

CPA FLIGHT LINES



Memories of 2009





President's Message

by CPA President

Bob Kinney

It's with my warmest wishes that I hope you enjoyed a wonderful holiday season. The holidays have come and gone and it's now time to push into the dark heart of winter. The spectacle of low hanging clouds, ice, and blowing snow promises to dampen the spirit of even the most hearty aviator. As we mush through each icy blast that visits our glorious Rocky Mountain paradise it becomes obvious that doom is . . . Wait just a minute! I love the winter. It's a time of beauty. It's a period when we witness the vitality of nature. It's a glorious change in the season that makes this region so special to those of us who appreciate the freshness each season brings. Man, I love this time of year! I think I'll put on my snowshoes or strap on my skis and go visit nature. Shoot, given the right weather conditions, I may even go out and see just how spunky that Bonanza of mine can be on a crisp winter day.

How about jumping into the 21st Century? Your CPA board can help you with that. For years, your CPA newsletter, FLIGHT LINES, has been delivered to your mailbox mixed in with all your other "snail mail". I love that term, "snail mail". Compared to electronic mail delivery, it really is "snail mail". Most of us, even some of the oldest codgers, use a computer. Well, guess what! With that remarkable machine at your disposal, you can improve your FLIGHT LINES experience dramatically. Not only is the monthly edition available in electronic form a full week to 10 days before it's delivered to your home mailbox, it's in color. It's a remarkable improvement over the paper version you're used to. Visit the CPA web site at www.coloradopilots.com. Go to the newsletter section on the left side of the page and open up a whole new world of FLIGHT LINES. It will delight you.

Now comes the other portion of your 21st Century experience. Consider making your electronic version of FLIGHT LINES your personal contribution to the cause of reducing Colorado Pilots Association expenses, helping to improve our bottom line. For years, dues for membership in the CPA has remained at its current level. Your board sees no change any time soon. We do, however, recognize that for every member willing to receive their monthly copy of FLIGHT LINES by electronic delivery only, we can reduce the mailing costs that have climbed so dramatically the past few years. Won't you help us?

In the next month or two, you'll be asked if you'd like to opt for electronic only delivery of your FLIGHT LINES. Members willing to enjoy the paperless ver-

sion of FLIGHT LINES will be granting your organization considerable cost savings. And, if you're old fashioned, like me, and still want to read a paper copy, you can choose electronic delivery then print it out in color on your own printer. If you're a member with no access to a computer don't fret. You'll continue to receive the same quality paper edition as you always have. It will be your choice. . .paper or electronic.

Stay tuned! We'll announce our plans in the near future and you'll have the chance to really make a financial difference to your CPA. Until then, check out our electronic version of FLIGHT LINES today. It's great!

Don't forget the January 16 Fly-in planning meeting hosted by Dean Jaros at Rocky Mountain Metro Airport. This is your chance to get involved. Come to the meeting, even if you don't intend to host a fly-in, and become part of the process of selecting the 2010 slate of travel destinations. It's an exciting time of year and we want you involved!

Deep blue skies,
Bob

Travis Vallin



Travis has been the Director of the Aeronautics Division of CDOT for 17 years. During this time Travis, Shahn, TK, John, Christine, Scott and Kaitlyn have been strong supporters of General Aviation in Colorado and CPA. Through the years Travis has been active at the national level as an advocate for General Aviation in Colorado. It was Travis' idea to include the CPA flyer in the CDOT/Aeronautics Airport Directory. He's a frequent attendee at CPA Board meetings, keeping us current on both State and Federal issues that impact GA in Colorado. At the national level, his peers at the National Association of State Aviation Officials (NASAO) twice voted him Chairman of the organization.

After all these years it's time for new challenges, and Travis is moving on. Starting in the new year, he'll take an executive position with Jviation, a Denver company for planning, design and construction administration that focuses solely on aviation development projects at airports ranging in size from large international to small general aviation. You've seen its work at Eagle & Grand Junction, among others.

CPA would like to thank Travis for all his hard work on behalf of Aviation in Colorado and wish him well in his new position.

Compassion Flights

There are a number of non-profit aviation organizations in the Rocky Mountain area that provide medical transportation. During the 2010 year we'll highlight them in an issue of FLIGHT LINES. This month, an article by Steve Barbour, President of the Wyoming Chapter of Pilots for Christ.

Colorado and surrounding states make up a huge geographical area of sparsely populated country. As we are separated with vast miles of roads, mountain ranges, far separated cities and individual needs; it is difficult to reach anywhere without long hours spent on the 'trail!' Pilots for Christ Chapters of self sacrificing pilots and non-pilot volunteers make it their 'mission' to help those with needs that necessitate a 'time saving' mode of transportation. Possessing a desire to give of personal time and resources, these volunteers are willing to serve, selflessly and with committed hearts for people requesting assistance throughout our region.

'Pilots for Christ International are an all volunteer organization dedicated to helping patients and family members in times of emergency. Airline cost and timetables can prevent patients and close family from the care and support that is so important in times of need. We strive to share our aircraft and resources, as an aid, no matter what the circumstance, by serving all those that require convenient air transportation.'

Pilots for Christ Chapters are 'Blessed' with financial partner's that support our efforts in meeting the needs requested. That financial support is used for fuel reimbursement and associated flight cost, as the pilot/volunteers give of their time and equipment free of charge. Wyoming is the only Chapter in the region, and is in dire need of a sister chapter in Colorado. Clerical help, ground transportation, resource managers, gifted fund raisers, artist, accountant, attorneys, etc., are all people, valuable as assets to this group. Do not think that your talent is of no use for this organization; if you have the desire to serve in an aviation environment; there is a niche for you to fill. As we introduce our services to new communities, it is our desire to have you join with us. If flying mission flights is not for you, we humbly ask that you consider ongoing fiscal support, or a onetime financial gift, in order to maintain the increasing demand for missions of mercy.

Please visit our web site: www.pilotsforchrist-wy.org

Note: In later issues you'll read about AngelFlight West, Grace Flight and similar organizations in the Rocky Mountain region.

Annual Awards

Two airports received the 2009 Outstanding Airport Award from CPA. Harriet Alexander Field (KANK) in Salida received the award in recognition of the contribution to General Aviation by airport management and the local community in providing an exceptionally well-maintained facility to meet visitor needs and interests, including use of loaner cars to attend local events and activities, which makes a stop at this Colorado airport a rewarding and memorable experience.

*Receiving the award
from Bob is Bill Reeves.*



The second award went to Granby/Grand County Airport in recognition of extraordinary efforts by an airport user group, along with strong support from Grand County officials, which resulted in the revitalization and conversion of this airport into one of the most out-

standing facilities serving Colorado mountain recreational areas.

Bob & Caroline Doubek, and Bill Hamiton receive the award from Bob Kinney

Candid Shots from the Annual Meeting

thank you, Walt Barbo!



The Gang of Four: Bob Kinney (Pres), Bob Venohr (our new VP), Cindy Jewell (Treasurer) and Karen Hitchcock (Recorder).



Larry Carpenter discussing his research on WWII aviation training and crashes in Colorado.

Karen, hard at work keeping up with everything at the Annual Meeting.



Candid Shots from the Holiday Party

thank you, Torry Krutze!



CPA President Bob Kinney shown being frisked by undercover federal drug agent and CPA member Eric Jensen as Dean Jaros and Carolyn Doubek act as witnesses for future prosecution.



Mark Hopkins receives the news of Bob Kinney's pending drug arrest from Walt Barbo as Sue Burke indicates "It's no surprise to her".

More photos and complete coverage in the February issue.

Warnings About Ice, Snow & Slush

© 2010 by Drew Chithea

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We are now deep into the coldest cycle of the seasons and I have a winters' flying tale to tell. A pilot friend who retired as captain at a major airline shared an "I Learned About Flying From That" story with me. In it he recounts an experience whereby the wisdom of the day in regards to attempting flight with snow and/or frost on the wings was known, but he wanted to see for himself the extent of the effect. He learned an extremely valuable lesson...and did not kill himself in the course of this learning experience.

At the time, conventional wisdom recommended when an airplane wing was polluted with snow, frost and/or ice, the pilot should remove most of it and 'polish' any remaining contamination down to a "smooth finish". One day my friend – I'll use the false name of Wilbur to disguise the guilty in this story – found his Mooney covered with the white stuff. Saying to himself "Self, this would be a good day to do a small flight test." he removed all the snow and ice from the airplane except for one wing. On that wing he polished the frost down to a "super-smooth" finish. Accomplishing that, Wilbur taxied out and took to the skies! Well...kinda...

In regards to snow, frost, ice, slush and other contamination on aircraft surfaces, the FAA recently (Fall 2009) issued an Information for Operators (INFO) bulletin focusing on this eventuality. In short, the conclusion was any contamination adhering to the aerodynamic and/or control surfaces of an aircraft can and will seriously degrade aircraft performance to the point of imperiling flight. If snow, frost and/or ice are allowed to remain on the non-lift-generating portions of the aircraft, serious weight and balance issues can also arise. The recommendations now in regards to – and I shall use the phrase aircraft contamination - is remove it all. Nothing but paint and/or polished metal should be seen on any aircraft prior to flight.

Another problem area with "Common wisdom" nowadays in the aviation community holds that if contamination is not on or near the leading edge of the aerodynamic surface (wing and/or control surface) it will not be a negative factor. This is a false and extremely dangerous misconception. Accident investigation, follow-up research, flight-testing and experience all have proven that even small amounts of snow, frost, ice or slush can cause significant loss of lift and reduce flight controllability. Several fatal accidents have occurred where the negative effects of this were not apparent until the airplane tried to climb out of ground effect. At that point the airplane experienced uncontrolled flight from which the pilot(s) could not recover.

The word now to all savvy and aware (meaning wise) pilots is no contamination whatsoever may be permitted on an aircraft, wing or control surface before flight is attempted. The best way to detect the existence of wing and control surface contamination is by touch. Rub one's hand across all portions of the wing and control surfaces to detect anything that does not feel like bare metal, or metal when it's wet above freezing temperatures. If suspicious of a portion of the area tested, try running a fingernail or similar implement across the surface (NOT the windscreen, mind you!). If anything turns up, do not fly until it is entirely removed. Be sure to check all portions of the wing, not just the leading edge. Contamination of the aft portions of an airfoil and/or surface can still disrupt lift and impair controllability to a major degree. All contamination MUST be removed prior to any flight! It's as simple as that. THIS must become the 'conventional wisdom' in regards to this subject: No contamination at all, or no flight.

So...when my buddy 'Wilbur' took off with one wing clean and the other wing covered in 'polished' frost, how did that flight turn out?

As I accelerated down the runway the clean wing began lifting and the contaminated wing did not. I figured I could shut everything down as I had purposely chosen a long runway from which to operate. It took almost full aileron deflection before the contaminated wing began to lift off and then required full opposite aileron just to keep the wings level. I could turn only in the direction of the 'dirty' wing since the tendency was for it to drop constantly. I ended up using all the opposite aileron, aileron trim and rudder to maintain control. Lucky for me it was a clear, sunny day and the wing soon shed the remaining frost. I knew it was safe to land when all the flight controls and aileron trim were back to neutral. I decided right then there was more than I originally thought about this 'clean wing' business. Of course, I never did anything like that ever again.

Santayana wrote, "Those who do not learn from history (or the mistakes of others - DC) are doomed to repeat it. I, for one, plan to never be in Wilbur's shoes for an experience like this. He lived through it; too many others have not. 'Nuff said.

There are many websites addressing ice, frost and contaminated airfoils. For more and deeper information see:

www.aopa.org/asf/hotspot/icing.html or <http://icebox.grc.nasa.gov>

Drew Chithea is an FAA-designated Pilot Examiner and six-time Master CFI for Denver, Colorado and the Front Range with logged time in over 125 make/model aircraft. He can be reached at 303-638-7181 or through www.ColoradoSkymaster.com

Aviation Stories

Tamara Davidson has published a collection of her grandfather's stories in *Aviation Pioneers*. She's given us permission to print a few of them during the year. Here's the first.

Airmail Story:

Landing because of weather sometimes caused unexpected situations. Such as the time Frank Crismon was flying from Cheyenne to Rock Springs. All the way he would weave through snow squalls and sneak under low ceilings. He had a slight break in the weather as he passed Red Desert, but then the snow became heavier and the ceiling lower as he pressed on toward Bitter Creek. He was paralleling the highway when suddenly everything blotted out and his wheels hit a heavy snow drift. He pulled back on the throttle and rolled to a short stop in the snow covered sage brush.

Frank sat for a moment taking stock of his situation. Then he heard his name called on the radio.

"Crismon, come in," the radio crackled.

Frank pressed the transmitter button.

"Crismon here," Frank answered. "What do you want?"

"Your position," the radio responded. "Your position report."

"I am forty-two miles east of Rock Springs." The pilot reported.

"How do you know that?" Came back the natural question.

"Because there is a highway sign right off my left wing tip that says so."

Corporate Members

You'll notice The Pilot Shop (KAPA) has joined the growing list of Corporate Members of Colorado Pilots Association. Rod's store joins Rook Aviation Group, Daedalus Aviation, Skyradier Aviation, and Executive Flight Training supporting CPA.

There are many benefits to membership, such as advertising placement in the newsletter and prominent visibility on the CPA website. When looking for various services/products, please visit our Corporate Members.

Do you know an aviation-related company interested in low-cost, targeted market audience? For only \$100/year, this is a great investment!

For more info, contact Blanche at blanche@acm.org

Colorado Pilots Association Renewing Members

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Events & Flyins for 2010

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

CPA FLYIN SCHEDULE

Jan 16, 2010 BJC	Flyin Planning Meeting
July 10-11	Jackpot! Save the Date!

Other CPA, Local & Not So Local Aviation Activities

Aug 28&29 BJC 2010 COLORADO SPORT INTERNATIONAL AIR SHOW

Colorado Pilots Association Welcome New Member!

Sarah Rook
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3412 Minuteman Drive
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10 Elk Spur Lane
Keystone, CO 80435-7835

Trivia: There are 17,730 pilots in Colorado, about the same number as our other 7 regional states together! (NE, SD, ND, WY, KS, NM, UT).

idea from Bill Hamilton

CPA on Twitter & Facebook

Follow our Twitter account at “**coloradopilots**”.



Log into Facebook and search for **Colorado Pilots Association**



Fly Mart



FOR SALE: AVIATION PIONEERS, A Collection of Stories from the First Airmail and Airline Pilots, Flight Attendants and Passengers. Written by Floyd Davidson, and edited and compiled by his granddaughter, Tamara, currently a Flight Attendant with United Airlines. Ricky Davidson, followed his father and flew for United. His daughter, Tamara is the 3rd generation Davidson to fly with United.

TO PURCHASE: go to AMAZON .COM, go to BOOKS, then enter "Floyd Davidson" or "Tamara Davidson". \$12.95 plus shipping.

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AOPA News

In order for new AOPA president, Craig Fuller, to spend more time with AOPA members across the country, he has reorganized the top tier of AOPA management. Essentially, he has reduced his span of control so that two people report to him. In military terms, he has combined the functions of Operations (G3) with Intelligence (G2) into a Chief Operating Officer (COO) or chief-of-staff. The Personnel (G1) and Logistics functions (G4) are combined into a person who handles administration and finance.

The promotion of Melissa Bailey Rudinger to head AOPA Government Affairs is good news for Colorado because then, Melissa Bailey, used to be involved with a commercial balloon operation at Steamboat Springs. The Regional Rep. program comes under Melissa's division. She reports to the COO who has six other divisions reporting to him. She is a commercial, fixed-wing pilot and also has a lighter-than-air rating.

Bill Hamilton, AOPA Regional Rep. for CO, WY, ND, SD and WY.

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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