

CPA FLIGHT LINES

Vol 32 Issue 12

December 2015



Where's Gary?



www.coloradopilots.org



President's Message CPA President Gary Tobeyl

Thank you for the honor of serving as your President. With the help of all CPA members, the next year for CPA will be another great one for the organization. I

give special thanks to Ann Beardall, immediate past President and continuing member of the Colorado Aeronautical Board. She and all the committee heads and project leaders have done fantastic work in recent years.

LOOK AHEAD. LOOK UP!

Vice President Bill Totten, the Board, and I are all listening to you and everyone interested in Colorado aviation. Please let us hear your suggestions for how CPA can better serve the pilots and all citizens of Colorado.

We celebrate the past accomplishments of Colorado pilots and the rich history of this and other vital organizations. We do this and proudly build on the hard-won foundations provided for us. But, the world has that one irksome constant -- CHANGE.

We all rightly ask: What's Next? Some of the best is sometimes more of the same, such as the highly successful Fly-In events that are enlightening and great fun. Take an interest; help Bob Kinney plan; and participate in several of these in 2016. We will cooperate with AOPA, EAA, RAF (Recreational Air Foundation), 99s, and many other groups that share our love and advocacy of flying. Other state pilot associations, including New Mexico and Washington, can help us and we can help them.

Colorado Pilots Association takes an interest in 2016 legislation, both here in the state and at the federal level. Ray Hawkins, CPA Liaison with the Seaplane Pilots Association has worked with Ann Beardall and others to open Colorado waters to seaplanes. We intend to support legislation to make that happen. **Did you know that Colorado is the only state in the nation that prohibits seaplanes?** Stand by to show your legislators your support.

At the Federal level, we will all watch and support the AOPA effort to pass the Pilots' Bill of Rights. It covers many important rights to preserve and enhance the unique freedom we enjoy in the USA to fly without undue regulation and restriction. Take a look and help out.

Fly – and wear- the CPA Wings! Lands' End business outfitters has a marvelous selection of clothing, hats, and colorful stuff for you and all those family and friends who really need gifts to show our CPA colors. See the link for the Colorado Pilots Association Store in this *Flight Lines*.

See you at the CPA Holiday Party on December 13 and all the other exciting CPA activities over the next year.

Beware, our beloved editor has a bunch of my pictures. In some, I come disguised as a much older man, in some, disguised as a far younger man. Please don't tell me which you prefer.

Gary



Paul Rupprecht, chairman of our Colorado Pilots Association Education Committee is pictured with Natalie Shemigon and Rick Ramuno, two of the recipients of \$2000 aviation scholarships presented at the CPA Annual Meeting on November 7. Keith Dawson, a third recipient, was unable to attend. The scholarships are awarded to assist individuals in pursuit of aviation related carriers. Each of the recipients this year will be enrolled in the aviation program offered by Metro State University in Denver.

Flying the Boeing 787

Jeff Bass Rowland

[Note: The question was runway differences for a B747 vs the B787. This is the response. Jeff flies the 787 for a major airline, printed with his permission]

It's not really about airport size. It's more about the passenger/freight (revenue) between city pairs than anything. Most major cities, especially abroad, have more than adequate airports for either type. The 787 is a game changer in that it allows extremely long range in a medium sized airplane; thus it can be used on routes that simply can't support bigger (and a lot more expensive) airplanes.

And then there's the efficiency factor. Again, the 787 changed the rules. It's light and really fuel efficient. So far, it's beating projected fuel burn numbers, and unlike guys like us who fly Beeches 50-100 hrs a yr, these airplanes fly A LOT. It's normal for me to fly to Shanghai (15:48 the other day) and a crew take the same plane back on a 13 hr return flight. That's almost 29 hrs with a 2 hr stop. And it will do that kind of thing DAILY for a month when it gets a day off for some maintenance. Consider I burned about 25,000 gallons on my trip. That's about 1600 GPH. The same route for a 777 will take a little longer and burn 42,000 gallons or about 3000 GPH. And that's on every leg. And I climbed to FL370 whereas the 777 struggles at FL300 for hours. And the 787 cabin is at 6000' and has a humidifying system. Every other airliner is 8000' and DRY as a bone. Fatigue is totally different in the 787.

747 and 777 numbers are hard to justify on 'thin' routes, so those routes get serviced with code-share connections, commuters, etc. Airplanes like the 787 make possible many new non-stop routes throughout the world. A few examples are New Zealand, South Africa, many smaller cities in Japan, China and Europe, etc. This size airplane (like the 767, mid-size wide-body) have never had the legs like the 787. I believe Boeing will never scratch build an aluminum airplane again. The new 777X (maybe becoming the 797) will have a metal fuselage and a new CF wing, but any new design will be mostly carbon-fiber (this is me talking here... I don't know, but I'll bet we'll see a plastic narrow-body announced in the near future).

Anyway, the airplane is absolutely a delight to fly. It's sophistication is beyond belief, but under all that, it hand-flies like a dream. It will float on landing like a danged glider. The wing is truly something special. I could go on and on about all the cool things Boeing did to make this airplane great. Suffice it to say, they got it right and I believe we are seeing the beginning of a new era in air transport. Most of us have seen it all... DC-3, jet age, high-bypass turbofans, and now this magnificent fly-by-wire, electric, plastic airplane. For crying out loud... it

has electric brakes! And we practice (just for fun) dual engine inop Autolands to zero feet DH from 100 miles away... at night... over the North Atlantic... and it's not even close. We are living in a great time.

WILDLIFE MANAGEMENT AT COLORADO AIRPORTS

By Chuck Stout

Members attending the annual membership meeting on November 7 enjoyed an interesting presentation by Kendra Cross, a wildlife biologist with the U.S. Department of Agriculture. She explained her role in reducing the danger of pilots hitting animals at airports all over the state. We all love our Colorado wildlife, but not in our propellers, turbine blades, or landing gear.



Colorado Aviation Historical Society President Lance Barber is pictured with guest speaker Kendra Cross at the CPA Annual Meeting

Kendra supervises a team that surveys wildlife at Colorado airports, reporting on the species, their numbers, their locations on and around the airports, and even on their daily flight patterns. Trained observers use sophisticated electronic tools to enter the locations and movements of birds and animals at several locations around the airport. At some airports, they collect data several times each year to document seasonal differences. The information is compiled into detailed reports and given to airport managers.

Mitigation strategies can include removing food sources or nesting places,

draining ponds that attract waterfowl, using pyrotechnics to scare birds and animals out of the area, relocating larger animals, and in some cases, shooting or poisoning the animals. Kendra embraces the irony of having spent years in college studying animals and how to protect them so they can thrive, only to find a satisfying career that sometimes involves killing them. She points out that if she doesn't, the animal might be killed anyway--by an airplane.

Kendra encouraged all pilots to report every bird strike, no matter how minor, including information on the time, place, altitude, and severity of damage to the aircraft. We are encouraged to also try to provide evidence that can help determine the species involved, such as feathers or photos of remains. It's all in the interest of improving safety.

Kendra is District Supervisor, Airports, U.S. Department of Agriculture, Wildlife Services. She can be reached at her office telephone, 303-236-5815 or web address, Kendra.B.Cross@usda.gov.



Aircelle demonstrated thin electric lights that can be used to display full-color graphics, logos, and messages on aircraft exteriors at NBAA this year.

The lights, run by on-board electrical power, can be placed almost anywhere on an aircraft, from the fuselage and belly to engine nacelles and tail. The lights, no thicker than a decal, can be reprogrammed to change the message or color. They were tested on an Airbus A380 airliner earlier this year and were seen at the Paris Air Show.

The Ramp Check

Many thanks to the Pilot of America forum

- I don't CARE if you live at the North Pole, you still need a compass deviation card.
- "Where's the STC for these bells?"
- Whoa, cowboy. FAA doesn't have the jurisdiction here. Because the North Pole isn't a land mass, and the nearest populated place is Nunavut, Canada has rightful jurisdiction over the sleigh and its operator.
- While Canada has to deal with airworthiness certification (I'm sure it's experimental) and pilot qualification (unless it's an N-numbered sleigh), the FAA does have jurisdiction for operations in USA airspace.
- An eight engine experimental? OMG!
- "We're from the FAA and we're here to help"
- So, who's leaving Santa a CPAP instead of milk and cookies this year?
- Santa has a BMI WAY over 40.
- If the airman visiting his AME explains that he is afraid of Santa, which box does he check on the MedXpress form that he's Claustrophobic?
- The type certificate says "powered by EIGHT tiny reindeer." If you want to fly this back to the North Pole, we're going to need to see all eight.
- TFR? What TFR?
- I don't see a transponder in here. No presents for anyone inside the Washington ADIZ.
- While 14,657,876,154 landings in one night are impressive, they don't meet the requirements for currency.
- Flashing red light must be visible from all directions. One light on the nose is unacceptable.
- "If the pilot of this thing is who I think it is, he's definitely operating over gross."
- "I know you have a long way to go, but if we hear you've exceeded 250kts under 10,000 you're going to have some explaining to do."
- "The GPS database appears out of date, just how did you expect to file /G and be legal?"
- The TCDS do not allow operations on skis
- Do you have an STC for that 9th reindeer?
- Rooftops are not designated runways.
- "Have you complied with 91.103 for all 14,657,876,154 locations you will be landing? I assume this can be verified with a briefer's recording?" Assuming it took 30 seconds per landing point, a briefing would take a total of 2,035 hours and 43 minutes.
- You didn't file your passenger manifest electronically at least an hour before departing for the U.S. Airspace!"
- "Have you had any eggnog within the past 8 hours?"

CPA Fly-in Happy Hour

A New Way to Plan the 2016 Fly-in Schedule!

Experience the thrill of a CPA fly-in happy hour all from the comfort of a local, Front Range micro brewery. Gone are the days of a simple continental breakfast before the annual fly-in planning meeting in January.

Join us at 3:00 p.m. on January 9, 2016 at the Nighthawk Brewery (2780 Industrial Lane, Broomfield, CO), for a pre-flying season happy hour celebration & fly-in planning session.

Watch for a December email invitation with the particulars.

This meeting is when member's fly-in proposals are presented and reviewed; and a tentative schedule of the 2016 events is prepared.

This is your time to volunteer to sponsor a fly-in, or just be involved in the selection process. Choose one of your favorite destinations, one that you know CPA members would enjoy. Present the basic facts about your proposed fly-in, including major activities, lodging, ground transportation, meals, distance to be flown from a central Colorado location (e.g., BJC), and limitations as to dates if any. Be a strong advocate for your fly-in, tell us why it would be fun to go on your trip. Your fly-in can be somewhere in the State of Colorado or anywhere west of the Mississippi. There are no limitations.

We strongly urge you to consult the very informative "Guidelines for a Successful Fly-In." which can be found on the CPA web-site in the Fly-ins section. There are many helpful suggestions, not only about how to make a fly-in event turn out well, but to make it a smooth and easy process as well.

Interested in sponsoring a fly-in but never done it before? Several members have hosted in the past who had either never been to a fly-in or had never hosted before and they did a fantastic job. Extra help is available. We have a number of members who've hosted multiple fly-ins and would be happy to mentor you. They can provide advice and even hands-on assistance. Call or e-mail Bob Kinney for more info 303-887-3328 or flyings@coloradopilots.org.

Don't miss this great, mid-winter social event!



The Colorado Pilots Association Store

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ces.landsend.com/Colorado_Pilots_Association



A signature petition campaign has been underway in order to introduce a new special group Colorado "Support Aviation" license plate. 3,000 signatures are required to make this aware-

ness project a reality, with over 2,000 signatures already collected. Click on the link to sign the petition:

www.SupportColoradoAviation.com

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. 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.

Colorado Pilots Association Renewing Members

Walter Bell
Thomas Burlace
Lloyd Land
Neil Davis
Bret Daugherty
Dennis Bischoff
Jason Hicks
Jeff Clark
Wayne Clark
Darrell Connelly
Bob Liddle
David Johnson
Chris Swathwood
Darrel Dix
Mark Davis

Von Campbell
John Mitchell
Charles Kurth
Patrick Brown
William Gust
Karen Venohr
Ronald Gray
Bill Marshall
James Hogan
Shane Evans
Keith Reagan
Tyler McWilliams
Jim Densmore
Tal Miller

Colorado Pilots Association Welcomes New Members!

James Cook
Joseph Sener
Frank Flink
Hank Landsgaard
Frank Anthony

Newsletter Printed by

KIMCO
ON DEMAND PRINTERS
4120 Brighton Blvd, Suite A21
Denver, CO 80216
Phone: (303) 295-1172
Email: kimcopress@qwestoffice.net

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

2016

January 9

Nighthawk Brewery

Flyin Planning Meeting

UAS/RPV/Drone News

Folks - you know there's going to be thousands of little drones flying around Christmas Day. All the little kids (regardless of age) will be playing with their new toys, completely oblivious to the possible dangers, not to mention the FAA rules. Be careful out there! Here's the summary of recommendations delivered to the FAA last week.:

Drones weighing as little as eight ounces will have to be registered with the FAA if the agency accepts recommendations of a 26-member panel struck last month to design a registration scheme. The panel, which included representatives from Amazon, Google, drone manufacturers and aviation groups, delivered their recommendations to the FAA Administrator Michael Huerta on November 21, 2015. Although Huerta didn't release details of the suggestions, it's pretty hard to get 26 people to keep a secret so elements of the proposal started leaking out late last week.

The panel wants registration to be free and to be painlessly accomplished online. Rather than register individual aircraft, the group wants operators themselves to be registered so that multiple drones can be listed under their names. It will be up to the FAA to determine the penalties that will apply to those who don't comply but analysts worry that because the vast majority of hobby users are unfamiliar with aviation regulations that compliance will be slow to start. Aviation groups were adamant that the drones fit into the existing system and that manned aviation not give up any airspace access to accommodate them. Huerta has promised a quick turnaround on the new rules because the FAA wants the rules in place before an estimated 700,000 drones end up as presents over the coming holidays.

UAS Registration Task Force Recommendations Final Report now available:

<https://t.co/rDFJb6wka3>

CDOT - Fly UAS Responsibly
<https://www.codot.gov/programs/aeronautics/FlyUASResponsibly>

Safety Information Brochures and Apps

Think Before You Launch: Safety Guide for Recreational Unmanned Aircraft Users

<http://thinkbeforeyoulaunch.com/img/TBYL-infographic.pdf>

Federal Aviation Administration (FAA): Hobby/Recreational Flying Safety Guidelines

http://www.faa.gov/uas/publications/model_aircraft_operators/assets/media/model-aircraft-infographic.pdf

FAA Smartphone App: B4UFLY (BETA)

<http://www.faa.gov/uas/b4ufly/>

Safety Guidelines for Recreational UAS Users

- Fly below 400 feet above ground level (AGL) at all times.
- Keep your aircraft in sight at all times.
- Do not fly near airports - stay outside a 5-mile radius from ANY active airport/airfield.
- Remain clear of and do not interfere with manned aircraft operations.



The FAA poster. Maybe it should be in the README booklet with every drone sold for Christmas gifts this year.



FLY MART

NEW BOOK: FLYING COLORADO MOUNTAIN WEATHER, 176 pp., c. 70 color illustrations. Learn about airplane crashes in mountain downdrafts, reading clouds such as K-H, little orphan anvils, unsteady lenticular & microscale rotor clouds. Virga flights; handling severe turbulence. By Margaret Lamb, long-time mountain pilot & CFII. \$24.95 & \$4.95 S&H.

Contact author, 575-586-0292 or Nighthawk Press, www.nighthawkpress.com.

PRICE REDUCED: FOR SALE: 1965 Cessna 182. 4916 TTAF, 577 SMOH, Penn Yann Overhaul, Continental O-470-R 230 HP. Last Annual 6/15. Garmin 330 Transponder, Dual Glide Slopes, Michel MX170B Radios, 4pl icom/with audio input. 8/10 Paint and Interior.

New Tires/brakes. Tail Bulkhead AD 72-07-09 done away with by replacement. Long Range tanks – 80 Gallons. Useful load approx. 1100LB.

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Contact: Mike or Robin, 303-507-8172 or 720-270-9482

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Prospective purchaser must be a licensed pilot.

Contact Chester V. Phelps, Jr. - CV AVIATION, Owner

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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>

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Elected Officers

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303/750-5645
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Jim Jenkins

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Colorado 99s
vacant

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Rob Duncan
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Duncan@airbase1.com

Colo. Aeronautical Board (CAB)

Ann Beardall
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president@coloradopilots.org

EAA

vacant

Colo. Airport Operators Assoc. (CAOA)

Dave Ruppel
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daveruppel@ftg-airport.com

Silver Wings

Bill Totten
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Colo. Aviation Business Assoc. (CABA)

Chris Swathwood

United States Pilots Assoc. (USPA)

Robert Braun
rbraun1026@gmail.com

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DELTA-BLAKE (KAJZ) Scott Morse 970/856-7453 morsesk@gmail.com	LONGMONT (LMO) Howard Morgan 303/774-1118 (H&C) howiem@comcast.net	<i>WALSENBURG (4V1) Vacant</i>
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Colorado Pilots Association, Inc.

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

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Spouse _____

Address _____

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

E-mail _____

Profession _____

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

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

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- ☐ Renewal
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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:

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

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