

CPA FLIGHT LINES

Volume 26, No. 8

August 2009

We have a new winner!



Tim Roberts

Jackpot 2009 - The Results and the Fun



www.coloradopilots.org



President's Message

by CPA President

Bob Kinney

Okay, so I'm sitting in the easy chair at my brother's home out in Huntington Beach on this quiet Sunday morning when I decide to check my emails. Blanche had written me and advised that I had yet to write my President's Message for the August newsletter. What!? I'd been so good about getting my message in far in advance of the monthly deadline. I guess this landscape season has been harder on me than I had realized. Oh well, two quick days in southern California, hanging with the other "fruits and nuts" must have done me some good. I'm actually taking this surprise in stride.

Mid-summer and things are pretty quiet right now. The TSA folks must be on vacation and the legislators in Washington must not be far behind. It's nice not to have pending letters to write urging "yes votes" and "no votes" to ensure our aviation future is intact. I'm going to make it easy this month and give you a very brief update on the Salida airport campground progress.

As you recall, in June, I highlighted Salida's plans to build a pilot-oriented campground right on the airport at Harriet Alexander Field (ANK). This was all done at my urging a number of months ago when I mentioned to airport board member, Patti Arthur, that there just aren't that many places one can fly to in Colorado and camp on the airport. Patti took this as a challenge and took it straight to the right people. They wasted no time in approving the project, picking a site, designing the actual campground layout, and getting started. Patti just wrote me a couple of days ago to advise that their airport manager, Carl, is well into the site grading for the camping area with his new Bobcat, and has ordered the lumber for construction of the pavilion which will have services. My wife, Shawn and I are heading down there in a week or so to spend a night on the field just to see how things are progressing. Perhaps I'll get some pictures to share.

It's exciting to see a community rally around a project like this. Since it's so aviation related I hope those of you looking for a short distance destination will consider making a stop at Salida. Visit with Carl and see what he has planned. It's for us. Let's support it 100%.

Sunshine on your wings,
Bob

Michelle Snowden Awarded CPA Scholarship Grant

Michelle Snowden, recipient of a CPA scholarship grant for the current year, is attending Colorado Northwestern Community College where she hopes to complete an Associate Degree in Aviation Maintenance Technology and certification as an A&P mechanic by July, 2010. When she met with the CPA Board at its monthly meeting on July 6, she described a less than enthusiastic interest in high school . . . which motivated her to complete her high school curricula a year in advance.

Though Michelle was committed to earning a college degree, after attending college for a semester in Colorado Springs, she realized it was pointless to continue without knowing where it would take her. So she took some time off, working at various jobs in service industries, until she discovered aviation. She attributes the deciding factor for an aviation career as a night observing technicians at the United Airlines hangar in Colorado Springs. She commented, "After that night I was convinced I was going to attend a school and get my degree in Aviation Maintenance." Which took her to the Colorado Northwestern Community College in Rangely, Colorado.



Michele Snowden and Bob Kinney

Colorado Pilots Association awards up to two grants in the amount of \$2,000 each year under its Annual Scholarship Program. The program is designed to recognize and assist high school graduates who have demonstrated ability and

dedication and who have a strong interest in pursuing an aviation related career. The program is funded primarily from donations by individual CPA members and revenues derived from the organization's nationally recognized Mountain Flying Ground School.

The scholarships are awarded in support of ground training and academics at one of four public academic institutions with aviation based programs in the State of Colorado; Metropolitan State College, Aims Community College, Colorado Northwestern Community College, and Emily Griffith Opportunity School. Funds are applied towards tuition in an aviation-related program, not including flight training, and are paid directly to the educational institution. Eligibility is limited to students planning to enroll as full time students at one of the four institutions and is further limited to United States citizens who are full-time Colorado residents.

It was a delight to make an award this year to Michelle. She shows the commitment and drive that is certain to assure successful completion of the program. Who knows, some day that little lady peering out from under the cowl of your aircraft at a maintenance shop may turn out to be none other than Michelle. Our congratulations!

Walt Barbo

‘Round the World...

CarolAnn Garrat will be speaking about her world record breaking round the world flight in her Mooney at Metro Airport. She will be speaking on August 15, 6:30-9pm at the Mt. Evans Room in the terminal building. CarolAnn will begin at 7pm.

CarolAnn flew her first trip solo around the world in her Mooney. With her most recent flight she and a co-pilot set three new world records. This flight, as well as the first one was to benefit ALS. Be sure to mark this interesting talk on your calendar.

Air Race Classic 2009

Colorado was well represented in the latest Air Race Classic with CPA members Roxie Juul (Stephanie Wells), Gretchen Jahn (Dee Bond) and Marijke Unger (Kara Pruitt). Other Colorado participants included Lydia & Caroline Baldwin and Terry Carbonell.

Bill Totten provided ground support at BJC and Karl Sutterfield was “out there baggage handler/hauler” on the road.

How Much is Your Life Worth?

Leonard Ginther, CAP

June 26th about dinnertime, the Air Force Rescue Coordination Center paged the Colorado Wing Civil Air Patrol duty officer about an Emergency Locator Transmitter (ELT) heard by over flying aircraft on both sides of the Continental Divide. During the next several hours the area around Red Table VOR was getting consistent reports from low flyers. This limited the search to a radius of about 100 miles around the Red Table VOR (DBL), making the potential search area roughly 31,00 square miles. This area takes a large amount of effort to search and multiple days to cover, even using aircraft. Weather on this evening was wide spread rain and severe thunderstorms across the state so launching an aircraft was out of the question.

Due to the mountainous terrain and the possibility of a real crash, CAP alerted the local search and rescue teams and asked for help in checking airports in the area for ELTs. After several hours and assistance from Eagle Tower, Aspen Tower, and a local radio technician, Rifle, Eagle, Glenwood Springs, and Aspen airports were ruled out. The Vail Mountain Rescue Group checked high points around Eagle. During the night they were able to acquire an ELT signal but did not locate it.

First light the next morning, a CAP aircraft launched from Montrose and within a short time was able to locate the signal to a residential area just outside Basalt. With assistance from the Pitkin County Sheriff's Office and Pitkin Air Rescue, the signal was located in a residence. The beacon was actually an Emergency Position Indicating Radio Beacon (EPIRB), the maritime version of an ELT.

The owner had replaced the 121.5 MHz EPIRB in his aircraft with a 406 MHz ELT. Somehow in the process the EPIRB was activated and probably ran multiple days. This event required the assistance of about 30 people, including one SAR aircraft and crew, the coordination of FAA controllers, multiple non-SAR aircraft, and Air Force personnel for more than 20 hours to locate this beacon. Most of these people were volunteers working on their own time to help resolve this problem.

I understand the costs involved in maintaining an aircraft. Please consider the costs involved in coordinating a search in Colorado, the time that these volunteers give from work and time off and try to imagine what this search could have cost. A 406 MHz ELT would have narrowed the search area to about 12.5 square miles. A GPS equipped 406 MHz beacon could have narrowed the area down even more.

Just having a 406 MHz ELT is not enough. About 50% of 406 MHz beacons are **not** registered. Registration provides the emergency contact information needed to expedite the search. To register your Emergency Locator Transmitters, please go to: <http://www.beaconregistration.noaa.gov/>

Please remember that the emergency contact information on this registration needs to be an emergency number, not an 8 to 5, weekday business contact. This information helps us locate owners and determine whether to alert volunteers to go out and search for an aircraft involved in a possible emergency.

I would like to thank members from Colorado Wing Civil Air Patrol, Vail Mountain Rescue Group, Mountain Rescue Aspen, Pitkin Air Rescue, Pitkin County Sheriff's Office, Eagle County Sheriff's Dispatch, Colorado Search and Rescue Board SAR Coordinators, Federal Aviation Administration, Air Force, pilots who reported the ELT signals and many others for their assistance in resolving this incident.

Tidbits....

The SkyHiDaily News link is a nice interview newspaper and web article with Bill Hamilton reflecting on July 4th and our soldiers

<http://www.skyhidailynews.com/article/2009907029994>

If you missed one of the broadcasts, the ABC-Denver 7 TV link is the posting of the June 21, 2009: Aviation Enthusiast Shares Love Of The Skies - 7 Everyday Hero News Story broadcast of Penny the Pilot story.

<http://www.thedenverchannel.com/7everydayhero/19942663/detail.html?taf=den>

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.

Newsletter Printed by

KIMCO
O N D E M A N D P R I N T E R S
4120 Brighton Blvd. Suite A21
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Phone: (303) 295-1172

Vernal Flyin
Sandy Wickham
with a little help from Bill Nettleblad



Adrift raft group, l to rt: Jeanette Gust, Pat Nettleblad Sandy Wickham, Roger Wickham, Dorothy Matthews, Frank Matthews



Rocking and Rolling with the Adrift group



Combined raft groups picture: taken by someone standing too far away.

A great trip and much fun by all - Dinosaur National Monument, rafting on the Green River, and good food. What more could you want from a CPA flyin'?

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KFTG www.beapilotdenver.com	Front Range Airport Phone: 303-261-4177

Jackpot 2009

Congratulations to all of the winners!

33rd Annual Denver to Jackpot Air Classic was a hit once again. We had great weather, new participants and had a chance to catch up with old friends.

We had a little transposition in a take off time which only came out after the results. Thanks to Dana Haglin for being honest and coming up to the Jackpot Chairs and Handicap Chairperson after the times were handed out. "We got a little tailwind but not enough to give my Cessna 210 this good of a result over the mountains." Said Dana. After going over all entries and double checking the times, we found that the take off time got transposed from 8:30:57 to 8:35:07. When all of the dust settled and the numbers were recalculated we had a new winner in the Retractable Gear, Tim Roberts. Dana came in second. The two are going to meet for breakfast and switch trophies and of course Dana will hand over the cold cash.



Fixed Gear Class

- 1st Jim Hollis, wins again even with an increase in his handicap
- 2nd Bill Totten, always on stealth mode, very consistent
- 3rd Bob Venohr, learned that leaving Karen home did not make the plane go faster



Retractable Gear Class

- 1st Tim Roberts, had a great time even though he unofficially came in second
- 2nd Dana Haglin, know what his airplane can and can't do, he will try for first next year.
- 3rd Chet Jewell, glad to have him back for the event



Turbo Class

- 1st Dave Burke, Winner once again, has participated in more air classics than all of our competitors
- 2nd Chris Verbil came the farthest (CA) and his navigator came from Texas

this year.

3rd Walt Bell, always first out at BJC.

Fuel Estimates:

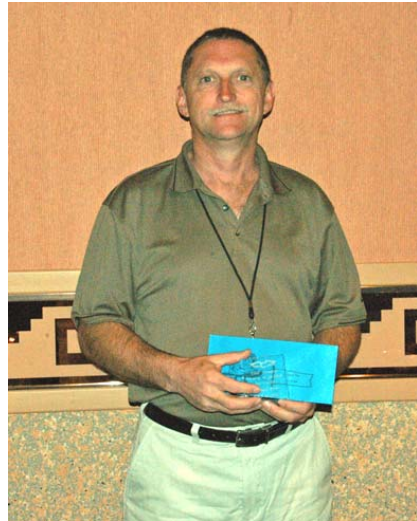
Congrats goes to Bob Venohr for guessing within .064 and coming in first, Chris Verbil was a close second with .476 off

[sorry, no photo]



Time Estimate from BJC to RKS

Sarah Dolliver with a time difference of 25 seconds after one hour and 27 minutes of flight



Time Estimate from RKS to O6U

Dana Haglin with a time difference of 36 seconds after a flight time of 1 hour and .33 minutes and 24 seconds

The ramp party started out the festivities while we waited for everyone to arrive. This year our Rocksprings timing group flew up and joined us. We then got ready for the Awards Banquet. Once again great food and lots of prizes with cash for all of the passengers.

I want to thank all of the volunteers that did such a fantastic job. This was another great year to do down in the CPA Air Classic books.

We all want to thank our special sponsors this; so remember when you need something for the airplane please consider our very generous sponsors.

Major Contributors:

Straight Flight out of Centennial
Avionics Specialists out of Fort Collins/Loveland
Daedalus Aviation out of Front Range
Aircraft Cylinders and Engines out of Greeley



**COLORADO PILOTS ASSOCIATION
2009 DENVER TO JACKPOT AIR CLASSIC**

SPEED RESULTS

CAT	N#	MAKE	YEAR/TYPE	PILOT	H'CAP SPEED	TIME DEP BJC	TIME ARR RKS	TIME DEP RKS	TIME ARR JACKPOT	TOTAL TIME	AVERAGE SPEED	% OF H'CAP
1	A	182JV	Cessna	James Hollis	136	8:33:30	10:08:50	10:45:50	12:38:55	3:28:25	131.5634	96.738%
2	A	9247X	Cessna	Bill Totten	133	8:23:15	10:03:32	10:40:18	12:35:38	3:35:37	127.1701	95.617%
3	A	878RV	Vars	Robert Venohr	183	8:27:22	9:38:51	9:38:51	11:05:55	2:38:33	172.9423	94.504%
4	A	74DW	Cessna	Keith Reagan	122	8:36:13	10:39:08	11:10:00	13:32:41	4:25:36	103.2380	84.621%
				2276L								
1	B	6688U	Beech	Tim Roberts	174	8:34:25	9:48:45	10:23:06	11:49:43	2:40:57	170.3635	97.910%
2	B	3731Y	Cessna	Dana Haglin	162	8:30:57	9:50:59	10:35:11	12:08:35	2:53:26	158.1011	97.593%
3	B	7463N	Beech	Chet Jewell	171	8:41:04	9:57:10	9:57:10	11:25:59	2:44:55	166.2658	97.231%
4	B	755T	Beech	Vern Randel	170	8:30:12	9:49:24	10:21:07	11:51:22	2:49:27	161.8176	95.187%
5	B	7390P	Piper	Sarah Dolliver	153	8:38:55	10:05:55	10:44:54	12:26:20	3:08:26	145.5157	95.108%
6	B	5640Q	Mooney	John Stover	153	9:07:36	10:47:18	10:47:18	12:40:26	3:32:50	128.8332	84.205%
1	C	231WB	Mooney	Dave Burke	172	8:25:12	9:39:01	9:39:01	11:06:48	2:41:36	169.6782	98.650%
2	C	20GF	Socata	Chris Verbil	159	8:44:52	10:06:39	10:06:39	11:45:31	3:00:39	151.7852	95.462%
3	C	63FM	Mooney	Walt Bell	177	8:24:13	9:38:16	9:38:16	11:06:52	2:42:39	168.5828	95.245%
4	C	8KM	Cessna	Carl Mattson	169	8:56:07	10:23:47	10:53:07	12:34:15	3:08:48	145.2331	85.937%

Local Author Unveils 2nd Children's Book Storybook Aviatrix Recounts Her First Solo

Powder Puff Pilot announced the debut of its second children's picture book, "Claire Bear's First Solo", written by Sue Hughes and features colorful, whimsical illustrations by Wang DaiYu of International Illustrators. The 40-page storybook features a pink-clad aerobatic pilot named Claire Bear (*Ursus Aviatrix*), who shares the trepidations and thrills of the first time she ever flew by herself - an event that every pilot remembers.

Hughes unveiled her newest children's book at the recent EAA AirVenture. Sue was stationed at the Author's Corner for 6 days and was one of the featured Storytellers on Wednesday, Thursday, and Friday.

"I created Claire as my company's spokesbear to give more visibility to women in aviation," said Hughes, the owner of Powder Puff Pilot, which publishes her children's books. "One of the missions of Powder Puff Pilot is to make aviation more appealing to girls and women. I'd like girls to know from an early age that there's a place for them in the cockpit, in the hangar, and in the tower."

The Claire Bear children's book series also helps pilots share their world with their kids or grandkids in a fun way. In the series' first book, Claire Bear presents the phonetic alphabet that pilots use on the radio (Alfa, Bravo, Charlie, etc.). "The alphabet is something kids can relate to," said Hughes. "When I take young kids for a flight, the pilot alphabet is what they remember weeks later." The follow-on Claire Bear's First Solo introduces aviation lingo such as "traffic," "tower," "hold line," and "throttle" providing a starting point for discussions with children about flying.

For more information visit www.PowderPuffPilot.com.

More About Upcoming Flyins

Aug 15-16 at Glenwood, hosted by Chuck Knuth. Chuck's attended both Airventure and the Dayton Air Show during July & August. He'll have great stories and photos at dinner.

Oct 9-12 Cosmosphere - forget *Be A Pilot* - go for *Be An Astronaut!*
Wayne Munson & Greg Reedy are ready to sign up with NASA as Mission Specialists right now.

Remember to check the Flyin Schedule on our webpage for additional details and contact information.

Night Carrier Qualifications

Part 5 of 5

"303, 3/4 of a mile, call the ball."

"303 Hornet Ball, 6.9."

With a calm "roooger ball" the familiar voice of paddles takes the edge off a little. I'm working the strongest crosswind I've ever experienced in my 25 trap career, flying the ball out the left side of the canopy, rather than through the HUD like normal. This sucks, and it's flippin' dark out here. As I fight line up I can feel the burble that the ship's aerodynamic wake puts out as I approach the ramp, and the ball reflects this as I try to fly my head through the four-foot window it represents.

The "ball" is a yellow light between a set of green horizontal datums. It represents your position to the appropriate glideslope. Above the datums you're high, below you're low. At the start of the pass at three-quarters of a mile, from full high to full low is about 21 feet of altitude. At the ramp it's about four feet. Right at the wires, each cell of the ball represents nine inches (so says paddles).

I bring on the power to stop the settle. As the ball starts to sag in close I bring on more power and in my peripheral vision I can see I'm over steel. A few split seconds and a few more power corrections as I stare down the ball staring back at a familiar WHAM and me. I touch down with a rate of descent of around 900 feet per minute, enough to destroy most other airplanes. I bend the throttles over the stops going to full afterburner, but I'm greeted with a familiar feeling of being slammed forward in my straps as I slow from 145 knots to zero in about two seconds. With the jet at a stop, and the blowers still blazing, I throttle back and hear the one thing I reminded myself not to do.

"Lights on deck." DAMN! Lights come off on deck at night. Lights on indicates an emergency and I told myself to remember that. It's just not part of the habit pattern during the day. At least not yet for me. This is all in the two seconds since I've stopped of course, but I'm still irritated. With a familiar yank backwards the wire drops away from the tail hook; I see some yellow wands giving me the hook-up sign. I roll out of the landing area, folding my wings and cleaning up the cockpit (resetting flaps, trim, my radalt, etc).

Thirty seconds later I'm sitting behind the JBD, takeoff checks partly complete, trim set, with the jet in front of me at full tilt ready to be shot. Happy to still be alive, I think about the last pass, and how I can better energize the jet, and where I need to make power corrections to fly a better pass. Then the JBD drops, and some yellow wands in the darkness start motioning for me forward onto the catapult. It's dark up there, and I have to do this about a half-dozen more times. This is going to be a long night.

LTjg. Doug Masters

Events & Flyins for 2009

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

CANCELLED

Aug. 8 KTAD: Trinidad.

CPA FLYIN SCHEDULE

JAug. 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

Aug 8 KAPA: CPA Mountain Flying Ground School
Aug 22-23 KBJC: Colorado Sport International Air Show &
Aug 29 KLMO: Longmont EXPO Open House
Aug 29 KFTG: Classic Aircraft & Car Show
Sep 5-6 KSBS: 5th Annual Wild West Air Fest
Sep 12 CO12: Van Aire Fly/Drive-in
Sep 26 7CO0: Parkland Airpark Flyin/Chili Cookoff
Oct 3 Colorado Aviation Hall of Fame Banquet
Nov 7 KBJC: CPA Annual Meeting
Dec 13 CPA Holiday Party, Buffalo Run Golf Course

Coming Next Month...

First hand reports & photos of EAA Airventure by our reporters Chuck Knuth and Nick Slabakov and a motley collection of volunteers staffing the CDOT Aeronautics Division booth.

Online Readers

Want more info? Anytime you see and underlined web link, just click on it and you'll be immediately transported to that new web page. And all in color!



Fly Mart



Serious Load & Performance: Reasonable! One-third of Cessna T-210M Centurion Reasonable way to own – Buyer's Market at \$36,000 OBO. Located at APA; Updated panel with GNS 530W, Feb 09 annual, fresh prop overhaul, Robertson STOL; fantastic performance load and speed; XM Weather, Strikefinder; TT 3280, STOH 543,
Contact Gary Tobey at 303-799-8600 or gtobey@tobeytoro.com

PARTNERS OR SALE: 1962 Mooney M20C.

Everything from firewall forward new or rebuilt. Updated panel with 201 style yokes. Two time Oshkosh winner. Hangered at Meadowlake 00V. Sale price \$65,000. **Contact** Ray Miller at 719-495-2470 or e-mail at jon2sum@aol.com.

HANGAR FOR SALE or RENT-FTG 60X72 with a 60X13.5 Bifold Door--Office and Bathroom--Radiant Heat--Insulated. \$1500 per month or \$150,000 with Financing at 8% 10years = \$1820+ \$200/ month lease.
Contact: Carl Mattson 303-884-5884

FOR SALE: Intercom & Headsets:

- (1) Sigtronics 4 place portable intercom New \$210 sell \$130.00
- (1) Hushacom portable intercom \$100 with 4 headsets (headsets usable only with this intercom)

Contact: Bill Linenberger 303-918-6452

FOR SALE: Comanche PA24-250: Factory fuel injection, twin RayJay turbochargers, 1 piece 1/4" windscreen, small nose tire, 3-blade prop, 4-place built-in O2 system, wing root fairings, 90 gal fuel tanks, oil separator, pilot toe brakes, electric trim, pitot heat, 2 VOR/GS, DME, 2 Narco MK12 radios, King transponder & ADF, Northstart M1 LORAN. Hangared at APA. I flightplan for 150 kts without the turbos. SN PS24-3678, TT 4248, SMOH 1007, new ACI cylinders (AD) 149.

Contact Larry Jones 303-934-6835 (h) or 720-229-1186(w)

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.

Don't forget the Classified section on the CPA website! You can always post to the Classifieds at any time.

Colorado Pilots Association Welcome New Member!

Vance DiPasquale
5387 N. Lariat Drive
Castle Rock, CO 80108-
0108

Bryan Lukasezck
24541 E. Ontario Drive
Aurora, CO 80016-4124

Richard Williams
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Road
Evergreen, CO 80439-7746

John Stover
40500 Valley View Court
Elizabeth, CO 80107-9220

Wallace Pond
525 Popes Valley Drive
Colorado Springs, CO
80919-7946

Steve Callery
1227 Silver Dollar Court
Castle Rock, CO 80104-
7842

Colorado Pilots Association Renewing Members

Wayne Daniels, Breckenridge
Ethan Martin, Broomfield
Megan Sayre, Bennett
Fred Gardner, Lakewood
Christopher Metscher, Denver
William Sampler, Centennial
Roger Beard, Fort Collins
Ron Lewark, Frisco
Dave Burke, Brighton
Blanche Cohen, Aurora
Chris Verbil, Los Altos, CA

John Pritchard, Lafayette
Leonard Ginther, Westminster
Bill Hamilton, Granby
Penny Hamilton, Granby
Donald Piermattei, Carr
Doug Townsend, Highlands Ranch
Roger Bates, Lakewood
Paul McCoy, Fort Collins
Jim Flohr, Parker
Blanche Cohen, Aurora

More from Drew

“No, thank you. If man was supposed to fly the Lord would have given us wings.”

”You travel by train, father, but you haven’t any wheels.”

Daughter-father exchange in the 1965 film *Those Magnificent Men In Their Flying Machines*

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Greeley

vacant

Jeffco (see Rocky Mtn Metro)

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Meeker / Rangely

vacant

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