

CPA FLIGHT LINES

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Jan 2009



Denver jetCenter
CENTENNIAL AIRPORT (APA)



A New Year brings the promise of clear days, light winds, and no surprises at the Annual Inspection. On our cover this month are just a few of the Aviation companies and organizations in Colorado who have supported CPA either by tours or through other means. Thank You for your support. And a Happy and Healthy New Year to All!



www.coloradopilots.org



President's Message

by CPA President

Bob Kinney

Have you ever really taken a look at the CPA Directory in the back of each issue of Flightlines? Go ahead, turn to the very back of this issue right now and give it a quick "once over". I'll wait while you take a look. . .

Between the Area Representatives, the Committee Chairpersons, the various Liaisons, and the Executive Board, that's quite a list of CPA members isn't it? Do you recognize anyone you know personally? Of course you do. That's because this organization enjoys a membership that loves to be involved. You'll even see three folks who have never before been involved in the board.

Colleen Chambers, Cindy Jewell and Lynn Ferguson are all new. They're anxious to lend a hand guiding this organization through another successful year and high on my agenda for this year is to see our membership grow to 800 members by year's end. There's strength in numbers. We need every pilot in the Colorado region to join CPA and help us strengthen our voice. GA is feeling pressure from numerous fronts: the FAA reauthorization bill, local pressure by airlines to reduce or eliminate fuel tax funding of our local airports, and TSA security measures, to name a few.

What am I getting at? I'm looking for one more member who'd like to be involved. Terry Barbo has graciously managed membership records for years but she's had little time, other than manning the CPA membership booth at aviation-related events, to actively pursue new members. We need someone who would be willing to accept a new board position as membership chairperson. This person would be entrusted to develop and manage new recruitment ideas and techniques. How can we dip into that pool of newly certificated private pilots in Colorado each year? Can we depend on our existing members to help draft new members? Are there pilots in surrounding states who want to be members of the nation's premiere state aviation organization--the Colorado Pilot's Association? Are you the person we're looking for or do you know that special someone that can help us with this endeavor? Give me, or anyone on the board, a call or email and offer your thoughts. Just like Uncle Sam says **"We Want You"!**

As you're reading this message, plans are being finalized by the fly-in committee chairman, Dean Jaros, for the annual fly-in planning meeting. Good ole Dean is back with the CPA board after taking a couple of years off to "catch a breather", and he's hotter than a pistol to get this new flying season underway

with a bang. Is there a place you've visited in your flying journeys that you'd love to share with fellow aviators? Is there a place you've heard about that you've always wanted to fly to for a visit but just haven't made it there? Are you an organizer? Do you love to see smiles on the faces of your flying friends? Come to the Colorado Pilot's Association's annual fly-in planning meeting and get involved. Even if you don't want to host a fly-in, you can offer your input. We'd love to have you join us Saturday morning, January 24, 2009 at the terminal building at Rocky Mountain Metro Airport (BJC). You've heard the old message that it takes two things to fly: Airspeed and money. I believe it also takes desire. If you have the desire to fly, but don't have the motivation to act on that desire, a CPA fly-in with all the warmhearted fellowship associated with it will give you the motivation you need. Try it once, and you'll be hooked. There's nothing I've enjoyed more during my years with the Colorado Pilot's Association than the fly-ins my wife, Shawn, and I have participated in. Come join us.

Speed is life. Altitude is life insurance!
Bob

Events & Flyins for 2009

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

ON THE SCHEDULE

Jan 24	KBJC: 2009 Flyin Planning Meeting - Rocky Mtn Metro
June 13-14	KFTG Navy Blue Angels, Front Range Airport
Aug 22-23	KBJC: Colorado Sport International Air Show and Rocky Mountain Regional Fly-In @ Metro

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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2009 Fly-in Planning Meeting

The 2009 Fly-in Planning meeting will be held at BJC Metro airport terminal, Mt. Evans Room, Jan. 24 at 9 AM. Proposals for fly-ins will be presented and discussed. They will be combined into the schedule of outings for the March-October season. Coffee, fruit and pastries will be provided while we plan our fun trips for 2009.

Please bring a proposal to the meeting. Be prepared to identify its activity and destination (e.g., "Canoeing at Saratoga WY") on a big board at the front of the room. (If you have time, please send me an e-mail identifying your fly-in in advance (jarosd@digis.net). This would simplify paperwork at the meeting itself.)

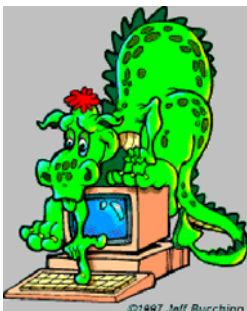
When you present the general features of the proposed fly-in, please include number of days and distance to be flown. Most important, tell us why this would be an exciting and interesting adventure. If there are specific dates, or preferred times of the year, please make this clear. If you wish, circulate a page of basic information and photos or other illustrations.

Other members' reactions to your proposal offer a clue as to how popular your fly-in is likely to be. This can be valuable information in your own preliminary planning. Great enthusiasm may suggest finding a bigger hotel or a second rental car source

It is a good idea to read the *"Guidelines for a Successful Fly-in"* before the planning meeting. Available on the CPA web-site, it presents a complete picture of the planning process and gives answers to many FAQs. As these guidelines make clear, when you present a proposal, please be prepared to organize it and see it through to completion.

Look forward to seeing you on Jan. 24.

Dean Jaros, 2009 Fly-in Chair



*Your editor, hard
at work.*



*2009, Here I
Come! I'm
ready for my
checkride!!!*

Australian Guests Enjoy Air Tour by Sylvia Ruocco

When my partner Bob Guthrie asked me to join his Denver mates (Australian for 'friends') Peggy Long and Drew Chitica for a five day western tour in a light plane, my first reaction was “NO WAY”. My only knowledge of light planes was based on media news about famous crashes – Buddy Holly, John Denver and more recently millionaire Steve Fossett, plus the seemingly weekly reports of “light plane” crashes here in Australia. Bob convinced me that this trip would be a “once in a lifetime experience”. It most certainly WAS and I hope to repeat it!

Thanks to Peggy and Drew, my fears about flying in a small plane were allayed within the first day of our trip. The following “co-pilot” characteristics helped this anxious flyer:

Providing a detailed trip plan

Sylvia & Bob in front of Peggy's airplane in Santa Fe

Bob and I were given an aeronautical chart with course lines of the five day trip highlighted upon it. The plan was to fly from Denver to Grand Junction directly through the middle of the Colorado Rocky Mountains, then down to Durango. From there out to Canyon de Chelly, landing at Chinle, Arizona and thence to Santa Fe, New Mexico via Gallup, then returning to Denver. As it turned out, weather conditions took us directly from Durango to Santa Fe.



Each day our pilots briefed us on the trip plan, which I very soon realised was always linked to the weather forecast. There was always a PLAN A and PLAN B!! I felt very comforted by the knowledge that we would not be flying if the weather was bad and also that the longest flight would be less than three hours! I particularly enjoyed the exercise of correlating the geological features observed on the aeronautical map with those that I could see out the window! The chart became a really lovely memento of our trip.

Being fastidious about the safety check

Our pilots took considerable care with the pre-flight safety inspection. While Drew checked out the current weather reports and logged in our flight details with Air Traffic Control, Peggy completed the airplane and cabin inspections. I liked the way they included us in all steps of the process. Knowing what, how and why things are done can be a soothing balm for the anxious mind.

Talking about the weather

My greatest fear was that our Teeny Widdle Airline (TWA) would be plummeted down to earth because it would be smashed to smithereens by a thunderstorm or pushed around by turbulence. Within day 1 of the trip, I began to become curious about the weather rather than fearful of it. This was because Drew, the resident climatologist provided in-flight weather briefings which prepared us for the slightest of “bumps”. I began to enjoy interpreting weather cues for myself! For example, that beautiful white cumulus clouds meant rising air and a bumpy ride. I can now refer to the terms “updrafts, downdrafts and turbulence” without reaching out for the brown paper bag.

Sharing the joy of adventure

It was clear that our pilots love travel and gourmet food as much as their two passengers. TWA highlights included flying over the Rocky Mountains and seeing aspen trees in autumn, seeing the ruins of Fort Union and wagon ruts from the Old Santa Fe Trail. Seeing geological features from the air, such as canyons, meandering rivers, vast plains and countless oil rigs was wonderful.

On the ground we enjoyed travelling on the Durango & Silverton Narrow Gauge Railroad. Peggy and I had no difficulty getting into the swing of the Victorian splendour of the Parlor Car, sipping wine and chatting while taking in the Colorado scenery. Santa Fe had much to offer all TWA travellers. Highlights

included a historical walking tour of the Santa Fe Trail exploring Spanish history and the old adobe buildings. A unique Santa Fe gourmet adventure was



dining out at La Cantina Restaurant where the waiters entertained us by singing our favourite Broadway hits. Bob and I enjoyed our day trip to Bandelier National Monument where we explored the archaeological ruins of the Pueblo People. On our history tour in Santa Fe we saw the clandestine office from where people working on the Atomic Bomb project in WWII were directed to Los Alamos. On our return from Bandelier we visited Los Alamos and its museums.

I had a spectacularly successful first time TWA experience thanks to Peggy and Drew's brilliant teamwork. I hope this article will assist and encourage any readers who are denying themselves a wonderful and unique way of seeing your wonderful country to see it from the sky.

Sylvia Ruocco is a registered psychologist and is currently completing the requirements for her Ph.D. Her primary area of study is anxiety. Bob Guthrie is the owner of a software company and has a passion for US Western history. They reside in Sydney, Australia.

Candid Shots from the CPA Christmas Party



Barry Roberts, Bart Jones, Lea Blohn, Mary Jones, Lynn Ferguson, Bill Linenberger, Lucia McConnell, Sarah Dolliver



A great shot of the back of Shawn's head. But Where in the World is Fearless Leader Bob? Taking more photos, of course! Lynn & Shirley McCullough of Monte Vista, Vince & Linda Phelps of Brighton, Lothar Klingmuller and Don Smith both from Lakewood.



Cindy Jewell (in the blue & black dress) is our new Treasurer and Financial Expert along with her staff of Economic Advisors



Ah, the power of being the Editor - see Bob? Told you I was gonna Photoshop me out of the photo....(*eeeeevil laugh*)

"Uncle Bobby, we're on fire!"

by Robert K. Mock

Chapter Last

Suddenly a rope fell down through the trees. I was looking for a tree penetrator, a rescue hoist, or maybe a hook, something like the exotic stuff they told us about in survival school. It's just a plain rope! I scrambled to stow my radio and gun and I could hear the engine starting to race which meant it was moving out!

"Damn!" I lunged for the rope and captured it with both hands as the helicopter began to pick up speed and off we go. We weren't more than twenty feet above the ground as the bullets zinged by. The 37 MM are firing and the only way a helicopter can survive is to stay right on the treetops. Robert K. Mock is doing a catenary at 110 knots. Coming out felt just like my arrival coming in - pow, snap, crack, pop. I hit the tops of the antenna farm, spinning left, then right, hanging on for dear life. I don't know how I hung on but I did. John could do that with one hand.

As I'm being pulled up into the helicopter the crew member takes one look at me and I thought he was going to throw me back. He was big and strong like a gorilla. He scooped me up and sat me down inside the chopper and offered me a cigarette. I didn't smoke at the time, but I didn't want to appear to be unappreciative, and I was happy as hell to be rescued. I lit up, took a good deep drag and started coughing and wheezing.

He laughed and said, "We can't go very far. We have to let down to get fuel." They had secret Lima Sites, which even we Recce guys didn't know about. The CIA's proprietary airline, Air America, established a network of about 200 "Lima Sites," staging bases and rough airstrips in the mountains where light aircraft could land with supplies and equipment for the guerilla units.

We're flying formation and I looked out the window for John. He gives me the signal that he is okay. I signal back with a thumbs up. The choppers are now safely in the air and heading west into Laos, and it's getting dark. I can see the sun setting, so I know where we are. With time to think I considered how lucky we were. Why we didn't get bagged by the small arms fire I'll never know. They had to be within 100 yards.

Now we're out in the middle of nowhere and we set down at a Lima Site. The Huey crew found a fifty-five gallon drum with a vane pump and slowly pumped JP-4 into the Hueys. I noticed that they could change the nationality of the Hueys at any time. We took off and my new found friend stared at me. "Are you okay? You look like a porcupine." I nodded, "yeah, I'm fine." I was one tired puppy.

We made two more stops for gas and finally came to a bend in the river, which had to be the Mekong. We spotted an Air Force C-123J, a STOL aircraft, made for short take-offs and landings, configured with two props and two jet engines. It waited anxiously on a short dirt strip along the river bank with the engines running. We landed next to it and John and I sprinted from the Hueys, stopped momentarily to salute our Air America rescuers, and ran up the ramp of the waiting provider. Before the ramp was closed the C-123s engines were at full power, and we were quickly airborne.

As I sat there in the C-123 I began to think about how I was going to debrief this mission. I had to talk to John because we were farther into Vietnam than we should have been. And of course there's the mysterious CIA and Air America operations that can't be revealed. The Rules of Engagement are pretty exotic, and I can't blow their cover.

The mission started about 12:40 p.m. that afternoon, and now it was eight o'clock at night and we're back in Udorn--we're home. When our C-123 taxied into the parking area John and I bolted out of the plane's rear end, down the ramp into Colonel Gabriel's arms and bottles of champagne. The men of the 13th were right next door and they came down to greet us. We drank up a storm, shook hands, and laughed until my squadron commander, Lieutenant Colonel Harry Brown said, "Well, Bob, I guess we better take you two guys to the hospital."

Wing Commander, Colonel Gabriel agreed. "Good idea. You guys need to get those quills pulled and they are going to take a blood sample." I laughed. "Okay, but it's going to be pure champagne!"

Unfortunately this event made the Air Force Times. I was still operational and the article had my name with the wrong base in the wrong place. I knew they had quite a dossier on me. The pathos of these events are just happy as hell for a number of reasons. Riding an ejection seat into the ground while going supersonic and surviving to tell about it is somewhat miraculous. As for John's streamer, snagging a tree while traveling horizontal to the ground at an unbelievable speed is mind boggling. How about that, Evil Knievel? If you read the war's history this was the first crew ever to come out of North Vietnam alive since 1964. They always killed one or the other, or both!

The very next day I'm back at my desk, happier than a bird in a warm cow pie, thinking, Can you imagine two young majors running the war? I'm running the command Post and I own the airplanes and the mission, while Major Bob Lodge decided the ordinance and the tactics. Two days later I'm back flying again. How lucky can one pilot be?

The Seventh Air Force put out a Protective Reaction Strike, and never found the airplane, no scorch marks, no nothing. This indicated that the airplane probably disintegrated. At the time, the shuddering made me think the airplane was coming apart. We were fortunate that the airplane didn't blow up. It just sort of came unglued. I never came out of afterburner, so I'm sure we were going close to 720 knots.



I found out later through the rumor mill that Air America crews supposedly got paid in accordance with your body weight, their incentive to rescue people. Perhaps that's why the big fella who pulled me into the door of the Huey seemed disappointed when he saw my lean body. The Huey crew members; Lee Andrews, Nicki Fillipi, Ron Anderson, John

Fosberg, William Phillips, and Bob Noble were recognized for their exceptional aerial skill and courage in saving our lives.

Someday, John and I will look back on this, laugh nervously and change the subject. It was quite a day.

Mick Wilson, former FAA Safety Program Manager Goes West

Many knew him from his lively anecdotes in his safety seminars and others knew him from his book, *"How To Crash An Airplane And Survive"*. Mick has been an outstanding member of the Colorado aviation community for many years.

He served in the U.S. Navy from 29 Dec 1950-14 Oct 1954. His service included 3 years aboard the destroyer USS Brown (DD-546) during the Korean Conflict in the Pacific Theater. Mick and Mary Lou Weston of Waterloo, Iowa were married June 9, 1952 in San Diego. Together they had two children and ultimately made their home in Colorado, moving to Loveland in 1968. Mary Lou died August 28, 1979 following a lengthy battle with cancer. Loretta L. Stevens of Loveland became his second wife on June 1, 1985.

Mick spent 55 years in General Aviation, first as a flight instructor, air charter operator, and established the first fixed-wing neo-natal air ambulance program for Children's Hospital in Denver and Salt Lake City. He also flew a disease and insect detection contract for the U.S. Forest Service in a five-state area for approximately ten years. Mick joined the Federal Aviation Administration in December 1979 as an aircraft accident investigator in Portland, Maine and then became Safety Program Manager in Montana and Colorado. He retired from the Denver Flight Standards District office January 3, 1995. Mick was inducted into the Colorado Aviation Hall of Fame in 1993.

Memorial contributions may be made to Honor Flight Northern Colorado (honorflightnortherncolorado.org) or the donor's charity of choice in care of Kibbey-Fishburn Funeral Home, 1102 N. Lincoln Ave., Loveland CO 80537.

Rob Duncan

We all know the "super pilot" who can load himself and three buddies into his fully fueled Cessna 172, take off from BJC on a 90 degree day and fly inverted under the underpass on his way to lunch in Leadville.

Exaggerations such as this (although from reviewing accident statistics over the years, some were not that much of a stretch) often punctuated aviation safety seminars presented by Mick Wilson in his career as FAA Safety Program manager and later, after his retirement, as a mentor for aviation safety.

Mick wrote books, the most recognizable being *How To Crash An Airplane And Survive*; gave seminars designed to make pilots think before they acted; and seminars designed to recognize psychological tendencies that could spell trouble for a pilot.

Mick left us on November 28, 2008 - much too early in all of our lives. Always the planner, Mick left instructions for his services. We were all amazed to hear Mick's voice coming from the altar as he recited the poem "High Flight" (prerecorded of course) and then in the finest of Navy tradition at the grave side, Mick left us grinning as the bugler played "Anchors Away" following Taps.

Aviation Safety has lost a champion and I have lost a very dear friend.

Bill Linenberger
January 2009

Colorado Pilots Association Welcome New Member!

Nathan Ferguson
4510 Quieto Court
Denver, CO 80211-1559

Dason Rapp
7018 S. Valentia Street
Centennial, CO 80012-1344

Coreene Hanson
1067 S. Hover Street
Longmont, CO 80501-7904

Colorado Pilots Association Renewing Members

Joyce Lyle, Aurora
Helen Pustmueller, Englewood
Duane Gritzmaker, Colorado Springs
Gary Justus, Evergreen
Bill Marshall, Aurora
William Gust, Monument
Edward Haase, Evergreen
Don Boyle, Longmont
James Hogan, Canon City
Fred Schroeder, Grand Lake
Michael McRhodes, Denver
Keith Reagan, Colorado Springs

Bill Bredar, Denver
Bill Reed, Denver
Frank Gallo, Aurora
Larry Merkowitz, Centennial
Raymond Watts, Fort Collins
David Allen, Elbert
Bill Cheney, Broomfield
Lynn McCullough, Monte Vista
David Burry, Arvada

Corporate Member
Daedalus Aviation (Sascha Protzko)

Expanded Training Areas and Frequencies

There are now four major areas between BJC and PUB that are heavily used for student pilot training. Fortunately, all the students are now announcing on 122.75 location, destination and travel plans.

The USAF Academy has published a map of its areas along with call signs and travel paths. Details at: www.usafaservices.com/aeroclub.htm and go to SOP, Attachment 2 - Local Procedures.

Student training at Centennial (APA) use both a southwest area (near Chatfield Dam) and a southeast area (near Franktown).

The third and *very busy area* is around Pueblo (PUB). Doss Aviation has the contract for Initial Pilot Training for those USAF (and other military) officers who did not come thru an academy with flight training. Unfortunately, there are no readily available maps at this time. However, if you stop by LaJunta (LHX) the folks down there have created a map on the wall of the Doss training areas. Touch & Go training for Doss is at Florence/Canon City (1V6).



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.

Contact: 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 harness and bungees. M-20 air/oil separator, one piece windshield in excellent condition. Custom paint job and recently restored interior. No gear ups or prop strikes. Always hangared. Price Reduced to \$75K OBO **Contact:** Sharon Hines hinessj@msn.com

RESIDENTIAL AIRPARK LOT FOR SALE

at Meadow Lake Airport (00V) for \$99,900.

Contact: (719)440-5608 or www.tgpaviation.com

HANGARS FOR SALE at Meadow Lake Airport (00V)

Contact: (719)440-5608 or www.tgpaviation.com

PARTNERS OR SALE:

1962 Mooney M20C. Everything from firewall forward new or rebuilt. Updated panel with 201 style yokes. Two time Oshkosh winner. Hangared at Meadowlake 00V. Sale price \$65,000.

Contact Ray Miller at 719-495-2470 or e-mail jon2sum@aol.com.

FOR SALE: 1966 Cessna 182 New paint job in 2005 and new interior.

4645.9 TT, 689.0 TSMOH, Annual 11/18/08, N3451F, 2 king 170B navcom, MKBKN, KN64-DME, KR-86 ADF, 4 place intercom, new transponder, long range fuel 84 gal total. \$74,900.00

Contact: Clyde Cable 970-454-5469 or email jinnyfield@yahoo.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.

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Colorado Pilots Association, Inc.

MAIL IN APPLICATION FOR INDIVIDUAL MEMBERSHIP/RENEWAL

Online application found at www.ColoradoPilots.org

Name _____

Spouse _____

Street Address _____

City _____ State _____ Zip _____

Phone (H) _____ (W) _____

E-mail _____

Pilot Rating Held _____ Profession _____

A/C Owned (make) _____ Model _____ N# _____

Principal airport based at or flown from _____

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