

CPA FLIGHT LINES



Taken at the Colorado Pilots Association (CPA) Board of Directors meeting recently in Denver are former CO Aeronautical Board (CAB) member, AOPA Regional Representative & CPA Board member, Bill Hamilton; CAB/CPA member, Joe Thibodeau; CPA president, Bob Kinney; new CO Aeronautics Director, Dave Gordon; and CAB member/Director Front Range Airport, Dennis Heap.
(Photo credit Walt Barbo)





President's Message

by CPA President

Bob Kinney

Okay, Okay, Okay! I'm not going to "cry uncle" yet. I'm not giving up on my thoughts of increasing our membership. I'm not. I'm just not!

When I took over the reigns of the CPA a year and a half ago, one of my goals was to increase our membership from the 700 members that we've sustained for several years to 800 by the end of 2009. It didn't happen. Under Judi Haglin's direction, our new Membership Committee developed a structured approach to gaining new members. Some of our plans have worked and some haven't. The bottom line is, we've failed to increase our membership base.

Terry Barbo does a great job of managing our membership records and provides the board with a monthly report. These statistics indicate that more of our new members are derived from referrals than from any other source. That's right. You heard it here. Our own membership is our best hope to increase our numbers. 46% of our new members over the past 6 months are here because CPA members drafted them. 6% signed up after a visit to our website, 4% learned of us via posters/brochures at airports and 20% came to us through our recent campaign to draft newly-certified Colorado pilots. We need to rely even more on each of you to dedicate yourselves to drafting at least one, and preferably many more, new members each year. I go nowhere without a couple of CPA's membership brochures in my flight bag or pocket, and I see to it that they find a home with a non-member whenever I can. You should do the same. You can even help by ensuring that every Colorado FBO you visit has a supply.

Help us get the CPA name out there in front of the flying community. Visit with those who have hangers near yours. Sign them up. Make conversation at FAA and AOPA safety seminars, make new friends and sign them up. Talk to your long time flying friends and sign them up. Assume that everyone you talk with in the flying community has never heard of the Colorado Pilots Association and make them members. Is the partner in your airplane a CPA member? How about the members of your flying club?

Please make a little effort and try to bring new members on board. If you don't have membership brochures, email or call Terry Barbo at tbarbo@comcast.net and arrange to get some. We can't do this without your help. Remember, if you have no brochure available yet want to encourage someone to join, have them go to our website and sign up. It's very easy.

If you bring on a new member and I learn about it, I'll buy you a drink the next time we meet. How's that for dedication to a goal?

Final thoughts:

1. Welcome to Dave Gordon as the new Director of the Division of Aeronautics for CDOT. Perhaps he'll join CPA.
2. Don't forget to sign up for electronic delivery of your issues of FLIGHT LINES.
3. The new CPA t-shirts are available for purchase on the website or by calling Terry Barbo. They're \$13 each or two for \$25.
4. Put July 3 on your calendar to spend all, or part, of the day at the newly-renovated Granby Airport. It's going to be a wild time.

Till next month.
Bob Kinney

New Director of Colorado Aeronautics Division

You may have noticed a new face on the front cover this month. David Gordon, manager of the Ft. Collins/Loveland Municipal Airport, has been named Colorado Department of Transportation (CDOT) Aeronautics Division Director. His appointment was effective April 9, 2010.

Gordon has worked in the aviation sector for the past 35 years. He served for 24 years as manager of the Jefferson County Airport in Broomfield, and since 2002 he has been manager at the Loveland/Ft. Collins airport. Gordon is very familiar with the CDOT Division of Aeronautics and its many programs. He was appointed by Colorado Governor Roy Romer to the Colorado Aeronautical Board, which oversees the CDOT Aeronautics Division, where he served from 1996-1999. He was a founding director and served on the Board of Directors of the Colorado Airport Operators Association.

In his new position, Gordon will manage seven CDOT staff members who work directly with Colorado public-use airports as well as Colorado and national aviation association to help improve aviation safety and operations.

For more information about Dave visit the CPA website and read Walt Barbo's article under the News Flashes link.

Jackpot Air Classic

SAVE THE DATE!!

WHAT – The 34th annual Denver to Jackpot Air Classic

WHEN - Saturday July 10th, 2010

WHY – Because everyone has a fantastic time.

This year is the 34th year that CPA has sponsored this event. We have flown to Jackpot every year since 1976. The Jackpot planning committee has been working on prizes, trophies and more food and fun for this upcoming classic.

SO – Save this weekend so you can come and join us. We are looking for at least 25 planes to participate this year.

IF - You have participated in this event in the past, grab a pilot friend and bring them along. Remember to share all of your winning secrets!!!

Look for the flier in next month's newsletter and the email that lets you sign up either on line or via mail.

REMEMBER

If you are a first time pilot racing this year, you can fine tune your trip and strategies for the 35th, where we are planning coolest trophies ever.

If you have any questions, please call me 720-394-1436 or email me at erichaglin@aol.com

See you on the 10th

Judi Haglin, Co-Chair Jackpot Air Classic

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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ON DEMAND PRINTERS

4120 Brighton Blvd. Suite A21
Denver CO 80216
Phone: (303) 295-1172

New VFR departure procedures at KCOS

Alan Gorski
Air Traffic Controller
Colorado Springs ATCT/TRACON

I will try to NOT make this confusing...

First, in my previous email, I didn't quite explain it well with regards to the MVA (Minimum Vectoring Altitude) and I got a few emails and phone calls asking about this. All airspace in ATC is broken up into "parts" and each "part" has a minimum vectoring altitude assigned to it. Here at COS, with the terrain to the west, we have many different "parts" thus resulting in different MVA's.

There is a piece of sky to the WEST and NW of COS that has a MVA of 11,000 feet MSL. By rule, ATC cannot vector an aircraft into an MVA if ATC assigns an altitude to an aircraft BELOW the MVA.

So in our case, we currently issue "AT OR BELOW 8,000" and have you flying westbound. Right now I can vector you for appx 2 miles west before you enter a higher MVA. Sometimes you hear us on the radio say "(callsign), Maintain VFR" What this means is that the altitude is at the pilots discretion in VFR conditions.

Also, one of the MVA's to the NORTH has now moved closer to COS and has changed from 8,000 to 8,500. Thus, you will see below a change to the initial altitude for a departure to the NE, 00V, East Practice Area, points east, points SE and towards PUB or overflying PUB. As of March 1st, the new MVA's take effect and I cannot have you at 8,000 feet when you're two miles west on a vector.

So what we have done is removed the altitudes in the clearance. We have made it much better for pilots/airplanes going SW clockwise thru NORTH when you depart COS. We will still issue you a vector when you depart but you will not be assigned an altitude. So here's what we've done....

Departing COS (doesn't matter which runway) &
course heading 170 clockwise to 010:

you will be instructed by Clearance Delivery to "Fly Runway Heading,
Maintain VFR, Dept Frequency 124.0, squawk 46xx"

When we say "Maintain VFR" the altitude is at pilots discretion.

Departing COS & course heading 011 clockwise to 169:
you will be instructed by Clearance Delivery to “Fly Runway
Heading, Maintain VFR at or below 8,500,
Dept Frequency 124.0, squawk 46xx”

Also, I mention above “on course heading...” ATC operates with airspace. COS Tower has its own airspace and COS Approach has airspace. Tower will turn you to a heading in the general direction of your flight so you can be handed off to Departure.

Example, you might want to go down HWY 115 to 1V6 and you’re departing RWY 17R. Tower may turn you to a heading of 260 and tell you to contact departure. Tower has the responsibility to separate arrivals and departures (VFR) within 5 miles of the airport. So Tower might vector a little more than you are used to seeing.

Please, please keep your scan outside the aircraft going as much as possible.

There will be arrivals approaching from over Butts Army Airfield, from the SW, West, Academy, etc. With regards to the USAFA aircraft. They have a route that departs USAFA, overflies “DEPOT” (HOME DEPOT at Academy and Woodmen) and then proceeds SOUTH climbing to 9,000 feet MSL to a point appx 3 miles NW of COS and then they will fly directly over COS airport eastbound at 9,000. On the reverse, they will be USAFA aircraft flying back to USAFA over the airport at 9,500 westbound to a point near Patty Jewett Golf Course and then make a turn and start a descent into the USAFA.

My point in all of this is to hopefully make you aware that the WEST side of COS airport, over downtown, Garden of the Gods, SW of COS, etc.. can be a congested place for traffic!

I hope this explains what we are doing and why. I tried to leave out a lot of the “why’s” and technical stuff that we apply for these rules but I wanted to at least try to explain why the changes and help you have the information before the effective date. Expect controllers to still say the at or below 8,000 but every controller is being taught and briefed on this now. Some of us have been saying at or below 8,000 for 15 years or more. I expect pilots to do the same so we’ll all work together and get things right.

We are a team (ATC & Pilots) out there and I can honestly say that working at COS has been one of the best environments to work in out of the four ATC facilities I’ve been at in my career. If you have any comments or questions,

please feel free to call me at 719.651.8476 or drop me an email back. If you have any complaints, please know that our complaint department is permanently closed and is no longer accepting these messages. :)

Thank you for your cooperation and assistance in working with ATC and making the skies safe for all to enjoy! If you're interested in seeing what the "bible" for Controllers is, here's a link to the newest version of the 7110.65 or as we call it, "the point sixty-five."

<http://www.faa.gov/documentLibrary/media/Order/ATC.pdf>

Alan

HOW CHECKLISTS CAME TO BE

Drew Chitica

Note: This story came to me via the internet. I checked some facts at Google and Snopes. It appears to be a factual telling of the tale; I present it here offering with it the proverbial 'grain of salt'.

30 October 1935
Wright Airfield
Dayton, Ohio

The U.S. Army Air Corps held a flight competition for airplane manufacturers, looking for submissions to build the 'next-generation' long-range bomber. The competition was not expected to be competitive: Boeing had, in preliminary tests, trounced the competition with its aluminum-metal alloy Model 299, handily beating the offerings from Martin and Douglas. The Boeing could carry 5 times as many bombs as the Army's specifications, doing so much faster and to top things off – almost twice as far. Clearly, it had virtually everything going for it. A Seattle newspaperman nicknamed the plane "The Flying fortress" and the name stuck.

A small crowd of Army brass and manufacturing executives were in attendance as the Model 299 taxied out for takeoff; sleek and impressive, with 103-foot wingspan and four engines instead of the usual two. The plane roared down the runway, lifted off, climbed to 300 feet, stalled off on one wing, and then crashed in a fiery explosion. Two of the five-man crew died, including the pilot, Major Ployer P. Hill (Hill AFB, Ogden, UT is named for him).

An investigation revealed no mechanical malfunctions and was deemed "Pilot Error" in the final report. The Model 299 was substantially more complex than earlier aircraft, with the pilot required to attend to retractable landing gear, new

wing flaps, electric trim (needing adjustment at the various flying speeds), four engines, constant-speed propellers whose pitch was hydraulically actuated, in addition to many other innovations of the time. While managing all of this, Major Hill had forgotten to release the new locking mechanism on the elevator and rudder controls¹.

The Boeing Model 299 at the time was deemed “too much airplane for one man to fly.” and the Army Air Corps went with the smaller Douglas design as the winner. In spite of that, the AAC purchased several Model 299’s from Boeing (thereby saving them from bankruptcy) to be used as test craft. Some insiders remained convinced the airplane was the best thing going, so a group of pilots got together to brainstorm the problem. More training was considered, but if a highly trained pilot such as Major Hill – who had been the AAC Chief of Flight

Testing – had problems, more training was not the answer. Instead, they came up with an ingeniously simple approach; they created a “Pilot’s Checklist”.

Included were step-by-step checks for all operational phases; starting, taxiing, takeoff, flight and landing.



In the early days of flight, getting an airplane into the air was a matter of “Kicking the tire and lighting the fire”². Using anything like a checklist would no more occur to a pilot than to a driver backing his car out of a garage. BUT...the complexities of the Boeing Model 299 made leaving things up to the mind and memory of the pilot, however experienced, ‘way too complicated. With checklists now on board and required for use, the other Model 299’s were flown for thousands of miles and hours with never another accident. The AAC ultimately ordered almost 13,000 of the planes, now named the B-17. The rest of the story of the B-17 is history. But from the initial tragedy in the development of this legendary icon of aviation, came the bound pages to which all pilot’s should – and must – refer during all phases of aircraft operation...the checklist.

Truth is stranger than fiction...

Contributed by Bob Kinney

Fighter jet in cornfield...1970, while assigned to the 71st FIS at Malmstrom AFB, Montana, its pilot ejected during an in-flight emergency. The pilot somehow got himself into a flat spin -- considered generally unrecoverable in an F-106 and he did what the flight handbook said to do -- get out of it, i.e., eject.

After the pilot did just that, 58-0787 recovered itself from this "unrecoverable" situation. In a vain attempt to break the spin, the pilot had lowered half flaps, rolled in takeoff trim, and throttled the engine back to an approach power setting.

After the ejection, the aircraft recovered from the spin on its own, and established a wings level low rate descent under reduced power to the ground. Ground effect broke its rate of descent, and it settled into a near-perfect gentle belly landing in a farmer's snow-covered cornfield.



When the local sheriff came upon the scene, the engine was still running. The aircraft was situated on a slight incline, and was creeping forward slowly under the thrust of its still-running engine, as the snow compressed to ice under it. Concerned about where it might be headed, the sheriff didn't think he could wait for the recovery team to get there from Malmstrom which was about 50 miles away; so he got himself connected to the aircraft's squadron for engine shut down instructions before he entered the cockpit to secure the engine. The attached photos show pretty much what the sheriff beheld on that fateful day. A depot team from McClellan AFB recovered the aircraft and it was eventually returned to service. When the 71st FIS was disbanded in 1971, 58-0787, now famously known as the "Cornfield Bomber, was transferred to the 49th FIS, where it finished out its operational service life.

Pilots of the 49th FIS would occasionally run into ex-71st FIS guys at William Tell and rag them unmercifully about the "emergency" so dire that the plane landed itself.

58-0787 is now on permanent display in its 49th FIS markings at the USAF Museum at Wright Patterson AFB , where its story is told in the exhibit.

While the 49th FIS Eagle jocks are reportedly glad to see their squadron immortalized in this way for millions to see, they would prefer to see it made more clear that it was the 71st, and not one of theirs, who jumped out of this perfectly good aircraft.

This Is Further indication that the Air Force has a perfect record....
They Have Never Left One Up There.

Colorado Pilot Wins National Grant

CPA member Dr. Penny Hamilton was recently awarded a Wolf Aviation Fund research grant to partially fund national research to conduct in-depth interviews with female general aviation students and pilots regarding their flight training experiences.

According to the Federal Aviation Administration (FAA) only 6% of almost 700,000 active pilots in the United States are women. "Why? That is the big question," said Dr. Hamilton. "This research project is looking at what barriers do women experience and how might their success rate be improved." Visit the web site related to the research www.teachingwomentofly.com to learn more. The Alfred L. & Constance C. Wolf Aviation Fund promotes and support projects which will advance general aviation knowledge. Learn more at www.wolf-aviation.org

Penny is a founding Board member and current volunteer secretary of the Friends of the Granby Airport and the Airport Support Network Volunteer for the Aircraft Owners and Pilots Association. She is a member of the 99s, Colorado Aviation Historical Society, Colorado Pilots Association and Women In Aviation International.

Colorado Aviation Trivia

In the past 6 months, 142 Colorado Student Pilots successfully completed all requirements and became Certificated Pilots!

Events & Flyins for 2010

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

CPA FLYIN SCHEDULE

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 NM over spectacular trackage.

Ray Watts, wattsay@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 KLAM Los Alamos NM 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 KLHX LaJunta CO 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

May 15	18V	Lafayette Foundation Fly-in & Speaker Series
June 12	KAPA	CPA Mountain Flying Ground School
June 19	CO12	Van Aire Fly-In & Open House for CPA
June 26	CO15	Kelly Air Park Fly-In Breakfast
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 20-22	KCAG	Hot Air Balloon Festival
Aug 21	KFTG	6th Annual Front Range Aircraft & Car Show
Aug 28&29	KBJC	2010 Colorado Sport International Air Show & Rocky Mountain Regional Fly-in
Sept 4-5	KSBS	Wild West Air Fest
Sep 15-19	KRNO	2010 National Championship Air Races
Sep 18	KLHX	LaJunta Fun Day & Fly-In
Nov 6	KBJC	CPA Annual Meeting
Dec 12	CPA	Holiday Dinner at Buffalo Run

Rocky Mountain Regional Flyin

&

Colorado Sport Intl Air Show

Aug 28 & 29at Rocky Mountain Metro (or, the Airport Formerly Known as Jeffco). Don't forget in addition to the air show, it's also a Fly-In! For more information, check out the website at www.rmrfi.org.

Colorado Pilots Association Renewing Members

Larry Ramsdell, Denver
Michael Kellam, Estes Park
Mark Stevenson, Lyons
Karl Mickelson, Colorado Springs
Graham Hainbach, Lakewood
Jim Custis, Denver
Stan New, Foxfield
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Paul Staby, Durango
Delbert Miles, Greeley
Michael Myshatyn, Eaton
Michael Boyd, Broomfield
Michael Pierson, Fort Collins
Lucile Bledsoe, Wray

Colorado Pilots Association Welcome New Member!

David Bybee

Mile High Aircraft Cover, LLC
6793 W. 98th Circle
Westminster, CO 80021-5418

Richard Fleenor

770 Galena Street
Aurora, CO 80010-3922

Mike Snider

298 Camino Del Mundo
Fort Collins, CO 80524-8945

Mary Hermann

3473 Stearman Lane
Crawford, CO 81415-8301

William Copp

16282 Parkside Drive
Parker, CO 80134-3744

Eric Nonamaker

4946 Durasno Terrace
Colorado Springs, CO 80911-1229

Douglas Stewart

1705 Foxfield Drive
Castle Rock, CO 80104-9483

Richard Durden

27987 Richmond Hill Road
Conifer, CO 80433-6206

Mike Anson

1050 Lecuyer Drive
Craig, CO 81625-1435

David Rossi

1208 Energy Street
Gillette, WY 82716-1208

Bill Boerder

1668 S. Humboldt Street
Denver, CO 80210-2743

James Wood

11853 Wyandot Circle
Westminster, CO 80234-2411

Allen W. Hill

28057 Railroad Street
La Junta, CO 81050-9414

Robert W. Cherry

512 E. County Road 30
Fort Collins, CO 80525-9303

Paul Hinton

16538 Chesapeake Drive
Broomfield, CO 80023-8076

Vintage Aero Flying Museum (18V)

Lafayette Foundation

Speaker Series: Emily Howell Warner

May 15 @ Noon

Free Brats & Hotdogs

RSVP 303-502-5347



Fly Mart



PARTNERS OR SALE: 1962 Mooney M20C. Everything from firewall forward new or rebuilt. Updated panel with 201 stlye yokes. Two time Oshkosh winner. Hangered at Meadowlake 00V. Sale price \$60,000.

CONTACT: Ray Miller 719-495-2470 (H), 719-649-2663 (C)
miller1991@q.com

FOR SALE: T-6 Texan Cowling: Upper right ring cowl and accessory section panel - each with machine gun channel. Good condition, but with couple of small dents. Would be \$3000 and \$1000 new, respectively - asking \$2000 for set. **CONTACT:** Bill Reed (303) 321-0836 until May 10, or williammreed@yahoo.com any time.

FOR SALE: One-half interest in 60' by 60' Centennial (APA) hangar built in 1994 - Wilson bi-fold door 50' wide by 18' high - insulated - bathroom - separate utility sink - compressor - locking cabinets and desk on each side - radiant gas heat with thermostatic control - well lighted - ample exclusive signed parking on street side adjacent to service door - spare brand-new-in-box hangar door motor. Great location and co-owner. Asking \$150k. **CONTACT:** Bill Reed (303) 321-0836 until May 10, or williammreed@yahoo.com any time.

FOR SALE: RV-7 180 HP Aerosport - CS – Hartzel, D-180 – Trutrack autopilot – PMA 8000, 430 W, A-200 - 327 Transponder, Leather Interior, Approximately 90 hours T.T., A.F and engine, This is a show quality RV. To see pictures: SCCEAA.com, Hangered at MVI (Monte Vista, CO), Lost medical, **CONTACT:** Jack 719-657-2770 , \$115,000 or best offer

Remember - CPA members can post For Sale and Wanted on the Classified section on the CPA website at any time.

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 to run again.

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

CPA DIRECTORY

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720/940-6588 (W)
RBraun2000@yahoo.com

Burlington / Eastern Colorado vacant

Centennial Airport - Bob Doubek
303/771-8148
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Colorado Springs - Bob Figgie
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c185guy@aol.com

LaJunta vacant

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Patricia.Spears@comcast.net

Meeker / Rangely vacant

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970/323-0315 (H)
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