

CPA FLIGHT LINES

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Dec 2008



Holding for Release....Holiday Traveling isn't getting any easier for any of us these days....



www.coloradopilots.org



President's Message

by CPA President

Bob Kinney

I'm using my "Bully Pulpit" this month to ask for volunteers for a cause that's vital to us all. AOPA, an organization that nearly all pilots belong to, has a program called the Airport Support Network (ASN). The ASN consists of AOPA members who volunteer for appointment to be the "early warning system" for threats to public-use airports. When an ASN volunteer becomes aware of a threat to the integrity of his/her airport a phone call or email involves the AOPA in the process to protect that airport. AOPA's goal is to have an ASN volunteer at every public-use airport in America.

Not all Colorado public-use airports currently have an ASN representative. The Colorado Pilot's Association can help to correct this. CPA member, Scott Morse from Cedaredge, approached me earlier this year with an idea to increase the number of Colorado ASN volunteers. He suggested asking our CPA area representatives if they would like to do double duty and volunteer for the AOPA program. Their CPA job description is virtually identical to what's being asked of ASN volunteers. It's a natural! I, however, am not limiting this plea to just our CPA Area Reps. I'm asking all CPA members, including our current Area Representatives, to do three things. First, review the list below to see if either your home airport, or one that's reasonably close to you, is in need of an ASN volunteer. Second, visit the AOPA web site at www.aopa.org/asn/ and review ASN program details. Third, please volunteer! It's a vital program that you can be involved in with very little work.

I'm told that there are a number of benefits associated with your involvement, not the least of which include, special logo hats, shirts and pins. There are AOPA-sponsored ASN dinners, meetings and events. Basically, it sounds like some free stuff which always interests us pilot types. What a great way to help protect our local airports from the threats such as curfews, unreasonable noise restrictions, calls to close the airport, residential encroachment or even lack of improvements.

Recently, CPA member and ASN volunteer, Bob Doubek identified a serious threat to Centennial Airport (APA) by a residential developer. Through his quick action and the resultant teamwork between the AOPA and CPA, development plans were halted. Doesn't your local airport deserve the same level of protection?

These airports need ASN volunteers: 05V Blanca: Blanca; 07V Cuchara Valley: La Veta; 11V Easton/Valley View: Evans; 17V Haxtun; 1V8 Leach: Center; 2V6 Yuma; 4V0 Rangely; 5V4 Calhan; 7V9 City & County Airport: Las Animas; 8V7 Springfield; 9V7 Eads; A50 Colorado Prings East: Calhan; A1B Hopkins: Nucla; AL5 San Luis Valley Regional: Alamosa; C08 Silverwest Airport: Westcliffe; C24 Mineral County Memorial: Creede; CAG Craig/Moffat; DEN: DIA (Like they need help!); EE0 Meeker; HDN Yampa Valley: Hayden; HEQ Holyoke; ITR Kit Carson: Burlington; K08 Holly; LIC Limon; STK Sterling; TAD Perry Stokes: Trinidad.

Let's make Colorado the state with the greatest ASN representation in America. AOPA representative, Bill Hamilton, says we can do it and I do too! We have the country's best pilot-oriented organization let's show the country we have the best AOPA ASN representation too.

Note: CPA needs area representatives for the following: Greeley/Weld County; Meeker/Rangely; and Steamboat Springs. If you're interested in being a CPA representative for any of these areas/airports please contact me or anyone on the CPA board. We'd love to have your involvement. It takes very little of your time.

Safe flying!
Bob Kinney

Congrats to Bill Hamilton

CPA member William Hamilton, J.D., Ph.D., will be named to the University of Oklahoma ROTC Wall of Fame on Oct. 31 and will be inducted into the Colorado Aviation Hall of Fame on Nov. 1. Hamilton is a long-time instrument-rated private pilot who began flying general aviation aircraft in 1968. He served as a regular Army officer for 20 years, receiving numerous decorations for valor. Hamilton is the author of a nationally syndicated column on national and international affairs, which appears in newspapers nationwide. He is a featured commentator for USA Today and winner of the Valley Forge Freedoms Foundation Medal for his writings on public affairs. Since 1987, Hamilton has served as the Central Regional Representative for AOPA in Colorado, Wyoming, Nebraska, North Dakota, and South Dakota.

"Uncle Bobby, we're on fire!"
by Robert K. Mock
Chapter 6

I said, "Okay, you retards, John has a .38 caliber hand gun, and I'm going to be the biggest surprise you have ever seen in North Vietnam, because I am a master of the 9 mm with fourteen rounds and I'm going to take down fourteen Gomers." Then I started thinking, holy crap, they have five times the firing range with automatic weapons, and besides, if there's more than one of them and I'm surrounded how can I shoot anybody. This isn't good.

I made another radio call in the blind. "There are enemy soldiers in contact." I gave out my coordinates in the clear. I had hoped there was someone from the 13th Fighter Squadron or anyone from Udorn flying in the Barrel.

I called John again whose voice had changed just a bit. I told him, "We need to evade up a little bit higher. We'll go north, using our survival compasses. They'll be expecting us to go low, down towards the highway." Then I said something to bolster John's spirit, "I'm sure help is on the way."

John responded, "Right!" which made me laugh.

The OV-10 had flown north about 100 miles, and when I came up on the radio I heard my ex-backseater say, "Uncle Bobby, help is on the way. I have their call sign. Are you ready to copy, over?"

And that was it. I immediately called John. "Did you hear it?"

Yes he had. I knew it was going to take a while so I said, "Radio silence for thirty minutes."

The soldiers were getting closer. I didn't know it at the time, but there was a barracks of NVRs nearby, which housed thousands of SAM operators and the infantry to support them. We had crashed in the middle of a hornets nest! Not a good deal. And, of course, they're just taking their time, very leisurely, spraying the area as they approached our position. They could have been a couple miles away, but in the jungle it's hard to tell. The guns kept going off and the sounds were getting closer. There were hundreds of rounds and they were hoping to accidentally hit us with their random shooting. It was obvious they didn't want to take prisoners. We knew from intelligence reports that most Recces don't last until sundown, because of our spying mission. They torture you by hitting you with a two by four. Very few Recce crewmen end up in Hanoi.

I called John. "Let's conserve our bodies and our radios."

I didn't know what kind of choppers were coming. "Let me do the talking. You just monitor, because your receiver doesn't use as much power as a transmitter does. If my radio quits, you take over."

John, a man of few words, simply said, "Yes sir!"

The rescue choppers checked in. "We are twenty clicks away. What's your disposition?"

I was breathing a little better, and my hopes soared.

"My backseater is in the deep jungle below a 300 foot canopy. He's on a 360° heading, climbing up a karst. I guess we're about 1 1/2 clicks from the road. Pick up John first." That was the toughest decision I had made in my whole life. "He's more exposed than I am, and besides that he's a young man."

"Roger that, but it's not necessary. We're in two Hueys, so we'll make individual pickups."

Now the rounds are getting rather close. Minutes passed before I heard one of the choppers say, "We've got Bravo in sight."

God only knows how, but John was directly below the down wash. They dropped the rope right above his head. John put his gun and radio away, grabbed the rope and off he went.

"We got Bravo!" Reported the Huey.

The second Huey barked, "We don't have Alpha yet!"

"Okay," I answered, as I searched for a flare. "I'm firing a flare right now."

The flare went off, traveled twenty feet, hit the canopy trees, and fell back down, setting the area on fire.

"Oh, crap!" I stomped around trying to put out the fire. They quickly did a 90° turn, and another 90° turn.. I could hear them and I felt a down wash!

I looked up and yelled, "You're right over me!"

to be continued



Phil Ecklund, AOPA Airport Support Network (ASN) volunteer for Boulder (BDU), and Penny Hamilton, ASN volunteer for Granby/Grand County (GNB), learn more about the resources available from AOPA to protect your airport at the recent AOPA EXPO held in San Jose, CA. If you would like to learn more about the ASN program or to volunteer to help your airport, contact Phil at 303-748-9598 or email pecklund@aol.com

ATTENDING AOPA EXPO 2008

by Kathleen Bennett

Pilots have a myriad of exciting, interesting and educational events to choose from annually. For example, Oshkosh 2008 presented a fantastic week of immersion in aviation with its daily airshows, miles of exhibits, and hundreds of seminars. Flying into the "World's Busiest Airport" never fails to give this pilot an adrenalin rush to the max.

AOPA's yearly EXPOs provide aviation enthusiasts a different, less frenetic, though extremely valuable experience. Recently, I attended the AOPA EXPO 2008 held at the San Jose Convention Center November 6-8. This was my third AOPA Expo and the organization of events seemed unchanged: each day begins with a general session in a large ballroom where hundreds of pilots from the world over meet together. The Exhibition Hall opens at 10 a.m. daily and is easily accessible for multiple visits between seminars. There's always an aircraft display at a nearby airport. From 11 a.m. until 5:30 p.m. a variety of seminars, each lasting 1-2 hours, are presented, all in the same facility, a short walk from one to another.

This year's General Sessions covered the topics: "What the Election Could Mean for General Aviation," "AOPA at Work for You," and "AOPA's Vision for the Future." The opening session featured a discussion by Washington D.C. aviation insiders Jane Garvey, former FAA administrator, Steve Alterman, president of the Cargo Airline Assn., James Coyne president of the National Air Transportation Assn., and Ken Mead, former Dept of Transportation inspector general. All shared their thoughts on the top issues shaping aviation policy in 2009, which included FAA funding, aviation safety, the nation's airports and the next generation air traffic control system.

Generally, I have a difficult time deciding which seminars to attend. Inevitably, several seminars that I would like to participate in are presented concurrently. My selections for this year included: "Liability of Aviators: A Risk Management Toolbox", presented by Doug Griffith and Stuart Frankel, both aviation attorneys; "Flying to Alaska", presented by Tom George, an AOPA Regional Rep; "Flying the Idaho/Utah Backcountry," given by Lori MacNichol, President McCall Mountain/Canyon Flying, "Practical Tax Advice to Fellow Pilots", by Randy Robida, attorney and certified public accountant; and "Fly-In Destinations in the West", by John Kounts, Editor PILOT GET-AWAYS MAGAZINE, featuring amazing photos of his research flights with brother and dog. These were only the seminars I attended on DAY ONE!!

Day Two's seminars began with what was probably the most valuable in terms of safety: Ross Oliver's "Take the Search out of Search-and-Rescue". Because of changes in February 2009 regarding search and rescue services' monitoring of 121.5 MHz ELTs, 406 MHz GPS Personal Locator Beacons (PLBs) are more important than ever.

Other seminars I selected included Rod Machado's "Single Pilot Flying Strategies". and "Equipping Yourself to Survive: Personal Survival Gear for Pilots" presented by Doug Ritter, Chairman of Equipped To Survive Foundation. Doug asked pilots to consider: Do you wear cotton, wool, silk, and leather—all fire resistant—clothes when flying? Does your Survival Pack include fire-resistant gloves, a tarp/shelter, sufficient water, chlorine dioxide to purify water, flashlights and extra batteries, medications, spare prescription glasses, firestarters, waterproof matches, whistle, compass, signal mirror, wire? Do you fly with a PLB on your person? More about Doug's suggestions for creating Airplane Survival Packs can be found at www.equip.org/aopa.

Could most of what these seminars, exhibits, and presentations cover be learned online, as a CPA member recently suggested to me? Probably. But how many of us take the time to research, study, and keep sufficiently abreast

of safety and survival innovations? Attending Oshkosh, AOPA Expos and other aviation educational opportunities give pilots unique opportunities to question the "experts", view new technology, and hopefully bring some helpful information back to our local flying organizations.

By flying out to San Jose a few days early, I had time to enjoy sidetrips, such as bicycling Monterrey's 17-Mile Drive, walking across San Francisco's Golden Gate Bridge to Sausalito, and sleeping at Pescadero's Pigeon Point Lighthouse. These were great experiences, but for pilots, the best is always that next takeoff, or acing that perfect landing. Fly safely.... and often!

COLORADO PILOTS ASSOCIATION RECOGNIZES STEAMBOAT SPRINGS AIRPORT AT STEAMBOAT SPRINGS, COLORADO WITH "OUTSTANDING AIRPORT AWARD."

Walt Barbo, Awards Committee CoChairman

At its annual meeting on November 15 Colorado Pilots Association awarded its 2008 General Aviation Airport Recognition Award to Steamboat Springs Airport, Steamboat Springs, Colorado. The award is part of a recognition program in which members of the organization, based on their flying experiences, identify and recommend awards to those Colorado airports that have gone out of their way to provide exceptional services and facilities for General Aviation. Separate awards are typically presented annually to a Commercial Service and a General Aviation airport. This year members nominated only airports in the General Aviation category.

Steamboat Springs Airport, affectionately called Bob Adams Field after the man most responsible for making it happen, was selected in recognition of its contribution to General Aviation by the exceptional service provided visitors to this gorgeous mountain recreational location. CPA member Mike Forney, who bases his Cessna 182 Skylane at the airport, wrote of the facility, "Despite a relatively short runway the airport hosts a wide variety of business and personal aircraft including small and medium size jets, helicopters and military trainers." Mike attributes much of the success of the airport to the friendly service and leadership provided under Airport Manager Mel Baker. Under his management courtesy cars were upgraded and several courtesy bicycles were added for visitor use. The FBO area was renovated for better access to satellite weather and more comfortable seating and rest areas were provided. The ramp areas were resurfaced last year and runway markings were repainted.

Mike also praises community involvement activities such as the Annual Labor Day AirFest, which this year attracted more than 4,000 local visitors to the airport. And he writes that the airport has now come into its own thanks to the recognition and support by the Steamboat Springs City Council.

Retention of the airport is particularly noteworthy considering the many times the airport was threatened with closure and converted to other uses following the improvements for air carrier service at nearby Yampa Valley Airport. Continuance and success of the facility is an outstanding example of recognition of its value to the local economy and how efforts by airport staff, community and local government, working together, helped save the airport.

“Remember Your Old, Paper Pilot Certificate?”

By: Drew Chithea, DPE

"You mean the future collectors' item buried in my wallet? Yeah, I remember it...from a long time ago...what about it?"

"Well...it will not be valid after March 31, 2010...that's what!"

"Won't be valid? Hey I get a flight review every...ahhh...couple of years. That keeps it valid, doesn't it?"

"Nope, not after the afore-mentioned date. After then a paper pilot certificate "...may not be used to exercise pilot privileges." And three years after that people with flight engineer and mechanics certificates will have to get theirs changed."

"Changed? Changed to What? Is this like the supermarkets with their 'paper or plastic' questions?"

"Yep. After that (the afore-mentioned date) then all pilots must have a PLASTIC certificate to exercise their pilot privileges."

"Crikey...a better life through governmental bureaucracy."

"Shhhhhh..... they'll hear you..."

So there it is; after 31 March 2010 the paper pilot certificate, the one you've cherished all these years, accidentally washed and had to dry out (raise your hand if it was more than once), laminated and cut down to fit in your wallet or purse...THAT one...can no longer be used to exercise the privileges of a pilot. You must have a plastic version. So how does one go about getting a new and improved (?) certificate? I'm glad you asked...I only hope you have a modicum of computer savvy...so here goes...

Go to the internet website for the FAA (www.faa.gov)

Scroll down to "pilots" and click on "Replace pilot certificate"

To get the form you need, you must create an account with Airmen Services, which requires a password.

Fill in your name, address and certificate number and submit it.

In a few minutes, to your email account will come a password. Write it down, as it's all letters and numbers.

NOW you can log back on to the FAA site to change the certificate.

Somewhere in all of the process, you will be asked for a photo ID. You can enter the requested information from your drivers' license. When I did this, it was accessed and recognized immediately. Hmmmm...You can also change your certificate number to a different, unique number if your certificate has been using your social security number. In these days of identity theft, I would want nothing of mine to have that number on it...just in case.

After confirming all the information yet again, it – the computer – wanted a \$2.00 payment (Is that a user fee?) and it accepts the major credit cards. Within minutes Ygor (that's the government computer) should tell you a new certificate is on its' way. You'll also get an email confirmation of the \$2.00 fee having been received along with a tracking number.

You can do this through the mail if you do not like dealing with Ygor (the governmental computer) but their mailing address is...on their website. (Kinda like the old billboard: "Illiterate? Write to Box 1234 for help")

HOWEVER...being the Master I am and helpful to all fellow aviators; you can write to the FAA certification division at:

Department of Transportation – FAA
Airman Certification Branch
PO Box 25082
Oklahoma City, OK 73125

Request a new plastic replacement certificate.

Your request should include:

\$2.00 check made out to the FAA

Your full name (First, middle, last)

Permanent Mailing Address*

Social Security Number

Date & Place of birth

Any available information regarding:

Grade, number, date of issue, ratings held

One downside to this entire drill is when your new certificate is issued, it will have a new issuance date. So if you are proud of the fact you got your ticket not only in the last century but in the last millenium as well, it's just another reason to hang on to the old one. And if Orville signed it...it really is a collectors' item.

The Night Before Christmas

Thanks to Terry Barbo, here's a reprint of one of the Classic Holiday Stories

Twas the night before Christmas, and out on the ramp,
not an airplane was stirring, not even a Champ.
The aircraft were fastened to tie downs with care
in hopes that come morning, they all still will be there.

The fuel trucks were nestled, all snug in their spots,
while peak gusts from three two zero reached 39 knots.
I sank behind the fuel desk, now finally caught up,
And settled down comfortably upon my butt.

When over the radio, there arose such a clatter,
I turned up the scanner to see what was the matter.
A voice clearly heard over the static and snow,
Asked for clearance to land at the airport below.

He barked out his transmission so lively and quick,
I could have sworn that the call sign he used was St. Nick.
Away to the window I flew like a flash,
Sure that it was only Horizon's late Dash.

Then he called his position, and there could be no denial,
This is St. Nicholas One and I'm turning on final.
When what to my wondering eyes should appear,
A Rutan sleigh and eight Rotax Reindeer.

Cleared for the ILS down the glide slope he came,
As he passed all fixes, he called them by name:
Now Ringo! Now Tolga! Now Trini and Bacun!
On Comet! On Cupid! What pills was he takin?

Those last couple of fixes left the controllers confused,
they called down to the office to give me the news.
The message they left was both urgent and dour:
When Santa lands, could he please call the tower?

He landed like silk, with the sled runners sparking,
then I heard Exit at Charlie, and Taxi to parking.
He slowed to a taxi and exited Three-Two,
as he came down the taxiway the sleigh bells jingle grew.

He stepped out of the sleigh, but before he could talk,
I had run out to him with my best set of chocks.
He was dressed all in fur, which was covered in frost
and his beard was all blackened from Rotax Reindeer exhaust.
His breath smelled like peppermint, gone slightly stale
and he puffed on a pipe, but he didn't inhale.

His cheeks were rosy and jiggled like jelly,
his boots were as black as a crop dusters belly.
He was chubby and plump, a right jolly old fool,
and he kindly informed me that he needed some fuel.

A wink of his eye and twist of his toes,
led me to know he was desperate to powder his nose.
I spoke not a word, but went straight to my work,
and I filled up the sleigh, but I spilled like a jerk.

He came out of the restroom with a sigh of relief,
and then picked up a phone for a flight service brief.
And I thought as he silently scribed in his log,
that with Rudolph, he could land in eighth-mile fog.

Next, he completed his preflight, from front to rear,
then he put on his headset, and I heard him yell Clear!
And laying a finger on his push-to-talk,
he called up the tower for his clearance and squawk.

After departure fly heading three two zero, the tower called forth,
and watch for a Jetlink inbound from the North.
Then I heard him exclaim, as he climbed in the night,
Merry Christmas to all, I have traffic in sight.

Submissions to the Newsletter

Just a reminder, folks. Cell phone camera photos look really good on the screen but lousy in print. And most of our members still like to read with paper in hand. Please, no cell phone photos.

Articles must be plain text or Microsoft Word - no formatting. You send me formatting, I'll just strip it out. That means no PDF, no Apple Works, nothing fancy.

Colorado Pilots Association Welcome New Member!

Eric Rosel
2562 Terraridge Drive
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James Hays
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John Meyer
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Ron Leader
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Karin Marshall
P. O. Box 201051
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Colorado Pilots Association Renewing Members

Corey Crawford, Wheat Ridge
Hank Eng, Englewood
Guy Edwards, Sturgis, SD
Walt Giffin, Pueblo West
Wayne Shelton, Basalt
Greg Reedy, Franktown
Bob Liddle, Granby
Dick Jones, Centennial
Rob Duncan, Crawford
David Johnson, Aurora
Marilyn Haff Brand, Lafayette
Tracy Perry, Longmont
Clyde Cable, Eaton
Glenn Hetchler, Erie
Gregory Cox, Colorado Springs
David Grossman, Aurora
Stephen Taylor, Denver
Bill Totten, Aurora

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H. C. Dittmer, Berthoud
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Ronald Knudsen, Englewood
Jay Ledbetter, Centennial
Jackie Bugg, Greeley
Sharon Hines, Aurora
David Sharp, Greeley
Robert Van Dalsem, Loveland
Beverly Camden, Centennial
Larry Camden, Centennial
Phillip Sprino, Westminster
Jan McKenzie, Windsor
Larry Jones, Denver
Gil Jones, Denver
Burke McClure, Highlands Ranch
Kathleen Bennett, Estes Park

2009 Flyin Planning

Start thinking about next season. Scheduling meeting iJan 24, 2009 at BJC!
We've been really lucky this year with good weather. Check your handy
Farmer's Almanac to choose flyin dates for next year.



Fly Mart



FOR SALE: 1995 Maule MX-7-180A. A low time, fun, go anywhere VFR airplane. It has had one owner and has always been hangared. NDH and is well maintained and in excellent condition. Call Jack Buschmann (303) 321-7859 (H) or (303) 842-7381 (C) or email <buschfolk@earthlink> and I'll send you a detailed spec list.

For Sale: 1962 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. Price Reduced to \$75K OBO Contact: Sharon Hines hinessj@msn.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.

Events & Flyins for Jan 2009

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

STILL ON THE SCHEDULE

Jan 24 - 2009 Flyin Planning Meeting - BJC

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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