

CPA FLIGHT LINES



2020 Season Finale Fly-in a Huge Success!

Saturday, August 29 dawned cool, and relatively smokey in Colorado's Front Range. Expectations were high that the scheduled second, and final, fly-in of the 2020 season would go on without a hitch. Mother nature decided to throw us one final twist as forecast rain showers blew through the entire area on schedule, right before the 5:00 p.m. start. Fortunately, they also blew out as forecasted and presented those with plans to enjoy some of the Blue Sky Bistro's BBQ delights, with clear, but breezy, skies.

Originally, fourteen aircraft were planning on making the trip to KBJC for this late-summer gathering of COVID-masked attendees. Interestingly, only two aircraft made the journey. Everyone else, mounted their trusty four-wheeled steeds and drove to the party. Only two people failed to show but the addition of a few late registrants more than made up for them. 62 people gathered to enjoy, what turned out to be, a marvelous evening highlighted by a spectacular, Colorado sunset.



There was one interesting note: There were actually as many newcomers as veteran CPA members in attendance. A number of very bright, engaging people promised to send in their dues and "join up" very soon. How fantastic is that? The fly-in hosts, Bob & Shawn Kinney, were receiving phone requests to attend for several hours before, and right up to the start of, the event. We actually had to turn some people away. Perhaps we'll have to do this again in the future.



Thanks to Sherise at Blue Sky Bistro for overseeing the entire event to ensure everything went smoothly. Thanks to Paul Anslow, BJC's manager for allowing this BBQ to happen. And thanks to John Thielen and new member, Don Morrow for showing up early to assist in "marshaling" the one aircraft that needed parking at the terminal. That turned out to be overkill!! At least the spacing between aircraft turned out to be adequate.

What a great time for a bunch of fly-in starved aviators and their companions!



Brophy's Broadcast

by Marty Brophy, CPA President

My all-time favorite business book is "Managing the Unexpected" by Karl Weick and Kathleen Sutcliffe from the University of Michigan. They extensively studied high reliability organizations (HRO's) like emergency rooms and aircraft carrier flight decks to derive 5 common principles shared by HRO's: Preoccupation with Failure, Reluctance to Simplify, Sensitivity to Operations, Commitment to Resilience, and Deference to Expertise. These enhance mindfulness, which they define as "a rich awareness of

discriminatory detail." These principles are related to Aviation in a fascinating and erudite article in Air Facts Journal's August 17, 2020 edition by Steve Green titled "On Automation and Airmanship." He discusses how over dependence on Autopilot and similar aviation automation can lead to a loss of mindfulness and reduced safety. I would urge anyone wanting their piloting to be an HRO to take the time to read and apply the lessons in this work!

On a lighter note, Dave Ulane, Aeronautics Director at CDOT, sent along a great three minute video from Shahn Sederberg with some highlights of the mountain flying videos he took while doing his regular round of airport aerial photography over the past couple of weeks. Enjoy!

<https://www.youtube.com/watch?v=fwA3a6LsrzE&feature=youtu.be>

And anyone needing an examiner for a checkride can get some help from a free website set up by CPA member Garth Fasano at www.CheckrideNow.com.

Finally, I am glad to report that the 2020 Roster has finally been completed and will be mailed to all CPA members next week! You will see some changes in the format and content, but it is still the same handy small size as previous rosters. Please check out your entry and let me know if there are any corrections to be made.

Along with the roster, you should all get a blue sheet of paper which has your ballot for the bylaws revisions I have mentioned in past Flight Lines issues. Instructions for voting by mail, e-mail, or online are included on that page. If you have still not checked out the changes you can see the proposed new and old bylaws and a brief summary of the proposed changes in the public side of the website under "About Us" which is at www.coloradopilots.org. Please vote – let your voice be heard!



Stepping Out...

By Bill Marvel, the RV-14A guy

Now why on earth would a CPA member who has been enjoyably and safely flying airplanes for over 50 years want to even think about intentionally vacating a perfectly good one many thousands of feet above the earth? And even more curious is why would said individual be bold enough to suggest that others might want to consider doing the same thing? Well, for answers read on.

One characteristic of many pilots is the enjoyment of the medium around them, whatever it is. I know pilots who are sailors, scuba divers, back packers, skiers, and yes, even sky divers. There is something about the air, water and wide-open spaces many pilots find alluring. Of course, there are also those who love to fly but are terrified when standing near a window in a tall building. While I am not in the terrified group, I freely admit to not being very comfortable near the edge of anything high that is attached to the ground.

At the outset, a disclaimer. I am no expert in jumping out of airplanes and never will be. I enjoyed sport parachuting in college and for a couple of years afterwards but that was 50 years ago. My log book showed only 71 jumps for decades and increased to number 72 three years ago on the exact day of the 50-year anniversary of my private pilot check ride. Today many sport parachutists have literally thousands of jumps from different altitudes, day and night, solo, in small groups and even in large formations.



The only sensation in free fall is wind.

Like nearly everything else in our world, the technology of parachutes has advanced tremendously just as it has with ski and scuba equipment, backpacks, computers, automobiles, aircraft avionics and well, you name it. The old round parachutes with slots cut in them like I used to jump and the related "parachute landing falls" and heavy boots and helmets needed to absorb the impact of landing have given way to flying wing rectangular parachutes, running shoes, light weight helmets and landings so soft one just starts walking when nearing

the ground. The safety and backups built into modern parachute systems are remarkable. But two

things have not changed in all those years and they are a big part of why I suggest you consider



making at least one jump to experience both of them. These realities of leaving an airplane by parachute are rarely, if ever, mentioned.

First, remember that feeling in your stomach when you jumped off a picnic table as a little kid and felt a sense of falling? When you leave an airplane, there is absolutely no -- as in zero-zip-none -- sense of falling. Yes, you feel and hear the wind going past but the sensation is that you are just suspended in space and that it is noisy and windy up there. It's unreal. But the *most* unreal part is next!

Second, in your entire life on this planet, from the moment of birth to the moment of death, you are always on, in or near something. You are walking or riding somewhere, sitting down, in an airplane or on a ship at sea, lying in bed, standing in an elevator, riding a bike or whatever. Something is always there – around, above, below or beside you. You can reach out and touch it. Even an astronaut in space is in a capsule or near one. A scuba diver is either near the dive boat or not far from the bottom or shore of a lake or ocean. Something is always nearby. But in free fall, thousands of feet above the ground and thousands of feet from the airplane you left, you aren't in or near anything! Look up, down or around and reach out to touch something. Nothing is there for the first time ever in your life. And when you look down at the ground, it doesn't rush upwards. You are surrounded only by empty space and a wind machine. It is an experience worth having!

My first 71 jumps took place in Georgia, Colorado, Indiana, Kansas and California as I moved around the country. Actually, I stopped jumping when living in California in the early 1970s only because no sport parachute sites were nearby. One of my last jumps was out of a Navy helicopter at NAS Lemoore near Fresno. I had previously jumped from Air Force and Army airplanes plus civilian ones too. Then three years ago, long after we moved here to Grand Junction, I made that 72nd jump in Delta, about an hour drive along Highway 50 toward Montrose.



USA Owner Ben Lowe (l) and fellow jump master Cody Irby at their facility in Delta, CO.

A sport parachute operation called Ultimate Skydiving Adventures (USA) opened there in April 2017 and is drawing customers from as far away as Europe and South America. A unique aspect of their operation allows them to take youngsters as young as 7 on their first jump. The normal minimum age is 18. When I visited recently a family from Texas was there for the sole purpose of having their 8 and 10 -year old children experience free fall. Owner Ben Lowe has over 11,000 jumps while his wife Melissa has more – upwards of 12,000. She is involved in international world record attempts, mostly occurring here in the U.S. Jumpmaster Cody Irby has 8000 jumps



and is taking flying lessons. Both Ben and Melissa are already rated pilots, thus helping make my point that there is no reason why you cannot be a pilot who flies airplanes and a sport parachutist who only takes off in them...

As many of you may be aware already, one can make a free fall parachute jump these days with only 30 minutes of training, unlike weeks of training I had to go through long ago. The primary reason is the development of tandem parachute systems where the jumpmaster wears both a main and reserve parachute and you the customer wear only a harness that is firmly attached to the front of the jumpmaster's harness. Strapped into place, the two of you look like you are standing in line facing the same direction but very close together. The main chute is built



Once under canopy, wind blast is replaced by near silence and the customer actually flies the parachute like an airplane.

The main parachute is intentionally opened at a higher than normal altitude so the customer can handle the controls and actually fly the parachute like an airplane. You can turn or even stall it just by pulling on two toggle lines built into the harness. Of course, all this time a camera is capturing the entire jump so that your historic leap of faith into space (catchy expression, eh?) is nicely documented for all time to come.

oversize to accommodate the additional weight and a small drogue parachute is deployed immediately after aircraft exit to slow you down and stabilize both customer and jumpmaster during free fall. The jumpmaster has control of both parachutes and an automatic barometric system in the reserve backs him up so that even in the rare event of an emergency, a parachute will be deployed. This is in marked contrast to my 71 prior jumps where I was out there all alone and responsible for doing everything needed.



In this landing, the jump master has opted to use his feet as the landing gear while gently sliding to a stop. Raising his feet to parallel the customer's and landing on their fannies is another option.



Landing in a tandem configuration is done a little differently from solo in that it resembles an airplane touching down on skids. You and the jumpmaster, both wearing jumpsuits, raise your legs straight out at the appointed time. The parachute is then flared like an airplane and you actually come skidding to a stop on your rear ends following a short slide with neither your feet nor ankles absorbing any impact. But frequently, based on wind direction and speed, the jumpmaster has the option of sliding both of you to a stop on his own feet and you don't even get your fanny dirty. It's a hoot!

Alissa Pine (r) took time off from her job installing solar systems in Paonia to make her first jump and then to model the harness and jump suit she used.



Leaving the jump aircraft is greatly simplified with this landing gear platform. Believe it or not, climbing out of an airplane against the wind blast is not easy! (Editor Note: Oh, I never doubted it!)



An obvious question is why am I mentioning this activity on the CPA web site at all? The reason is that one of CPA's goals is to have more flying events here in Colorado in the future. An upcoming article in Flight Lines later this year addresses that very topic. And since Delta lies between the two larger towns of Montrose and Grand Junction and has a very active and growing GA airport, it is certainly a candidate for one of those future in-state weekend trips. Black Canyon National Park and several other near-by attractions in this area might well include a stop at Ultimate Skydiving Adventures for anyone interested in taking this opportunity to leap into an unforgettable experience. Just so you know!





**CPA Annual Meeting
Saturday, November 7th**

Colorado Pilots Association is looking for volunteers:



Board of Directors Positions



Committee Chairpersons



Airport Representatives - AJZ, BDU, CAG, DRO,
GNB, MTJ, BV7, LMO (vp@coloradopilots.org)



Aviation group Liaisons



Social Media/Marketing Lead

Email: president

Colorado Aeronautical Board (CAB) is looking for volunteers:



Board Member, pilot

Email: david.ulane

Keep Colorado Pilots Association "The Voice of Aviation in Colorado"





AIRMIL100™ CENTENNIAL FLIGHTS

[Omaha, NE, August 2020] September 8, 1920 began the start of transcontinental air mail service from New York to San Francisco. Exactly 100 years ago, a series of U.S. Post Office air mail biplanes landed in 16 airports carrying sacks of First Class mail destined for the West Coast. This was not just a first for the Post Office and America, but also for the world. It would spur great engineering breakthroughs that led to faster, safer, more reliable air travel. In turn that would open the doors to the creation of the great airlines of the world.

More than three dozen General Aviation pilots volunteered to celebrate the Centennial Anniversary of the US Air Mail Service. On September 8, 2020, these pilots will recreate the original Post Office air mail route. Back in 1920 when those original pilots took to the air there were no maps. Just the thin line of railroad tracks and sometimes only a simple, often erratic compass. The *Pilots' Directions New York-San Francisco Route* was a 70 page booklet issued by Otto Praeger, the Second Assistant Postmaster General of the United States. One hundred years later, we'll be flying with the 21st Century aids of GPS, digital maps, and in-flight weather radar.

To honor the memory of these original pilots and their oath to let "neither snow nor rain nor heat nor gloom of night stay these couriers from the swift completion of their appointed rounds" we are carrying commemorative postcards dedicated to each of the 16 airfields. They will be turned over to the Postmaster in San Francisco and cancelled with a special event stamp. From there they'll be mailed to their addressees and become a part of American history.

AIRMIL100 CENTENNIAL FLIGHTS SCHEDULE:

September 8, 2020

Republic Airport (Farmingdale, Long Island, NY)
Bellefonte Airport (Bellefonte, PA)
Gauga County Airport (Middlefield, OH)
Williams Country Airport (Bryan, OH)
Joliet Airport (Joliet, IL)

September 9, 2020

Joliet Airport (Joliet, IL)
Iowa City Airport (Iowa City, IA)
Millard Airport (Omaha, NE)
North Platte Airport (North Platte, NE)
Cheyenne Airport (Cheyenne, WY)

September 10, 2020

Cheyenne Airport (Cheyenne, WY)
Rawlins Airport (Rawlins, WY)
Rock Springs Airport (Rock Springs, WY)
Skypark Airport (Woods Cross, UT)
Elko Airport (Elko, NV)
Carson City Airport (Carson City, NV)

September 11, 2020

Carson City Airport (Carson City, NV)
Mather Airport (Sacramento, CA)
Buchanan Airport (Concord, CA)

*For more information: Bill Moore
bmoore@evworld.com*



CPA Apparel



Lands' End Business

Tired of your COVID duds? Favorite store not easy to navigate? Click the link below to design you own CPA wardrobe and accessories.

[Lands'End](#)





FLY MART + ONLINE CLASSIFIEDS

Who remembers the Fly Mart? Looking to sell an airplane or partnership? Need hangar space? Got parts? Did you know there is an online CLASSIFIEDS? **You, as a CPA MEMBER**, can list your own items for sale or things you need.

Here is how you get to the DISCUSSIONS & CLASSIFIEDS section of the Colorado Pilots Association website at www.coloradopilots.org

- * Sign on to the website using your username and password
- * Under the CPA Member Tools drop down menu, click on Discussion & Classifieds
- * Four main categories are shown, click on the sub-category you wish to read, post to, or comment. Just follow the directions!

Some of the recent posts (just click on the links):

- * [Clubs/Partnerships at KBJC](#)
- * [Hangars at CFO](#)
- * [Find a CFI](#)



From: **Amy Helm** <amy.helm@cogs.us>

Date: Fri, Sep 4, 2020 at 1:53 PM

Subject: KGWS Happenings

Dear Pilots –

I hope this email finds you well and enjoying the cooler temps as of late.

In today's edition of *AOPA ePilot* newsletter, you will find an article about the role KGWS has played in fighting the Grizzly Creek Fire. Be sure to check it out: <https://aopa.org/news-and-media/all-news/2020/september/03/colorado-airport-supports-air-attack-on-grizzly-creek-fire>

Thank you all for your support and understanding during the airport closure.

Gregg Rippey, Chairman of the Airport Board, has organized an in-person Airport User Meeting for September 10th, 6:00pm at Alan Arnold's hangar on the North End. The Airport Commission is having a work session with City County on October 15th and it would be beneficial to discuss what is on the agenda and any other items that pilots think need to be addressed.

Lastly, it is with mixed emotions (and a lot of sadness) that I inform you all I am resigning as Airport Manager. Not something I thought I would ever say (I feel very fortunate to have this job and have truly enjoyed working as your manager), but family obligations are calling, and I am moving to New Zealand to be closer to my husband's family. Although excited for the future, I am extremely sad to be leaving this aviation community and the wonderful pilots, friends, volunteers and airport I have come to love.

My last day at the airport will be September 18th, although I will have some virtual overlap with the new manager until October 2nd.

The City has decided to advertise for the position - see link to application here:

gwsco.gov/Jobs

Tim Hasselmann, the assistant manager, will be Acting Manager until he is either promoted, or someone else is hired.

It has truly been an honor to work for you these past four years. If you would like to stay in touch, please email me and I'll give you my personal contact details. I wish this community nothing but the best.

Sincerely,

Amy Helm
Airport Manager
City of Glenwood Springs
970.445.0965
amy.helm@cogs.us





(FIRST DAY AS A PILOT...)

CONTROL

***TOWER: Can you give me
your position?***

***ME: I'm next to a cloud that
looks like a lion.***

CONTROL

TOWER: Can you be more specific?

ME: Simba.

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.

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