

CPA FLIGHT LINES

Volume 27, No. 2

February 2010



The Flabob - compliments of Chuck Knuth.



www.coloradopilots.org



President's Message

by CPA President

Bob Kinney

Shawn and I were hiking with close CPA friends a couple of summers ago. We were on the top of a grass and wildflower covered mountain above Dubois, Wyoming during one of CPA's fly-in events. I was overcome by the camaraderie our smaller group was enjoying that warm September morning. I thought, "What great friends we've met through the Colorado Pilots Association. I've never had closer or better friends in my short time on this planet". I swore then, if I ever had the opportunity, I'd write a few lines about this experience in FLIGHT LINES.

My initial thought this month was to write about how flying is for the "loner", you know, those who love to spend every flying minute by themselves just enjoying being away from others. They tinker by themselves in the hanger for hours on end. We've all done it. There's a certain therapy to spending time with your winged "baby". Yep, flying lends itself to that attitude well, and there's nothing wrong with it in the least, but that's not what I want to reflect upon here.

Certainly, the Colorado Pilots Association is not a purely social group. It was never meant to be. Our flight safety programs, relevant aviation-related contacts the CPA web site offers, legislative representation, and liaison with state & national aviation organizations proves



otherwise. We're an all-encompassing group with a common interest which automatically draws us together in a mutual kinship. Don't you feel a natural friendship when you discover a new acquaintance is a pilot? Look at the individuals you meet on a regular basis when on a cross-country flight. For the most part, they're people you're comfortable with and would love to be around more. Consider CPA-sponsored fly-ins as a means to this end.

Oh no! He's not going to push CPA-sponsored fly-ins again is he? Only to this extent. Fly more, meet more aviation-associated friends, and go to bed at night with a big smile on your face knowing you have a circle of flying buddies who you can count on day in and day out to help you live life. The number of times Shawn and I have left a CPA event, whether a dinner, a meeting, or a fly-in, and I've made the comment "Those are the best friends I've ever had or could ever dream of having" is sobering. It happens all the time. I'm telling you, if you haven't tapped into this pool of potential new friends and experienced the pure energy it gives you, you're really missing out. You needn't have been a CPA member for years to step into this ring of great people. You just need a smile and a willingness to try. You'll be rewarded more than I can describe here in this short column.

Now my thoughts are taking me back to that warm September morning again as I close my eyes and dream of the coming flying season when I'll, once again, be with friends as we explore other mountains together. Come join us.

Warm summer breezes!
Bob Kinney



Bob duking it out with Dean at the Party

Craig Kozak presents his proposal for a trip to the National Laboratory and the Bradbury Science Museum at Los Alamos, NM.



Nation-Wide Safety Stand Down Coming To An Airport Near You

The FAA Safety Team will host an Airmen's Safety Stand Down (SSD) day, which will be held throughout the U.S. April 17, 2010

On Saturday, April 17, 2010 at 8:00 AM at Various airports in CO

Each event will consist of several DVD presentations focusing on airmen safety, accompanied by discussions about how the topic applies to the local area; all in only 4 hours. This is a standardized event throughout the U.S. One day, one message, nation-wide coverage. More specific information will be posted on faasafety.gov as time gets closer to April.

To view further details and registration information for this event, visit:

http://www.faasafety.gov/SPANS/event_details.aspx?eid=29136

From Bill Hamilton, AOPA Rep

AOPA laments the departure of Travis Vallin from the aeronautics director post he has served so admirably. AOPA prepared something for Travis presented at the farewell for Travis at Front Range Airport on January 26th.

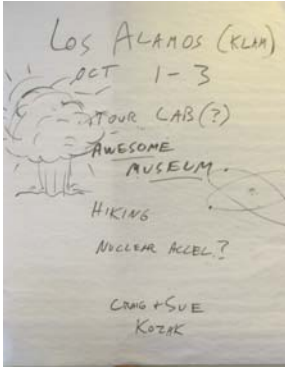
Re: Airport Noise Disclosure. Communications with CO Rep. Swalm suggest that the recent changes to the Real Estate Contract of Sale that allude to the possible proximity of an airport(s) to the property being sold are not clear enough for him. It may be that he will want to introduce legislation. Gary Tobey and I continue to keep this issue on our plates. Rep. Swalm will be at the CAO legislative reception at the Brown Palace on January 27th. We have agreed to continue our discussion of the matter at that time.

Re: Fuel Taxes. The airlines might make another run at getting the legislature to allow them to stop paying into the state aviation trust fund. We must be prepared to launch an all-out campaign against that. Again, Gary Tobey and I confer on this matter.

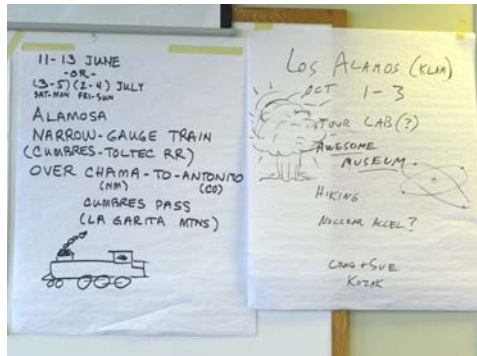
Re: Balanced Budgets. We must remain alert for any attempts to take funds away from aeronautics. We have a great economic case to make. Aviation generates \$2.141B (that's with a B) each year for Colorado's economy. Those jobs pay lots of taxes. Also, if we give the FAA \$5.00, the FAA will give us \$95.00 for Airport Improvement Projects. So, it would make no sense to take away our ability to put up the \$5.00 in matching funds. Airport construction projects need engineers, construction workers, consultants and construction materials. All those kinds of folks and the materials they work with generate taxes.

Fly-In Planning Meeting

Fly-In Chair Dean Jaros explains the rules and invites proposals for fly-ins. Over 50 people attended, some with great ideas, others to see what's planned for this year.



Some of the ten proposals submitted for group consideration showed artistic talent.



Lotar Klingmuller preparing his presentation for a fly-in to Thermopolis, WY.

CHANGES ARE TAKING PLACE TO OUR CPA WEBSITE

Walt Barbo

It has been several years since we made major modifications to our website and, though it continues to be a useful site, we felt it necessary to take the time and effort to make it more responsive to today's needs and interests. If I were to use a few words to describe the nature of the changes underway, I would describe them as a conversion to interactivity.

Take, for example, a revised menu item related to aviation links. Here we made changes to give greater recognition to our corporate members. New sections provide links to areas of interest such as Flight Planning, Weather, and select FAA sites. And significantly, a capability is built into the system allowing members to enter their favorite sites in addition to the ones currently shown on the revised site.

Similarly, the modified site will have new interactive sections including a member Photo Gallery in which members can post their favorite aviation related images. Select images will appear as a slide show on the home page. And a member communications forum will be added.

A series of interactive maps will be one of the major highlights of the modified site. The maps will feature displays such as Colorado Mountain Passes, our 14ers, Mountain Recreational Destination Airports, and on a sobering note, a map showing the location of recent fatal aircraft accidents.

While we had some reservations about the negative impact of showing mountain accident information, our website is intended, in part, as a showpiece to attract out-of-state general aviation flyers to experience the beauty that our mountain resorts have to offer. But with the reality that there are some risks associated with flight into high mountain airports and that those risks can be minimized with training and counsel on flight into those locations. Welcome to our Mountain Flying Program!

Anyway, changes to our website are a work in progress. Look in on it from time to time and let us know your impressions and suggestions.

CPA 2009 Holiday Party



What a great time! Almost 100 members and guests attended, wonderful door prizes, and, as always, Buffalo Run's great dinner. Like the centerpieces? Dean Jaros hand-made each of the 10 miniature airports with tiny control towers.

Dana & Richard Barclay with Shari Lee.



Babette
Andre, Joe
McGown
and Shawn
kinney

WHY BE NORMAL?

© 2010 by Drew Chitrea

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Today was one of those glorious not-quite Spring days in Colorado: A slight breeze, a bright sun warming body and soul, high cirrus clouds...and snow on the ground lying in the protected north sides of homes and trees. Typical Colorado – tomorrow's temperatures are forecast to be less than half of today's with more of the white stuff on the way. I took advantage of the conditions to sit on my front porch and read, enjoying the moment listening to the sounds of the neighborhood. I heard a distant wind chime merrily tinkling away, the air exploring a spruce tree...and airplane noise.

My home is strategically placed so on any given day, at almost any time, I can hear and witness the wonders of flight as each marvel of technology passes by on their way to somewhere else. After almost forty years in aviation I am still a neck-bender; I always look up when I hear the sounds an airplane makes as it wings past. I am still drawn, the way all 'air-heads' have done since before Icarus, to how birds achieve their seemingly effortless flight; even the 'rats-with-wings', the ubiquitous pigeon. Today was one of those very special days where, sitting in my reverie, I watched as a wide variety of winged craft made their way through the mile-high sky.

I observed a Cessna 172, presumably from Centennial, making the turn towards Front Range Airport. I can imagine the student and instructor as ground references are pointed out, airspace is discussed and flight is managed along with the myriad other things a pilot must accomplish while multi-tasking under a Class B airspace. And yet, throughout all the work and required duties of that endeavor, how the sky looks from their vantage point. The unique blue of the Colorado sky, the distant mountains with clouds foretelling of the coming weather change, high cirrus clouds speaking of the screaming jetstream, the light of a winter sun as it plays on the ground.

Later there came the unique sound as an airliner powered back to begin the approach into Denver International. From a distant roar to a whoosh as the engines are pulled back to almost flight idle, the mass of metal and people turned into a glider descending to the runway still miles distant. Do the passengers watch with interest as this all transpires, trying to pick out identifiable landmarks on the ground, or do they turn another page in their book or magazine trying to finish a story or chapter before touchdown and the cattle-herding towards the baggage claim begins? Most passengers grade the landing as a measure of the flight's success whereas most pilots look at the entire process, usually beginning the night before, to validate their knowledge and skill. Just

106 years from Orville's first flight and really, just 60 from the advent of true aerial mass-transit, this is still a miracle of individual talents and teamwork found in few other activities. I watched the Boeing glide by just catching the opening of the gear doors before it disappeared from view.

Then came that unique vibration and awareness that something else occupied that little corner of the air, kind of like that moment in the movie Jaws when one became cognizant that something was out there but didn't know quite what. It's the kind of powerful roar that could only come from unhushed and very powerful engines. The kind of engines that can easily push an aircraft past the sound barrier even if that craft is packing external stores. I'm speaking of a front-line fighter – the kind that when you hear the oncoming noise in your left ear you have to look quickly to your right to see it pass by. And pass by it did, on the initial into Buckley, about 750 feet overhead in a bank such that the wingtip was pointed directly at me with the rest of the wing almost invisible. I could see the pilot's mustache from underneath his helmet visor. Hey, I'm a taxpayer and a pilot; if I can start it I can fly it. I want one in my hangar. You other taxpayers can help me fuel it, okay?

The whole upshot of this special, glorious and uplifting afternoon was that, passing before my eyes, were a multitude of craft that allows us to take flight. The machinery that allows us to launch our bodies into an unnatural environment, able "...to do a thousand things..." to "go where never lark nor eagle flew..." and to return to earth safe and mostly sound. I say mostly sound because the greater majority of mankind never get to experience what we pilots experience; see what we see; go where we go. It changes us, this experience of flight. Those who do not fly do not see us as sound or normal. Being able to fly places us 'way out in the 1% edges of the bell-curve of 'normalcy'. Today, even though I was not flying myself, I was able to relive, re-experience and renew that love of flight that only pilots know. Y'know, I love being a 'one-percenter'. Besides, when I fly myself, I never have to remove my shoes.

Drew Chitrea is an FAA-designated Pilot Examiner and Master CFI for Denver 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

Welcome New Corporate Member Powder Puff Pilot!

Owned by Sue Hughes, Powder Puff Pilot is the latest addition to our growing list of Corporate Members. Check out the website at

<http://www.powderpuffpilot.com>

Events & Flyins for 2010

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

CPA FLYIN SCHEDULE

March 13-14 KEAR Kearney NE Spectacular migratory flight of thousands of sandhill cranes; they arrive at dusk, leave at dawn; interpretation by professional ornithologist.

Bob Kinney, twinlake1@aol.com 303 288-7371

April 17-18 Gateway CO. Land at unpaved strip near Gateway Canyons Resort; View many unique cars at Gateway Automobile Museum; overnight at resort.

Carl Mattson, carlmatt@aol.com 303 292-0707

May 22-23 KCNY Moab UT. Drive to Canyonlands National Park for a tour of the magnificent "Island in the Sky" motor road. Optional hikes from ½ to 5 miles.

Dean Jaros, jarosd@digis.net 970 686-1233

June 11-13 KALS Alamosa CO. Travel to Antonito to board the steam powered train of the famous Cumbres & Toltec Railroad. Ride to Chama MN over spectacular trackage.

Ray Watts, wattsray@comcast.net 970 223-6293

July 16-18 KSAA Saratoga WY. Annual Cowboy Gathering at Encampment WY; old-fashioned melodrama,; campfire jam session; cowboy poetry; chuck wagon breakfast.

John Mitchell, johnm@lamar.colostate.edu 970 484-4442

Aug 14-15 KTHP Thermopolis WY.) Old western town with famous hot springs; soak and get a massage; float the Wind River canyon; visit dinosaur digs; marvel at the rocks.

Lothar Klingmuller, Klingmuller@Alumni.Mines.edu 303 984-4469

Sept 4-6 36U Heber City UT. "Little Switzerland of the West;" hiking; Heber Valley Railroad; Swiss Days; sheepdog festival; Olympic museum; crater scuba diving.

Kevin Condroski, Kevin@Condroski.com 303 466-4801

Sept 18-19 KBFF Scottsbluff NE Old-west narrated covered wagon tour of Chimney Rock; Annual Regional Harvest Festival; Farm and Ranch Museum; Hands-on activities.
Sarah Jane Dolliver and Greg Reedy, gregeagle1@hotmail.com 303 814-3351

Oct 1-3 Los Alamos NM. (KLAM) Historic home of the first nuclear bomb; Atomic Energy Museum; Bandolier National Monument; hiking and beautiful views.
Craig Kozak, cpkozak@gmail.com 970 226-8724

Oct 16 LaJunta CO (KLHX). Fun and friendly 9 hole game--and lunch--at La Junta Golf Club adjoining LHX; "Scramble" best ball rules; All experience levels welcome!
Neil Davis, hireahoosier@yahoo.com 303 882-5642

Other CPA, Local & Not So Local Aviation Activities

June 12	KAPA	CPA Mountain Flying Ground School
July 3	KGNB	EAA 1267 Pancake Breakfast & Flyin celebrating the Grand Reopening of KGNB
July 10-11	KBJC-06U	34th Annual Denver to Jackpot Air Classic
July 26 - Aug 1	KOSH	EAA Airventure 2010
Aug 7	KAPA	CPA Mountain Flying Ground School
Aug 28&29	BJC	2010 Colorado Sport International Air Show
Sep 15-19	KRNO	2010 National Championship Air Races
Sep 18	KLHX	LaJunta Fun Day & Flyin
Nov ???	TBD	CPA Annual Meeting
Dec 12		CPA Holiday Dinner at Buffalo Run

In the News

January 21, 2010 — By the middle of the afternoon on February 8, 2010, the U.S. Coast Guard will shut down LORAN-C (LONg RANGE Navigation, variation C) across North America 52 years after the venerable ground-based area navigation system that guided boats and eventually aircraft began service. As GPS firmly established itself as the superior navigation system for most transportation modes, LORAN-C slowly became obsolete and a drag on budgets.

After funding to continue operation of the system was left out of the U.S. Department of Homeland Security 2010 budget, the Coast Guard moved quickly in setting a date for the system to shut down over the contiguous United States. A notice posted on a Coast Guard navigation website said that LORAN-C was “no longer required by the armed forces, the transportation sector or the nation’s security interests and is used only by a small percentage of the population. The decision to cease transmission of the LORAN-C signal reflects the president’s pledge to eliminate unnecessary federal programs.”

Per international agreements, U.S. participation in the Russian American and Canadian LORAN-C chains will continue.

Think you got spam now? Just Wait.

[Docket No. NM413; Special Conditions No. 25-401-SC]

Special Conditions: Boeing Model 747-8/-8F Airplanes, Systems and Data Networks Security--Protection of Airplane Systems and Data Networks From Unauthorized External Access.

SUMMARY: These special conditions are issued for the Boeing Model 747-8/-8F airplane. This airplane will have novel or unusual design features associated with the architecture and connectivity capabilities of the airplane's computer systems and networks, which may allow access to external computer systems and networks. Connectivity to external systems and networks may result in security vulnerabilities to the airplane's systems. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for these design features.

Novel or Unusual Design Features

The Boeing Model 747-8/-8F airplane will incorporate the following novel or unusual design features: digital systems architecture composed of several connected networks. The architecture and network configuration may be used for, or interfaced with, a diverse set of functions, including:

1. Flight-safety related control, communication, and navigation systems (aircraft control domain),
2. Airline business and administrative support (airline information domain),
3. Passenger information and entertainment systems (passenger entertainment domain), and
4. The capability to allow access to or by external network sources.



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.

FOR INFO: Ricky Davidson, 719 495 6705, rickyindad@gmail.com

Fly Mart is a free service provided only for CPA members.

If you have a personal **AVIATION** related item to list, please submit your ad to the *Flight Lines* editor Blanche Cohen, via email to blanche@acm.org

Deadline is the 15th of each month, to appear in the following month. Your ad will run only once unless you contact the CPA editor prior to the 15th of the following month and request the ad to run again.

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.

Newsletter Printed by

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Denver CO 80216
Phone: (303) 295-1172

Colorado Pilots Association Welcome New Member!

Rod Wagge, The Pilot Shop
(Corporate Membership)
7601 S. Peoria Street
Englewood, CO 80112-4169

Eyal Sittenfeld (Welcome back!)
6414 Laguna Circle
Highlands Ranch, CO 80130-
3348

Paul Clark
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Lakewood, CO 80401-4667

Steve Barbour
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Gillette, WY 82716-8615

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Platteville, CO 80651-7900

Tom Linn
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Denver, CO 80221-3153

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Paul Reader, Fort Collins
Cleon Biter, Longmont
John Tencer, Cedaredge
Gregory Cox, Colorado Springs
William Reed, Denver
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Online application found at www.ColoradoPilots.org

Name _____

Spouse _____

Street Address _____

City _____ State _____ Zip _____

Phone (H) _____ (W) _____

E-mail _____

Pilot Rating Held _____ Profession _____

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

Principal airport based at or flown from

& identifier (e.g. APA) _____

Applying for:

☐ Renewal or

☐ New Membership

Check enclosed, payable to CPA, to cover membership & *Flight Lines* Newsletter:

☐ \$20 for 1 year membership

☐ \$38 for 2 year membership

☐ \$55 for 3 year membership

☐ \$200 for 1 year corporate membership

CPA Hot Line 303/266-6266

Mail to: **CPA, Inc.**

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Denver, CO 80220-0911

Includes 2 free 1/2 page ads

In CPA Flight Lines newsletter.

I am interested in serving as an Area Representative for the

_____ **area.**

I am interested in serving on the following committees:

☐ Airspace

☐ Flight Safety

☐ Education

☐ Legislative Affairs

☐ Membership

☐ *CPA FlightLines Newsletter*

☐ Public Affairs

☐ Back Country Airstrips

☐ Fly-In Planning

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☐ Programs

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Long sleeve Demin Shirt \$30 + \$4 s&h

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Womens Jacket

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\$35 + \$3 s&h

\$17 + \$3 s&h

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