



CPA FLIGHT LINES



CPA Annual Meeting 2019

Colorado Pilots Association held their Annual Meeting, November 9th at Rocky Mountain Metropolitan Airport. Those in attendance feasted on a banquet set out by Mary Jones. Outgoing president Bart Jones led the business side of the meeting which included reports from committee chairpersons, highlighted by yet another fantastic fly-in season and successful mountain flying training. Bart presented special awards to Walt and Terry Barbo for their longtime devotion to CPA. Even though they aren't going anywhere soon, the recognition was well deserved.

Officers were announced with Bart Jones and Marty Brophy swapping titles. The 2020 elected officers for the Board of Directors are - Marty Brophy, *President*, Bart Jones, *Vice President*, Cindy Jewell, *Treasurer*, and Laurie Garrett, *Recorder*. All of membership is welcome to attend the monthly board meetings held at 6:30 p.m. the first Monday at KAPA.



Outgoing president Bart Jones presents Membership Services Chairperson, Terry Barbo with special recognition for her many years of devoted work to the CPA, as her husband Walt looks on. Walt was presented with his own award for his longtime work in creating and maintaining the CPA.

The meeting concluded following guest speaker, Tom Bowen, Chief Engineer of Bye Aerospace. A Colorado company, Bye is the developer of the electrically powered airplanes. Tom navigated everyone through the challenges and progress in building a certified electric airplane. Bye is in the process of testing their third electric plane out of Centennial Airport. The first two included a conversion of a Cessna 172 and another experimental aircraft before settling on an all-composite aircraft. The design is being built with training operations in mind with an hourly operational cost of around 1/3 of the hourly cost of the traditional aircraft.



President’s Transmission

I suddenly realized that this will be my last message as my time is up as your President. It has been an honor to serve the last two years which have gone by in a flash. As I look back, I have mixed feelings about my tenure. As I started this job, I had two primary and coequal goals. The first was to transition to a new website which could be easily maintained by a web host and could be accessed by the mobile devices used by everybody today. Thanks to the tireless efforts of our previous long time Webmaster Rob Duncan and Brian Garrett who stepped forward as our new Webmaster that goal has been met in sensational fashion and I am gratified by the results. The second goal was to recruit half a dozen new member to the Board and various committees to serve as bench strength for future leadership positions. We have had one spectacular success toward this goal with Laurie Garrett stepping forward (yes, we are talking a husband and wife team here) to take on the duties of both newsletter editor and Recorder. The participation of Brian and Laurie has been a coup for the CPA. Their energy and creativity have energized us all and brought current technical expertise to the organization. Aside from this notable success we haven’t done so well, and I feel like I’m leaving the job unfinished. I will however be sticking around to help our new President, Marty Brophy, with this issue. Finally, please note that I have played just one small part in this organization and that I owe a debt of gratitude to the other Board Members and Committee Chairmen for their efforts in keeping the CPA running smoothly. We would like to invite you to step forward and join us to ensure a vibrant future for the CPA.



MEADOW LAKE UPDATE: Meadow Lake is open for business! The “X”s came off the runway on October 24. It was an ugly day so there was no fanfare, and nothing happened, but on the first nice day the planes were stacked up down the taxiway trying to be the first to use it.

DIVERSITY! Have you heard that word yet in the context of aviation, ADS-B and Canada? It means that your newly installed 1090 “international” ADS-B transponder will not be compliant in Canada beginning in 2023. That’s right. Canada has adapted a satellite-based system (as contrasted by our ground-based system) that requires an antenna on the top as well as the bottom. That’s called “diversity”. And it is not just a matter of running another antenna to the top of the plane, you need a different transponder, a diversity transponder. So, NOW they tell me! By the way Garmin has a diversity transponder for \$8,000. Oh boy! Let’s hope that when the time rolls around there will be some airspace and airports carved out that we can use on our way to Alaska and to Canada’s fishing lakes. It seems there is nothing simple

Bart Jones, President CPA



2020 FLY-IN PLANNING MEETING!

By Bob Kinney, Fly-in Chairman

Late each year, I write an article for Flight Lines with the intent of drafting a document that will trigger excitement in each CPA member for our fly-in program. This program is one of the main reasons many **Colorado** aviators have chosen to be members of one of America’s finest aviation-related associations. We’ve been remarkably successful as we’ve seen the numbers of new attendees climbing and mixing with the “core” group who have flown with us to destinations throughout the western United States. Although the number of CPA-sponsored fly-ins has fallen off a bit, the per-event attendance numbers have been impressive.

One of the best ways to retain your flying skills is to fly more. We can help you with that. You now have a reason to spend more time in the air. **Become a fly-in groupie.** We have them you know. They’re the ones who regularly attend CPA-hosted fly-ins and have done so for a number of years. They’re great people and they love new members in the group.

We enjoyed the company of a number of new pilot friends in 2019, many who are part of the upcoming new generation of pilots.



Each year, interested CPA members gather in **January** to develop the fly-in schedule for the upcoming flying season. You’re invited to attend this planning meeting to help us plan our 2020 activities. Maybe you’d like to go one step further, and present a fly-in that you’d like to host. It’s not that difficult and the rewards are amazing. Remember, you can volunteer to host a fly-in, or just be involved in the selection process. It’s totally your choice and it’s sooo much fun!

To host, choose a destination you think CPA members would enjoy. Present the basic facts about your proposed fly-in at the meeting; including major activities, lodging, ground transportation, meals, and any date constraints that we need to consider. Be an *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 in the western half of the U.S. It can be a one day outing or a multi-day affair. There are few limitations. Use your imagination. Please contact me if you’d like some input before the meeting.



The fly-in committee and I have many years of experience planning and hosting these events. We'd love to help you do the same. My cell phone number is 303-887-3328 and email is flyins@coloradopilots.org.

Want to learn more about hosting? Go to "[Guidelines for a Successful Fly-In](#)." This document is on the CPA web-site under Fly-in Events at the top of the site. Go to Fly-in Planning Documents. 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 who had either never been to a fly-in or had never hosted before. They did a **fantastic** job! We have members who've hosted multiple fly-ins and would be happy to mentor you if you'd like guidance during your first hosting attempt.



Join us for a fun morning of "fly-in magic" on Saturday, January 11, 2020 at 9:00 a.m. in the meeting room at the Colorado Division of Aeronautics at Colorado Air & Space Port (Front Range Airport). The address is 5126 Front Range Pkwy, Watkins, CO 80137. (Note: This is a new location for us since the folks at Rocky Mountain Metro opted to charge an arm

and a leg for the use of their terminal building meeting space). We will even have some morning snacks and drinks if you arrive at 8:30.

(This is like Christmas all over again, but with a flying theme. Please join us!)

From the backcountry, to hundreds of feet underground, from the nation's aviation museums, to its national parks and monuments, you'll find us there. We hike. We bike. We ride mountaintop gondolas. We drive ATVs, UTVs, and Razors. We even ride horses. Join Us!



AOPA AIR SAFETY INSTITUTE FOCUSED FLIGHT REVIEW

Mike Koscielniak, Colorado Pilots Association, Safety Chair, November 9, 2019

My CFI asked me what I had in mind for my biennial flight review and I responded with “How about a focused flight review?”

Just imagine the look of surprise in the eyes of your CFI when you hand them a (13) page document with the title of **FOCUSED FLIGHT REVIEW**.

The focused flight review was developed by AOPA Air Safety Institute in 2018. It is a comprehensive flight review program.

Some of the topics covered are: Positive Aircraft Control; Weather and CFIT (Controlled Flight into Terrain); Fuel, Engine, and Other Systems; Instrument Proficiency; Takeoffs, Landings, and Go-Arounds; and Mountain and Backcountry Flying.

In addition you can receive FAA Wings Credit.

The topic I chose was **Positive Aircraft Control**

I started my biennial flight review by downloading the **Flight Review Course** from Sporty’s Pilot Training. Cost of the course is \$40. I reviewed each segment of the course and completed each quiz.

Then I followed the **Positive Aircraft Control syllabus**:

Step 1: The **flight review prep** consisted of watching six videos and one online course.

Step 2: Was to discuss the following topics with my CFI:

- Aircraft Systems,
- Aircraft Performance
- Pilot Technique, Knowledge, and Decision Making
- Emergencies

Step 3: Was do the following with my CFI:

- Review and “chair fly” spin recovery techniques
- Review aeronautical charts and critical altitudes



- Plan a cross country flight
- Discuss electronic flight bags
- Weather briefings and various sources of weather information
- Perform weight and balance calculations for takeoff and landing
- Use the pilot operating handbook (POH) to determine aircraft performance

Step 4: Was to discuss Preflight with my CFI:

Pilot: Self-Assessment tools such as IMSAFE and personal minimums

Aircraft: Pre-flight inspection with checklist

Environmental Factors: Weather, Airport Diagrams, Security Issues

Maneuvers: Brief all maneuvers

Step 5: Was to fly with my CFI

Departure: Pre-takeoff and passenger safety briefing; Cross check of systems and engine health; Normal and aborted take off

Air Work: Airspeed, Altitude and Heading; Steep turns and slow flight; Stalls; Flight by Instruments; Unusual attitude recovery (close your eyes and put your chin on your right shoulder, surprise!!); Engine Problems; Failure of Hydraulics & electrical; Emergency Descent; Simulated turn back following an engine failure on take off

Arrival/Landing: Crosswind take off and landings; No Flap Landing; Go Around Procedure; Power-off landing

Debrief: Pilots review; how well or poorly did I perform; My CFI's review of my strengths and weaknesses; Lessons learned; Plan of action for continued proficiency

This was much more than one-hour classroom and one-hour flight time, the FAA minimum requirements.

So far I have done (3.5) hours of ground instruction and (6) hours of flight time, my last task is a cross country flight. Can't wait.

So if you are looking for something new and challenging, I highly recommend a FOCUSED FLIGHT REVIEW.

And remember you can receive FAA wings Credit as well.



A ROUGH DAY IN OREGON (OR, ICE IS FOR SCOTCH)

It was a cloudy day near Baker, Oregon. I was IFR and headed south toward Boise, Idaho and eventually to Longmont, Colorado, and, hopefully in time for Christmas. I had just dropped off passengers and was solo, in and out of the bottoms of a wet front passing through the area.

The Skylane I was flying was a club aircraft with larger tundra tires on it with no wheel pants. I was watching the front of the black rubber, checking to see if ice was accumulating on them since the contrast made the ice very visible. There had been some ice earlier and I was concerned. The leading edges of the wings started to show some accretion and I decided it was time to make a move.

Having some ground contact and lots of altitude beneath me, I cancelled my IFR and started down for Baker. The speed increased and I was holding some back pressure on the yoke. I reached down and gave the trim wheel some nose-up trim. The nose pitched down and I started picking up speed! I remembered what an instructor had told me years previously that if you did something in the airplane and didn't like the outcome, undo it! So I did.

Now I had to try to figure out why nose-up trim made the aircraft go down. I tried it again and it worked the same. I tried some nose-down trim and the nose came up. Something was definitely wrong! I looked over my right shoulder and could not see enough of the horizontal stabilizer to determine what was happening. Looking over my left shoulder, I could see the part of the elevator forward of the pivot point where the balance weight is located. The entire leading edge of the elevator *and* horizontal stabilizer was solid ice! The elevator was jammed and the small (but effective) elevator trim tab was flying the aircraft like the elevator would normally fly the plane!

Now, I spotted the Baker, Oregon airport beneath me and decided I needed to get on the ground. I stayed high for a few minutes and experimented with the combination of power, elevator trim, flaps, and airspeed to see if I could control



the 'Lane in the flare to land. I tried tugging on the yoke but was afraid of breaking a cable or pulley if I applied excessive pressure.

As luck would have it, the warmer air down low eliminated the ice and my controls were returned to me! Rather than continue on toward Boise, I made a great landing (the aircraft was still usable) and came to a stop. I shut the engine down and just enjoyed the view-and the silence...for a long time!

As my former instructors had told me, determine what you think the problem is and work the problem to find out what your options are. By not getting into a panic state, things worked out well.

The rest of the flight home was trouble free...and I made it there for Christmas dinner! It was the best Christmas present ever!

Tracy Perry
Longmont

*The Board of Directors and Chairpersons wish you all
a safe and Happy Thanksgiving!*

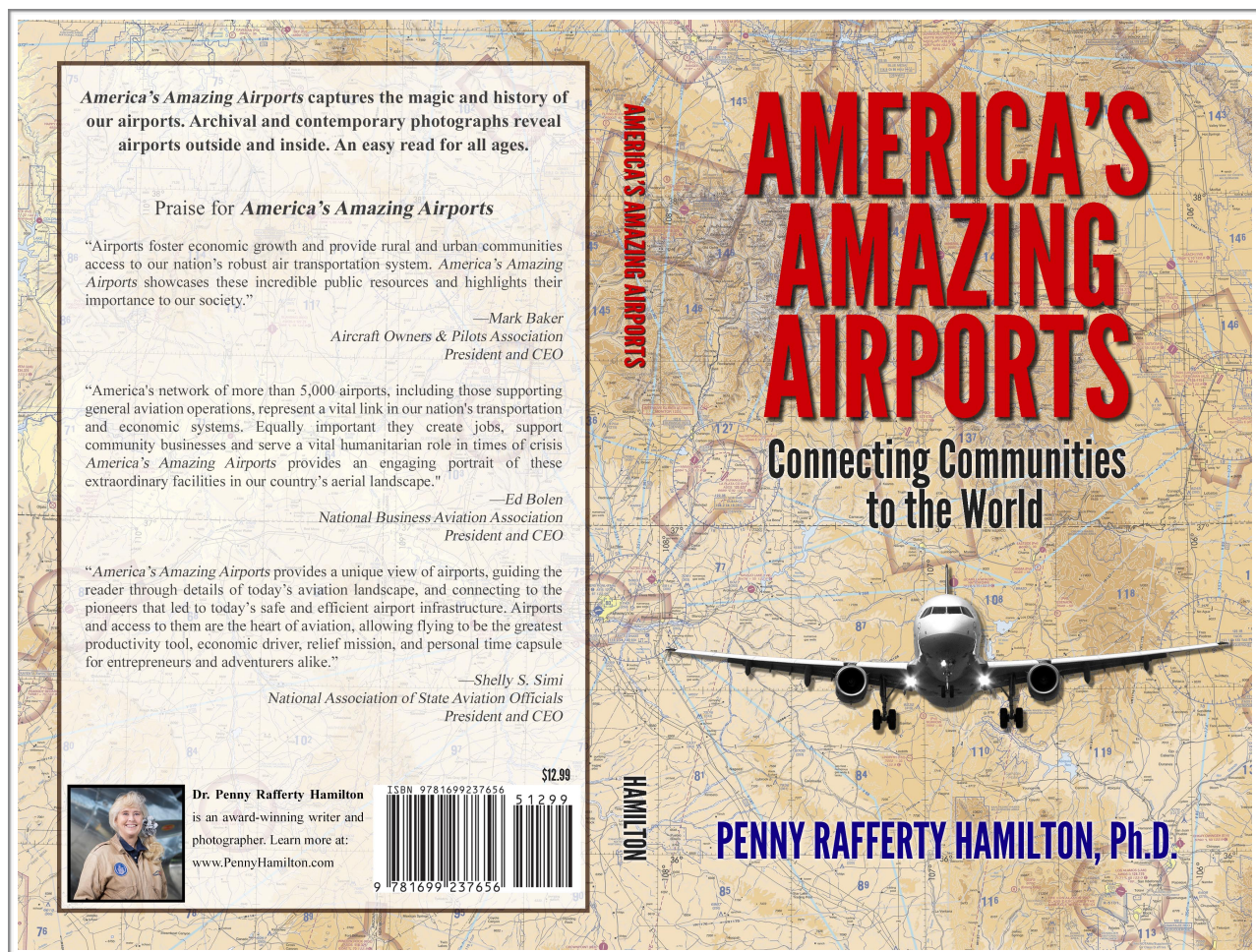




Just in time for November's **National Aviation History Month** and gift-giving season, CPA member, Penny Rafferty Hamilton, Ph.D., published a new book, *America's Amazing Airports*. An easy read for all ages with archival and contemporary photographs revealing the "magic" which happens at our airports outside and inside. *America's Amazing Airports* was published on Oct 23, 2019 which was the 90th anniversary of the October 23, 1929 beginning of our first North American transcontinental US Air Mail service between New York City and Los Angeles, California which was an important factor in the early history of creating our national aviation transportation system. A portion of the net proceeds will be donated to Spirit of Flight Foundation-SOF (www.SpiritofFlight.com). CPA member, Gordon Page, SOF founder, said, "We are so pleased to be a small part of this national aviation history project."

Order today, *America's Amazing Airports* ISBN: 9781699237656 at www.amazon.com
America's Amazing Airports book is available on Amazon in print for \$12.99 and eBook \$3.99 versions

www.PennyHamilton.com





New Protocols for Diabetics Seeking Air Transport and Commercial Pilots Medical Certification

Today, [the Federal Aviation Administration \(FAA\)](#) published in the [Federal Register](#) a notice on a Diabetes Protocol for Applicants Seeking to Exercise Air Transport, Commercial, or Private Pilot Privileges. The innovative new protocol makes it possible for airline transport or commercial pilots with insulin-treated diabetes mellitus (ITDM) to potentially receive a special-issuance medical certification. [Medical science](#) has come a long way in the treatment and monitoring of diabetes. This new medical protocol takes into account medical advancements in technology and treatment and opens the door for individuals with ITDM to become airline pilots.

Since 1996, private pilots with ITDM have been issued medical certificates on a case-by-case basis after assessing their risks. This new protocol is based on established advancements in medical science that make management and control of the disease easier to monitor thereby mitigating safety risks.

To be considered under this protocol, applicants will provide comprehensive medical and overall health history, including reports from their treating physicians, such as their endocrinologist. They will also provide evidence of controlling their diabetes using the latest technology and methods of treatment being used to monitor the disease.

The FAA developed the new protocol based on the reliability of the advancements in technology and treatment being made in the medical standard of care for diabetes and on input from the expert medical community.

Public comment on the new protocols closes 60 days from the date of publication. The new protocols are effective November 7, 2019. However, the FAA may revise the new protocol based on comments.

Contact: Marcia Alexander-Adams
Email: marcia.adams@faa.gov



FAA Training in Oklahoma City

By Bill Marvel

For those of you who did not attend the October 16/17 training session in Oklahoma, here's a one-word summary: WOW!

No one in our group from Colorado had any idea how extensive this course offering is. In addition to our group of 8, we also had several college students from Kansas State University, some contract pilots who needed altitude chamber training for their employer, an FAA certification specialist from Atlanta and a couple of others. All were pilots, mostly male but some female. Backgrounds ranged from light airplane folks to former military and at least one retired 777 captain. As to ages, we had everything from mid-70s to college. The two courses involve both aviation physiology and survival. They are offered on consecutive days free of charge by FAA's Civil Aerospace Medical Institute (CAMI) in Oklahoma City. *Contact information is at the end of this article.*

CPA member Ray Hawkins had originally set this up for us and was going to attend but his job created other plans for those dates so I stepped in to herd the cats. Although I was aware there was an altitude chamber in Oklahoma City, I had no idea it was only part of a larger training operation that is offered to pilots at no cost – just pay for getting there and back, hotel and meals and be ready to learn. Nor did I realize the FAA facility at OKC is huge, almost like a military base, and with similar security. What we did know is that our letters from the FAA giving us authorization to train said there would be two days involved – one involving aviation physiology and the other post crash survival, both land and water. Some hints were offered, like bringing swimming trunks and also a good jacket, gloves and hat. But for the most part it was a bit of a mystery, which only added to the sense of excitement.

DAY ONE

Most of us stayed at the Fairfield Inn at the Oklahoma City airport as pre-arranged by Ray. A couple of others planned to meet us at the FAA visitor center at the 8:00 AM designated start time. Some drove, some flew in on the airlines and two flew their own airplanes.....

Continued in the December issue of Flight Lines.



If you have a flying story to share with the Colorado Pilots community, please forward it to:
newsletter@coloradopilots.org



Other important email addresses:

Marty Brophy, President: president@coloradopilots.org

Bart Jones, Vice President: vp@coloradopilots.org

Laurie Garrett, Recorder: recorder@coloradopilots.org

Cindy Jewell, Treasurer: treasurer@coloradopilots.org

Website Questions: webmaster@coloradopilots.org

Fly-in Questions: flyins@coloradopilots.org

Colorado Pilots Association

PO Box 200911
Denver, CO 80220-0911
(303) 367-0670

