

CPA FLIGHT LINES

Volume 26, No. 11

November 2009



*Pat Nettleblad , Astronaut Fashionista
at the Cosmosphere*



www.coloradopilots.org



President's Message

by CPA President

Bob Kinney

Wow! They've done it again. The Colorado Chapter of The Ninety-Nines, Inc., International Organization of Women Pilots recently painted a new compass rose on the tarmac at the runup area to runway 29 at Rocky Mountain Metro Airport. What a great job. It's not just the fact that they volunteer this work at airports around the state of Colorado, but they take great pride in the job they do. It truly is a work of art and I, for one, calling BJC my home for almost 40 years, want to say thanks. It's a ton of work by very dedicated people. You gals are great!

My wife, Shawn, and I took a week off of work about a month ago to drive and camp the western part of the beautiful state of Colorado. The stop our first night was the airstrip in Marble, Colorado owned by Glen and Diane Gallegos of Grand Junction. This was the first time we'd had the opportunity to see this beautiful mountain strip. Interestingly, as we drove up to the strip, which lies along a local county road, a Cessna 172 was back taxiing for takeoff. We decided it would be great to park, walk to the road that runs just west of the departure end of this grass/dirt strip, and watch the takeoff from a close perspective. What a perspective we eventually had!

With a moderately loaded 172, a quartering tail wind of about 15 knots and the 12:30 p.m. temperature in the mid-seventies, I told Shawn that this would be an interesting departure. The final, nearly fatal factor in this scenario was the fact that the pilot opted not to use the full length of the runway. He turned for his departure run about 3/4 of the way down the runway. After a very short takeoff roll, the aircraft rotated and proceeded to mush down the runway somewhere well shy of 50 feet of altitude. This continued until he was 2/3 of the way down the runway at which point, with no ground effect helping him, the mush became considerably worse. A crash was imminent and the spectators gathered at the departure end of the runway scattered in all directions. Who knows what force saved the day for this pilot and allowed him to skim over the tree tops? He narrowly missed a two story cabin 1/8 mile away and eventually continued down the valley to, presumably, his eventual destination.

You can guess my point can't you? If you're going to fly in these beautiful Colorado Rockies, TAKE THE CPA MOUNTAIN FLYING COURSE and do things right. This type of flying is safe if you've been properly trained, know your personal limits, and abide by the rules that can make your mountain flying

experience a rewarding one. If you've ever been tempted by the beauty of flying the high country please visit the CPA web site www.coloradopilots.org and look into one of the premier mountain/high-country flying courses in the nation. Although it's offered only during the summer months, you should explore the program now so you can save time next summer for this mountain flying experience. You won't be disappointed.

Finally, if you run into one of the members who serve as an area representative or cover one of the board positions, please take the time to say thanks. This year has been especially productive, AND CHALLENGING, with the many threats to our flying freedom that we've had to address, the new programs we've instituted to increase our membership and the great job being done to upgrade our, already great, web site. This is all volunteer work and some very fine people happily serve as your representatives. Look up their names on the web site or in FLIGHT LINES and make the effort to express your gratitude

. Sunny, blue skies,
Bob Kinney

Still looking for a Spare Radio

When Shawn and I visited mountain airports last month we included a stop at the Marble airstrip. We arrived just as the last airplane was departing following the CPA-sponsored fly-in this past weekend. While visiting with the wonderful owner of the strip we learned of the need for a portable two-way aircraft radio for the couple who manage the airstrip. They've had numerous requests for surface info when our people are arriving for our annual fly-in.

We're looking for someone who might have a used portable, VHF, two-way aircraft radio they'd either be willing to donate or sell for a very reasonable price so Marble arrivals have ground communications at future fly-ins.

Members can contact me at my email address twinlake1@aol.com.

NOTAMS

With all the airport construction going on these days (Granby, Front Range, Pueblo, etc) remember to

CHECK THE NOTAMS!

For example, Pueblo has "windrows" (huh?), Granby's closed, some lights out on the tower near Erie, various MOAs hot/cold, temporary towers, ILS OTS, and you never know what's going on at the 1995 ft tower by Hoyt.

Dayton International Air Show

Chuck Knuth

The center of the aviation universe roams the globe on annual and biennial cycles: OshKosh, Le Bourget, Reno, Farnborough, etc. Each of these venues has historical, industrial, or military significance that makes it a permanent part of the flying world. But when the airshow comes to town, all of aviation is focused on the dream enshrined there. Dayton, Ohio is such place.

I was in Dayton last July to attend the International Council of Airshows (ICAS) Academy and made an effort to see as much as possible in the short weekend.

The Vectron Dayton International Air Show did not disappoint. Showcased by ICAS as one of the most successful in the US, the Air Show is a far-reaching community effort. Extensive sponsorship, concession revenue and premium attendance options support a well-run non-profit organization. And an army of volunteers supports the numerous operational areas.

Despite a cold front and low clouds, most acts were able to perform, including The Thunderbirds, The Forca Aerea Brasileira Esquadilha da Fumaca (the Brazilian Air Force Smoke Squadron,) The Golden Knights, Patty Wagstaff, Sean D. Tucker, AirForce Heritage Flight, Navy Legacy Flight, and Tora! Tora! Tora! and flyovers by C-117, B-2, and B-52. The AirBoss was Gary Hays; Announcers were Rob Reider and Danny Clisham.

* The Brazilian Air Force Smoke Squadron, a 7-ship team of Embraer Tucanos, made an exclusive appearance at Dayton. The team holds the world record for inverted formation flight (12 aircraft,) and put on an impressive demonstration of formation, performance and stick-and-rudder skill. Using “The Girl from Ipanema” in an aerobatic soundtrack is something that only a Brazilian team could pull off, brilliantly.

- * Patty Wagstaff continues to deliver on her promise of hard-core, rock and roll aerobatics.

- * The Thunderbirds: we know it’s coming, but the solo afterburner sneak pass is still one of the great displays of the sound of freedom.

- * Visuals: this is a big enough show that general admission will not get you close to the flight line. Sound distribution was generally good, but there were many times when performers, guests, ground crews, etc. were the focus of the

show for some time whilst invisible to most of the crowd. Despite the cost, as air shows of this scale grow and succeed, it seems inevitable that NASCAR-style video production will come into play, complete with in-cockpit cameras, ground remotes and big screens distributed around the grounds.

At the National Museum of the United States Air Force, the guide at the information counter advised, "Keep moving and just look. If you stop to read, you'll be in trouble for time." This proved quite correct; nonetheless, vivid impressions of a superficial visit entice another trip in greater depth.

- * One of the striking aspects of the Museum is its lighting, which enhance intimacy and reality of the aircraft and artifacts. Each seems to glow with life in its own space, despite the enormous volume of the hangars. The hangars are darkened (except for the Modern Flight Gallery) with tightly-focused theatrical lights high above.
- * On display were several lathe-turned wooden wind tunnels from as early as 1916. Up to two meters in diameter and finely crafted, they were iconic of the technical context of aeronautical research in the early years.
- There is simple and overwhelming bigness: in the Cold War Gallery (one of five main exhibit areas) reside a B-36, B-50, B-52, B-58, B-1, B-2, U-2, B-47, SR-71, F-111, and numerous smaller aircraft.
- * A generous amount of care and resources have been put into the human historical context of aviation history. These exhibits include The Holocaust, Airmen's Uniforms, and Aerial Resources Mapping.
- * Audio tours are available on the museum website to download to an MP3 player in advance, a great time- and money-saver. Conventional audio tours are available for rent on-site as well.
- * One also needs more time for the bus ride onto Wright-Patterson Air Force Base (be prepared to show identification) to view the five aircraft which have served as Air Force One prior to the 747s which serve today.
- * And there is the requisite IMAX theater, currently featuring "Space Station," "Fighter Pilot: Operation Red Flag," and "The Magic of Flight."

The Dayton weekend also featured, at the National Aviation Hall of Fame (located at the National Museum,) the President's Reception and Dinner on Friday, at which many of the Apollo astronauts received the Milton Caniff "Spirit of Flight" Award; and at the Convention Center, the Enshrinement

Ceremony and Dinner on Saturday, at which Eileen M. Collins, Russell W. Meyer, Jr., James M. Stewart, and Edward H White, II were inducted into the National Aviation Hall of Fame.

The aviation history is everywhere. After the overwhelming impressions of the Air Show and the National Museum, one can visit the more intimate and contemplative settings preserved throughout the community:

- See a reproduction of the 1911 Wright B Flyer at the Dayton Airport, and begin to tally the number of reproduction Wright Flyers that exist in the Dayton Metropolitan Area. There should be a contest.
- The Wright Cycle Company Complex and Huffman Prairie Flying Field and Interpretive Center, part of the Dayton Aviation Heritage National Historical Park.
- John W. Berry, Sr. Wright Brothers Aviation Center at Carillon Historical Park
- Dayton Aviation Trail Visitor Center and Parachute Museum

Visitor Logistics:

- During the Air Show, a good place to stay is the Dayton Marriott. It's not close to the airport, but it's where the performers sleep and party (not in that order.)
- Frontier Airlines has a daily non-stop to Dayton from Denver.
- The Dayton RTA runs buses between the Air Show and the National Museum on Saturday and Sunday. Those who wish to use public transportation can access the Dayton routes at
www.greaterdaytonrta.org/pdest.asp

Links to further information:

www.vectrendaytonairshow.com
www.nationalmuseum.af.mil
aviationtrailinc.org
www.wright-b-flyer.org
www.daytonhistory.org
www.nps.gov/daav

View and/or download Chuck's photos at
public.me.com/cknuth1

The weather in Dayton was pretty skunky, so I included some media shots from the airshow website (Thunderbirds, Smoke Squadron and Tora.)

More photos at

www.usats.org/pages/07_media/mediaGallery.html

Kansas Cosmosphere and Space Center

Adult Astronaut Adventure – October 9 – 12, 2009

CAPCOM, TEAM ATHENA

GO AHEAD ATHENA

CAPCOM, FLIGHT CREW ATHENA READY FOR LAUNCH

ATHENA, CAPCOM, ROGER

...3...2...1 WE HAVE LIFTOFF OF ATHENA FALCON SHUTTLE MISSION

ATHENA, CAPCOM, GO AT THROTTLE UP

CAPCOM, ATHENA, ROGER, GO AT THROTTLE UP

With that, the Colorado Pilots Association Falcon Shuttle Mission Teams blasted off from the Kansas Cosmosphere and Space Center launch pad for an adventure unlike any we had experienced before!

Wait - let me back up to the beginning of the weekend...

On Friday afternoon, after arriving at Hutchinson, we visited the Kansas Underground Salt Mine Museum. Located 650 feet below the surface of Hutchinson, this active Salt Mine is an amazing, slightly scary, place to visit. With the sounds of dynamite blasting in the near distance, we traveled on a tram through completely black, dark tunnels. After the tram tour we were free to explore the museum.



Due to the constant temperature and low humidity, the Salt Mines are an ideal location to store such items as original film and costumes from Hollywood classics.

*[Pat and Bill Nettleblad
and Chuck and Jolene
Custer in the Salt Mines]*

On Saturday, the real adventure began - the Kansas Cosmosphere and Space Center! For those of you unfamiliar with the Cosmosphere, it is a world-class space museum and education center located Hutchinson, Kansas.

We were greeted early Saturday morning by the Commander of our weekend mission, Tom Holcomb, who escorted us to the Cosmosphere - the Cos. The Cos is the culmination of the dreams of a woman named Patricia Brooks Carey, whose vision was to create one of the first public planetariums in the central United States. In 1962, the Hutchinson Planetarium opened in a poultry barn at the Kansas State Fairgrounds. In 1980, the Cos moved to its current location and is one of the first affiliates of the Smithsonian Institution. The original planetarium is still on display.

When we arrived to the Cos, we had the privilege to meet our Mission Specialists for the Adventure, Tom, Demetree and Brett, whose knowledge and expertise of not only the Cos but of the entire Space Program, never ceased to amaze us.



Tom gave us a building tour and history of the Cos, which explained how the Cos came to be in Hutchinson, Kansas, of all places. Inside the Education Rotunda where the majority of the Adventure took place, Demetree took us on a “tour” of the Space Station. In a presentation called Living in Space, he discussed the challenges the astronauts face while spending months on end in the tight quarters of the Space Station.

We had a group of eleven adventurers, so for the next session, we broke into two groups – one group headed to the 4 g Centrifuge and the other to the Stress Challenge.

The 4 g Centrifuge simulates the G forces the astronauts are subjected to during space launches. Starting off at 2g’s and increasing to 4, the centrifuge is quite impressive.

The Stress Challenge simulates stressful situations that might be encountered during spaceflight and measures reaction time. Strapped into a chair with a three-point strap, the Stress Challenge rotates the rider from a sitting position, to a reclining position and then to an almost inverted position while the partici-

pant is subjected to loud music and the challenge of pushing a series of buttons depending on a particular set of circumstances.



*[Ed Carr
Stressing Out]*

After we were all done spinning around in circles and hanging upside-down pushing buttons, Tom took us on a tour of the Hall of Science Museum. This

museum follows a time-line from the V2 rockets and their history, all the way to the current science of the space station. The Cos is lucky to have many original artifacts from the history of rocketry and space exploration on display in the Hall of Science. Many of you may have seen the traveling exhibit of the Liberty Bell 7 when it toured through Denver. The Cosmosphere is now the home of the Liberty Bell 7 and the curators of the Cos are working diligently to create a new exhibit to showcase the space capsule and related artifacts.



*[Larry and Pat in the Gemini
Capsule]*

After lunch, we had the opportunity to visit the Curatorial Department of the Cos. Here is where the curators catalog, care for and maintain the extensive collection of the Cosmosphere museum. While we were vis-

iting, the curators were in the process of cataloging the vast amount of artifacts from the Liberty Bell 7. We were also able to take a look at some of the space suits and other collections maintained by the staff of the Cosmosphere. ["The Morgue"]

Then it was on to Dr. Goddards Lab Presentation (think Bill Nye the Science Guy), where we learned about different types of rocket fuels, complete with lots of flames, fire and explosions!



The most challenging and amazing part of our Adventure was our Falcon Shuttle Mission. The Cos has a Space Shuttle simulator - the Falcon III. It is the most realistic space shuttle simulator outside of NASA. The participants simulate launch and orbit of the orbiter, release a satellite, gain re-entry into the atmosphere and then land the orbiter via a motion-based simulator.

The eleven of us broke into three teams, Athena, MoonShadow and Moon Birds. We decided to pit the women against the men in the Falcon Mission, so Athena was the all-woman team.

Each team took a turn in the Falcon III mock-up – the trainer – before we moved on to the actual Falcon III. While a team was in the mock-up, another team flew a multitude of flight simulators and took a spin, literally, in the Multi-Axis Trainer (MAT). The MAT spins the rider 360 degrees on three axes simulating tumble-type maneuvers that may be experienced in space. The third team was busy building a robot, using ROBOTIX. The goal of this was to design a robot that would move forward and backward, turn left and right and pick up some plastic jacks, all the while being light and inexpensive in the eyes of the judge.

Then it was time for each team to board the Falcon for their mission into space. The teams each assigned their team members the position of Commander, Pilot, Payload Specialist, Mission Specialist and Payload Commander. Armed with checklists and headsets tuned into Mission Control, we boarded the Falcon. Using the checklists, we started up the Falcon, activated the cockpit controls and fuel cells, and armed the main engines. During the launch sequence, the crew is able to watch as the solid rocket boosters jettison from the orbiter. Once orbit is gained, the orbit activities begin. The crew is able to watch as the payload doors are opened and see the satellite depart the payload bay into its own orbit. After a successful satellite launch it is time to return to the atmosphere. Working together as a team, we complete the Deorbit and OMS Burn

Checklists. As we descend through the atmosphere, we see the runway straight ahead. The Commander takes control of the orbiter while the rest of the crew is busy with multiple tasks to ensure a safe landing of the Falcon III.

The Adult Astronaut Adventure is an amazing experience in education, adventure and learning team building skills. If you want to feel like a little kid again, I strongly recommend it!

The Kansas Cosmosphere and Space Center is a gem of a museum and well worth a trip Hutchinson to visit, even if you do not participate in the Adventure.

CAPCOM, ATHENA

GO AHEAD ATHENA

CAPCOM, ROLLOUT COMPLETE. ATHENA, SIGNING OFF.

ROGER, ATHENA. CAPCOM SIGNING OFF



[From left to right – Ed Carr, Bill and pat Nettleblad, Commander Tom, Todd Bachman, Wayne and Terry Munson, Nelle Barr, Larry Duane, Jolene and Chuck Custer, Harry Calvino, Mission Specialist Demetree]

Flyin Planning!

Got an interesting destination? Or a fun trip? Where do you want to go? Get ready to present it at the Flyin Planning Meeting in January. Details and “Do’s & Don’ts” in the next issue.

Colorado Pilots Association Welcome New Member!

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Lochbuie, CO 80603-5700

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Cowden Ward, Jr.
P. O. Box 328
Burnet, TX 78611-0328

Useless but Interesting Trivia

With the opening of *Amelia* in late October, Hilary Swank mentioned that she took flying lessons and intends to continue, now that the film's insurance company is not dictating her life.

Looking up other celebrities in the FAA database:

Angelina Jolie: Private Pilot (Foreign Based)- ASEL, Instrument Airplane (2006)

Leonard Nimoy: Private Pilot-ASEL, Instrument Airplane (1972)

Bill Shatner: Private Pilot-ASEL, Glider (1970)

Brad Pitt: Private Pilot-ASEL (2006)

Harrison Ford: ASEL, ASES, Multi, Instrument, Helicopter, 2 type ratings (2009)



Fly Mart



FOR RENT: INSULATED T HANGAR at Fort Collins-Loveland (KFNL) Airport.
Contact: Tom Barlow (970) 204-0508 barlowtk@gmail.com

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FOR SALE: 1976 SKYLANE-ONE-OF-A-KIND PRISTINE COLORADO AIRPLANE. Airframe TTSN 2650 Engine 1215 TTSFactoryO Gold Medallion, New paint 2002 (9.5/10) Immaculate Original Interior (9+/10), Tanis heater, Standby vacuum, Rosen Visors, S-Tec 60-2 autopilot coupled, precise airflow, BAS Retract shoulder harness, Horton Stol, Four place intercom with stereo input, New 406 mHZ ELT, Air oil Separator, Alcor 6 pt EGT analyzer, Avionics Fan, IFR 4/09, alternator and static pump 120 hrs.ago, Davtron OAT/Volt REG with Dig clocks, KMA28 audio panel, KX155/glide slope, KX170B, KN64 DME, Kr86 NDB \$85,000

Contact: Lynn Ferguson 303-651-0708 willflycessna@msn.com

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!

Events & Flyins for 2009

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

CPA FLYIN SCHEDULE

January 2010 Flyin Planning Meeting - more details next month

Other CPA, Local & Not So Local Aviation Activities

Nov 7 KBJC: CPA Annual Meeting

Dec 13 CPA Holiday Party, Buffalo Run Golf Course

Colorado Pilots Association Renewing Members

Tom Koehler, Conifer
John Huft, Pagosa Springs
Robert Beabout, Aurora
Larry Sellon, Golden
Richard Arnold, Telluride
Glenn Hetchler, Erie
Bob Doubek, Centennial
Frank Flink, Prairie Village, KS
Kent Wolcott, Colorado Springs
David Baltz, Superior
Don Boyle, Longmont

Karen Hitchcock, Highlands
Ranch
Perry Miller, Brighton
Joseph Dwoskin, Castle Rock
Rober Stout, Parker
Jack Horn, Erie
Tim Roberts, Aurora
Shane Evans, Carbondale
Dick Sargent, Golden
Grant Bledsoe, Wray
Joyce Lyle, Aurora

Don't Forget the Holiday Party Dec 17!!!

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.

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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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

& identifier (e.g. APA) _____

Applying for:

☐ Renewal or

☐ New Membership

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☐ \$38 for 2 year membership

☐ \$55 for 3 year membership

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