

CPA FLIGHT LINES

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Sept 2008



Oshkosh Luminaries & Colorado!

Left to right: Henry Ogrodzinski, CEO of NASAO;; Travis Vallin, CDOT Director of Aeronautics Div & current Chairman of NASAO; Robert Sturgell, Acting Administrator of the FAA; Bob Kinney, Vice-President Colorado Pilots Assoc.; Shawn Kinney, Colorado Pilots Assoc at the NASAO booth, highlighting Colorado Aviation.

Photo by Laurie Zaleski of Art-Z Graphis at Airventure 2008



www.coloradopilots.org

or

www.coloradopilots.com



President's Message

by CPA President

Sarah Jane Dolliver

With Oshkosh fresh in my mind, I'll fill you in on CPA's participation and presence at Oshkosh with the CDOT/Dept. of Aviation and NASAO – National Association of State Aviation Officials. CDOT's own Travis Vallin is NASAO's 2008

National Chairman, and as such, Travis immediately gave Colorado national visibility. This year Travis asked CPA to share CDOT's booth in NASAO's tent at EAA, where CPA had the most attractive booth in the entire tent – due entirely to the graphic design and assistance of CDOT's Shahn Sederberg. In addition, Shaun and CPA member Walt Barbo wrote a sparkling new brochure – Fly Colorado – to hand out at Oshkosh. I can truly say the new brochure is extremely attractive and well written (and I'm sure you'll see copies at your favorite FBO shortly). The graphics used on the backboards in the booth were enlargements of the graphics and cover of the new brochure – it was very striking. The booth was manned by Bill and Bev Totten, Bill Linenberger, Bob Kinney, Blanche Cohen, and yours truly, with appearances by Bruce Hulley and Jer / Eberhard. I believe I can speak for everyone when I say we had a wonderful time chatting up Colorado flying, and specifically CPA's Mountain Flying Class, with all those who stopped by our booth. The people we met at Oshkosh were very friendly and gracious. I must confess, however, that we did shut down the booth every afternoon just in time to watch the air shows!

Remember a few months back I spoke about how friendly and usually considerate pilots are? What I neglected to say, and what I was shown first-hand on the way to and from Oshkosh this year, was how friendly and considerate the people are in aviation with whom we all interact - from line personnel, to counter-personnel, to the mechanics who work on our airplane problems!

On the way to Oshkosh, I had the delight of meeting the airport manager, Al Pelzer of Five Lakes Aviation, in Fairmont, Minnesota. Al, a former resident of Littleton, had just returned from OSH, and so in addition to catching him up on Colorado and sharing an "old home day," he

let us in on some of his tips and hints from OSH. Al's FBO does have a courtesy car, and although he usually doesn't allow it to be taken overnight, he offered overnight usage to us. However, we were unable to take Al up on his offer as The Holiday Inn in Fairmont had sent over a restaurant worker, in his personal vehicle, to pick us up at the airport and take us to the hotel. Same was true on the return to the airport – personal vehicles were used, and no tips or thanks were required, but we certainly extended both, and they were very gratefully acknowledged. On the return trip to Denver, we stopped in Yankton, South Dakota to refuel. There we were greeted by a wonderful experience at Carlson Aviation: from delightful FBO owners Gary and Katy Carlson, to the cheerful fueler (who normally doesn't work on Sundays), to a free (yes, FREE – no donation or charge required) pork tenderloin luncheon (AND they had the best fuel prices we'd seen). Now how can you beat that? Tell me that attitude and kindness aren't the best types of business development and marketing!

You can bet, given the opportunity, we'll return and refuel, spend money and catch up with those delightful people who made the trip to Oshkosh that much more enjoyable. So, bottom line report – we had a blast! - Oshkosh was wonderful and exciting, as usual; and CPA hopes to return and participate in EAA AirVenture 2009. And with that said, I still hold in my heart that pilots and those in aviation are the best people on earth!

Blue skies
- Sarah

Wing Tips – quick ideas to help promote GA

This tip comes from Dave Martin, Past President Oregon Pilots Association (OPA). Many of us have lots of old aviation books, magazines, videos and DVD's gathering dust in the house or hangar. Why not do what Dave and the Independence, Oregon chapter of OPA did and donate them to the local library. You may inspire future pilots and the material will be there when you want it. Plus, the chapter was able to get the library to post a small sign by the books acknowledging the donation!

Wing Tips is presented by Brendan Fitzpatrick, President-Elect of the Oregon Pilots Association. Feel free to reproduce each tip in its entirety please.

Are You Starting Something?

© 2008 by Drew Chittea, DPE

From the Safety Committee Bill Linenberger, Chairman

Whenever we go aviating there is a procedure, a protocol we must follow to ensure our craft and ourselves are ready for the demands of flight. Using a checklist assures us that we have completed all the required and prerequisite checks needed for safe flight. And then the time comes to turn the key...

As an instructor and Pilot Examiner I have seen numerous variations on the “Kick the tire, light the fire...” routine (for those unfamiliar with the entire process, it concludes with “first one in the air is lead and we’ll brief on Guard frequency”). Most of the procedural variations are safe, legal and prudent; however it all funnels through the time to turn the key and have the engine make noise.

I have seen pilots look all around their airplane apparently carefully, then call out “Clear Prop!” and begin cranking the starter a split second later. I have seen pilots NOT look around carefully, yell out “Clear Prop” and immediately begin cranking. I have seen pilots begin starting the engine when people are walking in front of the airplane or when other ‘lesser’ hazards, such as a fuel truck, are crossing the bow of the bird. I have seen pilots get the engine running and then turn on the beacon or anti-collision lights. I have seen pilots in confined and/or congested areas allow the engine to roar up to higher RPMs, blasting the hangar, airplanes and/or people behind them. The apparently random order and clueless carelessness of these pilots leaves me shaking my head in disbelief in awe-struck bewilderment.

The FAA has addressed one factor of this problem by recommending – not requiring, mind you – that when the Master Switch is turned on the beacon and/or anti-collision lights be turned on immediately thereafter. This should begin the process of warning anyone near that a ‘live’ airplane is on the flight-line and to exercise extreme care. The next recommendation is my own: When ready to start call out LOUDLY a hearty “Clear Prop” (In the South, yell out “Y’all look out now, y’heah”) and then accomplish a full perimeter check around your airplane. Look as far around and behind as you can, remembering that to the rear of the airplane is where the propblast and ramp debris is going to go. People and airplanes behind you will appreciate the heads up.

Look around the airplane to see if anyone anywhere is reacting to your warning; A good reaction is seeing them look at your bird and giving you a thumbs’ up. A bad reaction is them getting the ‘Big Eye’, jumping up and down and waving their arms. They are trying to tell you something – do NOT start the

engine until you find out the cause of their distress. At this point their distress could quickly become yours if you continue the starting process. You do not want this...

The nowhere-in-the-checklist technique here is, when starting an engine, turn on the beacon when the Master Switch goes on. Clear the area with a loud callout that could hail a cab two blocks away. SLOW DOWN now and perform a perimeter check all around the airplane; ASSURE yourself there are no hazards anywhere nearby. THEN crank the starter and go commit aviation. The end goal of all this is to have a safe and pleasant flight, NOT one cut short (no pun intended) by an 'event' during the engine start.

Drew chithea 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

Colorado General Aviation Leadership Recognition

August 22 saw a dozen of the leaders of General Aviation in Colorado meet for a tour of the FSS at Centennial and be honored at a luncheon. The FSS was arranged by Jack Hurd and by Robert Olislagers, the director of KAPA. While many of us have been in the FSS a number of times when the FAA was running it, this was the first time to watch Lockheed Martin in operation.

Among those on the tour were

CPA president, Sarah Jane Dolliver; CAB member, Joe Thibodeau, AOPA Airport Support Volunteer and KAPA board member, Bob Doubek; Lockheed staffer and APA board member, Jack Hurd; AOPA VP for Regional Affairs, Greg Pecoraro; AOPA Central Region Rep. and former two-time CPA VP, Bill Hamilton, AOPA VP for Regional Affairs, Greg Pecoraro, and former two-time president of CPA, Mike Baldwin. Bill & Penny Hamilton hosted the luncheon at the Perfect Landing.

"Uncle Bobby, we're on fire!"

by Robert K. Mock

Part 3

In December of '71 Vang Pao lost his advantage, the weather went from bad to worse. The enemy was dismantling tanks and trucks and hand carrying them down the trail because it was too muddy to drive. They reassembled them on the Plains of Jars and out-flanked Vang Pao's troops. He was wounded, evacuated to Udorn, and later flown out on an American C-130 Hercules. Eventually he ended up in the United States, living first in Montana, and then in California. Most of his soldiers were taken care of by the CIA.

A typical visual reconnaissance mission would require flying low at high speed over mountainous terrain, slipping through a mountain pass, and then dropping down into the jungle, a rain forest, where the normal trees are triple canopy. Every 100 feet is a canopy, 200 feet another canopy, and at 300 feet the top canopy. It would take four or five guys to wrap their arms around the trunk of these ancient trees.

The weather improved, so we programmed a PR strike on Christmas day, which made our spirits soar. Many of the clouds during the months monsoon season reached over 60,000 feet and the Phantom could handle that. The problem was letting down. We had to letdown with our own TA/TFR radar which required slowing down because it was very difficult to know your position. It was very tricky. Once you got underneath the clouds you had to go visual because you can't fly instruments when you're below 500 feet at 600 knots. You must be a looking outside to know where you are going.

We had six Recce pilots in Operation Barrel Roll and eight in the Steel Tiger area. The Barrel Roll is the geographical area starting at the DMZ and proceeding west and north into the edge of Laos. Steel Tiger was everything south of the DMZ in Laos. Then again, it was the trails that fed back into South Vietnam. It was a better series of networks and the North Vietnamese were taking all the lumps. It wasn't the VC nor the Royalists Pathet Lao that finished off Vang Pao; it was the North Vietnamese Regulars. The Pathet Lao didn't take prisoners. As you flew by the soldiers would look up and you could see their rank. They were definitely North Vietnamese Regulars. The Pathet Lao sent us someone's finger with a class ring on it and another time we got a lampshade made of human skin. It gets your attention because we were hanging it out every day. A recce pilot could forget about becoming a POW.

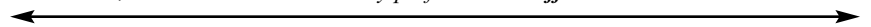
We would do a route trace of where we were going and we had frag orders telling us what to do. Generally, after departing Udorn we would proceed directly to the tankers, KC 135s, orbiting in the Orange Anchor area, the border between Thailand and Laos. With my Sports Model RF4C, we only needed 4000 pounds of fuel. That would allow us twenty-five to thirty minutes of high-speed patrol. We had very low drag without external stores on the RF-4. Not so with the F-4, which was similar to flying with the gear down. Trying to escort a Recce guy with the F4 was a joke.

The three passes; Mu Gia, Ban Karai, and Ban Ravin were being used by Strategic Air Command for IDP's, interdiction points, which we called sandboxes. SAC would launch a solitary B-52 and drop a full load of bombs from 35,000 feet, saturating the whole area. Hopefully they would hit something. And if not, we would keep the VC and North Vietnamese busy with filling up

holes because the B-52s cratered everything with their 750 pound bombs.

In January, we had another protective reaction strike that wasn't too shabby. The SAMs fired at us while we had aircraft airborne on combat air patrol. I was working my day job as Chief of the Command Post. I went down to the 14th Squadron Operations room to brief with my Wizzo, Lt. John Stiles. The younger jocks affectionately called me "Uncle Bobby," because I was a thirty-eight year old Major. I was old!

Next month, Part 4 where Uncle Bobby performs the wifferrill!



TAOS, NEW MEXICO FLYIN – JULY 11-13

Terry Munson

The day dawned sunny and warm on Friday, the day of arrival in Taos. CPA aircraft began arriving around 8:30 and by 10:30 that morning, we had filled the ramp and part of the dirt with most of our 17 airplanes. After getting everyone to the airport office and making sure flight plans were closed, we filled our rental vehicles and headed into Taos.

We had a delightful and delicious lunch at the Bent Street Café. After lunch, some folks headed off to a spa, some took a guided tour of the historic Taos Pueblo, some explored the shops and galleries, while others lounged by the pool at our home-base, the Best Western Kachina Lodge. After a busy afternoon we all met for Happy Hour, which was followed by a walk to dinner at the Alley Cantina. Unfortunately, we were greeted by torrential rain upon leaving the Cantina. The Best Western helped to save us from floating down the street by plucking drenched folks off the sidewalk all evening!

Saturday morning, we awoke to sunny skies again, but water was scarce at the hotel due to a water main break caused by the rain the night before. But the Colorado Pilots are a hearty bunch and we forged ahead with our plans for the day, the Taos Pueblo Pow-Wow.

At the Pow-Wow we were entertained by drumming and dancing followed by the Grand Entry at noon. The costumes worn by the tribes were spectacularly colorful and intricate. The different tribes took turns singing and playing their drums as the tribes filled the Pow-Wow arena. When all the tribes had entered the arena, it was transformed into a swirling kaleidoscope of color and sound. Truly an amazing experience.

That evening, we met again for Happy Hour (luckily everyone had had a chance to shower by then) and a BBQ at the hotel. After dinner, we were entertained in the hotel lounge by a family from the Taos Pueblo, who demonstrated some of their dances for us.

In Memory of Paul Nunn

by Torry Krutzke

On August 24, 2008 the Pueblo and Colorado aviation communities lost our dear friend, Paul Nunn. Through some tragic circumstance, while making an approach to the Yuma County Airport, outside Yuma, Colorado, Paul's airplane crashed, and he and his sister-in-law and brother-in-law were lost.

Paul, until he was injured in a motorcycle accident in 1977, was a mechanic for Western Airlines in California. Following his recovery and relocation to Pueblo, Colorado with his wife Sharrie and daughter Kris, Paul immersed himself in his passion for aviation. Although a paraplegic from the motorcycle accident, Paul met the challenge this imposed head on. Paul very quickly adapted and found no aspect of life outside his realm of capability. Over the years he owned several airplanes, but most recently a gorgeous Piper Comanche 250, which he expertly maintained in the most exquisite fashion.

Around the Pueblo airport, Paul was a true friend to everyone and a ready mentor to most. As far back as many of us can remember, Paul was at the airport daily, maintaining his own airplane, assisting others in maintaining theirs, as well as mentoring his friends and airport neighbors in improving their aviation skills.

Although confined to a wheel chair, in Paul's case just circular legs, Paul was an exceptional pilot. He took great delight in the technical aspects of pilotage, an area in which he was extremely skilled. I have flown with him on many occasions and marveled at his abilities. I remember a specific occasion when Paul was participating in the Jackpot Air Race; Paul's ability to advance flight plan for time in route and fuel burned, and then complete the course within a few seconds of his estimated time and within a couple tenths of a gallon of his estimated fuel burn was truly impressive.

Over the many years of being a pilot, Paul flew from coast to coast and boarder-to-boarder developing skills and gaining experiences that he was always willing to share with others. Lunchtime at the Pueblo airport was always a unique and rewarding experience for those of us who could join Paul and reap the wealth of his knowledge. His congenial and outgoing manner always kept the conversation lively and his great sense of humor and infective laughter brought smiles to all who joined him at the table.

Paul's contributions to his friends and fellow airport addicts did not stop with the sharing of his piloting skills and experiences, for Paul was also an excellent Airframe and Power Plant mechanic as well as holding an Inspection

Authorization. As with his piloting experience, Paul freely shared of his knowledge, as well as his time and labor, helping many to maintain their own airplanes. Paul was a willing and exceptional teacher, helping all who asked to improve their knowledge and advance themselves in their own skills, abilities and training.

Paul's willingness to extend his friendship and generosity did not end with his airport friends and acquaintances. Paul was also ready at a moments notice to donate his time and airplane for some just and needy cause. This could be flying a group of children in the Young Eagles program, taking the winner of a charitable raffle for a local fall colors flight or just sharing his airplane with an older gentleman who wanted to fly one more time.

His generosity and caring demeanor also reflected itself in his devotion to his family. Paul was a consummate husband to his wife Sharrie and a wonderful father to his daughter Kris. For Paul, devotion to family was of paramount importance. He took great delight in watching his nieces and nephews grow and learn. Paul also greatly enjoyed the time he spent participating in various activities with his family and friends. He particularly enjoyed the time he spent traveling with his wife Sharrie, her sister Dorothy and Dorothy's husband Bob, as well as the many trips he and Sherry took over the years with their innumerable friends.

As husband, father, brother and friend, Paul touched each of our lives in a wonderful and unique way. As time passes we will all miss this exceptional individual who has in so many ways blessed our lives with his love and friendship.

**Annual Meeting
November 15 (Saturday) BJC**

Continental Breakfast is at 8:30am, meeting from 9:00 to noon
Guest Speaker: Chris Dun, Ch 31 Weather

A Reminder about Photos

The print version and the web version of the newsletter use different quality of photos. Please remember to ALWAYS use "best setting" or "highest quality" for photos. I need at least 150 dpi for all photos. Anything less cannot be used in the newsletter.

Colorado Pilots Association Welcome New Members!

Rob Breitbarth
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Lafayette, CO 80026-9345

Jonathan Rosman
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Aurora, CO 80016-2665

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CPA Gets Another Website Address

In addition to www.coloradopilots.org, we now own www.coloradopilots.com. Thanks go to Walt Barbo and Rob Duncan for long-range planning and foresight! Don't worry, both addresses link to our website.

Events & Flyins for Sept/Oct/Nov/Dec

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

CANCELLED!

Sept 12-14 EAA Rocky Mtn Regional Fly-In

STILL ON THE SCHEDULE

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

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

Nov 15 - Annual Meeting

Guest speaker will be Chris Dunn - The Flying Weatherman, to be held at BFC (Jeffco) 9:00 am to noon

Dec 7 - Holiday Dinner

New Location! The Bison Grill at The Buffalo Run Golf Course, 15700 East 112th Ave., Commerce City, CO 8022

Important Information about the Canyon de Chelly Fly-In

The hotel, Best Western, is not booking our tour reservations! We will coordinate reservations based on the registration information.

Please call us if you have any questions about the tour or this fly-in.

Mark and Connie Hopkins

303-494-1211 or email: Mark.Hopkins@comcast.net

Your Tax Dollars at Work

TSA Inspector Damages Aircraft

American Eagle had to ground nine Embraer ERJ regional jets at Chicago O'Hare Airport on August 19 after a TSA officer used the airplanes' total air temperature (TAT) probes to hoist himself onto jet bridges to perform routine security checks. According to an American Eagle spokesperson one of the airline's maintenance workers witnessed the inspector trying to climb onto a jet bridge with the help of a TAT probe; upon questioning by the Eagle employee, the TSA agent admitted to using the TAT probes as hand-holds on eight other airplanes while attempting to check that their doors were locked.

Although subsequent inspections found no damage to the probes, the incident forced American Eagle to delay 40 flights while it spent as much as two hours checking each airplane. The TSA said it will retrain its inspectors to avoid similar incidents in the future.

TSA Retaliates Against American Eagle

The TSA, apparently embarrassed last week for supporting an inspector who climbed aboard American Eagle regional jets at Chicago O'Hare by using air temperature probes as grab handles, has retaliated against the airline with charges and fines. The TSA told CNN Thursday it will investigate "multiple security violations," and may fine the airport as much as \$175,000.

TSA says airlines are allowed to park planes with unsecured doors overnight, provided they're not too close to jetways, but American Eagle is leaving its planes both unlocked and too close. The agency told CNN it has "consistently found problems" with American Eagle at O'Hare, adding that this is an isolated problem unique to this airline at this airport.

Just Because...

No, nothing aviation here, just fascinating

More than 2,000 years after they were written, the Dead Sea Scrolls are going digital as part of an effort to better preserve the ancient texts and let more people see them than ever before. The first set of scrolls was found wrapped in linen inside earthenware jars in this cave in the Judean Desert.

The high-tech initiative, announced Wednesday, will also reveal text that was previously not visible to the naked eye. Over the next two years, the Israel Antiquities Authority will digitally photograph and scan every bit of crumbling parchment and papyrus that makes up the scrolls, which include the oldest written record of the Bible's Old Testament. The images eventually will be posted on the Internet for anyone to see.

"These are the earliest copies of the Bible ever found," said Pnina Shor, head of treatment and conservation at the Antiquities Authority. "The Bible is sacred to us and to you and to all the monotheistic religions, and therefore [the scrolls] are national treasures and world treasures, and therefore it is our duty to preserve them at least for 2,000 years more."



Fly Mart



For Sale: 1966 Comanche 250

4638-TT, 1515 SMO, McCauley 3 blade like new 263, Garmin 430, Narco with own glide slope, new compass, new DG, new ASI, electric backup AI, all new landing gear wiring. Excellent interior and paint with "Bailey Bullet" scheme. \$82K OBO

Contact: Sharon Hines hinessj@msn.com

For Sale: FTG T Hangar

Good location, heated, insulated.

Contact Mike at 303 618 9114 or mike.shaw@shawbinary.com

Partnership Available: Cessna C140 Taildragger

We have a cute little red taildragger and we're so proud! :-)

This is an airplane ownership LLC to get you taildragger experience: N89297 SN8323, Continental C-85, McCauley CM7148 photos at http://www.proulx.com/~jer/photos/2008_N89279/

Looking for 2 more partners in the taildragger ownership corp: Just Plane Fun, LLC. No, we are not going to rent it. 1/4 shares for sale.

Based Fort Collins-Loveland (FNL), Colorado.

Contact Jer/ Eberhard, 970 231-6325 CELL, jer@frii.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 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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Daniel Olsen, Fort Collins
Ken McNaught, Windsor
Richard Parker, Chandler, AZ
Roger Beard, Broomfield
Tim Gallagher, Alamos



Left to right: AOPA Airport Support Volunteer and KAPA board member, Bob Doubek; Lockheed staffer and APA board member, Jack Hurd; AOPA VP for Regional Affairs, Greg Pecoraro; and AOPA Central Region Rep. and former two-time CPA VP, Bill Hamilton at the Colorado GA Recognition Lunch.

Photo by Penny Hamilton

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