

CPA FLIGHT LINES

Volume 26, No. 6

June 2009



Biker Chicks Unite!

Vanita Gallo (driving) and Terry Barbo at the Gallos' ranch near Walsenberg. OK, so it wasn't an official CPA trip. Just the combination of the FTG and APA Wednesday Lunch Bunche with lots of CPA members.



www.coloradopilots.org



President's Message

by CPA President

Bob Kinney

I was just reflecting on conversations I had with one of the airport board members up at Salida's Harriet Alexander Field (ANK), last summer.

Following a very successful fly-in up there, one where the entire town treated the CPA group like royalty, I mentioned to Patti Arthur, the board president at the time, how grand it would be to have more airports in Colorado that were camper friendly. I told her how my wife, Shawn, and I had actually flown to ANK six or eight years ago to camp beside the airplane to watch the Persied meteor shower from a mountain vantage point away from city lights. Although there was only a 10 x 10' piece of bluegrass on which to pitch our tent, we made the most of it and enjoyed the night. (I won't expand on how hard it rained that night nor that we were unable to see the stars because of the thick overcast).



Much to my surprise, Patti contacted me, shortly after this fly-in, to advise that the airport board was looking into the prospect of developing a fly-in oriented campground to be placed on an unused portion of their airport. She wanted any

input I might have regarding design features that should be considered in their planning process. I, of course, responded immediately with my ideas of what the ideal campground should include, short of a full fledged doppler radar unit dedicated solely for visiting pilots. Of course, most of us who have done some flying-oriented camping have an idea of what the ideal campground would include. A fairly primitive facility would include at least an outhouse, a fire pit with firewood, a campsite or two, preferably with trees to shade the area and all be within easy walking distance of our "aerial steed". A campground with a bit more appeal would include a hot shower, a mountain bike or two, flush toilets, and perhaps access to a courtesy car to make a run to town for a meal or movie.

I haven't heard how the ANK project ever turned out, or if it ever turned out, but I've written Patti to see what might be in the works. I'll keep you advised.

What this leads me to is whether there are other Colorado airports that are camper friendly. I'd love to hear from anyone who has experience camping at airports in the region. With the arrival of summer, there are many of us who love to make a few weekend getaways by pitching a tent near our airplane to enjoy the local offerings. Email or give me a call if you know of area airports that have some sort of accommodation for fly-in campers. My contact info's in the roster. I'll share my findings with the membership later this summer. Perhaps I'll be able to share the information about a new campground up at Salida.

Starry Skies!
Bob Kinney

P.S. Enjoy a full color version of FLIGHT LINES at www.coloradopilots.org. It's well worth the visit. Also, watch for changes coming soon to the web site making it much more contemporary.

Jeffco Aviation Association 14th Annual FlyIn **Saturday, June 20 6 am - noon**

Awards in the following classes:

- Classic (tube & fabric, metal)
- Antiques
- Warbirds and Warbird Trainers
- Experimental - Plans and Kit Built
- Contemporary
- Special Interest
- Italian Pancake Breakfast 7-11 am

Contact: Daril @ 303-423-9846

Leadville Update: As of the beginning of this year Lake County took over the operation of the Leadville Airport (KLXV). Certificates are still awarded for successful landings!

In Memoriam

Jack McElory, Kremmling, CO. passed away in April at his winter home near Phoenix, AZ. at age 75 from heart problems. Funeral was in his hometown of Kremmling, CO. on April 25th. His dad 's family donated the land that the Kremmling Airport was built on, hence the name McElroy Field. Jack was a life long cowboy and rancher as was his dad. Jack learned to fly late in life in 1989 and owned a 182. At the funeral one of the family said of all the things he liked, flying was # 1. I was privileged to have known Jack for the 26 years I've based in Kremmling. R.I.P

Ron Lewark
June 2009

History of Breckenridge Airport

I've been ask to write an article on the long closed Breckenridge Airport for years by different members so here it is to the best of my recollection.

The airport was built about 1961 by Rounds and Porter Lumber Company out of the Wichita, KA area. I hunted elk with Bill Rounds several times. They developed the ski area about the same time. Different contractors used it during that time and later. It was called Hanson field not long after opening for a short time and I don't know where that name came from. There were quite a few locals based there when I started flying my 180 out of there after moving to Summit County in September 1971.

There were 12-14 aircraft based there in the early seventies, an above ground fuel tank and several of us put in concrete pads to park on. We had about 4,400 of gravel surface as the strip was dozed off the top of the dredge piles when built at 9450 ASL. It had a good slope downhill to the north and you only took of south if the wind was 15 knots or more and lightly loaded. The airplane owners plowed the private runway and it was quite a task with pickups. My family and I would walk the runway every spring and throw the large rocks off to the side. The winters there were brutal for flying and the windsocks on each end of the strip often pointed opposite directions.

I have fond memories of working on my 180 while my sons were catching lots of big trout. By 1976 we had just 3 planes and the airport was not seeing much traffic. I started moving the plane to Leadville in the winter in the late seventies.

In the late seventies the ground was sold to Win Lockwood of Sawmill Associates and he spent a lot of money to lengthen and haul in road base for the runway because he wanted to make it a privately owned public airport. The FAA would never approve it because of the approaches. He tried to get the ski areas interested in it, and hoped they would come aboard and put up the money to pave it. The ski areas wanted no part of it at that time.

Win ask Rocky Mountain Airways if they would like to become involved and they came up to look it over and were interested enough to send up a Twin Otter and we did sound tests for the county with it, my 185 and a 182. It didn't happen. The airport was closed in 1980 by Win and I moved the 185 to Leadville that fall.

I had the last plane based there. I sure missed it and still do. Win started to

develop the ground as an industrial park and today it has a school, Breckenridge P.D. station and a lot more. As of last year construction has started on the north end of the runway for the new Colorado Mountain College Campus. The ski area parks cars on it and uses it for snow storage. There was an occasional plane landing after 1980 but subject to a ticket from the police. 5 pilots from the county, including my self, formed a committee with the county to try and find a good location for another airport in Summit County but there just wasn't a good site, so any thoughts for an airport in Summit county went away.

We had several bad accidents during the years due to pilot error. I'll talk about one - in the late spring of 1975 or 76, a couple on their way to Aspen to ski, tried to land so he could show his wife Breckenridge. He had just bought the plane from Champion Spark Plug - it was the company 180 purchased brand new in 1955 by Champion and it was a beauty. He got off to the side of the runway and caught a wing in a snowbank and cartwheeled it up the runway, totaling it. No injuries but pride hurt. I took them to the bus station and sad people they were, I felt so bad for them.

Hope you enjoyed this,
Ron Lewark, Area Rep. Summit and Grand Counties.

MAJOR CHANGES COMING TO THE CPA WEBSITE

Many are cosmetic and simplification changes to make the site more accessible and manageable. But expect major changes also to include interactive maps depicting such elements as mountain peaks, mountain passes, high elevation airports, and recommended routes for traversing our mountainous terrain. The site will build on the theme of "Fly Colorado" similar to the theme expressed in our latest membership brochure. All part of an objective to make our website the most outstanding in the country for pilot organizations.

Walt Barbo

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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Colorado 99s Hosts the 2009 Air Race Classic

Sue Osborne

The Colorado 99s is proud to be hosting the start of the 2009 Air Race Classic, the All Women's Transcontinental Air Race. This year marks the 80th anniversary of women's air racing.

We would like to invite all the aviation community to attend the Welcome Reception to be held at the Denver JetCenter East lobby on Saturday June 20th at 5:30 pm. The food will be catered by The Perfect Landing offering a selection of appetizers and a cash bar. This event will give you an opportunity to meet and greet the racers. Two of our Colorado 99s, Roxie Juul and Stephanie Wells have entered the race and this would be the perfect opportunity to wish them well. Also, two of our former members, Gretchen Jahn and Nancy Aldrich, are also flying the race, so this would give you a chance to renew old friendships. And a new Chapter member, Lydia Baldwin, will be flying the race with her mother, Caroline Baldwin from El Paso.

If you would like to purchase a ticket for the Welcome Reception, the cost is \$35.00. We have some great food planned and some very interesting entertainment too. Another Air Race event is the Take-Off Banquet, which is another way of interacting with the racers. The banquet will be on Sunday June 21st at the Sheraton Denver Tech Center Hotel at 7007 S. Clinton Street. There will be a no-host bar at 5:30 pm and dinner at 6:30 pm. Cost for this event is \$40.00.

If you wish to attend either or both of these events, please contact the Colorado 99s at colorado99s@aol.com and we will send you a registration form. Or you may go to our website at <http://colorado99s.org/ARC.htm> and download the form.

We are fortunate to be able to participate in history as this is the 80th anniversary of Women's Air Racing. This year the field includes some seasoned racers and some first time racers. There are currently 27 teams entered. So let's get together and help give these women one of the best send offs in Air Race Classic history.

The Colorado 99s look forward to hearing from you and having you participate with us.

Sue Osborne
Air Race Classic Start Committee Chairman
sueav8s@q.com or (303) 471-0665

Half-Day Scholarships Available for Summer Camp at Wings

Sue Hughes

Powder Puff Pilot, a Denver-based web retailer that specializes in pilot gear and accessories for women, is sponsoring two scholarships for *Summer Camp at Wings* at Wings Over the Rockies Air & Space Museum. Each award provides tuition for the morning session, Science of Flight, for a second- through six-grader.

During the week-long program, campers learn about the four forces that enable an airplane to fly, complete a flight plan, fly a simulator, and build different types of airplanes. The session concludes with a chance to fly in a real airplane with a qualified pilot from a local EAA Chapter. Powder Puff Pilot is providing two half-day admissions to Summer Camp at Wings (each a \$145 value), held at the museum on the former Lowry Air Force Base in Denver. Winners are selected based on their essay, which describes their aviation goal or role model.

“One of the reasons I founded the company was to encourage and inspire girls to pursue aviation,” explained Sue Hughes, owner of Powder Puff Pilot. “I hope this opportunity will launch a life-long love of flying or perhaps an aviation career.”

Wings Summer Camp consists of two half-day sessions—Science of Flight in the morning and Space Adventures in the afternoon. While the Powder Puff Pilot scholarship covers only the morning session, applicants interested in Space Adventures are encouraged to enroll in the full-day program. Winners who have already enrolled will receive a refund for the half-day program. More information about the scholarship—including eligibility, application forms and deadlines, and session dates—is posted on www.PowderPuffPilot.com/scholarship

**MAJOR CHANGES TAKING
PLACE
TO THE CPA MOUNTAIN FLYING
PROGRAM.**

Thanks to efforts by CPA members and principal instructors, Bill Standerfer and Bill Dunn. To include new graphic capability to take advantage of new technology in graphic presentations. New routes to provide more flexibility in event of weather and to accommodate student interest in flying to select high mountain airports. The course will continue as a one-day ground school with an optional cross-country training flight with one of our credentialed mountain-flying instructors following the course.

Walt Barbo

colorado diver training l.l.c.
www.coloradodivers.org



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Colorado Pilots Association
Profit & Loss Budget vs. Actual
November 2008 through April 2009

	Nov '08 - Apr 09	Budget	\$ Over Budget	% of Budget
Income				
Advertising	100	150	-50	67%
Air Classic	40	0	40	100%
Fly-In events	0	2,000	-2,000	0%
Holiday Party	3,849	4,200	-351	92%
Interest Inc	141	180	-39	78%
Membership Dues	5,599	6,504	-905	86%
Merchandise Sales	1,737	570	1,167	305%
Mtn Flying Course	0	0	0	0%
Postage Refund	7	18	-11	39%
Scholarship Fund Donations	0	150	-150	0%
Total Income	11,473	13,772	-2,299	83%
Expense				
Air Classic - Expense	0	0	0	0%
Awards & Recognitions	453	90	363	503%
Bank Charge	0	0	0	0%
Charitable Contribution	0	0	0	0%
Flightlines				
Flightlines- Printing	2,319	2,100	219	110%
Flightlines - Admin, Bulk Mail	1,471	1,410	61	104%
Newsletter layout	500	600	-100	83%
Flightlines - Other	0	0	0	0%
Total Flightlines	4,290	4,110	180	104%
Flowers	72	102	-30	71%
Fly-In Events- expense	277	2,000	-1,723	14%
Holiday Party Expenses	3,386	4,200	-814	81%
Legal - Accounting	10	0	10	100%
Meetings Expense	43	60	-17	72%
Membership Services	600	600	0	100%
Merchandise purchases	1,494	510	984	293%
Mtn Flying Course - Expense	450	0	450	100%
Office Supplies	251	300	-49	84%
Pager	94	73	21	129%
Postage	208	199	9	105%
Printing Expenses	2,486	1,542	944	161%
Scholarships	0	0	0	0%
Tax				
Fed	982	380	602	258%
State	252	252	0	100%
Total Tax	1,234	632	602	195%
Website	102	225	-123	45%
Total Expense	15,450	14,643	807	106%
Net Income	-3,977	-871	-3,106	457%

HEARD ALONG THE FLIGHT LINE – By Walt Barbo

There was a time when I wrote a monthly column of my views related to aviation events and activities in Colorado. There is a lot of truth, however, about how little discretionary time one has as they get older and retire. Other priorities took over and I dropped out. There are a number of local issues worth talking about, however, and I trust that the readers will not mind if on occasion I drop back in. For example . . .

TOWN OF ERIE, CO WANTS ITS AIRPORT to be financially self supporting. And is frustrating over alternatives on how to increase revenues ... including options such as raising airport user fees, marketing for new aviation related commercial development, and sale of some airport land. Even the possibility of selling land underlying the cross-wind runway. With a suggestion that excess revenues could help offset revenue short-falls downtown.

Nice objective! But in need of a reality check. Experience shows that few airports with less than 500 based aircraft have any chance of becoming financially self-sufficient. True, the FAA places a burden on those airports for which it grants airport development funds to maintain a fee and rental structure that will make the airport as self-sustaining as possible. Granting of federal aid, however, is made in recognition that most airports cannot operate without financial help. As a condition of granting aid, the FAA prohibits airport generated revenues to be used for non-airport related uses. And since the Erie Municipal Airport is obligated under assurances of past FAA grants, money cannot be taken off the airport..

This leaves most airports, Erie included, in the position of having to compete with other airports for additional based aircraft and aviation related economic development as an increased revenue source. If fees are set too high, airports with lower fees entice users away. To use a visible example, it is little different than the setting of fuel prices. Traffic migrates to locations of lowest prices.

Which creates a dilemma for small airports such as Erie. Though if one looks at the economic gain to the community from its airport, over \$12 million annually to the Erie community according to a 2008 CDOT Economic Impact Study, the airport has significant value to the town even though it may operate at a small financial loss.

RELATED! ADAMS COUNTY, WHICH HISTORICALLY has contributed \$200,000 to \$300,000 annually to operation of the Front Range Airport, will increase its contribution this year to \$500,000.

ARE MUNICIPAL LANDFILLS COMPATIBLE WITH AIRPORT OPERATIONS?

Denver apparently didn't think it a problem when it located DIA within a couple of miles of one of the largest landfills in the area at 88th & Tower Rd. Its recent recognition as the airport with most aircraft bird strikes of any airport in the country should give them some cause for concern. Particularly now that another landfill is proposed just 5 miles west of the airport. Even the FAA threw up a red flag on this proposal in consideration that birds frequenting one landfill might have an interest in sampling the cuisine at the other. And create a low-altitude flyway between the two sites. The pro-

posed new site is located in Adams County at approximately 88th Ave. and Schumaker Rd. About 4 miles northeast of FTG. Sanitary landfills can be big money to the developers. Unfortunately, they are also a necessary evil. This new proposal will not go away. Expect the proponents to guarantee all kinds of safeguards . . . sufficient to gain political acceptance. Chalk up another one for the birds.

FTG BASED PILOTS TOOK EXCEPTION TO THE LANDFILL PROPOSAL at the FTG Airport Authority meeting on May 13. Bill Totten, for example, spoke on several encounters with small birds, several of which created no more of a problem than a messy clean up of his aircraft. Though one encounter resulted in a broken windscreen that had to be replaced. Another pilot testified about a large number of dead seagulls adjacent to a runway at Centennial Airport which lost out to an encounter with a departing aircraft. Not much is being reported about general aviation aircraft encounters with birds . . . though I suspect that most of us could relate incidents. Of interest, at the FTG meeting, legal counsel to the Country Commissioners, each of who sit on the Airport Authority, cautioned the audience that the commissioners could not comment on their remarks in consideration of the pending public hearings on the issue.

AN AIRSPACE ISSUE CAUSED CANCELLATION OF THE SCHEDULED FTG AIRSHOW. FTG is located just 7 miles from DIA and it initially appeared that the Navy Blue Angels could operate without impacting DIA operations. When it all shook out the FAA determined that an 8 mile radius from show center was necessary . . . which would have interrupted many scheduled flights at DIA. It would have resulted in a financial burden that no one was willing to accept. So goodbye Blue Angels. And any airshow featuring "big iron" at the airport.

[More next Month]

An Everyday Hero

Bill Hamilton

When Penny (Hamilton) set off in her "arrest-me" red convertible yesterday for the Granby Library, she had no idea that Mitch Jelniker, the news anchor for Denver's Channel 7 KMGH, the ABC affiliate, and his cameraman, would burst in on her "Penny the Pilot Presentation" for Granby pre-schoolers.

Penny does this periodically for all grades to encourage more girls to think about aviation careers. In fact, Penny has gotten a grant from the Wolf Foundation to study communications styles between genders when it comes to flight instruction. It's kinda that *Men Are From Mars, Women Are From Venus* thing, only focused on getting flight instructors of both genders to communicate better with female students. Of course, Penny's inspiration is Emily Howell Warner, the nation's first-ever female pilot for a scheduled airline who lived here in Grand County for over 17 years and kept a C-182 at GNB.

Mitch and Channel 7 were here yesterday to present Penny with Channel 7's "Everyday Hero Award." I'm unclear as to how often they do this. But I do know it is state-wide

and it's a big deal. Channel 7 is going air the segment six times in various news slots in June -- a great time to bring Grand County to the attention of potential tourists. Attached are the dates and times when Channel 7 will be airing the segments shot yesterday. The crew spent some time shooting some shots of landmarks and things around Granby.

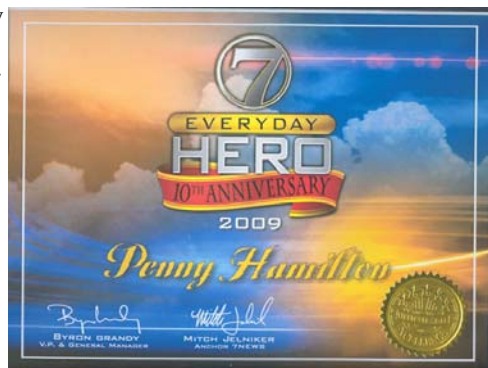


Penny was nominated by the local newspaper editor for a list of community volunteer activities that even I, who witnessed them, cannot comprehend. Not the least of which was founding the Friends of the Granby Airport, Inc. and being the AOPA Airport Support Network Volunteer for

GNB.

A couple of days ago, I was tasked with getting some of Penny's local admirers to assemble covertly at the rear entrance to the library so a bunch of us could be part of the camera ambush. For a group of civilians, I thought they did rather well. They showed up on time, they were sober, they were quiet, and they hid their cars well. Our group gathered at the gate to the patio (rear) entrance to the library. When we were sure the pre-schoolers had arrived at the front entrance and that the unwitting Penny was up there greeting them, we entered by the back gate. By slipping in the back, we achieved total surprise.

The library had set up banana and lemon bread and coffee for us back by the fire place. So, a bunch of old friends had a nice visit while we waited for the Channel 7 crew to arrive. When the TV anchor and his camera man were ready to burst in on Penny, our gang was lined up right behind them. Penny was floored. I'll attach the "Everyday Hero Award" and a photo taken with my teeny, tiny and totally inadequate camera. Some of the children are already flying. What fun! Later that day, she was back at the library to do her presentation for an after-school, K through 3 presentation.



Events & Flyins for 2009

Always check the CPA website for the latest updates and changes.

CANCELLED

June 13-14 KFTG: Navy Blue Angels, Front Range Airport
July 17-19. KSAA: Saratoga WY

CPA FLYIN SCHEDULE

June 6-7. KEAN::Wheatland WY. An old-time mountain ranch weekend
June 20-22. U87: Smiley Creek, ID. Smiley Creek, in the Sawtooth Mts near Ketchum
June 26-28. KVEL:Vernal UT- Dinosaur National Monument; Jones Hole Trail, rafting
Jul 11-12 KBJC to 06U: 33rd Denver-Jackpot Air Classic
July 3 Aug 2 KTWD: Amarillo, TX--chuck wagon dinner and melodrama "Texas."
Aug. 8 (&9) KTAD: Trinidad. one-day tour of the new historic area., golf
Aug. 15-16 KGWS: Glenwood Springs -- Hotsprings
Sept. 11-13. Marble Traditional back-country fly-in to private strip.
Sept. 19-20. KBFF: Scottsbluff NE Tour the National Monument.
Oct. 2-4. KPAN: Payson AZ - Mogollon Rim, Tonto Natural Bridge
Oct. 9-12. KHUT: Hutchinson KS Cosmosphere's Adult Astronaut Experience

Other CPA, Local & Not So Local Aviation Activities

June 13 K: WWII Era Ball and Movie
June 18 KRWL:One-day flyin to Rawlins, WY
info: john.mitchell@colostate.edu
June 20 KAPA: CPA Mountain Flying Ground School
June 20 KBJC: JAA 14th Annual Flyin
June 21-28 Channel 7 Every Day Hero segment with Penny Hamilton
June 27 CO15: Kelly AirPark Flyin
June 23-26 KAPA: Starting point for the Air Race Classic to Atlanta, GA
July 4 KCAG: Craig/Moffat Airfest
July 11 20V: Kremmling Flyin
Jul 27-Aug 2 KOSH: EAA Airventure
Aug 8 KAPA: CPA Mountain Flying Ground School
Aug 22-23 KBJC: Colorado Sport International Air Show &
Aug 29 KFTG: Classic Aircraft & Car Show
Sep 11 CO12: Van Aire Fly/Drive-in
Nov 7 KBJC: CPA Annual Meeting
Dec 13 CPA Holiday Party, Buffalo Run Golf Course

1940's WWII Era Ball

**Sat. June 13th
Boulder Airport**

See the British WWI Fighter SE5 from the Hells Angels Flying Team scene in the movie *"The Aviator"*, the BT13, the Staggerwing, as well as The "Pacific Prowler" B-25 Mitchell Bomber

The Joe Peterson Dance Orchestra, a 10-piece 1940's big band, will perform under the nose of the B25 Bomber as well as The Andrews Sisters Singers and The Timberliners 24 person barbershop chorus. We'll also have swing dancing (and lessons), wine, champagne and hors d'oeuvres.

Brandy Dew will be performing 40's style aerialist acts, there will be zoot suit swing dancers heating up dance floor under a canopy of lights as well as a Yak landing demo, a 1940's and music memorabilia silent auction and The Military Vehicle Collectors of Colorado will be in attendance with their best 1940's military vehicles and military attire!

There is also a national fly in scheduled for this event with offers to airmen (and women!) including complimentary hors d'oeuvres in the lobby, 15 cents off per gallon of gas and free overnight/weekend parking for the event (with gas purchase). Come enjoy Boulder's summer beauty at the Boulder Airport!

\$20 adv. - \$25 day of – Limited \$200 VIP Tables (4 seats/4 tickets). Tables includes wine/champagne with 40's style servers. All tickets include complimentary hors d'oeuvres.

For tickets call: 303.449.4210 or visit
www.estrojam.musictoday.com/estrojam/calendar.aspx

This event is a benefit for the 501(c)3 not for profit Decibelle Music and Cultural Festival.

Granby News

Grand County announced that the Granby/Grand County Airport Improvement project is scheduled to begin around June 1, closing KSGNB for approximately 90 days. Pilots should check the NOTAMs before attempting to land at KGNB after June 1, 2009 because of the scheduled airport improvement/construction. Please share this information.

Penny Hamilton, Friends of Granby Airport & AOPA ASN volunteer

Summer increase in runway incursion risks

Charles H. Riordan

Runway Safety Summer Initiative

Office of Runway Safety, NW Mountain Region - AJS-4NM, FAA

A beautiful May afternoon, sunset was almost three hours away. A Cessna C172 was on 2-mile final when it was instructed by air traffic control to go around for a Cessna C152 holding in position on the runway. The pilot of the 172 acknowledged, but continued to descend towards the runway. Alarmed, the controller repeated his instruction to go around which the 172 pilot again acknowledged. Finally, the 172 passed over the aircraft holding in position by 200 feet and performed a touch-and-go. In a later interview, the pilot explained that he did not know what “go around” meant; it was only its third time flying at a towered airport.

This story is representative of a recurring problem for airports, and in particular, airports that serve large general aviation populations: the seasonal increase in runway incursions during the summer months—roughly May through August. Based on data from 2001 to 2008, in a typical January there are about 55 runway incursions (RI) nationwide, but May-August average over 80 RI's per month.

What accounts for this increase? Certainly the summertime increase in traffic is one explanation; more operations mean more opportunities for mistakes. Traffic, however, is not the whole story. A breakdown of the statistics shows that most of the increase is attributable to pilot deviations. Moreover, while commercial carriers typically averaged 9-10 pilot deviation RI's per month during the 2001-2008 period, general aviation RI's tend to sharply increase during the summer months from a low of about 20 in January to an average of almost 35 per month for May-August—a 75 percent increase.

Examinations of official reports and discussions with pilots and controllers point to several underlying causal factors:

- * Lack of familiarity with layout and procedures at towered airports. Pilots based at non-towered airports who use towered facilities (for example, to practice IFR approaches) must take the time to thoroughly familiarize themselves with the airport layout, procedures, and phraseology for movement on the airport surface.
- * Pilot reluctance to ask for help when confused about their position. Anecdotal reports indicate that general aviation pilots are sometimes reluctant to ask for help when uncertain about their location. This reluctance can be exacerbated during heavy periods when controllers, busy with several aircraft or preoccupied with other duties, issue quick instructions and miss subtle cues that a pilot is unfamiliar with the airport.
- * Communication errors. Common communications errors include taking a clearance meant for another aircraft or vehicle—in particular when callsigns are similar, misunderstood communications, incorrect readback and hearback, or acting on an anticipation of a clearance. The underlying causal factor, though, can often be traced to the seasonal pilot's inexperience with proper communications procedure and surface movement

phraseology.

Faced with this challenge, the FAA Office of Runway Safety has launched a summer initiative aimed at reducing runway incursion risks. This year, the effort is targeted in selected northwest and upper mid-west states where historically the May-August increase in RI's has been the most pronounced. In the future, the plan is to expand the program across the country and incorporate the lessons learned this year.

Pilots may not always take the time to read available FAA-produced literature on runway safety, or study the Runway Safety Office website. Thus, the primary objective of the initiative is to contact as many pilots as possible using multiple methods to highlight the critical importance of runway safety—especially for pilots who do most of their flying during the summer, and who therefore may be a little rusty on surface movement best practices.

The summer campaign started with a mass mailing to pilots in specific areas within each of the targeted regions. This will be followed by an e-mail notification with links to further information, pilot's meetings, and briefings to facility and ATC management.

HOW CAN YOU HELP REDUCE THE RISK OF AN INCURSION...

Allow extra time to study the airport diagram when planning any flight to or from a towered facility. Keep a copy readily available in the cockpit. Current airport diagrams are available free of charge online at <http://www.naco.faa.gov>.

Develop a good working knowledge of standards for airfield signs and markings to help maintain situational awareness while operating on the airport. The Aeronautical Information Manual (AIM) is an excellent resource for this information. If you are uncertain about your position on the airport surface and not on a runway or otherwise creating a safety hazard, stop and contact air traffic control. Always remember "if in doubt... ask".

Listen carefully to and read back all air traffic clearances. In particular, the use of any runway, under all circumstances requires ATC clearance. Take a moment to review and clearly understand the requirements associated with "taxi to" clearances in Part 91.129. If you are uncertain about a hold short instruction or whether or not you are cleared to enter or cross a runway, stop and contact air traffic control. Always remember "if in doubt... ask".

Practice heads-up and heads-out when taxiing. Avoid any cockpit task that could be a distraction from navigating safely on the airport. Checklists, programming, and other pre-flight activities should be completed while the aircraft is stopped.

In almost all cases, breaking the chain of events that lead to an incursion can result from your efforts to reduce risk and make safety a priority. Through its summer initiative, the FAA is confident that you can help reduce runway incursion risks and enhance the fun of summer aviation.

Aviation Venture Crew 803 Fly In Pagosa Springs, Colorado

Okay, so it wasn't exactly a combat mission, and Jacob did have a little help flying the aircraft. I guess the event could be best characterized as a joy ride in the beautiful skies over Pagosa Springs with a very cool aircraft. However, with Santa Fe Top Gun instructor Ken Kalstad, an ex-navy F/A-18 pilot, Jacob did get a taste of what he might have experienced as a student naval aviator in preparation for combat, including a low angle bombing run and a couple of victory rolls.



Pagosa Springs High School Senior Jacob Haynes with the WWII naval aircraft he just flew.

The aircraft is the famous North American SNJ navy trainer, which along with its Army Air Corps twin, the T-6, was used in the training of all American military pilots during WWII. As a matter of fact, Ken's father flew the SNJ in navy pilot training in Corpus Christi, Texas in

1942 before joining a PBY Blackcat squadron for combat operations in the Pacific. The SNJ remained in service for the Navy until 1956 and was used for training missions ranging from aerobatics to carrier landing qualifications. The SNJ was released for civilian use by the early 1970's.

But why Jacob? Anyone could have paid for the ride. Jacob got it free. Did he win a lottery, or was he just at the right place at the right time. In the words of an unknown sports motivator, "the harder you work, the better your luck." Or, how about this one: "luck is when preparation meets opportunity." So I guess Jacob did get lucky. The flight was awarded by Santa Fe Gun, a Santa Fe, NM business which visited Pagosa Springs for the Chamber of Commerce fly-in weekend May 16 and 17. According to Ken, Jacob was selected for the donated flight because of his high grade point average, and his status as president of the Aviation Venture Crew 803.

The Aviation Venture organization was only recently founded by airport manager Capt. Bill McKown (USN ret.). Bill came to Pagosa Springs barely a year ago, following a distinguished career in Naval Aviation. He started the "Venture" program to give local kids a unique opportunity for exposure to the aviation industry. Bill has brought an abundance of available resources to his program to create a vibrant and challenging program that may inspire eager participants towards aviation careers, military or civilian, including college scholarship programs. Participants have learned about airport operations from AvJet FBO Manager Bob Goubitz, and recently completed a private pilot ground school given by local pilot and flight instructor Ann Kautzky. The ground school has prepared them for the FAA (Federal Aviation Administration) private pilot written exam.



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.

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