. Put another way as one of "Drew's Rules of Flying: "The survivability of the landing is inversely proportional to the angle of arrival." If you allow the plane to stall in a turn back to the runway, you have just completed the required conditions for a spin entry. The result of this is a vertical (in this case downward) maneuver with a 90-degree angle of arrival. You will NOT walk away from that.

One other factor to consider – among many – is that a turn back to the runway is NOT a 180-degree turn. To return to the runway of departure one must make a 225-degree turn, glide for perhaps 10 seconds and make another 45 degree turn to line up on the runway. Each turn and as long as it takes to make

the turns robs the plane of the vertical component of lift necessary to keep the plane in the air. The rate of descent increases and, as the ground rushes up, an unaware pilot unconsciously starts pulling back on the stick to avoid ground contact. All that does is slow the airplane even more resulting in an increased rate of descent and raises the angle of attack closer to the critical angle at which the wing stalls. If a stall/spin occurs at low altitude a high angle of arrival results, the outcome of that already explained.

Try this exercise to determine the altitude needed by your airplane to make a turn back to the departure runway. Get up to a safe altitude (I recommend 3,000' AGL as a minimum) and clear the airspace; put the plane into a post-takeoff configuration, attitude and airspeed, noting the entry heading. At a pre-determined altitude bring the power to idle and maintain the takeoff pitch attitude for a count of three to simulate the initial shock of an unexpected engine failure at low altitudes. THEN lower the nose to best glide speed, begin a 225 degree turn, roll out on that heading for a count of 10, turn 45 degrees the other way to simulate rolling out on the runway heading, and when your wings are level – assuming ground contact the moment the wings are level - note your present altitude. You will be amazed at the altitude lost during this maneuver and the salient point here is You Were Expecting This! What would the altitude loss be when this event is NOT planned for? What would be the result if you did NOT do everything just right? For just about everyone, performance degrades when the adrenaline to red blood-cell ratio is high.

Several cautions to keep in mind when performing this exercise: One, be SURE to maintain coordination in the turns; Two, do not bank past 30 degrees in the turns, and Three, maintain best glide speed with religious fervor. Those wings need airspeed to keep flying and allowing airspeed to deteriorate below best glide invites a Biblical curse: “Maintain thy airspeed lest the earth rise up and smite thee”. I have been looking and have not found that in the Old Testament yet, but I believe it as Gospel. When ready for takeoff, PLAN and PREPARE for this eventuality. Work out your actions before advancing the throttle to “Max Noise and Vibration”. Consider where the clear ground beyond the runway is and what it will take to get there. If and when this occurs after takeoff, you’ll be a good scout and “Be Prepared”. Lastly, to paraphrase Mick Wilson, the British Royal Air Force (RAF) in WWII had an admonition: “If a ‘prang’ becomes inevitable, endeavor to strike the softest object you can find as slowly as possible”. Truer words were never spoken.

Drew Chitrea is an FAA-designated Pilot Examiner and Master CFI 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

Centennial Airport 40th Anniversary Celebration



Bill Hamilton, OPA Central Region Representative, CPA member and CO Rep. Alice Borodkin, and Travis Vallin, CO Aeronautics Director and NASAO Chairman. Photos by Peggy Hamilton.

Alice Borodkin, Arnold Brodsky and Dr. Gwen Mayo, chairman of Mayo Aviation



TFR Reminder

It's forest fire time. TFRs in support of rescue and fire fighting efforts can appear anywhere, anytime.

And remember - 30 mile TFR during the DNC in August.

Things to think about....

Obviously I had a FROM indication in my mental OBS. Needle's centered now.

No user fees for now, Congress extends current FAA funding

By Warren D. Morningstar

AOPA Website

Congress has once again extended the current FAA funding system, preserving the status quo on aviation taxes until Sept. 30.

“The good news is that aviation fuel taxes won’t change during the summer flying season, and there are no new user fees,” said AOPA President Phil Boyer. “And this extension will let airports spend all of their Airport Improvement Program grants during this construction season.

“The bad news is that user fees still remain a possibility,” Boyer said. “The administration and the airlines have not given up, and until Congress passes and the president signs a new FAA funding bill without fees, we remain at risk.”

The FAA has been operating under a series of budget extensions since the previous FAA funding legislation lapsed. The House passed a new funding bill (H.R.2881) last year. That bill has no user fees but modestly increases aviation fuel taxes to account for inflation and funding for NextGen (next generation) air traffic control modernization.

The Senate, however, has been wrangling over two FAA bills—one with fees, one without. In April, however, the leaders of the Finance and Commerce committees (both have jurisdiction on different aspects of FAA funding and taxes) reached a compromise and presented a bill to the full Senate that increased jet fuel taxes but excluded user fees. The full Senate couldn’t come to agreement on the compromise bill because of contention over some nonaviation-related issues that had been included in the legislation.

This most recent extension will take taxes and FAA spending to the end of the federal fiscal year. The short-term extension is seen as some indication that aviation leaders in the Senate still want to shoot for a new, comprehensive FAA funding bill before this Congress adjourns.

But even if this Congress passes a final FAA funding bill without user fees, we still won’t be able to say we’ve reached our destination. The Bush White House has been clinging to user fees, and has threatened to veto any bill that doesn’t give the airlines more control over the air traffic control system and doesn’t include user fees for everyone talking to ATC.

Colorado Pilots Association Renewing Members

Delbert Miles, Greeley
Jack Cronin, Denver
Paul Fedec, Centennial
Greg Fehr, Broomfield
Joseph Judge, Bailey
Carl Boecher, Morrison
Burt Carlson, Franktown
L. W. Bridges, Broomfield
Joan Bubb, Littleton
William Payne, Centennial
Don Dolce, Longmont
Evan Slack, Denver
Dick Sargent, Golden
Jer/ Eberhard, Fort Collins
Frederic O'Neil, Lakewood
Steve Niessner, Golden
William Powell, Highlands Ranch

John Hollstein, Larkspur
Michael Conway, Fort Collins
Chris Nieves, Longmont
Bill Linenberger, Aurora
Fairfax O'Riley, Boulder
Steve Dyer, Brighton
Jim Flohr, Parker
Ed Cutler, Denver
Chris Verbil, Los Altos, CA
John Pohly, Berthoud
Ed Huber, Elbert
Krista Anderson, Brighton
Nathan Larson, Olathe
Don Metzler, Louisville
Michele Miller, Littleton
Joe Stephenson, Sedalia



Valentine, NE flyin - great way to cool off! Photos by Norm Zettel

For you youngins too young to know, there once upon a time during the Dark Ages before tv (nope, not small-dish satellite tv, cable tv, big-dish satellite tv, color tv, before plain tv itself) was this thing called a "radio play" or "radio drama". Think of it as a podcast from the early 20th century, only it was "streaming audio" and you didn't need a computer..

← Saturday Morning Serials Are Back! →

Over the next few months we'll be serializing a variety of first-person stories. These will include Bob Mock's "*Uncle Bobby, we're on fire!*", about flying recon missions over VietNam. Another will be musings from an A320 captain while at FL370. This month, the first installment of *Uncle Bobby!* Stay Tuned!

William Hessin

CPA lost another of its long-time members. William Hessin died on June 14, 2008. Bill graduated from the University of Oklahoma with a degree in petroleum engineering. He served as a captain in the U.S. Army during World War II and commanded the 85th Engineering Heavy Ponton Bridge Battalion in four European Theatres of Operation.

In Denver, Bill coformed his own company and functioned as engineer on many drilling projects in the West. Our thoughts and condolences to his wife, Anita.

Robert Mock

Robert Mock passed away Sunday, June 15, 2008. He was a legend at Metro State for his courage and daring as a fighter pilot; his love of aviation, which led him to teach and serve as department chair and dean; and his dedication to the College and his students.

Bob Mock came to Metro State in 1987 as department chair and was named dean of the School of Professional Studies in 1996. After serving in this position for five years he returned to teaching. In 2005, Metro State honored Professor Mock with the Distinguished Service Award for Faculty.

Perhaps his greatest legacy at Metro State is the World Indoor Airport (WIA), recognized as one of the most technologically advanced collegiate integrated flight and air traffic control simulator laboratories in the country. He established the WIA and procured grants totaling \$1.3 million to make it a reality. He also designed and supervised the WIA's move to its current location in the Seventh St. facility. The WIA has helped the department grow to become the fifth largest aviation and aerospace program in the country.

"Uncle Bobby, we're on fire!"

by Robert K. Mock
as told to Michael R. Daciek
20 JANUARY 1972

Thanks to Babette Andre for sending this

A RECONNAISSANCE PHANTOM WAS SHOT DOWN 15 MILES SOUTH OF THE BAN BAN VALLEY IN NORTHERN LAOS DURING A BARREL ROLL MISSION.

A day in the life of Major Robert K. Mock, World's Greatest Fighter Pilot, and occasional hero.

In June of 1971, I arrived at Udorn, Thailand, my third combat tour of duty. I was assigned to the 432 nd Tactical Reconnaissance Wing, 14 th Tac Recon Squadron, World's Greatest Fighter Pilot in my mind. At that time I wasn't a hero yet. However, I was A Master of Air Defense in the F-102 Delta Dagger, and a damn good "Recce" Phantom RF-4C pilot. Other pilots called us Recce Pukes, but they were just jealous. I believed it was an affectionate term, kind of like calling a marine a "Jarhead." The Recce motto was: Alone, Unarmed, and Unafraid. At times you could substitute Unafraid with "Scared witless!"

The weather wasn't very good, the monsoon season had just started, and it really was our best friend because it slowed down the traffic on the Ho Chi Minh trail, a 2000 mile network of dirt roads. Each one of the passes, Mu Gia, Ban Ravin, and Ban Karai, sat along a route coming out of North Vietnam and it lashed up into the jungle of Laos where it became a part of the Barrel Roll. It was similar to the arteries coming out of your heart, hidden trails running up into North Vietnam and Laos. These trails are not super highways by any stretch of the imagination. Steel Tiger, another designated battle area, sat to the south. The rains were terrible and the roads so muddy the supplies heading south were being choked up in North Vietnam. It was a field day for the Recce guys. We would roll in and perform "Protective Reaction Strikes." Legally, in order to have a protective reaction the reconnaissance airplanes would probe (trolling might be more descriptive) in a suspicious area, supposedly get shot at, and the reaction would be that the fighters could go in and drop bombs, but only at that particular target as dictated by 7 th Air Force. That's in accordance with the Rules of Engagement. General Lavelle said, "We have a saying we used in Vietnam, that we finally found out why there are two crew members in the F-4. One is to fly the airplane, and one is to carry the briefcase full of the rules of engagement." Damn silly, but that's the way it was.

It was absolutely stinko weather and there was nothing more exciting than "scud running" at about 600 knots at fifty feet and the only thing going for you is your terrain avoidance/terrain following radar and the experience from other people. We carried no protective armament, missiles, or bombs. Speed, surprise, and evasive maneuvers keep us alive. We were doing visual reconnaissance with the RF4Cs called the Sports Model, because it was a sleeker, faster Phantom than the F-4 Fighter. We also had side looking radar, which wasn't very effective, but acceptable for intel. That would help us, except sometimes the foliage was so thick the radar wouldn't penetrate through the trees.

It's the fall and I've had all my practice missions. I'm now a visual reconnaissance pilot operating in Northern Laos, an area designated "Barrel Roll." I had my own secret call sign, Bullwhip 26. John Stiles, a brand new first lieutenant just out of navigator school, was my Weapons Systems Officer or WSO. I was also running the Command Post and since I seldom went back to my quarters I would often sleep there. The visual reconnaissance mission was to generate targets primarily for a cover story in Laos. We ran across the DMZ all the way up north past the Mekong River, which separated Laos and Thailand, an area where we sometimes trained. It differed from the fighting elsewhere in the theater in almost every respect and to such an extent that it effectively amounted to a separate war.

to be continued....

Events & Flyins for July/Aug/Sept

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

CANCELLED!

Aug 1 - 3 Cour d'Alene, ID

Sept 12-14 EAA Rocky Mtn Regional Fly-In

STILL ON THE SCHEDULE

July 11-13 - Taos, NM (SKX). Friday happy hour & BBQ, Saturday, Taos Pueblo Pow-Wow.

Info Wayne Munson 303-666-8757 or wayne@munson.com

July 12-13 - 32nd Annual Denver to Jackpot, NV Air Classic! (O6U).

Info 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.

Info Ray Beck at rdlegal@bresnan.net

July 19-20 - Salida, CO (OV2) Continental Divide Trailfest, biking, horseback rides, etc.

Info 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!

Aug 16 - CPA Mountain Flying Course (see details on CPA website)

Aug 16-17 - Creede, CO (C24). Canyon cookout lunch, hiking, underground mining museum, Sat. evening theatre.

Info: Shirley (719-852-5890) or Lynn (303-651-0708) or willflycessna@msn.com.

Aug 23 - Grand Junction (GJT). Third Annual "Fruit & Veggie Fly-in".

Info: Deb & Eric Jensen (970-482-7160)

Aug 29-31 - Shafer Meadows, MT () Labor Day Weekend. Backcountry airstrip, camping, hiking, potluck dinner on Saturday.

Info: Bart & Mary K Jones (719-488-0653) or jmarykathr@aol.com

Aug 30-41 - Steamboat Springs, CO (SPS) Vintage & warbirds, RC, hang gliders, classic cars and more.

Info: Joe Birkinbine (970-879-1636) or atpfinancial@springsips.com

Sept 5-7 - Marble, CO. Camping on the field, community dinner on Saturday.

Info: Bill Meine (303-748-4588) or wmeine@mindspring.com

Sept 10-14 - Reno Air Races!

Info: Paul & Sheila Rossman (303-766-2724) or paul@arapahoesecurity.com

AOPA CONVENTION

If you have been thinking about attending the AOPA Convention in November why not join the CPA for the convention and some side trips. We plan to meet at the Paso Robles Jet Center on Monday, November 3rd. As folks arrive, we will gather at a local winery to sample the local wines. Tuesday we will drive over to the Pacific coast to visit the Hearst Castle and have a seaside lunch. Later in the afternoon we will return to the airport and fly to San Jose.

The airport of choice in San Jose will be South County of Santa Clara, where we will pick up vehicles and drive to the Dolores Hayes Mansion, our home in San Jose. Wednesday, we will drive to Monterey to visit the aquarium, Cannery Row and Fisherman's Wharf. By evening we will be back at the Mansion for happy hour and dinner.

The next several days will be spent primarily enjoying the AOPA convention. Most of the activity will be at the McEnery Convention Center. The aircraft on static display will be at Reid-Hillview Airport. AOPA normally provides the transportation between those points. For those that tire of the airplanes, a shopping trip to Santana Row or a drive to Santa Cruz might be fun. San Jose has lots of places to explore and things to do so you do not have to spend all of your time at the convention.

I will be sending out a flyer shortly which will include the URLs, phone numbers of the motels and other information including CPA registration. You will need to have your motel reservations made by October 1st. If you have any questions please give me a call 303 488 9780. Walt Bell

From rec.aviation newsgroups concerning fires in California

We just finished driving from San Diego to Tacoma WA. I had planned to bring my VFR Tri-Pacer down to Brown Field near San Diego California. I found the entire state of California from Bakersfield or so all the way up to the border, Oregon, and to a lesser extent Washington to be covered in smoke.

My brother lives in Red Bluff and last Saturday the visibility was something like a mile and a half in smoke at RBL. How are you guys in California coping? The news doesn't seem very encouraging as to when an end might be in sight.

Pagosa Springs Breakfast Fly-In

May 17 was a beautiful spring day, the skies over Pagosa Springs were clear with temperatures in the low 70's and a light breeze blowing, the perfect setting for our first Breakfast Fly-In. It was a very successful event with approximately 60 (that's right, SIXTY) airplanes visiting Stevens Field, KPSO. Several airplanes showed up the evening before and remained overnight to enjoy the Pagosa Springs area. Visitors from as far away as Tucson joined us for breakfast and many door prizes including car rentals, hotel rooms and lift tickets for future visits to the area were given away. A whole bunch of CPA members showed up and I had the pleasure of meeting Bob Kinney in person. Many thanks to the CPA crew for distributing our flyers and of course the flying members for helping us make this a great Fly-In. See you next year!

Bob Goubitz



Flying (other than commercial) to OSH this year?

READ THE NOTAM!

http://www.airventure.org/2008/flying/2008_notam.pdf

Understanding ATC at OSH

<http://www.airventure.org/atc/>

"Mission Control clears SMS-1 to Canaveral via thrust vectors, Up, Hold Earth, right turns, expect further clearance in ten days."



Fly Mart



1982 Piper Archer (PA-28-181)

\$85,000 or \$16,500 for a 1/5 share (four shares available). Aircraft hangared at Meadowlake (00V). Millenium engine has 260 hours since overhaul by Western Skyways. The 100% warrenty is good until Jan. 2011 or 500 hours. AFTT is 4670. Fresh annual May 2008. IFR certs good until April 2009. Aircraft condition 7/10 interior and exterior. Aircraft is owned by Colorado High Flyers, LLC. The LLC is also for sale with the aircraft. Equipment--S-TEC 50 autopilot with altitude hold coupled to NAV 1 or VFR GPS, dual NAV/COMS, Glideslope, transponder, DME, ADF, digital VOR, 4 place intercom, audio panel with 3-light marker beacon, aux vacuum system, strobes, digital tach.

Contact John Fagan 719-330-9716 or 719-481-1400

One-third of Cessna T-210M Centurion; Make an offer – asking \$35,667; Jan 08 annual and prop overhaul; greater load and speed than singles and light twins costing five or ten times as much; TT 3250, STOH 490, Robertson STOL; at APA

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

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