

CPA FLIGHT LINES



Marty Brophy

**An F-18 of the Navy's Blue Angels parked on the ramp
for an airshow meeting at KFNL.**



Brophy's Broadcast

By Marty Brophy, CPA President

CPA President's Message February 2021

Winter flying in Colorado! Cold and clear and lots of lift but knowing when or if you can fly is always "up in the air" and you are often not up in the air when we get weather like the end of January! I was reminded of this when planning a long instrument cross country for one day and then another day and then finally being able to do it a week later. Other days are cloudless, and temperatures are in the 50's and above for a few days, so you take what you can get. Good to be retired since those nice days seem to avoid weekends sometimes...



Meanwhile, the internet provides abundant resources for house-bound pilots wanting to stay wise or grow wiser in the ways of aviation. A new CPA corporate member, Fly8ma.com, will help in that regard with articles in Flightlines and discounts for their wide range of online courses for CPA members. Another favorite of mine is pilotworkshops.com. One offering of theirs is "Pilot's Tip of the Week", a very brief note delivered to you each week for free that often covers interesting topics. Check out the latest one that covers what to do if you have an alternator failure at night. It is good to know what to turn off and what not to turn off to best get as close as possible to your destination before the battery dies.

Pilot's Tip of the Week

Another way to fly is virtually, with a flight simulator. I have been working on mine this winter with the help of a pilot workshops course on the topic. With today's powerful gaming computers and monitors, the experience can be very life-like without all the bouncing around you get in a real plane. Both Xplane-11 and Microsoft Flight Simulator are inexpensive and work well. And you can create a plane matching your real one for serious practice or fly a 747 or the space shuttle for fun. I will write about what I have learned for Flightlines soon and would welcome any other CPA members who have succeeded in this to do the same. Help your fellow CPA'ers "slip the surly bonds of earth" in the comfort of their own homes!

Years ago, I took a friend and his high school age son up for a short sightseeing ride over Fort Collins. The young man was quite taken with the experience and decided that aviation was what he was going to do with his life. He is now launched on the familiar path to being an airline pilot and will soon be a CFI and building up his hours. I think many of us had had this experience! We in the CPA need to help build the future supply of general and professional aviators. We do that through our scholarships and through exposing people to the fun of flying. We will be doing some fundraising this year to increase the number of scholarships we give from the 4 we gave last year. Please participate generously to help us reach that goal!

The CPA exists for its members and is run by volunteer members. We are always looking for members to help! If you would like to get involved in the organization, contact me at president@coloradopilots.org and tell me what you might like to do, and we can discuss.

Stay safe and fly safely and often!

**VOLUNTEERS
NEEDED**



You Really Can Write for Flight Lines!

By Bill Marvel, the RV-14A guy

CPA is an organization whose members share a common interest in aviation. With some 600 plus individuals in the Association, there's no doubt that many of you have interesting and maybe even important stories to tell. And we members are asking you to tell them! Flight Lines relies greatly on members to share information and experiences with other members since CPA has no staff to create it.

Yes, I realize that for some people, writing is a difficult thing to do. For some reason, I am an exception. To me, it is about as difficult as drinking a cold beer on a sweltering day. The hard part is having something to write about. And yet we say things all the time verbally, tell people stories and jokes and the like and think nothing of it. Writing is the same thing except you put the words on paper, or more likely these days, on a computer screen. Often the problem is just having a topic to write about, just as occasionally occurs when having a conversation with someone.

What kind of topics? It could be anything. Just thinking out loud here, which of the following triggers a memory in your mind? A flight to an interesting destination, a maintenance problem that confounded you and your mechanic, an in-flight emergency, some airport character who you found fascinating, a "boy was I lucky" story, something stupid or dangerous that you did, a close call and what led up to it, a problem you had with airport management, an aviation judgment error, all the "bad" stuff that you remember happening during your flying career, a real jerk at the airport and how you handled it, something that caused you to file a NASA report, an off-airport landing, what caused you to learn to fly in the first place, a new pilot rating and your experience getting it, a flying technique you use, a memorable ride you gave to someone, your first flight memories, a weather encounter like unexpected ice that taught you a lesson, an unanswered question you've always had -- and so on. Somewhere in that list, and likely in even more topics you can add to it, you have had a personal experience that would be perfect for the newsletter.

If you are concerned about things like spelling or punctuation, fear not! Those are easily caught and corrected in the process of creating each issue. One thing you can bet is that your fellow members are interested in just about anything "aviation" you write for FL. That's how people learn, and CPA members are no different. So put on your thinking cap for a while and help out your fellow members. Look at the topic list above and find something from your flying background that rings a bell. Then write it up and send it in. You can bet it will be published. Send to: newsletter@coloradopilots.org

Colorado Pilots Association Apparel
Get your order in now and get set for Spring Flying!
Design your own CPA wardrobe and accessories.



Go to [Lands' End](https://www.landsend.com) today.



Ask the CFI

by Tammy Raines

QUESTION 1

With all that is going on, I will eventually be flying again after a gap of several months. Any tips for restarting to fly after my plane and I have both been idle for a longish period of time?

Let's get back into the swing of things. Safety first! Get back to the basics with P.A.V.E.

The pilot. Are you fatigued? When was the last time you were flying in the weather conditions that you will encounter? What are your personal minimums?

The aircraft. Are you familiar with the aircraft? Its avionics? Is it airworthy? What is the density altitude? How does that affect your climb rate? What is your maximum crosswind component?

The environment. Are the temperature and dew point close? Are you familiar with the area and its topography? Are there any NOTAMs?

External pressures. Are others influencing the flight? Do you have people waiting for you at the airport?

Things I like to do after some time off:

- 1- Listen to LiveATC.com to get into the right mindset.
- 2- Try to find another pilot to fly with. Two heads are better than one
- 3- Fly somewhere very familiar to you

Question 2

One thing I have always wondered about-why do some airport names in the US not start with the letter K?

Airport identifiers are governed by multiple regulatory bodies. The national body (the FAA) manages airport identifiers, but works in tandem with the international regulatory agency, ICAO, to standardize and formalize airport identification codes.

When governed by ICAO, airport identifiers adhere to regional and national naming conventions. For the contiguous United States, this is the 'K' prefix, but the FAA gives airport owners the operators the option to not register with ICAO. This results in some airports, particularly small, non-commercial fields not carrying the leading 'K' on their identifier.

Got a question for our “Ask the CFI?” Send them to newsletter@coloradopilots.org



Ready for your flight review?



Big shout out to our newest corporate members

Wings Over the Rockies look for John Barry at events and visit their website at wingsmuseum.org

FLY8MA Visit Jon Kotwicki at his training website of FLY8MA.com

Anchor Roofing Look for Charle Piehler and visit AnchorRoofing.com



Colorado Pilots Association Apparel
Get you order in now and get set for Spring Flying!
Design your won CPA wardrobe and accessories.



Go to [Lands' End](http://LandsEnd.com) today.



Why the Sling?

1/18/20210 Comments



In the first post I discussed choosing to build the SlingTsi having briefly touched on the aircraft. I've got some time still before our kit shows up, so in this post I'll be going over why I picked this plane over the others. Full disclosure on the delivery. I thought it was going to be delivered to our door the end of January, when reality the delivery isn't set to leave South Africa until the end of January, with an arrival date sometime late March/early April. I guess the plus side is it leaves me plenty of time to continue to perform some homework around the build process.

Let's start off with the understanding that everyone has a different choice of aircraft. Ask any given person (pilot or otherwise) what their favorite airplane is and you're going to get a variety of different answers. It's obviously an easier choice and bigger airplane when it's not your money on the line (or if you've got much more money to spend than I do), but when it's being self funded critical thinking gets applied more narrow in scope. As I'm writing this the Megaball is sitting at \$850 million and the Powerball at \$730 million. No apologies if I have to change my tune on this build during the next edition.

In starting my evaluation and when considering my time working on one of my projects is effectively “free”, to choose a new experimental over a new certified it becomes a pretty straightforward decision. I previously outlined that a 4 seater is the base choice. There are a lot of two seat experimental options on the market, which are attractive, however four seats for us is a minimum. For certified aircrafts, the field of 4 seaters are revolve around the Cirrus SR20, a Diamond DA40, Cessna 172/182 series and possibly the Piper Archer LX. For the sake of space and the discussion I'm limiting it to the aircraft that closest match the SlingTsi's performance. That drops out the Piper and the Cessna 172.

The numbers in the table are what I could source out through a variety of sources for some of the most common metrics when looking at an airplane. There are areas that may slightly be off a bit. Please feel free to correct where I am off, but not all manufacturers publish all these specs, so I had to use a variety of sources.

Compare the cost of new certified to new experimental

Overall, each aircraft look to be within a few knots, size, feet or any other metric used to push or pull the decision in one direction or another, except the price with the SlingTsi being half of what everything else - and that's not even the final say on cost. Once you get the certified aircraft any work beyond what an owner/operator can do will require paying an A&P to do the work, which is still again as expensive

Certified New vs. Experimental Price Comparison

	Cirrus SR20	Diamond DA40 NG	Cessna 182T	Sling Tsi
Powerplant	Lycoming IO-390, 215hp	Austro Engine 300, 168hp	Lycoming IO-540, 230hp	Rotax 915iS Turbo, 141hp
Length	26 feet	26.7 feet	29 feet	23 feet 5 inches
Wingspan	38 feet 4"	39.1 feet	36 feet	31 feet 3 inches
Cabin Width	49 inches	44 inches	49 inches	44 inches
Empty Weight	2122 lbs	1,984 lbs	1,970 lbs	1080 lbs
Max gross weight	3150 lbs	2,688 lbs	3,100 lbs	2095 lbs
Useful Load	1028 lbs	904 lbs	1,130 lbs	1015 lbs
Fuel Capacity	60.5 gal (100LL)	39 gal (JetA)	87 gal (100LL)	45 gal (100LL or Mogas)
Fuel Burn	11.8 gph	5.1 gph @ 60%	13 gph @ 75%	8 gph
Takeoff Distance, ground roll	1685 feet	1213 feet	1,514 feet	590 feet
Rate of climb, sea level	781 fpm	1,120 fpm	924 fpm	1000 fpm
Stall, Clean	65 KTS	52 KTS	49 KTS	57 KTS
Stall, flaps down (Vso)	57 KCAS	58 KTS	41 KTS	48 KTS
Max cruise Speed	155 KTAS	151 KTAS	150 KTAS	145 KTAS
Range	903 miles	1,081 miles	1,053 miles	1,010 miles
Landing distance, ground roll	853 ft	886 ft	1,350 ft	492 ft
Service ceiling	17,500 ft	16,400 ft	18,100 ft	18000 ft
Vne	200 KIAS	172 KIAS	176 KIAS	166 KIAS
Cost	\$454,900	\$494,765	\$515,000	\$190,000
Mechanic	A&P	A&P	A&P	Self



Certainly there is a good chance of cost overruns during the build process. I would think that would happen with potentially any aircraft purchase new or used, certified or experimental. From a financial perspective it's just not a good idea to go all in on any investment into any recreational item with every last drop of funds you have available at your disposal. Murphy has a tendency to move in when you're least expecting it. That being said, having a cost overrun on an experimental build to the tune of matching a certified aircraft seems a bit far fetched. That being said, the one component not factored in is the cost of my time. My time may be something to consider, but let's say an estimated rate of \$50/hr for my time and a 1500 hour build time... that works out to \$75,000. Toss in another generous \$20,000 in tools and round up to \$100,000 and I'm still well below the cost of a certified aircraft. A note on the tools - I've got most of the tools already and what other specialty items I needed to get was less than \$3,000. So I'm well below the \$20,000 mark.

Why not a used airplane?

Given the Tsi is over half the cost, why not consider going back and looking at something new-ish that is comparable instead of building? I found a 2003 SR20 Cirrus on Trade-a-Plane, so let's compare the costs between the Tsi and the SR20

New Experimental vs. Used Certified Costs

Sling Tsi - 2021		
Acquisition Costs		
Purchase/Build Price	\$190,000	
Prepurchase inspection	\$500	
Total Acquisition Cost	\$190,500	
Startup Costs		
First Annual	\$500.00	
Base reserves	\$0.00	
Registration	\$150.00	
ULC Setup	\$1,000.00	
Avionics Upgrades	\$0.00	
Total	\$1,650.00	
Total Startup	\$191,650	
Fixed Costs		
	Annual	Monthly
Insurance	\$5,000	\$417
Hanger/Tiedown	\$4,800.00	\$400.00
Annual inspection	\$800.00	\$66.67
	\$10,600	\$883.33

Cirrus SR20 - 2003		
Acquisition Costs		
Purchase Price	\$199,800	
Prepurchase inspection	\$2,000	
Total Acquisition Cost	\$201,800	
Startup Costs		
First Annual	\$3,000.00	
Base reserves	\$0.00	
Registration	\$150.00	
ULC Setup	\$1,000.00	
Avionics Upgrades	\$0	
Total	\$4,150	
Total Startup	\$205,950	
Fixed Costs		
	Annual	Monthly
Insurance	\$2,500.00	\$208.33
Hanger/Tiedown	\$4,800.00	\$400.00
Annual inspection	\$4,000	\$333.33
	\$11,300	\$941.66

This SR20 has new-ish avionics (an Aspen), a really low time engine on it and was in decent shape. When putting numbers to some of the items to consider it doesn't look too bad. Some (if not all) of the numbers are educated guesses based on past experiences and certainly if I shopped around for the Cirrus I might be able to get better deals/numbers. The purchase price and inspections I'm pretty comfortable with and the first annual is likely going to be addressing some of the deferred maintenance items by the previous owner(s). Honestly, I thought this was a pretty good deal for the SR20 and was quite surprised to find it.

As I eluded early on in the article, you can debate in circles about which airplane to get (or not get) based on personal preferences and completely irrational metrics. At the end of the day, you want what you want and will make any argument work. The numbers (as given here) tend to lend themselves more towards the SlingTsi from a purely financial perspective. One item you may notice is the insurance line item. Insurance has been a pain point for most pilots the past year or two and the Tsi is no exception. This is one area that could make or break the type of experimental being chosen. The early insurance quote I got for the Tsi was troublesome and is mostly based on the fact the Tsi is a new aircraft, so the insurance companies have little to base their



estimates upon. I do expect this rate to come down as more aircraft start flying. There are a number of builds quite far along and in theory with every year that goes by rates should go down. If someone was to be considering a build insurance alone might be enough to sway people over to an RV which has a very robust history which should help keep insurance lower.

So there is only a slight advantage on fixed costs for the Tsi over the SR20. Now lets look at Operational costs:

Operational Costs

New Experimental vs. Used Certified Operational Cost

Sling Tsi - 2021			
Operational Cost basis		Current Time	Time Left
Hourly fuel burn (gals)	8		
Fuel cost per gallon (Mogas)	\$2.50		
Oil burn per hour	0.1		
Oil cost per quart	\$8.00		
Engine TBO (hrs)	2000	0	2000
Engine overhaul cost (est)	\$40,000.00		
Prop TBO (hrs)	2000	0	2000
Prop overhaul	\$4,000.00		
Oil change (hrs)	50	25	25
Oil change cost	\$65.00		
100 Inspection	\$0.00		
Operational Costs use time		Wet Rate	Dry Rate
Fuel	\$25.00	\$0.00	
Oil	\$0.80	\$1.20	
Oil change	\$2.60	\$2.60	
Engine overhaul	\$21.05	\$21.05	
Prop overhaul	\$2.11	\$2.11	
General maintenance/misc	\$20.00	\$20.00	
	\$71.96	\$46.96	

Cirrus SR20 - 2003			
Operational Cost basis		Current Time	Time Left
Hourly fuel burn (gals)	11.6		
Fuel cost per gallon (100LL)	\$4.00		
Oil burn per hour	0.2		
Oil cost per quart	\$8.00		
Engine TBO (hrs)	1600	99	1504
Engine overhaul cost	\$40,000.00		
Prop TBO (hrs)	1600	0	1600
Prop overhaul	\$4,000.00		
Oil change (hrs)	50	25	25
Oil change cost	\$65		
100 Inspection	\$0.00		
Operational Costs use time		Wet Rate	Dry Rate
Fuel	\$46	\$0.00	
Oil	\$1.60	\$1.60	
Oil change	\$2.60	\$2.60	
Engine overhaul	\$26.60	\$26.60	
Prop overhaul	\$2.50	\$2.50	
General maintenance/misc	\$20.00	\$20.00	
	\$102	\$56.70	

Some of this process is going to be a bit of looking back at the SR20 performance information vs. the SlingTsi performance information. The SR20 does have a bigger engine and goes slightly faster. The trade-off is more fuel burn of course. But there are other factors at play here as well. The biggest is the Rotax 915is engine. Even with its turbo charge it averages about 8 gph vs around 12 gph in the SR20. It also is important to note, the current (as of this writing) Time Between Overhaul (TBO) for the 915 is 1200hrs. By the time I go through the process of building my airplane the 915is will go to a 2000 TBO. This happened with the 912. The 914 on introduction, the TBO was only 600 hours, which was double that of previous Rotax engines but far short of existing engines of comparable size and power. However, by 1999 the TBO had been increased to 1,000 hours, and it was increased again to 2,000 hours in 2010 (<https://tinyurl.com/jv65whp>). Rotax keeps their initial TBO's on their engines low until they have enough of them in the field to confirm the longevity of the engine. By going to 2000hrs it shifts the equation quite a bit. If it were to stay at 1200hrs, the bottom line hourly rate would jump \$15/hr to almost \$87/hr

Another thing to consider is the use of Mogas over 100LL. There absolutely has to be a realistic understanding that I likely am going to have to shuffle fuel to/from the airport locally when I fly around the immediate Colorado area as there are few options for Mogas on any air field. At the time I'm writing this I'm unaware of any airport in the state that offers this option. There are a number of websites which provide some reference material for mogas at airports, however most of them are outdated. Erie had mogas for a period of time, but when they redid their fuel station several years ago, they took it out. I don't expect it to change anytime soon. I have a truck and there are options for moving fuel this way. If I were to go cross country I have some options for carrying some collapsable fuel containers and using the courtesy car to get fuel this way. That would definitely turn into a pretty big time consuming hassle, so that may not happen. Advantages of using mogas over



100LL include a longer interval between oil changes. When using strictly 100LL in the Rotax engines, your oil changes drop to every 25hrs - which definitely increases the oil change costs and not reflected on this table.

While the SR20 may be slightly more expensive in the hourly rate, the convenience is seen in the additional costs. The annual for the Cirrus has to be done by an A&P and my understanding with the Cirrus aircraft, is the annuals can be pricey. In my image covering the initial costs, I have down \$4,000 for the annual on the Cirrus - which I would wager is a good middle ground expectation. Also when buying a used aircraft, deferred maintenance may be an issue which will keep annuals high as maintenance items are addressed over time. Having built the aircraft myself I will have the repairman certificate for this particular airplane. The cost of materials and my time are the two factors involved with the experimental build.

In an upcoming post I'll do a comparison between the SlingTsi and the RV10.

**Looking to sell something?
What about an airplane partnership?**

How about you want that \$100 dollar hamburger and wondering where to go?

Go check out the [Discussion and Classifieds](#) section of your Colorado Pilots Association Website. Completely free for members. Just log in to the members section and find the link under the CPA member tools tab.

**Finally get rid of that extra oil filter you have laying around.
See if there's a hangar for your trusty steed.
Or tell everyone about a fantastic place to grab a bit on an easy
Saturday afternoon flight.**

Visit your [Discussion and Classifieds](#) section of the Colorado Pilots Association Website.

**Follow the Colorado Pilots Association on
Facebook, Instagram, Twitter and LinkedIn.**



**Click on the links above and follow the CPA for
the latest and greatest with your association.**





John Thielen & Bob Kinney taxi at KBJC



Applicant Sought for Colorado Aeronautical Board Vacancy

Do you have a passion for aviation, airports, and public service? If so, then serving as a member of the Colorado Aeronautical Board (CAB) may be just the opportunity for you. This seven-member board is appointed by the Governor and oversees the Colorado Department of Transportation's Division of Aeronautics. The mission of the CAB and Division is to support the State's multi-modal transportation system by advancing a safe, efficient, and effective statewide air and space system through collaboration with stakeholders, investment in education, innovative programs, and advocacy of responsible policy and legislation.

Due to an out-of-state relocation of a current CAB member, a position representing local governmental entities that operate public use airports on the eastern plains (Front Range and east) is open. While candidates do not necessarily have to be an elected official, appointed board member, or employee of a local government, those who are not will need to submit a letter of recommendation from that local government supporting the candidate's representation. The appointee to this position will fill its remaining two-year term.

Interested in learning more or applying? Please contact Aeronautics Division Director David Ulane at 303-512-5254, or David.Ulane@state.co.us.

More information about the Colorado Aeronautical Board and the Division of Aeronautics may be found at www.colorado-aeronautics.org.



FLY8MA Flight Training Tip

Of course, if you're reading this your flight training is likely well behind you. So with that in mind, I have a quick tip for you to go out and practice in your airplane that can make a BIG difference in your skill set (wherever you are at in your flying career) in a quick flight around the local area.

The backstory on this. I spent most of last Spring and Summer flying a Bearhawk Patrol (2-seat tandem 180hp conventional gear airplane). I logged about 150 hours in just a few months of flying it from Florida up to Alaska for the local flyins up there (no Valdez in 2020, but the other smaller STOL competitions were still happening).

After 150 hours in the plane (5,000+ total time and 2,000+ flying single engine tailwheel airplane, you'd think I'd have the airplane well under control and know how to “work it”. So I signed up for the first STOL competition of the year in Skwetna just north of Anchorage. I flew up, drained as much gas from the tanks as I dare, and lined up with the experimental super cubs to compete, and I sucked.

Others that day put up takeoff and landing numbers of 90' and 115' respectively. While I did have a 96' takeoff on my second run, I scratched on my first landing (landed short of the line) and my second and only valid landing was nearly 250'. While that sounds nice, in reality, it's bad. What's worse, is just because of my logbook, I thought I was “experienced” in the airplane. I most definitely was not.

What was most frustrating about this, is on any given day landing on a gravel bar or beach, I would typically have the airplane down and stopped in 150-180' without much effort (of course no one believes that you landed short on a beach 100 miles from Anchorage when the nearest human being was 25 miles away). So why the crap performance at Skwetna?

I figured I would just practice a bit more in the pattern before the next competition at Wasilla in two weeks, and that's what I did. Unfortunately the harder I tried to drag the airplane in at MCA the less comfortable I felt and the landing distances did not improve. Nor did my accuracy in placing the mains on the line during landing improve. After 20+ laps in the pattern, I WAS NOT GETTING BETTER! What gives? Well Wasilla went the same way as Skwetna, ~90' takeoff and ~250' landings.

So at this point, I had to take a step back, and think of what would I tell one of my private pilot or commercial pilot students struggling with precision landings (really? Now I'm back at the level of a private or commercial pilot?).

Sadly, I could have fixed this in another pilot much faster than I could fix it in myself. I would of course take a student up for extensive slow flight and stalls to improve slow speed airplane handling if they were experiencing this, so that's what I did with myself.

I spent 25-30 mins hanging the plane on the prop (up at 3,000' agl) using about the same amount of power I would use on approach (around 12-14" of manifold pressure). Occasionally I took small breaks to not fry the cylinder heads (trying to keep temps under 420F). The slow flight varied from MCA to maybe 5-10mph above stall (or MCA, why I call it MCA is a topic for another time) and then slowing again to MCA, and then pulling just a touch more to induce “baby stalls” or reducing power slightly to induce the stall. While up there, I went through about 30-40 stalls, straight, turning, slightly banked, steeply banked, all somewhere between 10 and 14" of MP. I dialed in my “sight picture” of the angle I could fly the aircraft at in a steady 300-400fpm descent nose-high attitude (in this airplane it worked out to about 10 degrees nose up while descending just above the buffet). To fly on the edge and hit a line right on I needed to be looking outside and flying pitch and power, not the airspeed indicator.



Fast forward to the next weekend, after my 30 minute training session. The Seldovia flyin had the same crowd as before, 5 other experimental cubs to compete against (some PA-18s and some slatted SQs). We had a nice variable wind down the runway at 3-5mph. The result, a 72' takeoff and 108' landing. I can safely say I learned more about flying that airplane in 30 mins of “intensive training” than 150 hours of flying it to more than 30 states (from Maine to Florida, to Alaska).

What's the Point?

This “high alpha”, MCA, critical AOA, whatever you want to call it maneuvering is a rapidly diminishing skill. I've found that this is actually something I need to do in each airplane I fly, at least once a month to maintain what I could remotely call “proficiency” for flying in the backcountry and handling an aircraft near it's critical AOA. LOC accidents stem from a deficiency in these types of skills. An easy prevention, confidence boost, and competence boost to your own flying can come in as little as 30 mins with your CFI putting you through this regimen.

The lessons learned here are twofold. Not only was I missing skills to fly the airplane properly at the right attitude (pitch and power), I was trying to land super short. I was trying something different than what I normally do every day when I would fly. I had an eye opener into what it would take for monthly recurrent training for myself to stay sharp. And I was reminded “trying new things” rarely goes well. STOL competitions, flights with passengers on board, or anytime you're trying to impress someone is a really bad time to “experiment” with a new technique. Using a standard 3 degree approach rather than dragging it in is far safer and works a lot better. Remember, if it's dumb, dangerous, or different, don't do it.



Our own Marty Brophy trying to convince the Blue Angels to let me 'take her out for a spin.'





Max Bradley

Hornet departing to the sound of freedom.

If you can walk away from a landing, it's a good landing. If you use the airplane the next day, it's an outstanding landing.

Chuck Yeager February 13th, 1923 to December 7th, 2020



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.

Colorado Pilots Association
PO Box 200911
Denver, Co 80220-0911
(303) 367-0670

