

CPA FLIGHT LINES

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January 2018



jetCenters
of Colorado



Rocky Mountain Metro Airport
Denver's Business Casual Choice

As always, many thanks to our many supporters and airports we visited during the year.



www.coloradopilots.org



President's Message

CPA President

Bart Jones

It's the nature of things that if you commit to one thing you often miss out on something else. For Mary and me that "something else" was the CPA Christmas party where I have always looked forward to visiting with those of you I haven't seen since last year.

But don't think you were forgotten

as, at the appointed hour, I raised a glass of fine wine in your honor as we enjoyed a glorious sail among the islands of Fiji. If you get out the map you will see that the Fijian Islands qualify as being in the middle of nowhere yet what did I see but a DH2 Beaver, on floats no less round engine and all, and a 172. GA is everywhere! I'm told the Beaver comes down from Alaska in the winter. How they get it there I don't know but it sounds like an adventure.

Speaking of adventures, I have my 2018 calendar out and I'm starting to plan for next year. I've penciled in the AOPA fly-in at Gulf shores, the Cessna 170 Convention in Wyoming, a couple of trips to the Montana and Idaho back country and maybe Oshkosh this year. Add in a winter break to Phoenix, south Texas and Florida and suddenly the calendar starts to fill in. The first important date of the New Year is January 11 (Saturday) when we have our CPA fly-in planning meeting. That is when the calendar really fills up.

With the year winding down all this has me motivated and excited for next year's adventures with CPA. I hope to see you at the January 11th fly-in planning meeting and Happy New 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/

Don't Go There!

RoseMarie Kern

It is amazing to me that there have been very few in-flight accidents involving civilian VFR and military aircraft flying low level training routes. Military route charts look like a cat got into the yarn basket – they are incredibly difficult to interpret, and most pilots don't have them lying round for easy access. There are very few areas of the country which do not contain any military training routes or MOA's – northwestern Colorado, eastern Utah, Wyoming and Montana are the least crowded.

Of course the low level routes are shown on sectionals and in low altitude IFR charts – with no indication of how to tell if they are active. This is because they are not regularly active – the wing commander wakes up in the morning and decides which aircraft will fly which route and at what time randomly. Some routes are more popular than others. The military publishes textual and graphic descriptions of all military training routes in the country.

The VFR sectional chart contains all Special Use Airspace (SUA), Military Training Routes (MTR – IR and VR), Aerial Refueling (AR), Slow Speed Routes (SR) and Restricted airspace. They are continuously active unless otherwise specified in a table shown on the chart.

Having said that, I will mention that though Military Operating Areas (MOA) may be scheduled active on the charts daily, this does not mean that there are any aircraft currently playing inside of them. These are the places that fighter jets practice maneuvers. IFR aircraft are routed around the areas automatically by Center, but VFR can transit if they wish to. The Center or Approach Control governing the area always knows when aircraft are actually using the area, and they are notified at least half an hour before the aircraft will be entering the area.

VFR aircraft can call the Center controllers directly and ask if a MOA is occupied when they get close to that airspace and are thinking of taking a shortcut. If Flight Service is called they won't know – they have to call Center and ask as well.

I would recommend that any VFR pilot thinking about cutting through those areas be extra cautious. When I worked at the ARTCC we'd occasionally listen in on the frequencies used by the military pilots in those areas while they were practicing dogfights – they are enthusiastically focused on search and destroy. Of course, in practice they are using "electronic" simulation instead of actual bullets.

The pilot of a Cherokee told me he made the mistake of flying through an active MOA once and the jet jocks decided it would be fun to dive bomb and buzz around the slower aircraft.

Remember that Prohibited Areas are off limits continually to protect the people or facilities they serve. Many Restricted areas are also permanently closed to civilian traffic; others have the active hours published on sectionals and IFR Enroute Low Altitude charts.

Restricted airspace has a wide variety of purposes. Like the MOA's some of it is for Military use – bombing practice areas for instance. Some of it is to protect aircraft from the results of ongoing scientific research. White Sands Missile Range is exactly that – a location to lob missiles from place to place covering hundreds of miles.

During the heyday of NASA's shuttle program, they would use restricted airspace for astronauts to practice landings – take the modified G2 trainer aircraft up to 35,000 feet and feather back their engines then glide like a rock towards the desert floor. Not something any sane pilot would like to fly through accidentally.

So what happens to a civilian who flies accidentally into restricted airspace? I have a friend who loves to fly gliders and is very good at it. He departed Moriarity airport one time and managed to get up to 15,500 feet VFR on the thermals. The flow aloft that day was primarily from the north and before he knew it he was heading into a really large restricted area. He found a place to land and was immediately surrounded by green vehicles and people with guns.

Military radars are both on the surface and aloft, mounted on large aircraft (E3s) which fly a pattern in the flight levels. They are aloft whenever the president and vice-president travel as well. Many small aircraft which have not familiarized themselves with the VIP TFR's will penetrate those zones and the airborne radar records their transgression and relays it to the fighter jets protecting the area. The pilot is forced to land and the best he can hope for is that FSDO fines him.

The United States is rich with large uncontrolled regions of airspace. But there are walls in the sky drawn by men with invisible ink. Stay aware. Stay away.

“Air to Ground” is the title of Rose Marie Kern’s book on Air Traffic Control and aviation weather products. She is currently touring the country giving presentations to pilot groups, listed on her website: www.rosemariekern.com.

Congratulations to our 2017 Scholarship Winners Jeff Hinkle, Education



Outgoing CPA President Gary Tobey with Hallie Groenwald,
AIMS



Outgoing CPA President Gary Tobey with Simone Christians,
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Outgoing CPA President Gary Tobey with Braydon Franklin,
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**A Holiday Munchie from Rich Barclay
CPA VP and Chef**

BLUE CHEESE DATE WRAPS

6 BACON STRIPS

18 CALIFORNIA DATES, PTS REMOVED

2/3 CUP CRUMBLED BLUE CHEESE

CUT EACH BACON STRIP INTO THIRDS. IN A LARGE SKILLET, COOK BACON IN BATCHES OVER MEDIUM HEAT UNTIL PARTIALLY COOKED BUT NOT CRISP. REMOVE TO PAPER TOWELS TO DRAIN; KEEP WARM.

CAREFULLY CUT A SLIT INTO THE CENTER OF EACH DATE; REMOVE PIT; FILL WITH BLUE CHEESE. WRAP A BACON PIECE AROUND EACH STUFFED DATE; SECURE WITH TOOTHPICK

2018 ROSTER

We will be compiling the 2018 ROSTER in early January.

If there are any changes to your data NOW is the time to input them: USPS address, phone number(s), different aircraft or no aircraft, etc., etc., etc.

If your membership renewal is currently due –

It will be greatly appreciated if you could renew it, which will ensure your inclusion in the 2018 ROSTER.

Thank You for Your Cooperation!

Terry Barbo, Membership Services

TBarbo@comcast.net or 303/367-0670

Forget the Skies , Watch the Television!

Rocky Mountain PBS will air a new Colorado Experience program on aviation history in Colorado on January 4 at 7:00 p.m. The topic was proposed by Jeff Cain, a CPA member, and won a "viewer's choice" competition a few months ago. Our members are likely to see some familiar faces during the half-hour program.

<http://www.rmpbs.org/coloradoexperience/technology/aviation/>

NTSB Blames Drone Operator In Collision

Mary Grady, avweb.com, Dec 14, 2017

The operator of a drone that collided with a U.S. Army Black Hawk helicopter in September didn't see the aircraft because he was flying the drone beyond visual range, the NTSB said on Thursday. The operator also lacked adequate knowledge of the regulations and safe operating practices for drone flying, the safety board said. The incident occurred in New York, at an altitude of about 300 feet. The helicopter crew landed safely.

Parts of the drone were lodged in the helicopter's engine-oil cooler fan, and a 1.5-inch dent was found on the leading edge of one of the four main rotor blades. The drone operator was flying for fun, the NTSB said, and was unaware of the TFR in place at the time. He did not hold an FAA remote pilot certificate. Also this week, the FAA's rule requiring owners to register small drones was reinstated.

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Located at Front Range Airport, Watkins, Colorado

Contact: Bill: 303-918-6452

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, Electric Trim; Interior: Beige leather interior 2008, Rosin Visors, 6 place O2 system CO monitor, Bose & David Clark headsets, Soundproofing, WEMAC air vents •

New Windshield Paint: Good. Hangered APA

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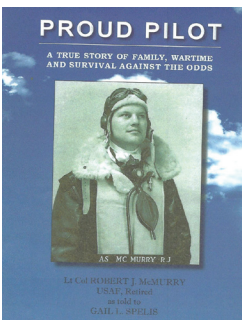
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FLYING COLORADO MOUNTAIN WEATHER,

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. McMurtry, 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 McMurtry 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

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. 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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Online application at www.coloradopilots.org

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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:

- | | | |
|--|--|--|
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| ☐ Programs | ☐ Legislative Affairs | ☐ Back Country |
| ☐ Aviation Expo | ☐ Other _____ | |

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