



Vol 35 Issue 10

October 2018

This month in Aviation History

- 1 October 1861 — The United States Army Balloon Corps, consisting of five balloons and fifty men, is formed.
- 2 October 1934 — General Headquarters Air Force, directly under command of the Chief of Staff, United States Army, is established.
- 3 October 1967 — Major William J. Knight pilots the North American Aviation X-15 to a speed record of 4,534 mph.
- 4 October 1909 — More than a million New Yorkers watch as Wilbur Wright makes a flight along the Hudson River.
- 4 October 1957 — Soviet Union launches the first Earth satellite. The 184-lb. "Sputnik" attains an orbital velocity of 5 miles per second.
- 5 October 1965 — The United States Air Force made its first successful launch of an orbiting satellite.
- 8 October 1883 (France) — French brothers Albert and Gaston Tissandier make the first flight with an airship powered by electricity.
- 9 October 1890 (France) — The first full-sized manned airplane to leave the ground under its own power is Frenchman Clement Ader's steam-powered, propeller-driven aircraft.
- 14 October 1947 — Capt. Charles "Chuck" Yeager becomes the first person to fly faster than sound. Yeager "breaks the sound barrier" in his Bell X-1 airplane, "Glamorous Glennis," named after his wife. He was able to reach 670-mph or Mach 1.015 at Muroc Dry Lake, California.
- 15 October 1958 — The North American Aviation X-15 research aircraft is unveiled.
- 20 October 1911 — The original Wright Army plane delivered to the Smithsonian Institution.
- 27 October 1909 — Mrs. Ralph van Denman flies for four minutes with Wilbur Wright at College Park, Maryland, becoming the United States' first female passenger.
- 28 October 1957 — The Boeing Airplane Company rolls out its first production 707 jet transport which is expected to fly in December.

<https://www.skytamer.com/October.html>



www.coloradopilots.org



President's Message
CPA President
Bart Jones

I just got back from three weeks traveling into remote safari camps around Africa which naturally involved flying into numerous bush strips. As such I got to experience what passes for general aviation in South Africa, Zimbabwe, Zambia, and Botswana. The differences between here and there are stark which is to say there is nothing in Africa that we would recognize as general aviation as we know it. But there are similarities with Africa and the western US.

First of all the distances we are talking about are vast (it is a 2 ½ hour 737 ride from Cape Town to Johannesburg) with a landscape resembling the Senora Desert but with a road system reminiscent of our roads in the 1920's. Flying is the only reasonable way to cover the distances without spending a seeming lifetime on rough and rutted roads. Large twin engine turbo props move people between the few commercial airports located near population centers. From there fleets of Cessna Caravans take people out to remote dirt strips in the bush. The only people I saw on these flights were tourists like me or business people working for this or that NGO.

With the exception of South Africa I saw nothing in the way of locals on these flights which is no surprise given the wrecked economies of these countries. As I looked around the several commercial airports I did see that 100LL was available but I'm told the price equated to \$14US/gal. I never saw anybody at the pumps. There was no fuel of any kind available at the bush strips. Clearly you needed to carry enough fuel to get where you were going and return.

In total I counted one early strutless 210, one 182, two 206s with belly pods, and two Barons. But I saw rows of Caravans lined up like trainers at a flight school. I will say the planes looked well maintained. They all had fresh paint jobs, the 210 had fresh tires and brakes, and one of the Caravans, an early A model, only had 250 hours on a new engine so they are getting maintained somewhere. Of the three pilots I rode with one was South African, one was American, and one was a young African who looked to be in his mid 20s. This young man spoke impeccable English and was an excellent pilot. I wish I could have talked to him to find out how he got his training. I'm told that the only flight training available is in South Africa and it is very expensive. No wonder we have so many foreign flight students in the US.

I loved the experience in Africa but I'm happy to be back to enjoy the freedom to fly around our own wonderful country.
Bart Jones

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

Doesn't matter your party affiliation.

VOTE!

WIA Brings FAA PROTE to Colorado

As we've been promoting for months, the Mile High Chapter of Women in Aviation has arranged for the FAA PROTE (Portable Reduced Oxygen Training Enclosure) to KAPA Thursday thru Sunday, Nov 29-Dec 2. If you are interested, contact Trimbi at 720-254-8909 and sign up for a 2 hour slot.

The poster that's been sent out all over the state is wrong. The poster states "Chamber experience **REQUIRES** current BasicMed or First, Second or Third Class Medical". If you are on BasicMed you may **NOT** participate other than watching everyone else.

I contacted CAMI (the "owners" of PROTE) at the FAA Aeromedical HQ in OKC and was informed the change came direct from the Office of the FAA Surgeon General. Then I contacted the FAA-SG directly (very politely & cordially) pointing out that those of us in the Mountain Time Zone live at 5000 (and above) MSL and usually fly at 9K-14K MSL all the time and would definitely benefit from this experience. Dr Berry promptly responded:

I am sorry you are caught in this situation, because I agree that this is excellent and important training especially for those pilots flying at higher altitudes. As you are aware, it is our policy that anyone taking the PROTE training must have at least an FAA 3rd Class Medical Certificate. This is not a change in policy, but maintaining a long standing policy. Let me emphasize that the PROTE is not entirely without risk. For this reason, we require a physical examination in which we are confident of the quality. We train our AMEs every 3 years, and do surveillance audits of them almost as frequently. A BasicMed qualification is not equivalent to a 3rd Class Medical Certificate. We do not have any oversight of the physical examinations done as part of the BasicMed process. For this reason, and the potential for liability, we will continue our policy of requiring an FAA 3rd Class Medical Certificate at a minimum. If you are serious about getting this training, I recommend that you get a 3rd Class Medical Certificate, in addition to your BasicMed qualification, take the PROTE training, and let the Medical Certificate expire naturally.

Dr. Berry

Michael A. Berry, M.D.
Federal Air Surgeon
800 Independence Ave. SW
Washington, D.C. 20591

[Translation (at least my take on it) The Lawyers are making us do this.]

So if you're not on BasicMed, go for it!

Heads Up - Check Those NOTAMs

It's election season again, and there will be TFRs. Just a reminder that the FAA TFR website is not always current nor correct. Neither are the tablet software packages such as WingX, ForeFlight, Garmin, etc.

ALWAYS contact Flight Service or Lockheed by phone to check on the pop-up TFRs. The certificate you save may be your own. As well as avoiding up-close and personal with an F-16, the FBI and the Secret Service.



KGNB-September 7, 2018

At their annual Granby/Grand County Airport Adventure Day, CPA member, Bill Hamilton with the Grand County Historical Association Aviation Museum, shared the story of Captain Emily Warner, America's First Female Airline Captain and a former Granby resident, with eager children, who were so excited to visit their community airport. They earned "future pilot" wings and sat in an airplane owned by another airport volunteer, Dr. Aric Kloss. (Photo by Ann Stricklin)

House Passes FAA Reauthorization **By Kate O'Connor , Avweb**

The FAA Reauthorization Act of 2018 (H.R. 302 Division B) was passed by the U.S. House of Representatives by a vote of 398 to 23 in late September. The bill will authorize FAA funding and programs until 2023. If it also passes the Senate, which has to happen before it can be signed into law, it will be the first time that the FAA has received a five-year reauthorization since 1982.

A provision that would have given the Department of Transportation oversight of certain airline fees was removed last-minute. A few notable provisions that did make into the 1,200-page bill were a controversial set of additional restrictions for model aircraft, a requirement for the FAA to set seat pitch and width minimums on commercial airliners, returning supersonic civilian aircraft to U.S. airspace and further regulation of unmanned aircraft operations, including expanding unmanned aircraft traffic management systems and allowing the government to shoot down drones thought to be a threat.

Read the entire article at

<https://www.avweb.com/avwebflash/news/House-Passes-FAA-Reauthorization-231595-1.html>

And for a different POV, Popular Mechanics is weighing in
A Regulatory Overhaul Could Drastically Change Who Can Fly Drones in the U.S.

www.popularmechanics.com/flight/drones/a23511212/faa-reauthorization-2018-section-336-repeal-regulation/

Handy Reference

June 1, 2017

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District 1 - Diana DeGette	http://degette.house.gov/
Phone: (303) 844-4988	
District 2 - Jared Polis	http://polis.house.gov/
Phone: (970) 226-1239	Ft Collins Office
Phone: (303) 484-9596	Boulder Office
District 3 - Scott Tipton	http://tipton.house.gov/
GA Caucus member	
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P: (970) 241-2499	Grand Junction Office
P: (719) 542-1073	Pueblo Office
P: (970) 259-1490	Durango Office
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Phone: (720) 639-9165	Castle Rock Office
Phone: (970) 702-2136	Greeley Office
District 5 - Doug Lamborn	http://lamborn.house.gov/
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Phone: (719) 520-0055	Buena Vista Office
District 6 - Mike Coffman	http://coffman.house.gov/
Phone: 720.748.7514	Aurora Office
District 7 - Ed Perlmutter	http://perlmutter.house.gov/
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Cory Gardner	http://www.gardner.senate.gov/
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see website for other offices	
Michael Bennet	http://bennet.senate.gov/
Phone: 303-455-7600	Denver Office
see website for other offices	

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.

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 25th 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.

Classic and Antique Airplanes Continue to Inspire in Texas.

Gainesville, TX – September 1st, 2018. The “Texas Chapter” of the Antique Airplane Association announced it will hold its 56th Annual Fly-In on October 12th and 13th at Gainesville Municipal Airport, TX (KGLE).

“We are excited to continue our ever-growing annual fly-in” said chapter President Joel Meanor. “Our chapter works very hard each year and provides a fun event for all. The primary mission of the annual fly-in is to keep classic and historic airplanes in the public eye. We love seeing the airplanes fly in, the people, and certainly the kids. These kids will be the future caretakers of the aircraft they see at the fly-in.”

The Antique Airplane Association was formed in 1953 for those with an interest in preserving airplanes, to “Keep the Antiques Flying”. The Texas Chapter has hundreds of members and is always looking for more. “You don’t have to have an airplane or be a pilot to be a member” said Meanor. “You just have to love airplanes and have the desire to get involved. The Chapter’s purpose is to provide the opportunity for individuals of all ages to enjoy classic airplanes.” See more at www.txaaa.org

More Education and Safety Programs in 2018. “Based on the great success of our 2017 programs, we are even more excited about this year’s education and safety programs” said Meanor. “The 2018 speaker lineup includes AOPA Ambassador Pat Brown, FAAS Team Representatives Steve Kiester, and Brandon Ayers. Topics include How to Start and Run a Flying Club, Instrument Basics for the VFR Pilot, ADS-B for General Aviation, Transition Training, and ForeFlight Day to Day Usage.”

In 2017, the Safety and Education Programs at the TX AAA Annual Fly-In inspired more than fifty pilots to log on and take WINGS credit. “It was a great turnout” Meanor said. “We continue to help people with this type of outreach.”

Warbirds in 2018. “We are beyond excited to welcome a MiG-17F “Fresco” from Redstripemig.com and a T-37 “Tweet” from Service Air Corps. The purpose for these aircraft and their organizations is to honor our veterans and celebrate aviation through events like ours.”

More... Along with the airplanes, classes, programs, the 56th Annual TX AAA Fly-In will include singer and celebrity impersonator Rhonda Medina entertaining us Friday evening. And on Saturday; a pancake breakfast, Poker Run, exhibitors, hamburger lunch, aircraft judging, airplane parts sales, fuel coupon give-a-ways and more...

“These classic airplanes are a significant part of our heritage,” said Joel. “Continuing to have aviation enthusiasts, experts, great airplanes and lots of fun at our annual event will continue to make a difference for the General Aviation community.”

For more information, Texas Chapter, Antique Airplane Association:

Joel Meanor, President and Fly-In Chairman

817-832-5064

joelmeanor@gmail.com

www.txaaa.org

Call to action to pilots to comment on Death Valley’s Chicken Strip

September 26, 2018 by General Aviation News Staff

The Recreational Aviation Foundation has put out a call to action to pilots to support the “Chicken Strip” in Death Valley. The National Park Service (NPS) is asking for public comment on the Saline Valley Warm Springs Airfield, known as the “Chicken Strip.”

This airstrip was in use before the area was added to Death Valley National Park in 1994, according to RAF officials. When the addition took place, the Park Service did not specify aviation as a legal use. The NPS’s latest action is designed to correct that issue.. Superintendent Mike Reynolds proposes adding the special regulation that would legitimize its use, as it has at the other two airports within the park — Furnace Creek and Stovepipe Wells.

Entire article is here:

<https://generalaviationnews.com/2018/09/26/call-to-action-to-pilots-to-comment-on-death-valleys-chicken-strip/#more-122023>

[You can comment online at Regulations.gov](https://www.regulations.gov)

Colorado Pilots Association Renewing Members

Thomas Barlow
Michael Arensmeyer
Robert Johnson
Lloyd Cafran
Evan Anderman
Daryl Austermiller

Grant Bledsoe
Kent Drotar
Paul Foster
Brian Neubauer
Jason Rossback

Colorado Pilots Association Welcomes New Members!

Jay Andrews
David Pollock
Mark McWhirter
Alex Welch

Halloween Costume Suggestions





FLY MART

For Sale: Tail-Dragger Dragger Tow Dolly (Electric/Battery & charger included), \$400,
Contact Ed Huber: 303-956-0032 or huber@flyboy1.com

Margaret Lamb's FLYING COLORADO MOUNTAIN WEATHER is an evocative read about how to fly turbulence, and coping with unexpected mountain downdrafts. Lavishly illustrated with 62 color photographs of typical mountain clouds, such as K-H, unsteady lenticulars, rotors and virga. Chapters delve into airplane crashes in mountain downdrafts and include dynamic accounts of decision-making and risk-taking gone wrong. A stick and rudder text that applies to mountain flying everywhere.

Now available in its second printing for \$24.95 + S&H at:

<http://nighthawkpress.com/titles/flying-colorado-mountain-weather>

Partnership for sale: 1976 Lake Buccaneer LA4-200 Turbo Charged

2400 TT—550 SMOH— 100 TT Prop

This aircraft is being imported back to the USA. See it on the south ramp @ KAPA, Row 21 Space 24, facing east next to runway 10/28. Includes a Seaplane Rating in a Lake Buccaneer with room & board in Tulsa, OK. This is a 4 place at sea level, but flies best with 2 people or 3 with no baggage and 3 hours of fuel. Membership in the Lake Flyers Club will also be included for the first year. Will finance any partner with 20% downpayment at 8% interest for 5 years.

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

FOR SALE: 1/3 Share of Cessna 182P based at KEGE TTAF:3600, TFRM:670 P-Ponk/Lycon build 310hp, 3-blade prop, NDH, Fresh Annual: Nov 2017, Aspen Evolution 1000 Pro, EDM 730, Engine Pre-oiler and Pre-Heater, Dual Nav/Coms,DME, PS Eng Audio Panel, Garmin GTX-327, Lynx L-3 L2000 ADS-inout, Rosen Sun Visors, Bose A20 Headsets, TruBlue Dual USB charging port, Articulating front seats, Wheel Pants, All Logs & STC's, Aircraft Cover, I-Pad Dual Holder/Mounts Exterior/Interior 8, Hangared. Cost: \$26,000 plus shared fixed and operating expenses

Contact: Joe (774) 249-4341

MAULE Partnership Wanted. I am wanting to buy into a partnership of a Maule M-6 or 7 with conventional gear. Preferably based in the Denver Area and where one of the partners is a CFI that would be willing to give some instruction. I am currently a Bonanza driver looking to go low and slow.

Contact: Todd Mellema at 303-748-2085 or todd@disco.net

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Calendar of Events

Always check the CPA website for any changes to the Calendar

** Indicates New or Updated event*

CANCELLED

CPA Flyins

Jan 2019 CPA Flyin Planning (date TBD)

CPA and Other Events

Oct 6	KFTG	Flyin pancake breakfast
* Oct 13	ARTCC	Girls in Aviation Day register at www.milehighchapter.com/girls-in-aviation-day
Nov 10	KBJC	Annual CPA Membership Meeting
Nov 29-Dec 2	KAPA	PROTE
* Dec 6	Aquarium	CABA Party



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Vacant

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Colorado Pilots Association, Inc.

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I am interested in serving as Area Rep at _____

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☐ Aviation Expo	☐ Other _____	

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