



Vol 36 Issue 1

January 2019

This month in Aviation History

1 January 1914 (USA) — The United States Weather Bureau begins daily publication of a weather map of the Northern Hemisphere designed specifically as an aid to aviation.

4 January 1957 (USA) — Military Air Transport Service completed “Operation Safe Haven” bringing 10,000 refugees to the United States.

4 January 1964 (toward) — Pope Paul VI lands in Amman, Jordan, in a special Alitalia Douglas DC-8. This is the first time that a Pope has used an airplane for an official visit.

6 January 1943 (England) — Major General James Doolittle assumed command of the 8th Air Force.

7 January 1785 (England/France) — The English Channel is crossed for the first time by air as Jean-Pierre Blanchard and John Jeffries fly their hydrogen balloon from Dover, England to a forest near Calais, France.

11 January 1935 (Hawaii/California) — Amelia Earhart becomes the first woman pilot to fly solo between Hawaii and the United States. She takes off from Wheeler Field, Oahu, Honolulu, to fly her Lockheed “Vega” across the eastern Pacific to Oakland, California. Earhart lands after 18 hours 15 minutes.

15 January 1914 (USA) — The first regularly scheduled passenger airline in the United States begins service. The Benoist Company, flying its Benoist flying boat, runs a line between St. Petersburg and Tampa, Florida.

19 January 1784 (France) — The largest hot-air balloon ever made, called “Le Flesselle” by the Montgolfier brothers, makes an ascent at Lyons, France. The balloon’s capacity is 700,000 cubic feet and it goes up to 3,000 feet.

21 January 1976 (England/France/Bahrain/Brazil) — First passenger services by a supersonic airliner are begun, as British Airways and Air France “Concorde” supersonic transports take off simultaneously for Bahrain and Rio de Janeiro.

22 January 1959 (USA) — USAF study of UFOs reveal fewer than 1% could be classified unknown.

26 January 1910 (USA) — The first practical seaplane is flown. Built and flown by American Glenn Curtiss, it lands and takes off in the waters off San Diego, California.

27 January 1967 (USA) — Astronauts Grissom, Chafee and White are killed in Apollo 1 fire.

29 January 1959 (USA) — The first jet passenger service across the United States is begun by American Airlines using Boeing 707 jet airliners.

31 January 1958 (USA) — First United States satellite, “Explorer 1,” launched into orbit.

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



www.coloradopilots.org



President's Message
CPA President
Bart Jones

Just as we close out 2018, I'd like to report that member Neil Davis has agreed to join the Board and step in as the Webmaster for our new website which we will all be seeing in the near future. Behind the scenes Rob has been working feverishly with our vendor to tie up loose ends so we are getting close. I'm looking forward to learning how to use the new website on my mobile device without having to fire up my home computer. I feel like I'm entering a new world although I know this is old hat for most of you.

Looking forward to 2019, we have our fly-in planning meeting hosted by Bob and Shaun Kinney to be held January 12th, 9:00 AM, at the Western Air Flight Academy at Rocky Mountain Metro Airport, address: 11915 Airport Way. Heads up, this is a new location for us. We had outstanding fly-ins last year so bring your best ideas and, best of all, plan to host a fly-in.

Another mid-winter diversion to take advantage of is the Denver Boat show where our own Ray Hawkins and his volunteers will be manning the Seaplane Pilots Association Booth 729 on Friday, Saturday and Sunday January 18, 19, and 20. He will have a glassy water simulator which should be interesting.

Finally, this slow flying period is the time to think about some pre-emptive maintenance so that we can operate throughout flying season with confidence. It's an expensive bummer to be stranded somewhere with a mag or alternator issue. How many hours do you have on those items without an inspection and evaluation? I know that is supposed to happen at annual but does it always? These things operate so well we tend to take them for granted but they don't last forever. Being stuck somewhere is no time to discover that you really had 1,200 hours on that mag.

Keep flying!
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



FAA PROTE Hypoxia training in Colorado

By Trimbi Szabo and Jeremy Kornreich

When the FAA sucks all the oxygen out of the room, sometimes it's for your own good; they call it hypoxia training.

In late November, the FAA brought their PROTE hypoxia training to Centennial Airport (KAPA), and 240 Colorado pilots got to experience life at 29,000 feet. Attendees included VFR pilots, former military, airline and charter, student pilots, and many of the KAPA air traffic control staff.

PROTE stands for portable reduced oxygen training enclosure – the FAA builds a glass room connected to machinery that dramatically reduces the amount of oxygen, without changing the air pressure.

For this training, attendees entered a room at normal air pressure, but with oxygen evacuated to 29,000' MSL. FAA staff explained they normally use 25,000', but Colorado residents are accustomed to their higher altitudes.

"It's a good reminder how much hypoxia impairs my judgement. I may bring my portable oxygen tank along on more flights as a "just in case" precaution," said Commercial/IFR pilot Terry Fiala, who previously attended similar training, and is a FAAST Team representative and Chair of the Colorado 99s. "I wanted to see whether my hypoxia symptoms had changed now that I live at 6000' MSL."



FAA Staff, inside and outside the PROTE chamber, work with attendees to test cognitive function at 29,000 feet. Photo by Jeremy Kornreich.

There were many different reactions among the different pilots. Some reported immediately feeling poorly, often warm or 'itchy.' Some felt well, but were unable to do simple math. One of hypoxia's most insidious features is the feeling of normalcy, even well-being, while your cognitive functions and motor skills decline.

Some passed out, and some had hypoxic amnesia. Most attendees experience temporal distortion, which is the expansion or compression of time.

sion of time when hypoxic. Most commonly, time compresses and the five minutes in the chamber can feel like just three seconds. However, one participant experienced time expansion and thought he had been in the PROTE for half hour. Another pilot was asked to chair fly an airplane, and then to climb his plane – he responded by pretending to climb a ladder.

Twenty-nine thousand feet is much higher than most non-professional pilots will ever fly, and many pilots expressed an interest in learning to recognize the slower, more gradual onset of symptoms that would happen from 10,000 to 17,000 feet.

The free event was organized and hosted by the Women In Aviation International Mile High Chapter, using the Airmax facility at KAPA. CFI Trimbi Szabo worked for more than a year to organize the event, and hopes to expand the program for next year. FAA staff said the Colorado event had the largest attendance for the year.

2018 attendees included pilots and attendees from the National Association of Air Traffic Controllers (KAPA Tower, Denver ARTCC, and TRACON), Colorado Pilots Association, Colorado Aviation Business Association, Boulder Soaring Society, Colorado Seaplane Association, Colorado Department of Transportation Aeronautics Division, Colorado Civil Air Patrol, Colorado State Patrol piloting officers, Colorado 99's, and the WAI Mile High Chapter.

“We also trained a plethora of legacy carrier airline transport pilots, regional airline pilots, private charter pilots, CFIs, pilot business owners, and aircraft owners involved in their local communities,” said Szabo. “Most importantly, we trained aspiring private pilot FAA medical holders.”

More PROTE Marty Brophy

Ever felt tingling or dizziness while flying? Or headache, numbness, euphoria? These are just a few of the possible symptoms of hypoxia, or lower than needed oxygen supply to the brain, experienced by pilots flying high in non-pressurized aircraft. Regulations require flight crews to have supplemental oxygen if flying for more than 30 minutes above 12,500 feet MSL or continuously if flying above 14,000 feet MSL, certainly relevant altitudes for Colorado mountain flying!

Extended hypoxia can result in cognitive impairment causing bad decisions or even in loss of consciousness. Many flight fatalities have been attributed to hypoxia over the years. To help pilots recognize the symptoms and respond quickly to them, the FAA has created Portable Reduced Oxygen Training Enclosure (PROTE) systems which trainers bring around the country. You may have seen one at Oshkosh in the FAA tent if you were there this year, continuously full of pilots looking to expand their awareness and sensitivity to this aviation hazard.

Thanks to the hard work of Trimbi Szabo, president of the Mile-High Chapter of Women in Aviation International, and the generous use of the Airmax, Inc. hangar at KAPA, we in Colorado were able to experience this training first hand from November 29 to December 2, 2018. 240 pilots participated in this over the four days, led by four FAA staff members who came out from Oklahoma City.

I was able to do this on the last day of the session, accompanied by CPA Education Chairman Jeff Hinkle. The PROTE is a plexiglass-sided cube with pumps to reduce the oxygen content to about 7% from its sea level value of about 20%. 7 % is about what you would have at the very high altitude of 26-27,000 feet MSL. Five pilots entered with one oxygen-masked trainer and spent about 5 minutes inside, recording hypoxia symptoms and their oximeter readings (oxygen saturation percentage and heart rate) after each minute. Oxygen masks were put on us by ourselves or by the trainer when we observed 3 symptoms from a long list or when the trainer observed symptoms like cyanosis or apparent confusion.

It is hard to describe what you feel in there! I thought I was doing fine, but apparently was gaping off into space and starting to look cyanotic because the FAA monitor came over and put my oxygen mask on me. You sometimes are not thinking clearly, yet I was able to do a simple fuel consumption calculation, something that I have heard some pilots can't do with hypoxia. Some of the people in the PROTE with me could not remember executing simple instructions, though they were able to do them in the chamber.

It seems that everyone's reaction to lowered oxygen is different, so knowing generally what it feels like to you is probably the best way to be prepared if this ever happens to you in flight. I encourage all pilots to do this exercise – it could save your life some day!

HELP WANTED

Colorado Pilots Association is a volunteer organization. We need our members to volunteer! We're got interesting and vital volunteer opportunities for those who would like the opportunity to contribute in a meaningful way to Colorado's general aviation future. We hope that something in the job descriptions below strike a chord with you and you will reach out to the contact person listed.

MEMBERSHIP SERVICES: We need two people to be responsible for administering membership activities related to processing applications, maintaining membership data on the CPA website, and acts as principal resource for mail collection and distribution.

Contact Terry Barbo @ 303-367-0670.

Duties include:

- Maintains the membership records program including processing of applications, renewal notices and deletions. Solicits renewals from delinquent members.
- Maintains the membership database on the CPA website and prepares reports of select data for use by other committees.
- Acts as principal point of contact for queries to CPA and responds to questions related to membership and a variety of aviation related matters. Processes incoming and outgoing mail and refers incoming queries for response by other as appropriate.
- Prepares an annual Calendar of Events and acts as principal point of contact for entry of CPA events on the website Calendar of Events.

Fortunately, all our membership data is electronic in the CPA database. As we migrate to our new website & support software, more functionality will be automated and easier to manage. So don't panic!

AREA REPRESENTATIVE PROGRAM: We need at least three people to conduct outreach wherein we try to maintain communications with members and airport managers located in outlying areas of the state and to augment services provided in behalf of the aviation public.

Contact Bill Totten @ 303-364-5238.

Just what we don't need

From the Airnoise website:

The fast, easy way to file airport noise complaints.

Airport noise complaints are a pain to file, but you know you have to speak up. Airnoise provides the simplest, fastest ways to make your voice heard, to help your community, and get your life back.

Imagine you live close to a major airport, and since NextGen has changed many air routes in the last few years, a lot more noisy airplanes fly right over your house. Now it's easy for those citizens to file a noise complaint — instead of facing hours of paperwork, they can just push a button on a thumb-size device like those used by Amazon shoppers to order household goods. Barbara Deckert, who lives in suburban Maryland, told the Washington Post she has filed thousands of complaints: "Clicking that button is really psychologically satisfying."

Read the entire article at (and don't forget to read the comments!)

<https://www.avweb.com/avwebflash/news/Small-Device-Drives-Airport-Noise-Complaints-232064-1.html>

Ed note: I refuse to post the Airnoise website address. I wonder, is there an app to complain about people complaining about airport noise?

And the entire article at the Washington Post:

https://www.washingtonpost.com/local/trafficandcommuting/button-offers-instant-gratification-for-those-plagued-by-airplane-noise/2018/12/29/c1035d32-02e1-11e9-b5df-5d3874f1ac36_story.html?noredirect=on&utm_term=.3c9cefd8586c

Handy Reference
January 1, 2019
To be updated Jan 4, 2019

House

District 1 - Diana DeGette <http://degette.house.gov/>
Phone: (303) 844-4988

District 2 - Joe Neguse TBD
Rep.-elect Joe Neguse **will take office Jan 3, 2019**

District 3 - Scott Tipton <http://tipton.house.gov/>
GA Caucus member
P: (719) 587-5105 Alamosa Office
P: (970) 241-2499 Grand Junction Office
P: (719) 542-1073 Pueblo Office
P: (970) 259-1490 Durango Office

District 4 - Ken Buck <http://buck.house.gov/>
Phone: (720) 639-9165 Castle Rock Office
Phone: (970) 702-2136 Greeley Office

District 5 - Doug Lamborn <http://lamborn.house.gov/>
Phone: (719) 520-0055 Colorado Springs Office
Phone: (719) 520-0055 Buena Vista Office

District 6 - Jason Crow TBD
Phone: tbd
Rep.-elect Jason Crow **will take office Jan 3, 2019**

District 7 - Ed Perlmutter <http://perlmutter.house.gov/>
Phone: (303) 274-7944 Lakewood Office

Senate

Cory Gardner <http://www.gardner.senate.gov/>
Phone: (303) 391-5777 Denver Office
see website for other offices

Michael Bennet <http://bennet.senate.gov/>
Phone: 303-455-7600 Denver Office
see website for other offices

Calendar of Events

Always check the CPA website for any changes to the Calendar

* Indicates New or Updated event

CPA Flyins

Jan 12 2019 KBJC CPA Flyin Planning. Western Air
(not the terminal building - new location!)

CPA and Other Events

* July 22-28 KOSH Airventure 2019

Colorado Pilots Association Renewing Members

Robert Valentine
William Hale
William Snodgrass
Jerry Schofield
Brian Garrett
William Marvel
Robert Martineau
Carl Keil
Byron Moger
Rick Turley
Spencer Mamber
William Russell

Dan Smith
Lewis Entz
Gordon Anderson
Vincent Phelps
Ryan Walterscheid

Colorado Air and Space Port (aka KFTG)
Dave Ruppel

Colorado Pilots Association Welcomes New Members!

Andrew Barr
Jessica Simms
James Hayden
Dan Barr

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.



FLY MART

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

Don't forget - you can have the CPA logo on almost ANYTHING!
Just head over to the CPA Store at Lands End



CPA Executive Board

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Civil Air Patrol,
Colorado Wing
Jim Jenkins

Colorado 99s
Sue Osborne
sueav8s@q.com

Commemorative Air Force
vacant

EAA *vacant*

Colorado Seaplane Initiative
Ray Hawkins
303-710-2497
<http://www.coseaplanes.org>

Silver Wings
Bill Totten
303/364-5238
btotten@westernaero.com

United States Pilots Assoc.
(USPA)
Robert Braun
rbraun1026@gmail.com

Area Representatives

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<i>BOULDER MUNI (BDU)</i> Phil Ecklund 303/748-9598 pecklund@aol.com	<i>GRANBY (GNB)</i> Mike Jolovich 970/887-2189 (H) 970/887-9225 (W) mjolovich@rkymtnhi.com	<i>ROCKY MTN METRO (BJC)</i> Daril Cinquanta 303/423-9846 (H&W) CQ7014@aol.com
<i>BURLINGTON / EASTERN COLORADO</i> <i>(ITR) -</i> <i>Vacant</i>	<i>GRAND JUNCTION (GJT)</i> Daniel Guggenheim 303/884-0605 (H&W) Guggy4u@aol.com	<i>SALIDA / CHAFFEE COUNTY (ANK)</i> <i>vacant</i>
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<i>COS SPRINGS (COS)</i> <i>- Vacant</i>	<i>JEFFCO - see Rocky Mtn Metro</i>	<i>STEAMBOAT SPRINGS</i> <i>(SBS)</i> Joe Birkinbine 970/879-9653 (H) 970/879-1636 (W) atpfinancial@springsips.com
<i>CRAIG/MOFFAT (CAG)</i> <i>-- Tyler McWilliams</i> 970/629-9994 Tyler.mcwilliams @ironworksaviation.com	<i>KREMMLING (20V)</i> Ron Lewark 303/668-3089 (H) 303/668-3093 (W) c185guy@aol.com	<i>TELLURIDE (TEX)</i> <i>vacant</i>
<i>CRAWFORD (99V)</i> Rob Duncan 970/223-5042 (H&W) n185ra@gmail.com	<i>LONGMONT (LMO)</i> Howard Morgan 303/774-1118 (H&C) howiem@comcast.net	<i>WALSENBURG (4V1)</i> <i>Vacant</i>
<i>DELTA-BLAKE (KAJZ)</i> Scott Morse 970/856-7453 morsesk@gmail.com	<i>MEEKER / RANGELY (EEO)</i> <i>Vacant</i>	<i>WRAY (2V5)</i> Lucile Bledsoe 970/332-5143 (H) 970/332-4955 (W) lmbledsoe@plains.net
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<i>ERIE (KEIK)</i> Jerry Schofield 303/663-3963 (H) 303/663-3973 (W) jschofld@aol.com	Northern CO Regional Eric Jensen 970/482-7160 (H) ericjens@aol.com	
<i>FT COLLINS-</i> <i>LOVELAND (FNL)</i> <i>(see Northern CO Regional)</i>	<i>PAGOSA SPRINGS (PSO)</i> <i>vacant</i>	

Colorado Pilots Association, Inc.

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

Name _____

Spouse/Partner _____

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 individual
☐ \$38 - 2 years 1 year individual
☐ \$55 - 3 years 1 year individual

☐ \$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 |
| ☐ Aviation Expo | ☐ Other _____ | |

CPA LOGO MERCHANDISE

Lapel pin \$2 + 0.50 s&h
Decal \$ 1 + 0.50 s&h

For information please call Terry Barbo 303-367-0670

Visit the CPA Store for Logo Clothing:

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