

CPA FLIGHT LINES

Vol 32 Issue 1

January 2015

Colorado Pilots Association thanks those organizations and companies that support us throughout the year either with services or as flyin destinations. They make it easier for CPA members to enjoy General Aviation. Deb Montgomery at jetCenter FNL and Jason R. Licon, Airport Director at FNL are the reason this year's Expo was so successful. Jill @ jetCenter Denver and the APA Operations staff made the Block Party CPA's event of the year!



jetCenters
of Colorado



**Federal Aviation
Administration**



www.coloradopilots.org



President's Message

CPA President

Ann Beardall

I blinked and 2014 was gone! To some it was a great year and to others, a year they are happy to see go. However it ended up for you, my most sincere wishes for a successful 2015.

A couple of weeks ago many of you joined us for the annual holiday party, which was a smashing success! Hats off to Cindy Jewell, Terry Barbo and Bob Kinney for setting it up and making it happen. In addition to the members in attendance, we were joined by our two scholarship recipients, Chase Peters and Rick Ramuno and their families. It was a treat to listen to these two young men talk about their studies and what it meant to them to receive the scholarships from CPA. Both are student at Metro State. The party was also a great opportunity to connect with fellow aviators to swap stories and cheer. The holiday party is an event that should be on every member's calendar.

Coming up quickly is the annual Fly-in planning meeting under the direction of Bob Kinney. Please plan to attend as this is your opportunity to weigh in, volunteer for, and help plan the events for the association for the coming year. I already know that several great destinations have been proposed and are being considered by members. This is our year to increase the number of folks attending and our opportunity to see and experience different and unique venues. Please plan to attend Saturday, January 10, 2015.

Two other events that will kick into planning modes for 2015 will be the Rocky Mountain Aviation Expo under the direction of our new Vice President, Greg Green as well as the 2015 Meet and Greet (Block Parties) aimed at centralizing the calendar for aviation events throughout the state and bringing aviation minded people together. If you are interested in working on either event, please contact me president@coloradopilots.org

One last quick call out for people to serve. The Board of Directors agreed to change the current Membership Chair position to an Outreach Chair position. We have a huge need for someone to spend time publicizing our events and working to get our message out to other entities, i.e. colleges, flight schools, association. We have so much to offer in the way of education and social events, we really need to work at making that better known to the industry as it will help us build a larger base of new pilot members. If you have interest in this

position, please contact me and let's get started! president@coloradopilots.org

Enjoy the smooth air and crisp blue skies. Winter is always a beautiful time to fly in Colorado. Thanks to each and every one of you out there for all you do, I'm looking forward to meeting a lot more of you face to face this year.

Fly safely!

Ann

CPA Takes Flight at Douglas County 8th Grade Career Expo

Paul Rupprecht, Education Chair

For the second year in a row, the CPA attended the Career Connect 8th Grade Expo at the Douglas County Fairgrounds on November 13th and made another outstanding showing equivalent to its top performance voted by the students last year!

Over 5,000 8th graders attended this year's event, which required numerous buses arriving every forty minutes with a new set of attendees.

As one of the Expo's highlights, the CPA set up a three-screen computer simulator for students to experience flying different aircraft in the Rocky Mountain Front Range, including the Castle Rock area near the Douglas County Fairgrounds. While CPAers Walt Barbo and Bill Totten alternated in instructing the students on how to fly their various aircraft on the simulator controls, these two CPAers, along with Paul Rupprecht and Joanne Rupprecht, gave great insight on the ground to encourage youths nearby to pursue aviation and aerospace career opportunities.

The CPA representatives described the several opportunities in the aviation and aerospace industries, including positions as aerospace and aeronautical engineers, airport managers, air traffic controllers, aviation maintenance technicians, aviation safety inspectors, flight attendants, accident investigators, and pilots. We believe many of these 8th graders will set their high school education programs toward these career goals. As a minimum, the CPA representatives encouraged these potential future members of our aviation community to consider achieving their private pilot licenses and continue to engage other aviation enthusiasts for developing their career interests.

At the December CPA Board Meeting, the CPA Education Committee extended its gratitude to these CPA representatives for their dedication to the mission to promote the growth of general aviation in Colorado.

Become ambassadors of encouraging our youth and join our ranks as members of the aviation and aerospace community.

A Well Kept Secret

Taylor Albrecht

Richard Collins, long time editor of Flying Magazine, called it the hardest thing to do in aviation. The problem so intrigued pilot and engineer Brad Whitsitt that he sought to invent a device that could safely and efficiently train stick and rudder skills.

Crosswind flight operations have been the bane of many a pilot's check ride and flight experience. They instill fear in pilots of just about all experience levels. It's challenging to find the right conditions at the right time to hone the visual and muscle memory to develop proficiency. They keep many pilots from flying locally or on cross-country trips for fear of experiencing winds outside of their comfort zone.

Enter the Redbird Xwind simulator to the training. Like Brad Whitsitt, Paul Dickson enjoyed looking at the problem and when he saw the Xwind trainer he immediately was drawn to its ease-of-use and extreme value to the pilot. As a result, he brought the first simulator to the Rocky Mountain region about five years ago.

Seeing its value, Crosswind Concepts acquired the simulator in November 2012 and created a training business with the objective to further the FAA's mission to reduce loss-of-control incidents and accidents particularly due to improper crosswind landing technique.

Crosswind's two primary training offerings are the Maximum Demonstrated Crosswind (MDC) session and the Stick-n-Rudder (SNR) Knowledge Course.

MDC is a two-hour program that incorporates a discussion of ground topics tailored to the student's experience and needs, followed by about an hour in the Xwind trainer using a building-block syllabus. Training starts with practice of the forward slip maneuver and ends with several landings in challenging crosswind conditions. The approach to land is scored giving immediate feedback on the aircraft's position relative to the centerline and whether there was any crab and drift at the time of touchdown. Emphasis is placed on good aeronautical decision making.

The SNR class is three hours and includes a review of weather, aerodynamics and a thorough look at crosswind operations from taxi to takeoff and landing. Contact Crosswind at 720-536-0543 or training@crosswindconceptsllc.com.

Conservancy Flying

David Cole

Recently one of our CPA members wrote a great article on volunteer flying he does for pilotsforchrist.org which I found quite interesting. We do indeed enjoy great aviation freedoms and infra-structure in this country second to none.

About five years ago a friend in a neighboring hangar at the Meeker Airport came back from Mexico in his Maule and talked about his wonderful time as a volunteer pilot for an organization lighthawk.org. Although I knew they flew in support of our environment I wasn't immediately aware that they would often fly people on both sides of an issue in order to help them reach agreement which became much easier after they shared a common aerial perspective. It is more difficult to put a false front on a large project when you see it from the air.

After going through the LightHawk vetting process, I flew a wonderful mission in my Cessna 172XP out of Moab Utah for a new conservancy group over and around the Canyonlands. Although I had flown over the area many times from 35,000 feet in my airline career and at 8,500 feet in my personal aircraft I had never really seen it from the aerial photography perspective. On this and many subsequent missions, not only did I enjoy the flight, but got a great education from the various scientists and professional photographers who shared so enthusiastically their work as we flew.

That winter I went to Central America and qualified as a "Meso" pilot. Every winter Martha and I have gone somewhere between the Yucatan and Panama flying the LightHawk owned Cessna 206. These missions ranged from doing Flamingo, Whale Shark, Manta Ray and Manatee counts, photo mapping Coral Reefs, monitoring the health of rainforests, photomapping mudslides from torrential rains, taking government rangers checking on illegal cultivation, logging and fishing to studying an island habitat for the endangered three toed pygmy sloth.



All of the flying as a volunteer pilot for LightHawk has been extremely rewarding and more fun and educational than anything I did as a professional airline pilot or general aviation charter pilot. If you are looking for something useful to

do with your flying, reach out to LightHawk, you will not be disappointed.

[LightHawk hosts informational gatherings near Denver, contact Greg Bedinger at gbedinger@lighthawk.org to find out about the next one.]

FORT PHIL KEARNY

Another adventure into America's hidden past

By Bob Kinney

Good grief, we've done it again! While on another CPA-sponsored fly-in we hit the jackpot! This summer CPA members traveled to beautiful Buffalo, Wyoming to spend two days exploring the region. Little did we know that we were in for a special treat.

Tucked up against the foothills of the Bighorn Mountains, Buffalo held a little known gem. . .Fort Phil Kearny. This fort was established at the forks of the Big and Little Piney Creeks by Col. Henry B. Carrington of the 18th U.S. Infantry in July 1866. The mission of the fort, and two other posts along the Bozeman Trail, was three fold: to protect travelers on the Trail; to prevent intertribal warfare between Native Americans in the area; and to draw the attention of the Indian forces opposed to Euro-American westward expansion away from the transcontinental railroad under construction in southern Wyoming. All three Bozeman Trail forts were stockade fortifications, with the 17 acre Fort Phil Kearny being the largest. The fort walls were eight feet high and 1,496 feet in length requiring 4,000 logs. Over 606,000 feet of lumber and 130,000 bricks were produced in 1867 alone for construction of fort buildings.



During its two-year existence, Fort Phil Kearny was the focal point of a violent war between the U.S. Army and the Sioux, Cheyenne, and Arapahoe Indians who opposed intrusions into the last great hunting grounds on the Northern Plains. Numerous small fights took place in the area, however, two larger battles, the Fetterman and Wagon Box battles stand center stage in the incredible history of this area. By 1868, The U.P. Railroad allowed travelers to bypass the Bozeman Trail forts and the fort was abandoned in August 1868 and was burned soon af-

terwards by the Cheyenne. In 1963 Fort Phil Kearney was designated a Nation-

al Historic Landmark which includes the Fetterman and Wagon Box battlefields located on nearby hills surrounding the fort.

Although most of the fort no longer exists, the CPA tour of the site guided by an Oxford University graduate student majoring in American History was magnificent. For the better part of an hour our guide walked us through the fort site and enthralled us with stories of heroism, romance, and the dogged determination of the settlers of the time. Following the fort tour he met us at the site of the Fetterman massacre and painted vivid mental pictures of the events surrounding the second worst defeat of the U.S. Army, next to Custer's Last Stand which took place northeast of nearby Sheridan, Wyoming. On December 21, 1866, Captain William Fetterman was ordered leave the fort and ride to the rescue of a besieged wagon train. His men pursued Crazy Horse and other warriors who led him into a trap where more than 2,000 Indians waited in ambush. All 81 men in Fetterman's command were killed within thirty minutes. Our guide took a massacre that most, if not all, of us had never heard of and made it a major event in this portion of America's history. We're all grateful to him and his detailed knowledge of the events surrounding the two year history of Fort Phil Kearny.



If you ever have the opportunity to visit this site which lies just off of Interstate 90 north of Buffalo, Wyoming, make sure to do so. It will take you back in time to an era that is rapidly fading with time. Make sure to join us in 2015 as the CPA continues to explore the American West. It has so much to offer.

This Month in Colorado Aviation History-January **Chuck Stout**

1911: The first successful airplane to be built in Colorado made its first flight. This was also the first flight by a Colorado resident. But who that first pilot was is still a bit of a mystery. Two mechanics at a Denver car dealership convinced their air-minded boss that the company should build an airplane. Linn Mathewson, proprietor of Mathewson Motors (an Oldsmobile dealer), agreed to provide funds and shop space. The two mechanics, George Van Arsdale and George Thompson, modified a Curtiss design. For power, they used a state-of-the-art Elbridge Featherweight engine. The press covered the first flights, and everyone agrees that both mechanic/aviators flew that day, but the reports disagree on who made the first flight. George Thompson's gravestone (in Fairmount Cemetery) says "Colorado's First Aviator," but a newspaper account credits Van Arsdale.

Update Your Info for the Roster!!!!

We will be compiling the 2015 ROSTER in January. If your renewal is due currently, then in order to be included in the 2015 ROSTER we must receive your dues ASAP!

This means those of you due in the months of October, November, December and January.

Thank you in advance for renewing your CPA membership, which is greatly appreciated by your organization and helps advance the interests of GA in the state.

Terry Barbo
Membership Services

Cold temperature altitude corrections at “Cold Temperature Restricted Airports” Notice Number: NOTC5758

Cold Temperature Restricted Airports have now been designated in the United States National Airspace System. The list of airports, the segment of the approach requiring the altitude correction and operating procedures may be found in the Notice to Airmen Publication (NTAP) http://www.faa.gov/air_traffic/publications/notices/ Part 4. Graphic Notices, Section 1. General. Cold Temperature Restricted Airports. The list will also be available as a PDF on the bottom of the FAA Digital Products, “Terminal Procedures Basic Search” http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtpp/search/

A symbol will be placed on the approach plates for the restricted airport. The symbol indicates a cold temperature altitude correction is required on this approach when reported temperature is at or below the published temperature. The list should be reviewed to determine which segment or segments of the approach require an altitude correction. Some airports may have two temperature restrictions. Temperatures for Cold Temperature Restricted Airports are completely separate from the temperatures published on RNAV approaches. Temperature restrictions on RNAV approaches must be followed, even if warmer than the temperature listed with the snowflake symbol.

[There are a number of Colorado & Wyoming airports listed - check it out]

Grand County Airport Renamed

On December 9, 2015 the Grand County Board of County Commissioners voted unanimously to rename the Granby/Grand County Airport to include Emily Warner Field in the name. This is due to Emily's long list of accomplishments and the work done and the support gathered by Bill and Penny Hamilton. More information will be released soon about the July 11, 2015 event schedule for the unveiling of the new airport sign, presentation of the resolution in coordination with the wonderful annual Experimental Aircraft Association EAA Chapter 1267 community pancake breakfast.

Colorado Pilots Association Renewing Members

Keith Reagan
Tyler McWilliams
Jeffrey Marten
Rocky Mapes
Jack Bugg
Matt Schantz
Bill Bredar
Chic Koran
Philip Ecklund
David Allen
Jim Wark
Greg Daughtry

Colorado Pilots Association Welcomes New Members!

Jim Van Namee
Cynthia Ann
Dibble
Raymond Hawkins
Robyn Van Kooten
Riley Grant

CPA Scholarship Winners Chase Peters & Rick Ramunno



Calendar of Events

Always check the CPA website for any changes to the Calendar

** Indicates New or Updated event*

CPA Flyins

CPA and Other Events

2015

Jan 10

BJC

FlyIn Planning

NOTAMS–PIREPS–TFRs–FIRE & FLOODS & VIPs

A reminder to always check NOTAMS for closures or Fire/Flood/VIP TFRs
Never know what's going to happen next!

Monthly FAA Notices

http://www.faa.gov/air_traffic/publications/notices/2014-12-11/

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:

Editor, Flight Lines

email: newsletter@coloradopilots.org

Please do not send formatted material, send only plain text. Any photo format is fine but please, if you're going to send cell phone photos, make sure they are 150 dpi or better. Lesser quality cell phone photos 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.

Change Isn't Always a Bad Thing

The current FLIGHT LINES' format began a very long time ago, decades in fact. The booklet approach was perfect for mailing to our 750+ members. Now all but a handful of members are online and two-thirds prefer FLIGHT LINES online rather than paper. It's time to update to a format that will look great on-line as well as remaining practical for the print version.

The online version doesn't have the page number & size limitation of the print version, so it's time to develop a new approach. CPA communication has four ways to bring information to our membership and to promote General Aviation in Colorado to the world:

- CPA website for announcements such as Corporate Members information, the Accident Map, the current Calendar, the photo catalog, etc.
- Email for critical or timely announcements such as TFRs & flyin reminders
- Facebook is where all CPA Members and others can post stories, announcements, anything of interest, at any time.
- FLIGHT LINES is for those items not time-critical but of interest to the membership as well as long-range planning.

We also have LinkedIn and Twitter accounts but in the 4 years they've been operating, there hasn't been any interest (or use).

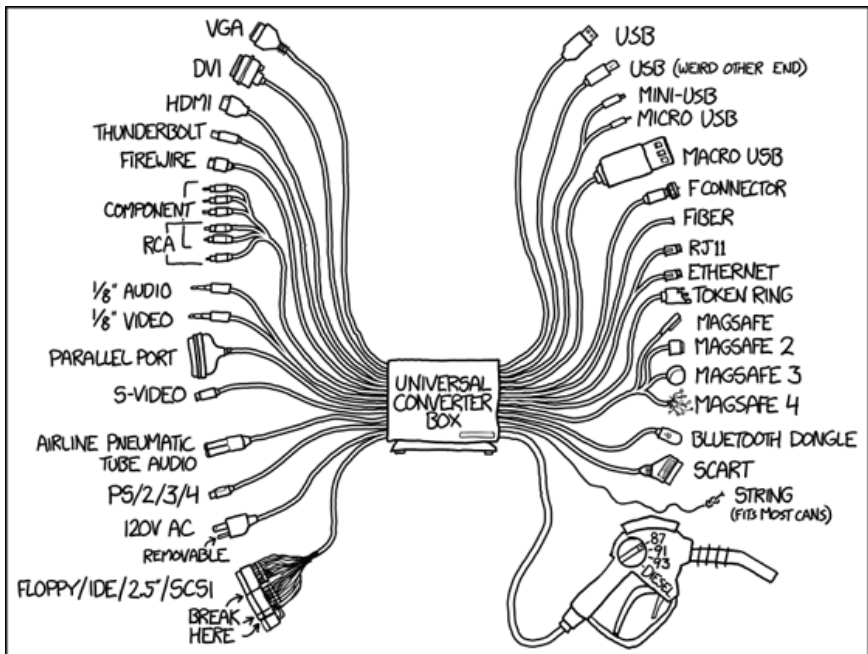
We're looking for ideas - content and format. FLIGHT LINES has always published articles by our members. In fact member articles & reports are #1 priority each month. Consider this an invitation to all members to write on an aviation topic of interest. Interested in a periodic column? Did you fly someplace unusual recently that you think other members might enjoy? Is there legislation or other rules/regulations/whatever on the horizon (or closer!) that everyone should be aware of? Write it up and send it in.

There are 72 GA airports in Colorado, each one has a Colorado Pilots Association Area Representative - but very few inform the membership know what's going on at their airport. Promote your airport - we're always looking for new places to fly to.

So what should FLIGHTLINES look like in the coming year? Send comments, suggestions, ideas, whatever to newsletter@coloradopilots.org. We'll compile them over the next couple months, publish for everyone to consider and comment upon, then create FLIGHT LINES version 2.0. Of course if you're happy with FLIGHT LINES the way it is, we need to know that, too. This may be what everyone prefers - but we won't know unless you tell us.

Tablet (iPad or Android), iPhone (backup to the iPad), portable GPS, handheld radio, bluetooth ADS-B & GPS, a GoPro camera, TPAS (for those without ADS-B), the list goes on and on and....But how to connect everything? Mini plus, old style iPhone, new style iPhone, RS-232, 10 Base T, headphone plug, mic plug, BNC connector,

Never fear, here's the Ultimate Converter Integrator



FAA funding secured through September 2015

Money included for ADS-B, avgas research, and certification reform

By Elizabeth A Tennyson, AOPA
December 16, 2014

Congress has passed an omnibus spending bill that keeps the FAA, and other government agencies, funded through the end of the fiscal year in September 2015. The funding bill, which avoids a government shutdown, passed the Senate over the weekend, following passage by the House earlier in the week.

The omnibus includes \$12.4 billion for the FAA, approximately \$17 million less than the FAA's 2014 funding level. The bill also covers full operation of the air traffic control system, as well as \$3.35 billion for the Airport Improvement Program, (AIP) which funds infrastructure repairs and improvements at airports, including general aviation airports.

The agreement also includes a provision that allows small airports to continue contributing five percent of the total cost for unfinished phased projects that were underway prior to the passage of the FAA Modernization and Reform Act of 2012.

The contract tower program also will continue under the omnibus spending bill, with \$144.5 million, including \$9.5 million for the contract tower cost-sharing program.

Other ongoing programs also will be preserved. The agreement includes \$254.7 million, an increase of \$7.5 million above the budget request, to advance the use of ADS-B for air traffic control separation services, support the collection and validation of surveillance data, and help assess the impact on FAA's oceanic automation system. The FAA is directed to make an investment decision regarding ADS-B within 30 days to address the concern that the agency's absence from the program is undermining its status as a global safety and technology leader.

The Wide Area Augmentation System (WAAS) for GPS will be funded at \$98.6 million, a slight decrease from the budget request of \$103 million.

Also included is \$6 million for continuing research and testing of alternatives to leaded avgas, up from \$5.7 million requested by the president.

The agreement also includes \$14.9 million for unmanned aerial systems (UAS) research, an increase of \$6 million above the budget request. Within this increase, \$5 million is provided for a new center of excellence on UAS and \$2

million is provided to help meet FAA's UAS research goals of system safety and data gathering, aircraft certification, command and control link challenges, control station layouts and certification, sense and avoid, and environmental impacts.

The spending package also includes language regarding the Small Airplane Revitalization Act, which became law in November 2013.

Specifically, FAA is expected to use the resources as requested in the budget request to support the completion of a final rule that advances the safety and continued development of small airplanes, as required by the act, which set a 2015 deadline for the reform of aircraft certification rules.

[Originally published on AOPA website]



- ★ If you currently hold a pilots' certificate, or held one in the past, or would like to hold one in the future, then this book is for you.
- ★ Stories, fables, whoppers, there-I-was escapades, flying anecdotes, reports, narratives, have all been collected & presented here for edification, enjoyment & education.
- ★ With almost each chronicle presented herein is also included some relevant iota of "brain-food" a pilot needs at hand to make -and keep- flying & aviation the inherently safe endeavor it is today.

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Priced to Sell: Cessna 175B \$19,995 1960 175B with beautiful paint and interior. Last Annual 6/14 Continental GO-300 engine TTAF 2083 - Engine 1164 Cleveland brakes Reiff Heaters – cylinders and oil Strobes Hangered All logs T-Hanger at Durango La Plata Airport also available with/after sale of plane.
Contact Charlie at 970-259-5708 for more information.

FOR SALE: KPUB Hangar 51 X 75 freestanding hangar with 3 separate 46 X 14 bi-fold doors, each with its own apron to a separate taxiway. All steel construction with full insulation. City ground lease presently \$68 per month. Priced for quick sale at \$98,500.

Contact Frank Krutzke, email torryk@mindspring.com or cell 719-250-0437.
Additional Photos: <http://tamphoto.zenfolio.com/p79077228>

FOR SALE: Sonerai2 Project. I'm moving out of Colorado, and have my Sonerai2 project up for sale. It is about 75% complete but haven't worked on it for years. The wings are 98% complete and the fuselage is on the mains. Includes wheel pants, wing tips, engine cowling, an oversize fuel tank, some instruments, and even a spare engine.

Contact: Ed Lawrence WA5SWD Cell 970-481-4491 Home 970-568-4400

FOR SALE: Selling my house at Parkland Estates. (7CO0) See info at www.parklandestatesairport.org

Contact: Keith 303 324 4823

FOR SALE: 1977 Skyhawk P II. \$85,000. 2800 TT. 100 SMOH by Western Skyways, 400 Prop, Isham STC 210 Hp, IO 360 KB, 2- KX 170 B, ADF, DME, Audio Panel, new interior in 2012, good paint, Wheel Pants, Horton STOL kit, Gap Seals, Insight G4 - 6 cyl EGT. New brakes, rotors, tires, and fairings, NDH, KAPA.

Contact: Carl 303-884-5884 or Carlmatt@aol.com

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



FLY MART

FOR SALE 1964 Cherokee 235. Narco CP136TSO intercom with marker beacon lights, 4 place PS Engineering intercomm, Bendix/King KLX135A VFR GPS/Comm, Narco Mk12D TSO Comm/Nav with Glideslope, Narco DME 890, Narco ADF 141 TSO, Narco AT50A TSO Transponder. Strong Lycoming O-540 engine with 900 hrs SMOH and 200 STOH (replaced the cermet cylinders that were blowing oil). EGT/CHT. Paint and interior in 2001. Always hangared and well maintained. \$49,900

Contact: Randy Rothe randyrothe@gmail.com or 719-593-8419

FOR SALE: 1961 Baron B95-55 project/parts complete airframe/engines/props. Ferryable w/LH engine repair/replacement (worn rod bearing). NDH. Original logs, searchable maint. database 1992-present. Lost medical and motivation. Sacrifice \$13,000/obo where is, as is @ KFLY.

Contact: tpvxinc@mindspring.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, 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

CPA Website Forums

Need suggestions on routes, shops, Backcountry flying or just about anything?

Check out the Forums on the Colorado Pilots website:

<http://coloradopilots.org/forum.asp>

CPA Ride-Share

Interested in a Flyin but don't have an airplane? Or an extra seat or two to share fuel? Contact the Flyin Coordinator or post a note on the CPA forum.Flyins.

CPA Executive Board

Elected Officers

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