



CPA FLIGHT LINES



- Pagosa Springs, CO - Pella, IA - OKC - Beaumont, KS - Ogden, UT -

What do these places have in common? They are some of the recent CPA sponsored Fly-in locations.

Where will we go in 2020? Arizona? Nebraska?

Come to the 2020 Fly-in meeting to learn where we need to set our courses for the next great adventures.

**Division of Aeronautics, Front Range Airport
(KFTG)**

Saturday, January 11th

Arrive at 8:30 a.m. for morning snacks, then join in the planning fun at 9 a.m.

5126 Front Range Parkway, Watkins, CO



Brophy's Broadcast

by Marty Brophy, CPA President



A very happy New Year 2020 to all our Colorado Pilots Association members and friends! May the wind always be at your back (except when landing) and may you enjoy the beautiful state we live and fly in!

The holiday season for me featured participating in the **CABA Holiday Airlift** with many other pilots. I flew to KAPA in the 182, picked up 290+ pounds of toys, food, and warm clothing, and flew them down to Pueblo along with CPA member Brent McGibbon and co-pilot J.J. Grindrod. We were warmly welcomed by the VFW helping to improve the holidays for many people. After two days of weather delays, we had clear skies and smooth flying. This was the first time I have done something like this, and it was very enjoyable.

Now we move into 2020 and start the CPA year with the Fly-in planning meeting at **9:00 a.m. on January 11 at KFTG**, the airport formerly known as Front Range, with a light breakfast provided at 8:30. You will have received Fly-in Chair Bob Kinney's reminder about that, so come on down and share your ideas for this year. Help is available if you would like to try hosting your own Fly-In, but you don't have to do that! Fly-ins are so much fun (and not just the Happy Hours) – if you've never done one, now's the time.

Meanwhile, this month features a new column in our Flight Lines newsletter called “Ask the CFI”. Members may anonymously ask questions about things learned and forgotten, or things that came along after you got your certificate, or anything else, and get an answer if we can provide it. You will always be the PIC and responsible for flying safely and legally but need not be shy about asking something you think you should know.

Webmaster Brian Garrett keeps making our website www.coloradopilots.org better and better! We're continuing to make little improvements to help serve our membership and their aviation needs. Looking for a partnership in a plane? For a tug or a hangar or someone wanting to build an RV-10 with you? Under the “CPA members Tools” from the menu bar, select the “Discussion and Classified” section and you'll find our classifieds section. As for right now, we don't have a Help Wanted Section, so we've kept them to the news feed on the main page itself. If you haven't seen the photos section, you can post your flying pictures in for other members to enjoy. Check out Brian's article on the new blogs section and how you can contribute to this effort here in this edition of Flight Lines. We always love to get new content, especially pictures and videos, so join in! Also check out our [Linked In](#), [Facebook](#), and [Twitter](#) pages!

Finally, calling all CFI's! We are creating a **free registry of CPA members who are instructors** looking for new students. Tell us your name and email, what airports you work out of, if you are part of a flying school, what you can instruct (instruments? Mountain flying? Multi-engine?), what planes you have hours in, and whether you need the students to have their own planes or can provide one. We will connect you to interested students in your area. Send your details to newsletter@coloradopilots.org and you are off the runway to new students!

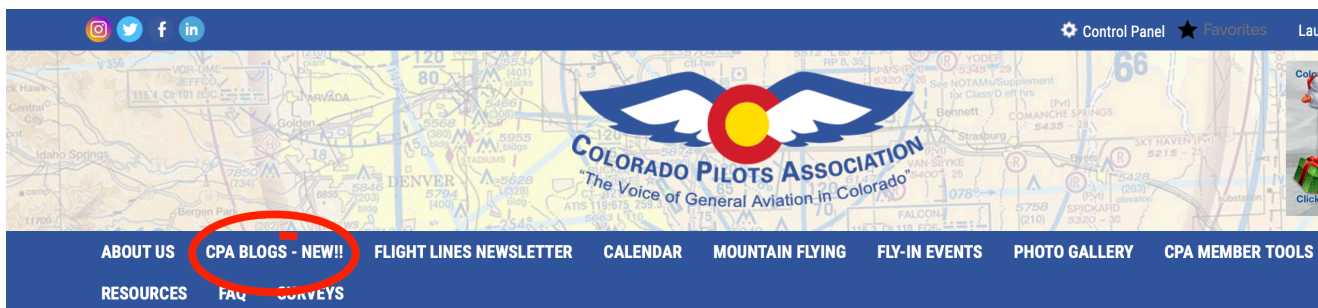


Web Wisdom

How many of you visit the CPA website on a regular basis? If you're reading this newsletter, you have access the website because that is the delivery method. Overall we have been seeing around 5,700 visitors to our site on a monthly basis. Of those 5,700, about 500 logged in members per month since we turned up the new website back in March of 2019. The numbers don't tell the whole story though as the 500 logins don't indicate unique members, but I believe most everyone has had an opportunity to log in with only 94 active members who still haven't logged in for the first time.

One of the objectives I've undertaken as a curator for the website is to increase the value of the site. It is after all the very first bullet point under the membership benefits of a CPA member. Keeping the content fresh and flowing helps. One of the ways of keeping the content fresh is through more up-to-date content. Since moving onto the current hosting platform, we have turned up the "Blog" feature.

What is a Blog or Blogging you say? Well, a blog (short for "weblog") is *an online journal or informational website displaying information in the reverse chronological order, with the latest posts appearing first. It is a platform where a writer or even a group of writers share their views on an individual subject.*



It's important enough that it has its own spot on the main page banner. We have a few members who are regularly contributing valuable content. The Blog section allows them to compose and post these articles as they have time. More importantly it also opens up a bi-directional component to the articles - something we didn't have before.

The blog section is in the early stages of onboarding. It is not meant to replace Flight Lines, but merely to compliment it. I encourage you to check it out and if you would like to contribute, we welcome your efforts. Please keep an eye on this section as it grows.

And as always - if you have questions about the website, or would like to see something included on the site, please don't hesitate to reach out. We look forward to providing you as much value as a CPA member as we can.

Brian Garrett, Webmaster
webmaster@coloradopilots.org



Pancake Breakfast Fly In or Drive In

First Saturday of every month @ 8:00 am - 11:00 am

*Exploration of Flight, 13005 Wings Way
Englewood, CO 80112*

Join Wings Over the Rockies for monthly fly-ins featuring pancakes, planes and pilots! Pilots in command – fly in to receive free breakfast (passengers not included)! Admission Pricing: Adults – \$10.00 Seniors & Military – \$8.00 Youth (4-16) – \$4.00 Wings Members – Free Pancake Breakfast Pricing: Suggested donation Contact Keith Palmer for tie-down space

KPalmer@WingsMuseum.org, 303.360.5360 ext 165. Pancakes will be served from 8:00 AM-11:00 AM. Regular gallery admission will follow from 11:00 AM-5:00 PM.





Ask the CFI

By Rich Barclay, COMM, CFI, CFII, MEI, AGI, IGI, A&P, CSIP



This is a new feature of Flight Lines to help CPA members with any questions they have about flying, regulations, airplane systems, etc. Send your questions or comments to newsletter@coloradopilots.org.

QUESTION: Runway designations are with respect to magnetic north. But aren't winds given with respect to true north? How do I correct wind direction to get exact crosswind components? And are there any other corrections needed for that?

Runway numbers are determined from the approach end. The runway number is the whole number nearest to one-tenth the magnetic azimuth of the center line of the runway, measured clockwise from magnetic north (2-2-3 AIM). Runway directions ending in 5 may be rounded up or down.

You are correct that all charts and textual sources (METAR, TAF, winds aloft, surface analysis charts, etc.) use true north as the reference. But wind direction broadcast over FAA radios is in reference to magnetic north, so no correction is needed. (7-1-11 AIM)

We have been taught as pilots to set/check our heading indicator to the runway heading we are departing from. For example, if on runway 33, set/check indicator to 330.

You are landing on runway 33 at an airport. The AWOS broadcasts wind 300 at 20 kts. That's a lot of wind, but not a direct crosswind. A good rule of thumb is: the multiplier for 30 degrees (off runway number) = 0.5, 45 degrees = 0.7, 60 degrees = 0.9. For the example above, take the 20 kts of wind times 0.5 and your cross wind is actually 10 kts.

Set your OBS to the runway number, 33 in this case and observe where the wind is coming FROM, 300. Wind is pushing you from the left. On final, have left wing down and use right rudder to align your plane with the runway. Keep the correction in until you start your turn off the runway. Don't relax the controls because you MADE the landing! The wing is still flying and will rise up to surprise you!



If this is new to you, be sure to practice crosswind landings and to start with lower winds and with a qualified CFI in the right seat!

QUESTION: I just bought a share in an older airplane that is not fuel injected. Can you remind me of when to be on the lookout for carburetor icing, what its symptoms are, and how to react when I see those symptoms?

Carburetor ice is most likely to occur when INTAKE air temperature is below 21° C or 70° F and the relative humidity is above 80% (Jeppesen private pilot manual).

Carburetor ice can be a problem anywhere (even in usually low humidity Colorado) depending on temperature, humidity, engine output power (RPM), induction design, and other factors. What are the indicators? Loss of RPM, or manifold pressure, and engine roughness. I have experienced carburetor ice at idle, run up RPM's, and cruise power settings, and at altitudes from ground to 12000 ft.

If you experience any of the above, pull carburetor heat and see what changes. If you have carburetor ice developing, you will get another drop in power output as the heated air enters the induction system because hot air is less dense. Then the power should start to rise as the ice is melted from the carburetor Venturi/butterfly valve.

Can you fly with partial carburetor heat applied? Yes, but remember, it is unfiltered air and less dense, so power output will be reduced, and it may start causing engine temperatures to rise. You may need to lean the mixture because of the lower density air entering the system. It's best to have a carburetor temp indicator installed, if you need to fly with partial heat applied for long periods of time. Usually pulling the heat to rid the induction system of ice one time will cure the problem. However, don't hesitate to use carburetor heat as often as needed. Engine failure due to the carburetor Venturi fully iced up is not desirable!

Cessna 172's have a slight drop in power when heat is applied while 182's have a large drop. It's just the design of the induction system. Use the carburetor heat per your Pilot's Operating Handbook (POH). In fact, follow all your aircraft manufacturer's recommended procedures! Read and understand the POH and ask your CFI to help with any part you don't understand.

Send your questions or comments to newsletter@coloradopilots.org.

Questions can be to a CFI, to ATC, anything.

We will strive to get you an answer.



WYOMING TURBULENCE HANG ON!

by Tracy Perry, Longmont

Winter flying in Wyoming can be a bit of a challenge. Just ask any freight dog or former Frontier Convair 580 pilot from back in the day! And December is especially bad.

I was flying a Skylane westbound between Rock Springs, Wyoming and Malad City, Idaho. I was at 14,000 feet (the minimum IFR altitude for that segment of airway) and in solid IFR. My ground speed was almost non-existent but the ride was smooth. The old 'Lane was behaving itself with just an occasional bump.

Somewhere north of Logan, Utah, the ride got increasingly bumpy. It started as light turbulence, graduated to moderate and then got to what the AIM describes as extreme! The definition is '...the aircraft is violently tossed about and is practically impossible to control.' And that it was! There were some un-commanded rolls, climbs, descents, and even yaw. (Severe ts described as '...abrupt changes in altitude and/or attitude.' It certainly changed my attitude!)

I have to give that old Skylane credit; 94 Sierra did everything I asked of her! I started to lose altitude slowly and informed Salt Lake Center of my problem. He advised me of the terrain in the area and said, "Climb immediately!" I told him I would try my best but no guarantees! That was before altitude reporting so he kept asking me for updates on my altitude. Each answer was lower than he wanted to hear. It was also lower than I wanted to be!

The up- and down-drafts were violent and very close together. My key ring with the car keys and the 'Lane keys were smashing off of the instrument panel, thumping up and then down. I tightened the seat belt until it hurt!

At 12,000 feet, I was convinced I was going to be in the trees at any minute. I slowed the airplane down even more, dropped some flaps and was prepared to stall into the trees as soon as I could see them. Then, as suddenly as I had got into the turbulence, it was gone and I broke out under the clouds. I had good visibility and clearance from the mountains ahead of me and behind. Looking down, I saw a river that ran from north of me to the south. I stayed on center frequency and told them I was in the clear and headed downriver.

The controller was very glad to hear that and told me I was just a few miles north of Logan, Utah. I dialed in the VOR and headed for the airport. The approach and landing were normal with only a slight breeze.

The canyon I had partly crossed with the higher terrain on the east and west was what caused the downdraft. The high winds rode the terrain down and back up, causing my terrible ride. I never flew over that area again without having more altitude and remembering that day in December.

A controller I knew in Salt Lake Center made a copy of the tape of the incident and sent it to me. Listening to it now, years later, my heartbeat still picks up a few hundred RPMs!



Contributed by Drew Critiea

During the dead of winter, March 21st 1944; Miles City, Montana; local residents woke to their quaint little town being overrun and submerged by the rising frozen waters of the Yellowstone river. Ice jams were building quickly, raising the sub zero river water levels over 16 feet. As the blocks of ice, slush and freezing waters flooded into the city, residents were forced to flee their homes for safer grounds.

O HIST SOCIETY OF MONT
M HELENA
P MONTANA

Miles City Daily Star

ASSOCIATED PRESS AN INDEPENDENTLY OWNED NEWSPAPER UNITED PRESS

UME XXXIII—NO. 253 MILES CITY, MONTANA TUESDAY, MARCH 21, 1944 MIDNIGHT EDITION

FLOOD WATERS REACH INTO CITY

**SWATHWEST
RMANY
AGAIN**

tween 250 and 500 U.
Bombers Drop Explos-
es On Reich Homeland

By AUSTIN BEALMEAR
den, March 20—(AP)—American
rs, carrying forward the non-
allied aerial offensive against
Hitler's continental fortress
is battered by 20,000 tons of
in six days, struck targets in
west Germany today.

attacking fleet described ef-
as of medium size—probably
300 bombers—dumped Ameri-
min on the reich homeland for
sixth time in the six-day, two-
ten-day.

heavy bombers were escorted
by forces of Lightning, Thunder-
bolt and Mustang fighters of both
allies and fourth U. S. air force.
ter pilots who returned ahead
bombers said the American at-
tack flew through bad weather
surrounded enemy gunposts.

WHERE BITTER-END BATTLE RAGES IN STORM

**YELLOWSTONE
JAMMED WITH
ICE GORGES**

River Unable To Carry
Burden Of Flood
Waters From Tongue

Miles City Mayor L.S. Keye knew immediate action must be taken, and brought in explosive experts from a nearby town. Two local pilots took a small aircraft over the river and attempted to drop and detonate 50 pound homemade bombs on the Yellowstone ice jam , but unfortunately it had little effect.

Mayor L.S. Keye then decided to do the unthinkable, and placed an urgent request to the Governors office. His request was short, and to the point "Send in the Bombers!"



At a USAAF base in Rapid City S.D., the crew of an Army Air Force B-17 were quick to accept the unusual mission, and preparations to bomb an American city were fast underway. The crew hastily began fusing and loading 250-pound bombs into the bomb bay of their USAAF Boeing B-17 Flying Fortress. Shortly thereafter, the loaded bomber with her crew of eight, took to the skies in a harsh blizzard and low ceilings.



The plan was to deliver the bombs to Miles City where the load would be transferred to a waiting Dive-Bomber to execute the bomb delivery. As the lone B-17 was nearing Miles City, low clouds forced the plans to be changed. Under a blanket of 1000 foot overcast skies, the B-17 was then ordered to handle the bombing run themselves.



Originally planned to release the load at 10,000 feet, the low overcast forced the bomber crew to take their ship lower. At 1930 hours, in heavy snow, winds and cold, the bomber appeared over the river and executed two dummy bombing runs as crowds of locals watched in amazement. On the third pass, the B-17 released a test bomb that exploded precisely on target. Unsure of the effect, the crew brought their bomber around again.

Making a two more passes, releasing all six of the 250 lb bombs. Hundreds of residents watched motionless, and none speaking a word. The entire town, their homes and their families future hung in the balance as they watched the bombs fall. Seconds later a huge plume of ice, mud and water exploded skyward from the frozen Yellowstone river. The ice jam quickly broke apart, and the frozen waters slowly receded, saving the small town. The next morning, local residents were thrilled to watch as the water levels had dropped a full 10 feet from the day before.

That night the crew of the B-17 were welcomed by the thankful and relieved residents of Miles City Montana. The entire crew were put up at the local hotel, and each received a well deserved steak dinner.

The next morning, the crew departed, and the B-17 made a final victory pass low over the town at 50 feet over the rooftops, rocking their wings as they flew back home to Rapid City SD... and so the story goes of the only time the continental United States was bombed.



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

The articles and columns in Flight Lines are for general information only and may or may not be accurate. Pilots and aircraft owners and operators must refer to FAA regulations and manufacturers' instructions and maintenance and operating handbooks for authoritative information. The writings present the opinions and advice of the authors only and do not reflect any opinion or position of the Colorado Pilots Association, Inc. or its officers or directors.