



CPA FLIGHT LINES

2020 Fly-in Season...A Real Challenge

A message from Fly-in Chairman, Bob Kinney



There's no beating around the bush here, the 2020 fly-in season is trying to "auger in". The fly-in committee and I have met electronically a number of times regarding the COVID- 19 crisis and how to minimize its impacts on our upcoming fly-in events. What I have to report is fairly simple. Much of what controls our flying destiny this year is out of our control. Federal, state and local government mandates are changing almost daily. Generally speaking, we're leaving it to each event host to make the go/no go decision and whether to cancel or not. This will obviously, be predicated on the social environment and hotel/ restaurant/activity closures that are encountered as plans are finalized for each event. With an eye on hotel cancellation policies, each host will ensure that a decision to cancel is early enough to avoid cancellation penalties. Our early fly-ins certainly are in jeopardy however, one has no idea how fast things may get back close to normal and we can resume our fly-in activities. We're watching them closely. Our ultimate goal is to salvage as much of the fly-in season as feasible. We're in certainly in uncharted waters (or should I say skies), right now. Help us to make the best of it, and please be patient as we make every effort to minimize the COVID impact on our flying plans for this season. Let's get through this together and meet in the clear skies on the other side.

Editor's Note: As of the publication date of this edition of Flight Lines, the White Sands, NM Fly-in for May was still a-go, therefore the registration form is included in this edition. Events change daily. Please continue to watch your email and the CPA website for announcements regarding future fly-ins scheduled for 2020.



Brophy's Broadcast

by Marty Brophy, CPA President

What a difference a month makes! All our lives are on hold while the Corona virus pandemic works its awful way across the country. It is said that an old Chinese curse translates as “May you live in interesting times.” We certainly are in such times now, though “tragic” might be a better adjective than “interesting”. I hope everyone is staying safe and being as careful as possible!

From what I have heard, there is some level of confusion about whether solo flying is OK in the current “shelter in place” environment. Odd things are happening like KGWS (Glenwood Springs) more or less closing its airport for anything except emergency services without consulting the local or state GA community. The FAA put out a notice titled “Information for Airport Sponsors Considering COVID-19 Restrictions or Accommodations” on March 28 saying among other things:



Prohibiting certain flights (e.g., certain locations, types of aircraft, types of operations): As is normally the case, actions such as these may violate Federal law and the airport's grant assurances, unless approved in advance by the FAA and/or the U.S. Department of Transportation (DOT).

When I heard this was happening, I immediately notified our 7 members who fly out of KGWS and later sent the city government the FAA notice, but I don't believe anything has changed. The mayor did reply saying he believed that KGWS was a “non FAA” airport. I think that means they don't take FAA funds, but it was the first I had heard of that designation... Gary Tobey, our legal affairs chair, is working together with other Colorado statewide organizations to get clarification from the governor's office of what is allowed and what is not, pointing out that GA pilots can very quickly get critical supplies to hospitals or first responders all over the state but need to maintain currency and proficiency to do that.

Meanwhile, the AOPA has also put out some cautionary notices about “ATC Zero” (see <https://www.aopa.org/news-and-media/all-news/2020/march/23/training-tip-when-atc-goes-to-zero>) that anyone planning longer trips would be advised to read. They also note that you should make sure your planned fuel stop airports will be up and running so you don't get stranded somewhere and also review the quarantine and shelter-in-place situation where you're going for the same reason.

Another interesting notice from the AOPA Pilot Protection Service concerns pilots using any CBD products. Since no commercially available CBD oils have been approved by the FDA,



some may have THC content which FAA-required pilot drug tests look for. Presence of that could cause a pilot to fail the test as the FAA will not consider the use of commercially available CBD oil as a defense against a positive drug test.

Take great care and be safe in these tough times!

The Board of Directors continues trying to find ways to add value to your membership. Please e-mail me at president@coloradopilots.org with any suggestions you have for that.

I never thought I would be here. It was always the history my grandparents and great grandparents were apart of, not me. But here I am. Living history. Watching a worldwide health crisis unfold before my eyes. This stuff isn't supposed to happen in 2020. We were supposed to have flying cars in 2020...someone once said.

I hope this next bit of levity in this crazy time we are living helps pass your day.
Your day that finds you safe and well.

Here I am. Living in a pandemic. Here WE are, together.
Wash your hands. We will get through this.
Laurie

What to Watch During a Pandemic

In addition to Colorado pilot and aviation author, Penny Rafferty Hamilton, Ph.D. aviation legend, Walt Barbo, Spirit of Flight Foundation founder, Gordon Page, Colorado Aviation Historical Society Past-President, Lance Barber, and CO & Nebraska Aviation Halls of Fame Laureate, Bill Hamilton, are also featured in a Rocky Mountain PBS broadcast.

Also available on-line at CO Women's Hall of Fame website at <https://www.cogreatwomen.org/film-library/>. Be sure to check your local listings for broadcast dates and times.





How to Help a College Student During a Pandemic

Hello,

We are recruiting participants for a research study focused on pilot Spatial Disorientation (SD). We are looking for persons who have held pilot certification(s) and any experience involving spatial disorientation during flight. We have reached out to you because we believe you fit within these criteria.

Within the current study we will ask you to complete a short *survey* and an *interview*.

- The short *survey* will collect brief demographic information as well as the types and frequencies of your SD experiences. We anticipate the short survey to take approximately 15 minutes to complete.
- The *interview* focuses on your perceived impact of SD training, the temporal dynamics of SD events, and countermeasure strategies to help mitigate SD. We expect the interview to take between 30 minutes to 1 hour, but you may spend as little or as much time as you'd like answering the interview questions.
- If you consent to take part in this study, an audio recording of the interview will be taken for the sole purpose of creating a text-based transcript. All data collected during this study will be eventually encoded so your name is not associated with your responses. Only members of the research team will have access to this code.

If you are interested in participating in this study, please follow the link below that will take you to a Qualtrics-based survey form. The first page will be the informed consent document that will provide additional information about the study, your rights as a voluntary participant, and confidentiality of data collected. If you agree to participate you will be taken to the survey questions. At the end of the survey, you will be able to select preferred times to conduct the interview.

We encourage you to forward this email to any persons that you think would like to contribute to this research effort and meet the inclusion criteria (pilot certification with any SD experience). We look forward to collecting valuable information with you in **an effort to mitigate and ultimately counteract the effects of SD** in aircrew and other navigators.

[SD Study Informed Consent & Survey](#)

Kind Regards,

Jordan Dixon, Tristan Endsley, Ph.D. & Torin Clark, Ph.D.

University of Colorado Boulder, Smead Aerospace Engineering Sciences, Boulder, CO

The Charles Stark Draper Laboratory, Cambridge, MA

SDresearch@lists.colorado.edu | c: (303) 720-5266

P.S. This research aims to mitigate pilot spatial disorientation by developing mathematical models of human orientation (mis)perception, and using these models in real-time to alert pilots to the risk of SD. Future studies for this research project will involve experiments inside of a motion simulator. If you are interested in being involved with these future studies that will be conducted in our lab at CU Boulder, please send us your interest! (SDresearch@lists.colorado.edu) You can check our actual simulator donated to us by NASA at these links:

- <https://www.colorado.edu/bioastronautics/laboratory>
- <https://www.nasa.gov/image-feature/tilt-translation-sled>



Who to ask a flying question to....during a pandemic ...and anytime really

Ask the CFI

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



This is a regular 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: "No person may operate an aircraft beneath the ceiling under VFR within the lateral boundaries of controlled airspace designated to the surface for an airport when the ceiling is less than 1,000 feet." But aren't you also supposed to always be at least 500 feet under clouds? Doesn't that mean the real required ceiling is 1500 feet?

Yes, that is technically correct, 1500 ft, with a couple of exceptions depending on the airspace you are in. See the chart which is a copy from the FAR AIM part 91.155 basic VFR minimums. Fixed wing aircraft must be 500 below the clouds in Class C D & E. Only in class B and G can you operate clear of clouds. You can ask for a Special VFR from the controlling agency and must remain clear of clouds (Part 91.157). However, YOU must ask for the Special VFR clearance. (I) the person being granted the ATC clearance meets the applicable requirements for instrument flight.....". ATC will not offer it. I have asked at KAPA and been granted Special VFR but only to stay in the pattern or fly a couple miles away from the airport to get to blue sky. Don't get yourself in a Marginal VFR to IFR nightmare by requesting a Special Clearance.



QUESTION: What is the difference between forward slip and side slip and when do you use each?

Basically, there are two types of slips, a forward slip and a side slip. A forward slip can be used to increase the airplanes descent angle without increasing airspeed. This can prove useful in making an emergency landing or in a landing in an area with obstructions.

To perform a forward slip, one wing should be lowered and at the same time opposite rudder applied to prevent the airplane from turning in the direction of the lowered wing. In this situation the nose of the airplane will be pointed away from the runway. Once an acceptable altitude has been attained, the slip may be discontinued.

A side slip is commonly used when performing a crosswind landing to counteract the wind drift. A side slip is the same as a forward slip except in a side slip the airplanes longitudinal axis remains parallel to the original flight path and is aligned with the runway.

Before performing any slip, the POH should be referred to for restrictions relative to the airplane you are flying. (Airplane Flying Handbook 8083)

Ask your CFI to review slips on your next Flight Review or just make a special flight of it. Slips from base to final are fun and it adds a great maneuver to use when you find yourself on a high, short approach. Just remember not to let the nose come up in a slip or you may find yourself in a cross-control stall, which could end poorly.

My fuel strainer continues to drip after I sum the tank. Why?

This could be just a very small piece of debris that didn't make it past the O-ring. The O-rings used in most fuel sumps are about the outside diameter of an eraser on a pencil, very small. It doesn't take a large piece of debris to prevent it from sealing up after sumping. The same is true of fuel gascolators found on many firewalls or bellies. If either continues to leak or drip after sumping, try again, but let more fuel flow to try to wash out the debris.

We all want to protect our environment or not waste that \$5.00 per gallon fuel but shortchanging the fuel inspection process at pre-flight can cost us in the long run. Purchase a GATS jar from Sporty's or the Pilot Shop and collect a few extra ounces of fuel. You can always burn it in your tug or preheater. If it continues to leak after several attempts to clear it, you may have to call your friendly mechanic. Might be time to replace the O-ring, they do get old and brittle. There's nothing more eye opening than when an engine stumbles after takeoff because it found the couple of ounces of water or debris we missed on preflight. Don't be that frugal!

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.



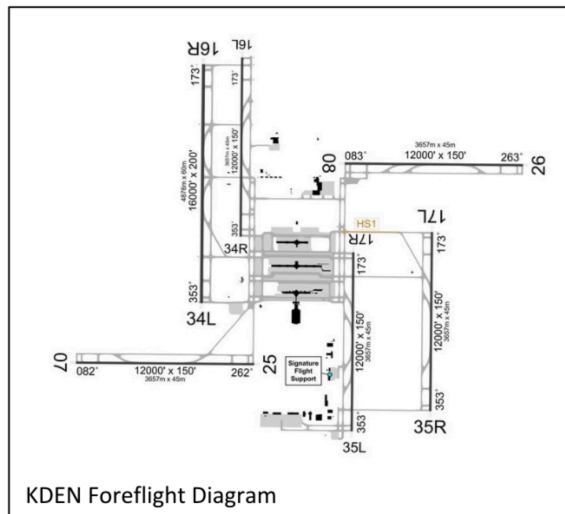
Flying a Cessna Skylane into KDEN

by Marty Brophy

On March 11, 2020 I was brave (foolish?) enough to fly a very small plane into Denver International Airport, which Uncle Google says is the country's fifth busiest airport. I had a meeting at the FBO and thought it would be an interesting experience. I was right about that part!

KDEN is 39 nm from my home airport of KFNL. Foreflight says it's a 20 min direct flight.

OK, I knew that wasn't gonna happen. But up I went and shortly after getting to 7000 feet called in to Denver Approach to say what I wanted to do. To their credit, there was no sniggling, no you gotta be kiddin', they just asked if I would like to go up to 11,500 feet to approach or come in low. I said low sounded good to me, but as I got passed from one controller to another, I was way south flying east at 8,500 and eventually told to follow a Frontier plane on base for runway 35L. Of course, that plane was long gone by the time I got anywhere near it, but it must have been a quiet time, so I was cleared to land, after getting on the path for 35R briefly then correcting. Easy landing on 35L, then a quick retrograde turn on taxiway M7 got me to the FBO without having to dodge any Airbuses.



Something I knew from a past tour of the TRACON was that Denver has 4 north-ish runways, all with a compass orientation of 353 but only the two to the east called 35, the others called 34 to confuse amateur pilots. See the airport diagram above. The East-West runways play similar games, but I didn't use those.

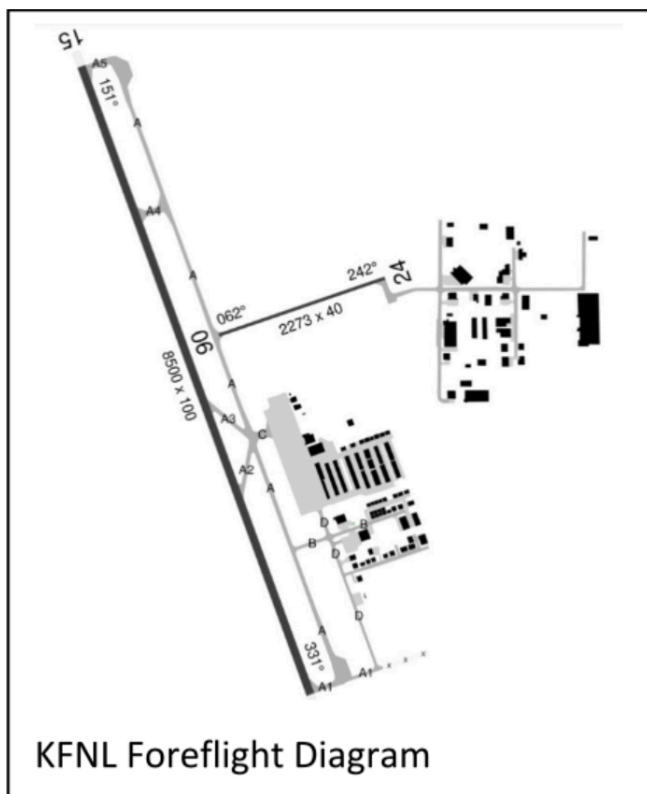
After a meeting at the Signature FBO, it was time to go home before the wind got any worse. Departures were from the west side, so the fun really started on that taxiing. They have at least 3 separate ground controllers (east, ramp, and west would be good names for them) and



taxiways with designations like AS and WA. But all the credit in the world to the ground controllers who very patiently progressively walked me along past all the giant planes at

gates. You get a large number of frequencies and taxi instructions. A helpful hint is to keep your instructions in order on lined paper to keep track of what your last one was. But after a while I got to 34L without getting squashed by a 747, which might not have even been able to see me from way up there.

34L is not a puny 150' x 12,000' runway like the other five. It is 200' by 16,000', which means five Cessna 182's could take off side-by-side if they were really careful... but only 4 if they wanted a little space between them. After waiting my turn for about 15 minutes, I was cleared to go. But they wouldn't let me use the whole 3 miles of runway, I was told to turn left about 3,000 feet down there and proceed westbound at less than 8500 feet, cleared VFR out of class Bravo.



My big sigh of relief was a little premature and I got closer to KFNL. They reported winds of 26019G22 (out of 260 degrees, 19 knots gusting to 22), i.e. 70-degree crosswinds to the usual runway of 33. That is more than I had skill for or the 182 had

rudder authority for, so I got to add another new experience to the day's flying, landing solo on the small emergency runway 24. It is 40' by 2,300' so only had a 20-degree gusting crosswind. Using my best short-field landing technique and 40 degrees of flaps (the Skylane is from 1965 when they still did that), I got her down in about 600 feet without bending any metal and then sheepishly quick-taxied the remaining 1700

feet to get off the runway and get out of the way of the other planes trying to get back to earth there.

All in all, a good time was had by me and I added a pin to our wall map of places we have landed.



White Sands Missile Range - Fly-in May 15-17, 2020



Established in 1945, White Sands Missile Range is America's largest overland military test range. The world entered the Atomic Age when the first atomic bomb was tested. In 1949, the world entered the Space Age from White Sands Missile Range, when Bumper, a two-stage rocket roared beyond the earth's atmosphere. Since 1945 the missile range has conducted more than 42,000 missile and rocket firings.

We will visit White Sands National Monument and enjoy all those rolling hills of sand. A trip to the New Mexico Museum of Space History will add to the weekend adventures. Plus happy hours, lunches, dinners and of course ICE CREAM.



Editor's Note: Events change daily due to the COVID-19 pandemic. Please continue to watch your email and the CPA website for announcements regarding future fly-ins scheduled for 2020.



Colorado Pilots Association 2020 Fly-in **White Sands, NM** Registration Form

Online registration is available at

www.coloradopilots.org

First Name	Last Name	
Are you a CPA Member?	Yes	No
Address:		
Cell Phone:		
Email:		
Emergency Contact and phone:		
Aircraft type and N#:		
Do you have a seat to share on your plane?	Yes	No
Are you in need of an airplane ride?	Yes	No
Do you have any guests joining you?	Yes	No
If so, how many?		
Please provide their names:		
Which event are you registering for?	White Sands, NM, May 15-17	

Please find the total from the event you are registering for online and send in the total payment to: Rich Barclay, 24795 Kolstad Loop, Elbert, CO 80106-9512.

NOTE: If you registered and paid online, you DO NOT need to provide this form.



Steamboat Springs, CO Fly-in (KSBS) July 11-12, 2020

Legend has it that trappers noted an unusual spouting spring in the Yampa Valley, accompanied by a chugging sound that reminded them of a Steamboat. Henceforth since the early 1870's the town was known as “Steamboat Springs”. Today Steamboat plays host to a multitude of outdoor activities and events including the **Hot Air Balloon Festival this weekend.**

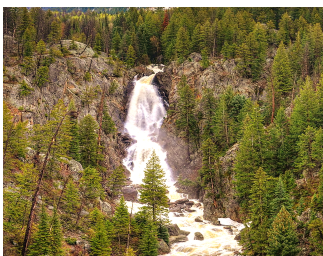
Saturday morning we will fly to Steamboat Springs/Bob Adams Field (KSBS) arriving prior to 10:30 AM and shuttle to our hotel to drop our bags off before heading downtown for some shopping or simply taking in the sites before lunch.

Lunch will be at noon at a restaurant downtown.

After lunch, participants will have the option to participate in one or a combination of several activities as follows.



Walk, bike or e-bike along the 7 mile Yampa River Core Trail which provides access to Howelsen, Emerald, Fetcher, Rotary and Botanic Parks. Several bike rental shops are located downtown. This is a scenic trail and provides ample photo opportunities of the river, wildflowers that are in bloom this time of year and perhaps even colorful hot air balloons in the air. The Tread of Pioneers Museum is located downtown and provides insight into the history and heritage of the area.



A shuttle will be arranged after lunch to take participants to the Fish Creek Falls trail head just 4 miles from downtown. There are two hike options that provide beautiful vistas and photo opportunities of the Yampa River Valley and of Fish Creek Falls.

- 1) Lower Falls - ½ mile round trip, 100' elevation gain, 30 minutes
- 2) Upper Falls - 5 miles round trip, 1560' elevation gain, 3 hours



Take the Steamboat Shuttle to the Ski Resort base area and ride the Gondola to the top of Mt. Werner for hiking and spectacular panoramic views of the Yampa Valley or ride the Outlaw Mountain Coaster or simply explore the shops in the village.

Happy hour at our hotel from 5:00 to 6:00 followed by dinner at a downtown restaurant.

After dinner we will shuttle to Howelsen Hill to take in the Balloon Glow and some live music until 9:30 PM.

Sunday morning participants will shuttle to the Hot Air Balloon launch site for additional balloon viewing and then to the Bob Adams Field for flights

Contact Leonard Gurule at 720 346-2398 or lcgurule@gmail.com with questions.



If you have a flying story to share with the Colorado Pilots community, please forward it to:

newsletter@coloradopilots.org

Other important email addresses:

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