

CPA FLIGHT LINES

Volume 25, No. 8

Aug 2008



Everybody Wins at this year's Denver-Jackpot Air
Classic!



www.ColoradoPilots.org



President's Message

by CPA President

Sarah Jane Dolliver

I'd like to alert you to two significant updates from the FAA regarding applications for medical certificates (Form 8500-8). One is a new question that asks airmen to answer "yes" or "no" to whether they have ever received or are currently receiving "medical disability benefits" or compensation. The question does not define the compensation source and would require the airman to fully explain and disclose all sources of disability benefits to his AME, even though the disability ratings or benefits do not compromise aviation safety and would not disqualify him from receiving a medical certificate. Failure to do so would not disqualify him from receiving a medical, but it could expose him to a charge of falsification, which charge would result in revocation of all his certificates. Further, the FAA has added a notice similar to the existing National Driver Register Notice, which authorizes the FAA to compare the data on Form 8500-8 to data from other agencies that might be providing disability benefits to individuals.

Another significant change relates to airmen disclosing arrests and criminal conviction histories - be it license suspensions or revocations, driving while intoxicated/under the influence, non-driving, drug-related crimes, etc. The change has to do with the addition of the word "arrest" in Question 18(v). Right now 18(v) asks us to disclose if we have a "[h]istory of any conviction(s) involving driving while intoxicated by, while impaired by, or while under the influence of alcohol or a drug; or (2) any history of any conviction(s) or administrative action(s) involving an offense(s) which resulted in the denial, suspension, cancellation, or revocation of driving privileges or which resulted in attendance at an education or rehabilitation program." The new form adds the words "arrest and/or" before each word "conviction." This is significant because of the distinction between "arrest" and "conviction." A conviction means that due process has run and has resulted in either a conviction by a jury of the airman's peers or an agreement to enter a guilty plea. An arrest may or may not have been proper or legitimate, and may not have resulted in either a conviction or a guilty plea. So now, with this pending change, an airman must disclose an arrest even though he may not have been afforded due process and may not have been found guilty of the crime for which he was arrested.

Only the FAA knows how it will handle the information received with the new changes, but it is anticipated that the airman would most likely receive a letter from the FAA demanding copies of all police reports and court proceedings

regarding the arrest and would question the airman's eligibility for a medical certificate.

Although no one knows at this point when the new Form 8500-8 will be implemented, we should keep the FAA off our backs by not putting ourselves in situations that would jeopardize our medicals.

Blue skies
- Sarah



CPA 2008 Scholarship Award recipients Jacob Harkin of Denver and Lynae Archuleta of Denver with CPA President Sarah Doliver (center)



The Speed Demons!

CAT	N#	MAKE	YEARTYPE	PILOT	H'CAP SPEED	TOTAL TIME	AVG SPEED	% OF H'CAP
A	182JV	Cessna	1960 C-182C	James Hollis	135	3:28:56	131.2380	97.213%
A	878RV	Vans	2006 RV-8	Robert Venohr	183	2:35:39	176.1645	96.265%
A	9247X	Cessna	1962 C-182E	Bill Totten	133	3:36:43	126.5246	95.131%
A	4706K	Cessna	1975 C-182P	Don Fredrickson	134	3:56:28	115.9571	86.535%
A	74DW	Cessna	2001 C-172S	Keith Regan	123	4:33:51	100.1278	81.405%
B	7390P	Piper	1961 PA24-250	Sarah Dolliver	151	3:05:03	148.1762	98.130%
B	3731Y	Cessna	1964 C-210D	Dana Haglin	162	2:54:14	157.3752	97.145%
B	5949F	Cessna	1968 C-210	John Seabury	172	2:45:48	165.3800	96.151%
B	755T	Beech	1972 BE-V35B	Vern Randel	171	2:48:51	162.3927	94.966%
B	806R	Beech	1959 BE-K35	Nate Larson	160	3:01:11	151.3384	94.587%
C	759FE	Cessna	1977 C-182Q	Ernie Smith	142	3:18:53	137.8698	97.091%
C	20GF	Socata	1986 TB21	Chris Verbil	159	3:00:25	151.9815	95.586%
C	732YQ	Cessna	1977 T-210M	David Grossman	174	3:01:46	150.8527	86.697%

Best Guess on Fuel

CAT	N#	MAKE	YEARTYPE	PILOT	FUEL EST	TOTAL FUEL	FUEL DIFF
C	759FE	Cessna	1977 C-182Q	Ernie Smith	58.510	57.940	0.570
A	4706K	Cessna	1975 C-182P	Don Fredrickson	55.500	54.736	0.764
B	5949F	Cessna	1968 C-210	John Seabury	50.500	49.660	0.840
B	806R	Beech	1959 BE-K35	Nate Larson	42.800	41.626	1.174
A	182JV	Cessna	1960 C-182C	James Hollis	78.600	76.524	2.076
A	9247X	Cessna	1962 C-182E	Bill Totten	57.750	59.903	2.153
C	20GF	Socata	1986 TB21	Chris Verbil	55.300	57.479	2.179
B	3731Y	Cessna	1964 C-210D	Dana Haglin	54.450	56.991	2.541
A	878RV	Vans	2006 RV-8	Robert Venohr	29.500	33.590	4.090
B	7390P	Piper	1961 PA24-250	Sarah Dolliver	79.350	75.160	4.190
C	732YQ	Cessna	1977 T-210M	David Grossman	52.100	57.668	5.568
B	755T	Beech	1972 BE-V35B	Vern Randel	83.275	76.051	7.224
A	74DW	Cessna	2001 C-172S	Keith Regan	39.800	52.498	12.698

Best Speed Estimate BJC-RKS

CAT	N#	MAKE	YEAR/TYPE	PILOT	TIME EST	TIME ACTUAL	TIME DIFF
B	755T	Beech	1972 BE-V35B	Vern Randel	1:18:47	1:18:59	0:00:12
B	5949F	Cessna	1968 C-210	John Seabury	1:16:22	1:17:14	0:00:52
A	182JV	Cessna	1960 C-182C	James Hollis	1:37:46	1:36:39	0:01:07
B	7390P	Piper	1961 PA24-250	Sarah Dolliver	1:27:42	1:26:35	0:01:07
C	732YQ	Cessna	1977 T-210M	David Grossman	1:23:30	1:24:53	0:01:23
A	9247X	Cessna	1962 C-182E	Bill Totten	1:45:00	1:42:54	0:02:06
C	759FE	Cessna	1977 C-182Q	Ernie Smith	1:35:15	1:32:52	0:02:23
A	878RV	Vans	2006 RV-8	Robert Venohr	1:14:00	1:11:33	0:02:27
B	806R	Beech	1959 BE-K35	Nate Larson	1:32:16	1:27:13	0:05:03
B	3731Y	Cessna	1964 C-210D	Dana Haglin	1:27:13	1:21:22	0:05:51
C	20GF	Socata	1986 TB21	Chris Verbil	1:17:26	1:23:52	0:06:26
A	4706K	Cessna	1975 C-182P	Don Fredrickson	1:50:30	1:58:31	0:08:01
A	74DW	Cessna	2001 C-172S	Keith Regan	1:58:00	2:10:09	0:12:09

Best Speed Estimate RKS-O6U

CAT	N#	MAKE	YEAR/TYPE	PILOT	TIME EST	TIME ACTUAL	TIME DIFF
B	755T	Beech	1972 BE-V35B	Vern Randel	1:30:57	1:29:52	0:01:05
A	878RV	Vans	2006 RV-8	Robert Venohr	1:22:00	1:24:06	0:02:06
C	20GF	Socata	1986 TB21	Chris Verbil	1:33:48	1:36:33	0:02:45
B	7390P	Piper	1961 PA24-250	Sarah Dolliver	1:41:22	1:38:28	0:02:54
C	732YQ	Cessna	1977 T-210M	David Grossman	1:33:45	1:36:53	0:03:08
B	3731Y	Cessna	1964 C-210D	Dana Haglin	1:36:38	1:32:52	0:03:46
A	182JV	Cessna	1960 C-182C	James Hollis	1:56:14	1:52:17	0:03:57
C	759FE	Cessna	1977 C-182Q	Ernie Smith	1:52:52	1:46:01	0:06:51
B	5949F	Cessna	1968 C-210	John Seabury	1:35:50	1:28:34	0:07:16
A	4706K	Cessna	1975 C-182P	Don Fredrickson	2:06:30	1:57:57	0:08:33
A	9247X	Cessna	1962 C-182E	Bill Totten	2:05:00	1:53:49	0:11:11
B	806R	Beech	1959 BE-K35	Nate Larson	1:46:23	1:33:58	0:12:25
A	74DW	Cessna	2001 C-172S	Keith Regan	2:05:30	2:23:42	0:18:12

Memories of AirClassic 2008



Rules, Weather and Safety briefing.at BJC



**Fixed Gear Class A
Jim Hollis Robert Venohr and Bill Totten (first to third)**



Most Accurate Fuel Estimates
Ernie Smith, Don Fredrickson, John Seabury



Retractable Gear Class B
Sarah Dolliver, Dana Haglin, John Seabury



Turbo Class C
Ernie Smith, Chris Verbil, David Grossman



Best Time Estimates
Vern Randel won both time estimates

The Banquet and Awards



Valentine, NE Flying Carl Talkinton

On Friday June 21st twenty-one (that was a coincidence) aircraft from the CPA arrived in Valentine after dodging a few showers on the route up from Denver. After settling in at the Comfort Inn we explored the town and located lunch. Following lunch there was time to explore further or relax at the Inn and wait for happy hour. After happy hour we discovered that the First National Bank of Valentine was hosting a free Bar-B-Q complete with a live band; Bree DeNaeyer and the Haywaddies. We stayed and listened to the music and danced until the workers folded up the tents.

A bus from Dry Land Aquatics picked us up the next morning at 8:30AM and



had us on the river by 9:00. It was a beautiful day; sunny and hot. The plan was to float down the river to Smith Falls State park where we were to be served a lunch of burgers, potato salad, baked beans, watermelon and desert. Unfortunately due to some miscommunications, some of the folks

passed up Smith Falls and continued to the takeout at Brewers Bridge. The outfitter sent a bus to pick them up and bring them back for lunch, so it all worked out OK. The rest of us continued our trip down to the takeout after lunch and everyone made it back to the motel by 4:00 PM. After the activities of the day and a glass of wine I took a nap and slept through happy hour, but did manage to wake up in time for dinner at the Cedar Canyon Steak house.

Next morning the van began hourly trips to the airport and we set our course back to Denver. The weather cooperated again with clear skies. I understand everyone had a great time both on the river and enjoying the camaraderie at the happy hours. A few canoes did get over turned, but that was the only thing that marred this great adventure.

Thanks to everyone who helped make this fly-in a resounding success.

Valentine, Nebraska FlyIn - See what you missed!



Bree DeNaeyer and her band who gave us a free concert in downtown Valentine, NE



Karen Venhor eating ice cream at the concert.

Bob Kinney., Shawn and Shirley McCullough



SALIDA FLY-IN

Bob Doubek

In spite of the high cost of fuel and competition from other activities, nine aircraft and one auto made the short trip to Harriet Alexander Field in Salida on Saturday, July 19. As advertised, the Fly-In was designed as a plan it yourself get-away rather than the usual strictly structured, timed and scheduled event.

One group participated in the annual Continental Divide Trail Alliance Trailfest festivities with a hike to the historic Interlaken resort on Twin Lakes which is being restored and was built in the late 1800's. The hikers were accompanied by cheerful Llamas and Alpacas used to carry packs and lunches. The Trailfest offered fifteen various destinations and one couple trekked into the Holy Cross Wilderness to Galena Lake.

Until recently, whitewater rafting was discouraged due to high, fast water but has since settled down and one of our younger, more adventurous couples took the plunge. Approximately half of our group spent a leisurely day gallery hopping, antiquing or shopping in the downtown area.

The logistics of planning, coordinating, timing and arranging transportation for such diverse activities was skillfully handled by CPA member Patti Arthur who is also Chairperson of the Salida Airport Authority Board. Credit is also due to Airport Manager Carl Hasselbrink who runs one of the best general aviation airports in Colorado.

Carl provided us with a home cooked lunch and a great BBQ dinner. His wife, son, daughter-in-law and grandson even helped with the cooking, serving, clean-up and did an outstanding job with everything. And then to top it all off, they invited us to breakfast Sunday morning at the Salida Elks Club where Carl and his family continued their fine hospitality and cooking skills.

Carl even drove a few of our members to their hotels for the evening and provided courtesy cars for our group. Airport Board Member Dan Shuford, in an incredibly friendly gesture, loaned six of us his very large truck for the weekend. Thanks also to David Grover who gave us a ride to Buena Vista for the Trail Fest Event.

In summary, we had a great fly-in with lunch, evening cookout, and transportation provided courtesy of the airport and local volunteers. Salida is a wonderfully friendly town and has a wonderful airport. That's why the Colorado Pilots Association has named it the best general aviation airport in the state, not once but twice. Thank you Carl, Patti, Airport Authority and volunteers. Ingestion

Problems

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The FAA recently announced warnings about two things a pilot can ingest; one relates to the airplane and one to the pilot himself. These warnings should be taken seriously as harm to both vehicles – the plane and the pilots body – can result.

The first one regards using auto gas in airplane engines. In the past this was a common occurrence as many of us had acquired an auto gas STC (Supplemental Type Certificate) for use in our planes. The problem now lies with the use of Ethanol in auto gas. This is an additive that comes from renewable sources and has been governmentally mandated for use in auto fuel. It is now virtually impossible to find auto gas without Ethanol and there, as the Bard says, is the rub.

Ethanol in auto gas does bad things to airplane fuel systems; it can harm all rubber items in the fuel system such as fuel bladders and hoses. Problems with electric fuel pumps have been reported in addition to inaccurate readings of fuel gauges. As a result of this, many of the aviation alphabet groups have been successful (so far) in keeping Ethanol from being added to avgas. But for those of us who wish to use auto gas to fly, our choices are now limited; either find non-Ethanol auto gas somewhere, usually found at the Premium pump, use Ethanol-contaminated fuel and run the risks or switch to 100LL and bite the bullet.

So when buying auto fuel for your airplane, inquire as to whether or not Ethanol is in your fuel; do not rely on placards on the pump to inform as they might not be there. The gas companies have been adding Ethanol unannounced following the federal mandate. Another example of a better life through government intervention.

The other ingestion problem regards the anti-smoking medicine Chantix. Reports have come in whereby users of this medication have experienced seizures, loss of consciousness, heart attacks and various psychiatric instabilities. Now most of us could lay claim to ‘various psychiatric instabilities’ – we’re all pilots, after all – but the other symptoms are definitely attention-getters.

This medication was approved by the FDA only recently (2006) and approved for aviators’ use in 2007. In November of that year reports were received of the above-mentioned symptoms and the order rescinding use for pilots and con-

trollers was issued in May of this year (2008).

So the ‘Safety Robot’ – akin to Robby the Robot in the old ‘Lost in Space’ television show – is saying “Danger, Will Robinson, Danger!” and waving his hands about. These warnings are indeed something to which we must pay attention.

Note from Bush Pilots Concerning Flights to Mexico

This morning we received an e-mail from Mauro R. Gomez Peralta Damiron, Sub-Director of the DGAC who indicates the following: That in order for an aircraft to fly in Mexican Airspace, that after July 1, 2008, the aircraft must have a 406MHz ELT installed in the aircraft. However, for aircraft that do not have a 406MHz ELT, Mexico is making an allowance for continued use of existing 121.5 ELTs to July 1, 2009 or, when the battery on the existing 121.5 ELT is due to be replaced, whichever comes first.

This “Card of Policy” is going through the process of becoming an integral part of the PIA in which the obligatory date declared is July 1, 2008, but stating the allowance as indicated above. The PIA is Mexico’s Publicacion de Informacion Aeronautica or, the official manual containing the rules and regulations for flying in Mexico as well as contains a listing of all International Airports. . In a follow-up conversation with Captain Gomez, we confirmed the following: That this allowance is for all aircraft, private not for hire) and commercial. (for hire) That this Card of Policy is still being generated and will be circulated to all airport Commanders within the next several days. (end of post)



Carolyn recruiting a new member on the TrailFest at Salida.

"Uncle Bobby, we're on fire!"

by Robert K. Mock

Chapter 2

A real hot spot in Laos was the Plains of Jars. Our mission would make your hair stand straight up! General Vang Pao, a Laotian mercenary, was always fighting the other two factions in Laos. The CIA built Lima Sites for their Air America operations. This included the Raven Forward Air Controllers, primarily USAF pilots, who flew without any identification. I knew Vang Pao and most of the Ravens because they would come down to UDorn occasionally to party. In July, Vang Pao forced the North Vietnamese Regulars, who were on the north edge of the Plains of Jars, back into North Vietnam. This back and forth went on regularly. The monsoon season arrived with a fury so the weather was horrible. This allowed General Vang Pao to start his attack which forced the North Vietnam Regulars back to the Fishes Mouth near Vien Ban, a city just slightly east. The Chinese and Russians were providing the NVR with tanks, rockets and trucks to hold off, kill, and squelch the Laotian mercenaries.

The Ravens would FAC in a small single-engine prop airplane called an O-1 Bird Dog, similar to a Cessna 172, which carried smoke rockets to mark targets for the faster fighter bombers. When things got really tight the FACs would fly in bad weather while we stayed down. We cooperated with them by helping with intelligence, giving it to them over the radios in code. Strike missions were flown using mercenaries, Thais and Laotians, flying T-28s out of Udorn. Their armament was two bombs and a 50 caliber gun. They might hit the ground if they were lucky.

Air America's command post was next door to mine, so quite often we would eat and drink together. It was very low-key since their operation was top secret while ours was just secret. When we talked on the radios we knew everyone's voices so we never used names and we spoke in codes. The Ravens were outstanding pilots and I really admired their operation because they overcame insurmountable odds.

In September, even though the weather was marginal, the 7th Air Force ordered a Protective Reaction Strike. In one of the passes we were fired upon by a large number of 37 MM Triple A sites. Each gun emplacement took two hand operated gunners, one handling the horizontal, and one the vertical, and a third person would put a clip of six rounds into the weapon. A 37 MM is about the size of an oversized golf ball. If one hits you, it's curtains! Most are seven to nine level gunners with experience going back to 1964, so they're very good. It's awfully hard when you're in a duel and they are on the ground. In the airplane you're on a curved linear path, so it's like shooting ducks. All they have to do is lead you and you solve the problem for them. The rate of fire is tremendous. The fighter bombers had a very successful PR strike which was primarily for POL, a fuel dump at Ma Gia. It burned for days.

[Next month Part 3]

Events & Flyins for Aug/Sept/Oct

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

CANCELLED!

Aug 29-31 - Shafer Meadows, MT () Labor Day Weekend.

Your trip leader accepted a full time job in Arkansas and has had to abandon the ship. But this doesn't mean you need to drop your plans. This backcountry airstrip is just within wilderness boundaries in the far NW corner of Montana. There are picnic tables, drinking water is close to the campground, barbecue pits, and outhouses. No showers, but you can dip in a river! Check this trip out in the Sept/Oct 2007 issue of Pilot Getaways for more info.

Sept 12-14 EAA Rocky Mtn Regional Fly-In

STILL ON THE SCHEDULE

Aug 18 - 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 30-31 - 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@arapahoeseurity.com

Sept 12-14 - Dubois, WY (U25). Teton & Yellowstone National Parks without the hassles and crowds (and possible TFR) of Jackson Hole.

Info: Dave Burke (303-659-6464) or coloburke@comcast.net

Oct 3-5 - Canyon DeChelly, AZ (E91).

Info: Connie Carroll-Hopkins (303-494-1211) or constance_hopkins@hotmail.com

Oct 17-19 - Hutchinson, KS (HUT). Arrive either Friday or Sat. Spend Sat at the Cosmophere.

Info: Blanche Cohen (303-755-1525) or blanche@acm.org



Fly Mart



Plantronics light weight headset. MS50 Starset fits over one ear with boom mic. \$85.00.

M20C or M20E New one piece windshield \$95.00.

Contact: George P Walter 5211 Mt Audubon Frederick, CO.
303-774-9606 or 303-588-4118

This space for rent

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

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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Collin Fay, Grand Junction
Bill Venohr, Aurora
Lee White, Franktown
Chuck Kellerman, Aurora
John Quella, Arvada
Chuck Spaur, Aurora
Dale Machalleck, Montecito, CA
Eric Jensen, Fort Collins
Christina Bentley, Denver
Richard Merring, Elbert
Charles Custer, Longmont
Glenn Hooper, Colorado Springs
David Zimmerman, Englewood
William Sampler, Centennial
Penny Hamilton, Granby
Mike Mann, Rye

Donald Piermattei, Carr
Donald Griffin, Eaton
Jim Kreutzfeld, Littleton
Mike Schutz, Phoenix, AZ
Tom Lawson, Golden
Richard Bonilla, Berthoud
Douglas Isern, Golden
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