

CPA FLIGHT LINES

Vol 34 Issue 12

December 2017



No matter your faith, religion or beliefs, have a safe, happy, healthy and prosperous New Year!



www.coloradopilots.org

President's Message

CPA President

Bart Jones



It is a new year for the Colorado Pilots Association and I am delighted to be serving again as your President with the help of Rich Barclay, or Vice President. This time around I feel much more energized and eager to contribute as I am now happily retired and no longer overburdened with the stresses and demands of my career.

CPA has a lot to be proud of and there is a lot going on. Looking back, we need to give a shout out to our previous President and Vice President Gary Toby and Bill Totten for the fine leadership they provided the last two years. Bill put together the Drone Expo and started the effort to revitalize the Area Representative program which Rich and I are pledged to build upon and enhance. The big highlight of the year, for me at least, was CPA's fly-in to see the solar eclipse at Alliance Nebraska put together by Marty Brophy and Jan Mckinzie. With 50 planes signed up I think that set a record for the most participants in CPA's history. That was a bucket list experience! Our Mountain Flying Course continues to garner national recognition and scholarship revenue for CPA with Bill Standerfer and Bill Dun making constant technological improvements to enhance the program. Not to be out done, Ray Hawkins, through dogged determination and persistence, almost single handedly, may be close to getting Colorado to approve sea planes on its waters, the last state in the nation to do so. More on that in the coming year.

Looking forward I see a number of challenges facing the CPA and my immediate goal is to increase our bench strength with interested people who can contribute to and help perpetuate our organization. In particular we are in need of a Marketing Director and a Web Master. Both of these important positions can make a substantial contribution to our continued viability and would be an opportunity for someone to become more involved in Colorado's general aviation community. It worked for me; I joined the CPA in the early 90's and I cherish the activities I've enjoyed and the friendships I have made over the years, and my retirement is richer for it. Call me (719-488-0653) if any of this strikes a chord.

Speaking of fly-ins, we had some really good ones this year and with Bob Kenny's guidance we will have more next year. Keep the date January 13 (Saturday

morning) in mind as that is when we will have the fly-in meeting to brainstorm new destinations for the year. Everyone is invited to bring their best ideas for interesting places to go.

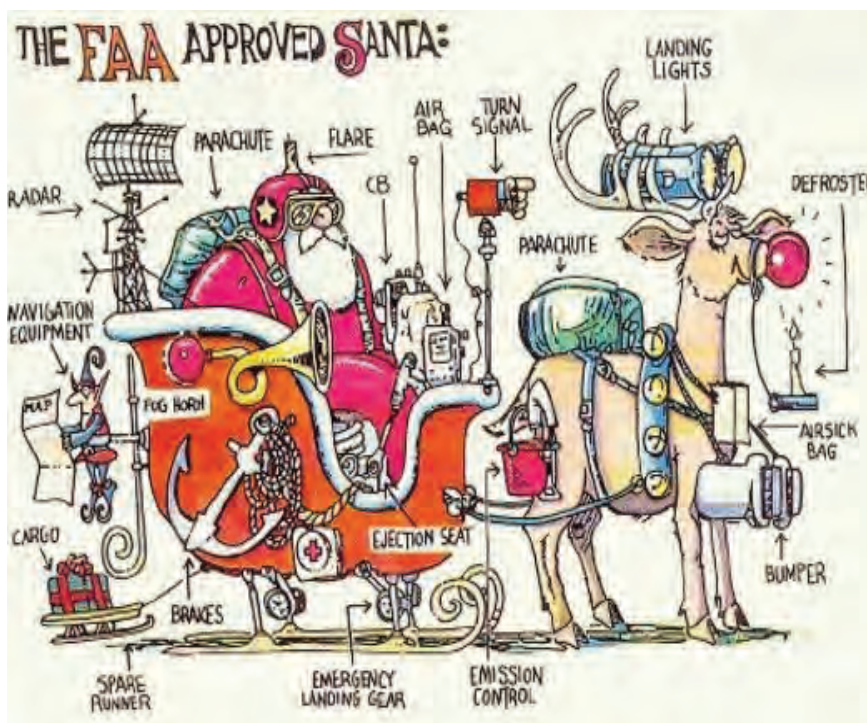
And finally there is the Christmas Party! Our intrepid treasurer, Cindy Jewel, has again done her usual fine job of organizing this event again this year. I always look forward to this time to visit with friends I haven't seen for a year. Time is slipping by so sign up soon and join us on December 10 for a wonderful evening with good friends.

As you can see the CPA is a committed organization and Rich and I look forward to being a part of it for the coming year.

Bart

Keep wearing the colorful CPA logos in the air and everywhere. Get new stuff for the fall and winter. Support CPA by showing that Colorado Pilots Association logo from Land's End.

https://business.landsend.com/store/colorado_pilots_association/



Posted by BNS, Dec 2010 on Airbuzz.com

Why Privatizing ATC Would Break The System

By James Van Laak

Guest Blog, Avweb

One of the most important conversations going on in aviation today has to do with the proposal to remove the air traffic control organization from the FAA and turn it into a privatized entity. Proponents claim that this would free the function from the bureaucracy and petty budgetary pressures of the FAA and lead to more efficient operations. They also claim that it would result in more rapid modernization of the air traffic control system.

Opponents to the privatization proposal base most of their arguments on three points. First, they point out that air traffic control function is working well today, and that there is no reason to fix something that is not broken. Second, they claim that moving to a privatized system will inevitably lead to a user-fee system dominated by the airlines, which would penalize the general aviation sector. Third, they point out that this entity would have a monopoly control of the air traffic control system with minimal oversight by the government, a recipe for corruption and gross mismanagement.

As a pilot with over 47 years of experience operating under the FAA's authority and five years as a senior executive at the agency, I have a strong opinion about these issues. In summary, I find the privatization arguments to be weak and driven by political dogma, and the arguments against completely valid.

But beyond my traditional aviation credentials, I am also an expert in the design and operation of complex systems. This leads to a different and, in my view, more important conclusion about the issue based not on whom the controllers work for, but how the system works.

Read the entire article and comments at
<https://www.avweb.com/blogs/insider/Guest-Blog-Why-Privatizing-ATC-Would-Break-the-System-229937-1.html>

Keep up the pressure on the Colorado Congressional contingent. Phone numbers and email addresses on pg 10 of the newsletter.

Go Ahead - Privatize ATC

How successful was "privatizing" Amtrak and the US Post Office?

It's not just GA - does anyone really believe that the airlines won't pass along the costs? Not coming out of their shareholders' pockets, that's for sure. Not just the commercial traffic but freight costs will also rise.

Mountain Flying Gone Bad

Preventable accidents

Reggie Paulk, CFI, CFII, MEII, AGI, IGI

On the night of Friday September 15, 2017, a pilot boarded his wife, two small children and his family dog onto a Cirrus SR-22 for a flight from Fort Collins, Colorado to Moab, Utah. A short while later, the aircraft's wreckage was scattered over the mountains north of Glenwood Springs, Colorado. The crash wasn't discovered until the next morning due to unfavorable weather—there were no survivors. The Private Pilot, who had just earned his certificate in March, flew into IMC conditions; at night; in the mountains; during a thunderstorm.

The above accident is a classic example of an inexperienced pilot getting in way over their head in the mountains with tragic consequences; but what makes us really scratch our heads is when an experienced pilot, especially a flight instructor, meets a tragic end during a mountain instructional flight with a student aboard. That's what happened on the 9th of August, 2014. The following NTSB narrative describes the details of the accident:

The flight instructor and private pilot-rated student were flying a Piper Arrow on a five-leg cross-country flight to conclude a mountain flying training course. The final leg of the flight was intended to cross over the mountains near a popular mountain pass [Rabbit Ears], which was frequented by local pilots because of the landmarks and highway below. When the flight was overdue, a search was conducted. The wreckage was located in a mountain pass about 2 miles south of the mountain pass that the pilots had intended to cross during the final leg. A post accident examination of the airframe and engine revealed no evidence of mechanical malfunctions or failures that would have precluded normal operation.

The density altitude around the time of the accident was calculated to be about 11,200 ft, which would have degraded the airplane's performance. According to the Pilot's Operating Handbook, at a density altitude of 11,200 ft with the landing gear and flaps retracted, the airplane would have had an expected climb rate of between 175 and 200 ft per minute (fpm). Documents about mountain flying found onboard the airplane stated that flight in mountains should not be attempted unless a climb rate of at least 200 ft per nautical mile (300 fpm) is available. Therefore, it is likely that the airplane could not attain a sufficient climb rate to clear mountainous terrain and that the pilot did not enter the pass at an appropriate entrance angle, which reduced the possibility of a successful escape maneuver."

A few things stick out from the NTSB's narrative. First, the airplane appears to have been operating normally—there were no mechanical anomalies discovered post-crash to indicate otherwise. Second, although they had planned to cross Rabbit Ears by following US Highway 40, it appears they actually entered a different pass over much less hospitable terrain further to the south. Third, the density altitude at the location of the crash site was about 2100 feet higher than the 9,100 MSL altitude of the site. This degraded performance to such a degree that documentation the pilots were carrying with them warned against flying that day. Fourth, the pilots appear to have entered the pass at too low an altitude and at a 90-degree angle—preventing them from an escape turn, thus sealing their fates.

In Mountain Flying, Sparky Imeson points out, "...you should approach mountains at a 45-degree angle, at least until you determine the stability of the air. The intensity of the downdrafts may not require that you continue this procedure; however, if you have any doubts, when you get within a quarter mile of the next ridge, maneuver the plane to the 45-degree angle." (page 85)

He goes on to say that, if you approach a ridge perpendicularly and encounter a strong downdraft, you set yourself up for needing to make 180 degrees of turn into rising terrain—a dangerous proposition.

Our hapless instructor and student gave away their ability to make a safe turn toward lowering terrain by choosing to head straight into the mountain pass. In addition, from what can be determined, they were also far below a safe altitude to begin their approach toward the pass to begin with. Imeson suggests 2,000 feet of terrain clearance for newer pilots, with experience dictating whether that may be decreased.

Accidents like this one are perplexing. This wasn't just a mountain flight—it was part of a mountain-flying course. Surely the basic concepts described above were covered? The paperwork in the airplane even mentioned the pitfalls of density altitude. As an instructor who's safely flown the route from Granby to Steamboat and back over Rabbit Ears Pass in light airplanes numerous times, I'm confused. Why did they choose to fly over rugged and unfriendly terrain when a much safer option was available a minute away? Why did they approach the pass at a 90-degree angle? Why did they approach with insufficient altitude? Why didn't they question their airplane's performance? My home airport (KGNB) sits at 8,200 feet above sea level. On hot summer days, we regularly see density altitudes approaching 11,000 feet on the ground. The effects of that kind of degradation in performance have to be seen to be believed. These questions will never be answered, but the lessons this flight teaches us adhere to the basic principles of any mountain flying course. Doing so greatly diminishes the possibility of ending up with the same fate.



Perhaps mountain flying courses concentrate too much on the quantity of high mountain passes crossed and not enough on the basics of crossing them in the first place.

Reggie Paulk got his glider certificate in 1992 at 16 and earned his CFI at 18. He was the editor of Sport Aerobatics magazine from 2008-2017, and has written articles for many aviation publications. Reggie owns Scenic Mountain Flights, LLC which operates a Rans S-7LS out of KGNB and gives mountain and tailwheel flight instruction.

Yaaa! Go Us!

The accident rate in general aviation dropped below 1 fatal accident per 100,000 flight hours in 2016, for the first time in 50 years, the NTSB reported on Tuesday. Overall, aviation deaths decreased slightly, from 416 in 2015 to 412 in 2016. Nearly 94 percent of those fatalities, a total of 379, occurred in general aviation accidents. Twenty-five people died in accidents in commuter and on-demand aircraft, including charter, air taxi, air tours, and medical services, operating under Part 135. The GA decrease occurred while other forms of transport — cars, trains, and boats — all showed increases.

Overall, general aviation accidents totaled 1,266 in 2016, the NTSB says, and 213 of those accidents resulted in fatalities. Based on an estimated 21.3 million flight hours, the preliminary fatal accident rate for GA in 2016 is 0.989 accidents per 100,000 flight hours. The total number of fatalities in GA was up slightly from 2015, according to Bloomberg News, but the lower rate reflects an increase in the number of hours that GA aircraft flew. There have been no fatalities for U.S. airlines since 2009.



NTPL/POL
Apt Elev **50'**
N 90.0 W 0.0

WORKSHOP Traffic

122.8 when ELFCOM inop.

JEPPESEN
25 DEC 13
24 Dec 12012 **(12-25)**

NORTH POLE Approach

122.8 when ELFCOM inop.

NORTH POLE VILLAGE
SANTA'S WORKSHOP INTL

ARCTIC Center

122.8



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	
18	RL ① TINSEL ② TWINKLE SALS Reindeer vis Range (RVR)	500'	450'	500'	100' 33m
① 36	RL				

① Only hoof brakes permitted on runway.

② Illuminated Dec 1 - Dec 31 annually.

Decorated trees at both ends of Rwy may be mistaken for Rwy lighting.

TAKE-OFF			FOR FILING AS ALTERNATE	
Rwy 18				
Adequate Red Nose Illum.		Under-the-weather Nose Illum.	RNAV (GPS) Rwy 18	Other
6 - 7 Rdr	RVR 0	RVR 12	800-2	NA
8 - 9 Rdr		RVR 7		



'Twas the night before Christmas and all 'round the field
Santa's helpers were carrying all they could wield
'Twas time to pitch in and load up the sleigh
With every possible gift for work and for play
"All hands to your stations" Santa did say
"For it's almost time for the biggest of days"
The day of the year and the fruit of our work
Is almost upon us, so there's no time to shirk
The manifest lists the destination of each toy
The fastest of sleds bound for each girl and boy
As the takeoff begins, the sleigh starts to scream
To deliver the toys as the children do dream
Back at the pole, a big collective sigh
The hard work is over, save for the big guy
He's good at it though, it's not his first jaunt
Bringing the toys you told him you want



CHANGES: New airport configuration for 2013.

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**NTPL/POL****SANTA'S WORKSHOP INTL****JEPPESSEN****(12-25)**25 DEC 13
24 Dec 12012**NORTH POLE VILLAGE****RNAV (GPS) Rwy 18**

BRIEFING STRIP 114

ARCTIC Center

NORTH POLE Approach

WORKSHOP Traffic

122.8

122.8 when ELFCOM inop.

122.8 when ELFCOM inop.

RLS
(Reindeer
Landing System)Final
Apch Crs
360°TMinimum Alt
CLAUS
2500' (2450')RLS
DA(H)
(CONDITIONAL)
250' (200')Apch Elev **50'**
Rwy 18 **50'****MISSED APCH:** Climb to 2500' direct MSLTO, then **RIGHT** turn direct KSSNG and hold.

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

CAUTION: Departures may be illuminated by blinding red nose.**CAUTION:** Supersonic heavy departures; non-sleigh traffic discouraged.

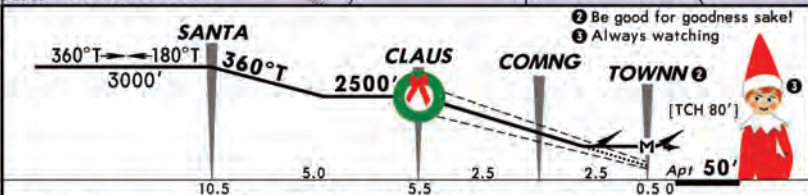
1. Reindeer practice flights year-round. 2. Flights in the vicinity may be conducted under the influence of egg nog. 3. No unapproved winter operations. 4. Postal flights with letters to Santa receive priority sequencing. 5. Reindeer and Elves on and in vicinity of runway. 6. Runway does not maintain stationary location.

1000'

MSA WSP NDB



1 in 5 NM



Speed (Reindeer operating)	4	5	6	7	8	9	SALS	2500'	MSLTO
Glide Path Angle	(7.0°)	N/A	N/A	800	998	1140	1430	TINSEL TWINKLE	
MAP at TOWNN									

If Dasher sick, reduce speed by 2 reindeer

STRAIGHT-IN LANDING RWY 18

CIRCLE-TO-LAND

RLS		LOC (Rudolph Out)		2 or more reindeer inop		Authorized only when Rudolph available	
DA(H) 250' (200')		DA(H) 400' (350')		MDA(H) 500' (450')		MDA(H)	
FULL	TINSEL out	TINSEL/TWINKLE out	TINSEL out	TINSEL/TWINKLE out	TINSEL out	TINSEL/TWINKLE out	Rdr in Svc.
6							6
7	RVR 0	RVR 40 or ¼	RVR 50 or 1	RVR 40 or ¼	RVR 50 or 1	RVR 60 or 1 ¼	7
8							8
9							9

CHANGES: Noel procedure.

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June 1, 2017

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Phone: (303) 484-9596	Boulder Office
District 3 - Scott Tipton	http://tipton.house.gov/
GA Caucus member	
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P: (719) 542-1073	Pueblo Office
P: (970) 259-1490	Durango Office
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Michael Bennet	http://bennet.senate.gov/
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see website for other offices	

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Karen Venohr
Jim Van Namee
Lewis Entz

Corporate Members

Executive Flight Training LLC
Larry Camden
Mountain Aviation
Malachi O'Neill

Colorado Pilots Association Welcomes New Members!

Steve Durham
Hallie Groenewald
Reggie Paulk

Max Mitchell
Dennis Nyberg
Dean Cookson

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.

If you send photos with captions, identify which photo goes with which caption. Provide the file 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.



FLY MART

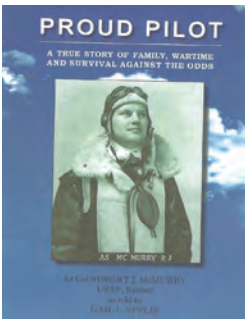
FOR SALE: 1/5 Share of Turbo 210 based at KAPA

TTAF: 6383 (as of June, 2017) TSOH: 809 Feb 2012 Fresh Annual June, 2017
 NDH, Corrosion Free; Avionics: • Garmin GTN 750 • Apollo SL30 Nav/Com •
 Apollo SL15M audio panel • Sirius XM weather TIS-B traffic • Garmin GTX
 345 • STEC 55X Autopilot • Backup attitude indicator • JPI EDM-700 engine
 monitor • 2 USB ports • Electric Trim; Interior: • Beige leather interior 2008 •
 Rosin Visors • 6 place O2 system • CO monitor • Bose and David Clark headset
 • Soundproofing • WEMAC air vents • New Windshield Paint: Good

Hangered APA

Cost: \$13,500 1/5 share • \$625 monthly includes 4 hours flight time dry

Contact: Rod (303) 913-7158



FLYING COLORADO MOUNTAIN WEATHER,

by Margaret Lamb,

Has 72+ color illustrations of mountain cloud types and tells how to safely fly mountain microscale weather & turbulence. Also discusses numerous mountain flying crashes due to downdrafts of different types, especially on windward sides of mountain chains. Risk analysis relates mountain flying to avalanche hazards; discusses Lindbergh and Beryl Markham..

Order from www.nighthawkpress.com

\$24.95 & \$4.95 S&H.

PROUD PILOT: A True Story of Family, Wartime and Survival Against the Odds,

by Lt Col Robert J. McMurry, USAF (R), as told by his daughter, Gail L. Spelis

This personal, heart-warming, sometimes chilling book follows a young man, now 95, born to fly. Beginning in WW II instructing B-17 pilots, flying the most Berlin Airlift flights, completing five separate rescues in one flight in the RB-29, Bob McMurry had a full career. See lots of photos of aircraft, family, and great places to live and visit around the world. \$24.99, Professional Press, Chapel Hill NC or www.gailspelisauthor.com

Calendar of Events

Always check the CPA website for any changes to the Calendar

** Indicates New or Updated event*

CPA Flyins

Jan 13, 2018 KBJC Flyin Planning Meeting

CPA and Other Events

Dec 10 Park Hill Golf Course CPA Holiday Dinner

2018

May 25	KAPA	Centennial Airport 50th Anniversary
Jun 23	KLMO	Longmont Airport Expo
Jul 23-29	KOSH	Airventure 2018
Sep 14-15	KSAF	AOPA Flyin

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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:

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