

CPA FLIGHT LINES

Vol 31 Issue 2

February 2014



Mount St Helens from a Tri-Pacer



www.coloradopilots.org



President's Message

CPA President

Ann Beardall

Filling seats at fly-ins

The annual fly-in planning meeting was held on January 11th; Bob Kinney, VP and fly-in planner extraordinaire will have more details of the meeting

later in the newsletter and posted on the CPA website calendar. In a nutshell, the meeting was well attended and the plans for all the 2014 fly-ins look to be very fun and interesting. It was noted however, that it seems to be some of the same folks who host and plan the events year after year. My hat is off to the fly-in veterans! And a huge THANK YOU for continually supporting CPA and taking us to some really great places! To those of you, like me, who are still novices at the whole fly-in thing, it's time to take the challenge and commit to GO! It's also time to consider moving from the sidelines and not only committing to go, but to also inviting someone who may not be a member, or who may not have access to a plane for one reason or another, to go along as well.

It is amazing to me that so many of the people I see at the airport every week, are not members of CPA, not only that, most either don't know there is a CPA, don't know who we are or what we do or have just never really been interested in taking the steps to sign up as a member. I strongly believe that this year, with the addition of the hangar fly-in/potluck events, we will elevate the visibility of the CPA and mobilize a number of folks who have been sitting quietly on the sidelines.

It is our goal to add a monthly hangar fly-in/potluck event to the calendar and to spread these events to locations across the state. We are currently looking for hosts at several airports including Grand Junction, Colorado Springs and/or Pueblo. The first potluck party was hosted by Walt and Terry Barbo last summer at FTG. The event was very successful and brought together approximately 100 people. Since these are one day affairs, they are a great opportunity to bring someone along with you. We are currently working on the mechanics of being able to help match those who want to fly/drive with those who have seats. I would encourage you to simply make the offer to someone around you.

It really is time to open up and get to know our aviation community better. There is so much knowledge and experience among the aviators in Colorado. We are rich with history, great pilots, historians, contributors to advancement in

technology and veterans of all kinds. There are a number of groups and clubs who have phenomenal projects underway to restore and protect historical planes and artifacts. Others who are working diligently to teach and train upcoming aviators and all of us share one common thread, our love of all things that fly. My challenge to all of us is to reach out, pitch in and help make 2014 a great year to be part of aviation in Colorado.

Fly safely out there!

CPA Soars at Student Career Expo!

Paul Rupprecht, Education Chair

Members of the CPA Education Committee provided several students insight into aviation careers at the Career Connect 8th Grade Expo held on November 13, 2013, at the Douglas County Fairgrounds. The Expo was attended by over 5,200 8th grade students bussed in from the several schools in Douglas County.

The CPA booth was an immediate success after setting up before the 8:00 a.m. start time and the student crowd never let up at our booth until the Expo ended at 2:30 p.m.



As the CPA booth was one of the biggest draws at the Expo, students interested in aviation careers were able to pilot various aircraft with a three monitor flight simulator using a side stick. While waiting to fly the simulator, Walt Barbo, Ed Cutler, Romana Stueckrad, Paul Rupprecht and Joanne Rupprecht gave several 8th grade students the opportunity to discuss careers in aviation, including careers as pilots, engineers, flight attendants, maintenance technicians, air traffic controllers, airport managers, investigators and inspectors. Many of these students walked away with a better understanding of how to pursue the aviation careers of their choices.

The Expo administrator complimented the CPA for participating in this year's Expo, especially since the Expo in years past did not have representatives from the aviation community.

Cold Weather Piston Engine Starts

Summary of Rick Durden's article, AvWeb

A few days ago, we emerged from a polar vortex that drifted south — a textbook example of what those things do from time to time. The associated cold managed to get the media into full cry and revived all of the “how cold is it?” jokes. Judging from Internet aviation forums, it also got a lot of pilots concerned about starting their airplanes and raised the pertinent seasonal question as to what is “cold” for a piston engine. At what temperature are you risking damage to your engine if you start it without some sort of preheating?

Good news: there is definitive guidance on the subject from the engine manufacturers — Continental Service Information Letter 03-1 (<http://www.tcmlink.com/pdf2/sil03-1.pdf>) and Lycoming Service Instruction 1505 (<http://www.lycoming.com/Portals/0/techpublications/serviceinstructions/SI%201505%20%2807-01-2002%29/Cold%20Weather%20Starting.pdf>). Bluntly, if you want to get the straight story on what constitutes cold for your engine, as well as what to do about it, those publications are worth study.

No need to panic ... this year

A new \$1.1 trillion federal budget bill passed early January includes \$140 million to ensure all 252 contract towers will stay open -- at least through Sept. 30, the end of the fiscal year. The tower staffing became uncertain during last year's budget battles, but a planned shutdown of 149 of the towers was averted when the FAA was allowed to shift funds from other programs. The funding for next year remains uncertain. "Some people may say it's case closed, but in the back of our minds, we're always thinking ahead," said Peter Moll, director of the Wittman Regional Airport, in Oshkosh, Wis. "We're excited there's funding included, but this could be coming back up again next year."

Newsletter Printed by

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Here's a story....of what NOT to do. (a bit of a rant)

[Ed note: Posted on aviation website by current ATC Controller. Author is being vague to protect the guilty. Apologies in advance if the post seems a bit...snarky. Not Denver Class B]

Busy class B airport reporting IFR weather. Bad IFR weather. 700 foot ceilings, 3/4 mile visibility blowing snow, IFR weather. Nearby reporting stations report the same weather. PIREP's all morning talk about moderate icing in the climb with tops near FL250. Only the air carriers and biz jets are flying in this muck today. ATC doesn't see VFR targets or light GA aircraft on a day like today.

Our flight data coordinator has a few proposal strips (aircraft that filed an IFR flight plan but haven't gotten a clearance) for our surrounding uncontrolled airports. All day long they've been timing out. Most likely people deciding it's better to wait a day instead of trying to brave this muck. No big deal. After seeing how bad the weather is, it's a smart decision.

We observe an aircraft depart an uncontrolled airport away from our primary airport on a VFR code. The "VFR" aircraft departed heading towards several aircraft vectored to an instrument approach. We (the entire radar room) observe the aircraft turn to the north, then to the west, and then the southwest all while flying about 500-1000 feet below our minimum vectoring altitudes.

Turns out this aircraft was one of our proposals, a Colombia going a few states away. The aircraft calls up our departure/satellite controller and asks for an immediate IFR clearance. Since the flight strip with this aircraft's information is at flight data (a 30 foot walk away), the departure/satellite controller told the aircraft to maintain VFR and stand by.

The pilot said in response, "just out of curiosity, what minimum vectoring altitude do you guys have to use out here?" The departure controller told him the MVA, and re-stated to the pilot to maintain VFR. The pilot responded with a simple roger (but magically climbed up to the MVA altitude).

After about a minute, controller gives the IFR clearance, ships aircraft to next sector, and a room full of controllers have great fodder for conversation. One guy mentioned how that could have turned into making the news easily, which led me to write up a few things we talked about:

<rant begins>

1) ATC don't like stupid. Stupid hurts. Stupid can kill. The time you save by departing into marginal, or (worse) into IFR conditions can create a huge dis-

traction for you. You can hit stationary (obstructions) or non-stationary (aircraft) objects. Contrary to belief, ATC isn't sitting here with your flight plan ready, just itching for you to call so we can issue a clearance. We got stuff to do, like keep planes already in the system from hitting each other. But when you do stupid, you distract us from what we got to do. Because now we do what little we can to make sure your stupid doesn't kill.

2) When the stupid urge hits you, asking "innocent" questions tells us, "Hi! I'm stupid! I'm in the soup and I know I can't maintain VFR. But I'm gonna be crafty stupid and ask a 'curious' question so I don't kill myself!" When the weather is marginal or hard IFR and we are asked for a "vector to the airport" or "what's your MVA" we know you aren't curious. We ain't stupid.

3) Stupid not only kills, it creates anarchy. The ATC system works because it's orderly. When you call for clearance on the ground, we find a spot for you in the system. Granted, on a snow day, a small delay could allow snow to accumulate on your wings. Taking off VFR into hard IMC could take care of the snow issue, but now you're flying blind and hoping the controller isn't busy. Turns out, the controller wasn't busy - this time. 10 minutes earlier, he was up to his neck in airplanes. Lucky timing.

And last but not least...

4) When you are stupid and it works, it's blind luck. We could call it "stupid" luck. But it's nothing more. As stupid luck goes, this Columbia was 2 miles from getting into an Airbus 320's grill if he kept climbing. Keep being stupid and luck runs out. When it does, your stupid might take you out. If your stupid luck runs out the wrong way, it might take an A320 with you.

Please. Pretty please. Take the extra five minutes. Use some cell minutes. Do it the right way.

Or if weather is a factor, just don't go.

Thanks.

</rant>

NTSB Releases Top 10 Most Wanted List of Transportation Improvements for 2014-Excerpts

The National Transportation Safety Board today released its 2014 Most Wanted List, the top 10 advocacy and awareness priorities for the agency for 2014, which for the first time includes improving operational safety in rail mass transit.

Millions of Americans rely on commuter rail, subways and light rail for their daily commute. The NTSB in just the past year has opened investigations into accidents involving MTA Metro-North Railroad, Chicago Transit Authority and the Bay Area Rapid Transit. And there are still open safety recommendations to the Washington Metropolitan Area Transit Authority stemming from its fatal crash in 2009.

In numerous accident investigation reports on mass transit, the Board has repeatedly identified the need for safety improvements, particularly with regard to safety culture and operational practices, in systems providing light, heavy and commuter rail.

"The traveling public relies on a safe and efficient transportation system. Yet, every year, we see over 35,000 fatalities," said NTSB Chairman Deborah A.P. Hersman. "That's why we have the Most Wanted List: Steps we can take today, so that more people make it home tonight."

Helicopter operations has been added to the 2014 Most Wanted List. Between January 2003 and May 2013, 1,470 helicopter accidents have occurred, with 477 fatalities and 274 serious injuries. The U.S. civil helicopter industry continues to see overwhelming growth and demand for emergency medical services, law enforcement support, electronic news gathering, offshore oil and gas support, as well as a variety of other applications.

Occupant protection is also new for 2014. While preventing accidents is always the goal, saving lives and reducing injuries in the event of an accident is also critical. Increasing the use of available occupant protection systems and improving crashworthiness to preserve survivable space can mean the difference between life and death.

Distraction: Accident investigations and safety studies conducted by the NTSB in all modes of transportation underscore the dangers of using portable electronic devices while operating a car, train, plane or marine vessel. In addition to banning the use of these devices while driving, education and company policies help to reinforce laws and regulations by explaining the dangers of distraction and what companies expect from their employees.

General Aviation: Identify and communicate hazardous weather. A frequent cause or contributing factor to general aviation accidents is a failure to recognize or take appropriate steps to avoid hazardous weather. The NTSB investigated a total of 1,466 general aviation accidents in 2011, resulting in 444 deaths.

Just for Grins....

Not to endorse any flight planning software, but if you had ForeFlight on your iOS device during Christmas, you may have seen very specific weather summaries on the METARs.

METAR		 VFR	5m ago
TAF	>	Winds 160° at 12 - 18 kts	
Winds aloft	>	Visibility 10 sm	
		Clouds Sky clear	
		Weather Flying reindeer	
		Temperature 7°C (45°F)	
		Dew Point 0°C (32°F)	
		Pressure 30.22 in Hg	
		Humidity 61%	



Russian jumper as he leaves a USAF jump plane.

2014 Fly-in Schedule Announced

The annual CPA Fly-in Planning Meeting is now officially in the log books. The Saturday, January 11, 2014 meeting, was held at Rocky Mountain Metro's Terminal Building. The 25+ CPA members in attendance enjoyed a sampling of Shawn Kinney's homemade cookies while hashing over the various fly-in events being presented for consideration. Although, as of this writing, the final schedule isn't set in stone, most of this year's fly-in events are on their way to the active planning stage by each fly-in sponsor. Hotels & motels have to be contacted, restaurants arranged for, rental cars scheduled, and happy hour locations selected. Watch your FLIGHT LINES for each event as it draws near.

A dozen CPA members from around the state stepped forward with ideas to entice their fellow members to part with a few dollars, and some of their time, to join them for some aviation-related fun. See if something on the Calendar and the enclosed flyer catches your eye. Won't you join us?

Call or email Bob Kinney if you're interested and have questions. He's a friendly sort of guy who'd love to talk fly-ins with you but be forewarned that he'll also pressure you to give a fly-in a try if you haven't already.



Bob Kinney & Flyin Planning attendees working on the schedule.

Calendar of Events

Always check the CPA website for any changes to the Calendar

** Indicates New or Updated event*

CPA Flyins

Apr 26	EIK	Potluck Lunch: Drive/Fly
May 17	FTG	Potluck Lunch: Drive/Fly
May 31	SKX	Float trip thru the Rio Grande National Monument
Jun 13-15	VTN	Float the Niobrara National Scenic River.
July 18-20	KST	Annual Amelia Earhart Festival
Aug 15-17	BYG	Old west town & nearby Bighorn Mountains
Aug 23	DDC	Boot Hill & museum, the Gunfighters Wax Museum.
Sep 19-21	Lake Powell	Lake Powell from houseboat(s) & speedboat(s)

Pending CPA Flying

Details & Dates TBD

GJT	Help us put the Grand Junction airport back on the GA map. Enjoy a potluck lunch and tour the Commemorative Air Force's facilities & aircraft with our own private tour.
LRU	Last year we were weathered out. This year will be perfect weather. What a great destination!
EEO	Help the great folks in Meeker, CO inaugurate their newly upgraded airport.
APA	Centennial Airport Potluck Lunch: Drive/Fly

CPA and Other Events

May 28	AFF	USAF Thunderbirds at Academy Graduation Viewing area accessible from I-25
Jun 7	BJC	CPA Mtn/High Altitude Airport Ground School
Jun 21	FTG	Rocky Mountain Aviation Expo (formerly known as the Rocky Mtn Light Sport Aircraft Expo)
Jul 28-Aug3	OSH	Airventure 2014
Sep 6	BJC	CPA Mtn/High Altitude Airport Ground School
Sep 20	FTG	Colorado Air Classic & Flyin
Nov 8	BJC	CPA Annual Meeting
Dec 14	Park Hill GC	CPA Holiday Dinner

The NSA. The only government bureaucracy that actually listens to the citizens.

Colorado Pilots Association Welcomes New Members!

Matt Beyer
Mark Overman
Kim Raesz

Colorado Pilots Association Renewing Members

Fred Schroeder
John Steel
Bill Marshall
David Elliott
Lee Leshner
David Ladd
Duane Gritzmaker
Mark Overman
Alec Seybold
Karen Lemke
Raymond Watts
Jerry Schofield
Cleon Biter
Russell Moore
Sonny Elgin
Bob Proulx
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Rocky Mountain Aviation Expo

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FLY MART

For Sale: 1967 PA28-180 Cherokee, TTAF 4149, SMOH 747, STNew 500. Ann. 7/13. All AD's c/w. Many STCs for great high alt. flight and cross country. P&I all 9+ new in 2003. Hangar in Delta CO.. 1-pc. w/s glass \$59,000 OBO.

Contact: Blhartell@ymail.com or (970) 640-7287.for pics & contact

For Sale: House/Hangar on Runway at Erie Muncipal Airport.

Home completely remodeled with high-end finishes. 4 bed, 3 bath, 4 car garage. 64'x60' hangar with direct runway access. Private taxiway. FAA maintained airport. Additional office/pilot's quarters offers an additional 2185 sqft of living/working space. Rent hangar space & pilot's quarters for add'l income. HOA \$25/yr

Contact Jason Hurd 303-870-5662. 395 Baron Ct Erie, CO

For Rent: "T" and Box Hangars at EIK. Reasonable, Month to Month lease. Maximize your flying at Erie. EIK, America's "Opportunity" airport.

Contact: jschofld@aol.com or Peggy 303 663 3963.

For Sale: 2.5 acre residential lot at Meadow Lake Airpark

with paved access to Meadow Lake Airport (KFLY). 10 miles NE of Colorado Springs. From \$115,000.

Contact: Lee at (719)440-5608 or check www.tgpaviation.com

FOR SALE: 1/4 Share of Mooney 231 conveniently hangared at KBJC

25 SMOH, new prop, Avidyne EX 600 w/ XM weather, Garmin 430W, HSI coupled autopilot, built-in O2, recent annual, Jeffco Flyers, LLC, \$35,000

Contact: Mark (303) 548-3426, mark@theappstrap.com

FOR SALE: 1/4 Share C182P hangared at EIK

1976 C182P Skylane (Hangared at Erie, CO - EIK) 3658 TTAF, 400 SMOH, NDH. Garmin 155 GPS, King 155 Nav/Com w/ GS, 2-axis STEC-50 Autopilot, 4 place intercom, Flap gap and seals, long range tanks, 8/7 paint and interior, new panel cover and instrument lighting, EXCELLENT mechanical, 135kias TAS, Co-pilot PTT, Reiff pre-heater, Complete Logs, June, 2012 Annual. Online scheduling. **Contact** Steve at 303-883-5306 or steve@lookoutcommunities.com

FOR SALE: 2004 Super Decathalon 8KCAB, KSBS hangar and KGXY

hangar. Plane 950 hours. Annualled May. Always hangared. Unique paint. No



FLY MART

damage history. Original owner. \$99,000 for plane, chutes, Bose headsets. *Lost medical, must sell immediately.*

Contact: Don Griffin cbsgriffin@aol.com, 970-590-5334

For Sale: 2006 Sting Sport! An absolutely beautiful cross-country Light Sport airplane! 100 hp Rotax 912, 1122 hrs hobbs, Dynon D-6 EFIS, Xaon PCAS, GRT Avionics engine monitor, Icom IC-210 comm, Garmin Aera 560, Garmin transponder, M6L Infinity fuel monitor, Garmin GTX ADS-B receiver (weather, traffic), BRS whole plane parachute. Partnership: \$15 per hour (dry). Currently Hangered at Erie Air Park in a heated hanger, \$82,000 o.b.o.

Contact: Brian Garrett brian@garrett.net.

Photos of the plane at <http://www.briangarrett.net/sting4sale.html>

For Sale: Kelly Airpark , Lot 50, 4.44 Acres, Level Lot. Original Ben Kelly Homestead with Barn and Stock Well. Septic System Soils and Foundation Soils done and Electricity at lot. Asking \$75,000 and will entertain all offers.

Contact: Mike Donnelly mdonnellyfirefly@yahoo.com or 719-358-9437

Publication Notice - A Reminder

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:

email: newsletter@coloradopilots.org

Do not send formatted material, send only plain text. If you send formatted articles I'm just going to remove all formatting and both of us will have wasted time.

Photo formats must be either JPG or PNG.

Lesser quality cell phone photos don't reproduce well in the printed version of the newsletter. If you send photos with captions, identify which photo goes with which caption. Provide the file name of the photo, e.g. DSC_0042.jpeg or IMG_1920.jpeg, with the caption.

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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Colorado Pilots Association, Inc.

Mail-in application for Individual Membership/Renewal
Online application at www.coloradopilots.org

Name _____

Spouse _____

Address _____

City _____ State _____ Zip _____

Phone (H) _____ (W) _____ (C) _____

E-mail _____

Profession _____

A/C Owned (make & model & N number) _____

Based at or flown from & Identifier (e.g. APA) _____

Applying for:

- ☐ Renewal
☐ New membership

Check enclosed payable to CPA to cover membership, newsletter & access to Member-Only area of website.

Mail to: CPA, Inc.
PO Box 200911
Denver, CO 80220-0911

- ☐ \$20 - 1 year
☐ \$38 - 2 years
☐ \$55 - 3 years
☐ \$100 - 1 year Corporate membership

I am interested in serving as Area Rep at _____

I am interested in serving on the following committees:

- | | | |
|--|--|--|
| ☐ Aerospace | ☐ Membership | ☐ Fly-in Planning |
| ☐ Flight Safety | ☐ Newsletter | ☐ Education |
| ☐ Programs | ☐ Legislative Affairs | ☐ Back Country |
| ☐ LSA Expo | ☐ Other _____ | |

CPA LOGO MERCHANDISE

Caps (light or dark beige)	\$15 + 2 s&h	Mens Jacket	\$TBD
Lapel pin	\$2 + 0.50 s&h	CPA no longer offers a Jacket but we can have the CPA logo embroidered on most jackets.	
Decal	\$1 + 0.50 s&h	Logo Tshirt	\$13 each,
Golf Shirt	\$25 + 4 s&h		\$25 for 2
Denim shirt - short sleeve	\$25 + 4 s&h		
Denim shirt - long sleeve	\$30 + 4 s&h		

For information please call Terry Barbo 303-367-0670

Mail your order to the CPA address above