

CPA FLIGHT LINES



Steven Byers

A Cessna 172S on final at Centennial Airport.



Unusual Attitudes

By Marty Brophy, CPA President

This month marks the resumption of our popular CPA Fly-ins after a pandemic-induced empty 2020. The hot smoky conditions around the state again this summer make flying a sweaty experience but flying to Angel Fire, NM (altitude 8,406 feet) in mid-August will be going to a cooler place. We have had a good number of registrants for that so let the fun begin! And let all the smoke blow away for that weekend!



For the June Flightlines, James Hays and I created a document called "Colorado Pilotage – KFNL" presenting what I hope is useful information for any pilots coming to our home airport. It took a little while for me to get it done, but there are now template files on the web page to help anyone else wanting to do a similar thing for other airports around the state, as well as instructions for getting pictures from Google Earth into that document. Go ahead and share the tricks to flying into and out of your home field! Your fellow pilots will appreciate it.

On Sunday, July 18, Gary Tobey and I represented the CPA at a Flight Training and Aviation Career Symposium at Wings Over the Rockies "Exploration of Flight" museum at KAPA. It celebrated recent scholarship winners. I was surprised to learn that WOTR has lots of scholarships for flight training. Please pass that information on to any would-be pilots you know.

Flying home after the event in the afternoon heat, I was heading northwest to KFNL which had the usual busy weekend traffic. I had VFR flight following for this short flight. Takeoffs were to the south using runway 15 and I could see a steady stream of them on my ADS-B. To my surprise, ATC instructed me to enter a right downwind for runway 15, which would have meant crossing the departing traffic to get to the west side of the runway. I replied that I would have to wait until I had the departing plane in sight before I could cross to the other side. It turned out that they had been told by Denver Approach that I was coming from the southwest of the field, so they quickly corrected the instruction to get me into a left downwind. On the ground, they thanked me for catching the error. You are the PIC – don't just accept instructions that seem wrong. It is always good to double check. The life you save could be your own!

Thanks to all of you for getting your "visibility" information set up for what will be printed in our 2021 CPA Roster. I will soon have the datafile to create the new book which I hope will go out in early September. Please let me know if you do not want a paper copy of the roster so we can avoid printing more than we need.

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.

Nominations from the membership for elected offices or recommendations to the board for candidates are due early this month. Please consult the bylaws on the web page for details of how to make a nomination. Voting will take place by e-mail prior to the annual meeting in November.



A Lesson in Notams

By Bill Marvel, the RV-14A guy

Lessons learned in aviation are timeless. Whatever caused the crash of the very first pilot to die in an airplane has no doubt reoccurred many times and taken the lives of others during the next 100 plus years. What some learn early in their flying careers, others learn later and some lose their lives because they never learn it at all. The following story is just another of many, many examples.

At the time this happened way back in the early 90s, I had some 4000 hours in the logbooks scattered over more than two decades of flying light airplanes. I really should have known better. After all, I had passed many written tests and flight checks, BFRs and the like and certainly knew the importance of researching weather and notams. With the then latest but now antiquated tool -- DUAT -- up and running on my computer, I had everything necessary at my fingertips to help me do the right thing and I usually did.

But this time I didn't and it nearly cost me the yellow 1969 AA1 American Yankee that I had restored over the past couple of years. In late March 1993 I decided to take my first long cross country in the airplane. I would fly it from home base at Hawthorne airport in the Los Angeles area to visit my parents in Kansas City. I had flown the trip many times previously in our Grumman Tiger and knew the Yankee's 108 horsepower engine could not take me over the same high-altitude direct route over the Colorado Rockies I used in the Tiger. I elected to make a real adventure out of it by intentionally not landing at any airport I had ever visited previously. The selected route would be decidedly to the south by way of Yuma, AZ, and El Paso, TX before heading northeast to Kansas. The trip would take two days with an overnight stop somewhere in Texas.



I was airborne from Hawthorne in pre-dawn darkness right at 4 AM just as planned. Earlier yet in the still very early morning, DUATS had advised clear sailing and good VFR weather all the way to Oklahoma. I opted to skip the notam section due to the early morning hour and figured that for severe clear VFR weather it would not contain much of interest anyway. That savings of three minutes on the computer was nearly my undoing.

I had flight planned 110 knots for both true airspeed and worst-case groundspeed on my generally eastbound track. The airplane had only 22 gallons of usable fuel and averaged 6 gallons an hour of fuel burn, so I wanted to fly two and a half hour legs to have my usual one-hour reserve on landing. Trying to find airports about two and a half hours apart in the desolate southwest is not easy but I came up with several nearly perfect legs. One that would be less than perfect was leg two -- Yuma, AZ to Lordsburg, NM. I had never heard of Lordsburg but it looked good on the sectional chart and the AOPA airport directory showed it to be full service with a long, paved runway. It sounded like a nice place for a fuel stop even though it was nearly three hours into my three and a half hour fuel capacity. I reasoned that if ground speed checks did not go well, I'd just drop into a closer



airport and refuel there. No big deal.

In the AA1, I switched fuel tanks every half hour to keep lateral balance in trim. And as a precaution on any maximum duration trip I flew, I always burned out one of the fuel tanks so I knew for certain where all of my remaining fuel was. Because I monitored fuel pressure carefully toward the end of the selected tank, I generally caught the fuel pressure drop and knew the tank was empty before the engine actually quit. Now and then I'd miss it but the engine started immediately again once the other tank was switched on. I used this technique as a matter of course on the Lordsburg leg and carefully figured my remaining fuel in the second tank based on the burnout time of the first.

Lordsburg is not exactly in a populated area of New Mexico. A call to Unicom did not result in any response but that is not unusual for small airports. I thought it strange, however, that despite smoke going straight up from a farm field 20 miles to the west, there seemed to be a lot of dust coming from the general area where the airport was situated. Where was that wind coming from? I started my descent from 9500 feet, did the pre-landing checks, and began a concerted effort to find the field. As I got closer, I saw there was dust near the airport; closer still, I began to make out some type of movement on the runway. As the scene unfolded, my jaw dropped as I realized the objects moving on the runway were road graders and the runway, taxiway and ramp areas were all gone!

For a few seconds I was so stunned I did not know what to do. I was short of fuel, in the middle of nowhere and the airport coming up below me wasn't there anymore. Reality finally struck as I leveled off, set a low cruise power for my then 6500 feet altitude, leaned the mixture as much as possible and looked at the sectional for the “nearest” airport. Silver City was the closest at 32 nautical miles, but required a climb over high, rugged terrain. Climbing required fuel I did not have and the Yankee's 76 knot final approach speed was not conducive to surviving a crash landing in the mountains. At least I was thinking. Adios, Silver City.

Only one other choice remained and that was Deming at 50 miles. The route there was over fairly level high desert terrain along Interstate 10. A spin of the E6B showed that fuel exhaustion and arrival at Deming were a flip of the coin in relative probability. If necessary, I could land on the interstate or dump the airplane into the desert alongside it and probably walk away. Deming, here I come.

The next 30 minutes were the most frustrating I have experienced, then or since, as a pilot. There was nothing I could do to prevent whatever the outcome would be as I was literally a passenger waiting for one door or another to open for me. I kept both options available, remaining high enough to reach the highway in the event I could not make the airport when fuel ran out. The airplane and engine were running great and the weather was beautiful. With a few more gallons it would have been a wonderful trip. I did not say anything about my situation to the then FSS operator at Deming and merely asked for an airport advisory. After all, what could he do anyway? Time moved slowly as the fuel level dropped to the empty indication in my only remaining tank. I could see both the airport and the interstate and could only hope fuel got me within range of the airport before Plan B needed to be invoked. I just flew, content in the acceptance of my fate one way or the other and happy there would be no fire to escape. I picked a runway with an approach clear of the city and surrounding houses.

The story ended happily. Rubber reached the runway before air entered the carburetor. Refueling showed that a mere one and a half gallons separated one outcome from the other. I visited the flight service station afterwards and learned that Lordsburg had been notamed closed for resurfacing for several weeks. And you can bet that I asked for notams for my next leg to Hobbs!



Ask the CFI

by Tammy Raines

I have recently started flight training, what can I do to save money during lessons?

What a great question! There are several items you can do to save both time and money (cause time is money) during your flight training. First, be early. If you're going to fly at 9, be there at 8:30 and take care of all your preflight actions like weather, preflighting the airplane. These are all things that after the first couple of lessons you can do on your own. Don't pay me to watch you do these things. Second, ask questions. I will go over and over information if I don't know what you already know. Ask me questions and find out what is coming next so you can.....study. That's the third thing I wish more of my students did. An hour at home is worth two in the airplane. Finally, come prepared. If you do the first three things you'll be prepared and we can get straight to the business of learning to fly!



Ugh, I can't remember when a procedure turn is required or not required. What is the best tool for that?

While I don't know if it's the best tool, but I teach the **SHARPTT** method. AIM 5-4-9 talks about procedure turn and hold-in-lieu of and 91.175 which is full of IFR rules lists the limitation on procedure turns.

S - Straight in approach (when you're cleared for the straight in approach)

H - Holding in lieu of a procedure turn

A - Arc

R - Radar vectors

P - No PT depicted on the chart

T - Timed approach

T - Teardrop course reversal ddd

Remember the **SHARPTT** and you'll have your answer.

Forgot something you need to know? Who hasn't? Well, Tammy hasn't, being one of our newest CPA CFI scholarship winners... so ask her. Anonymously, so your friends don't have to know what you forgot... e-mail her directly at tammy.raines@yahoo.com. You will be glad you did!



Congrats to our very own Penny Rafferty Hamilton has been inducted into the Colorado Authors’ Hall of Fame!



Penny Rafferty Hamilton, Ph.D.

With over 30 years authoring articles and books, Penny Rafferty Hamilton reflects her passions—aviation, Western heritage, and women’s history and calls Granby, Colorado home. A world-record setting aviator, she currently focuses on aviation and aerospace. Recently, she authored America’s Amazing Airports, Inspiring Words for Sky and Space Women, and 101 Trailblazing Women of Air and Space. Hamilton earned numerous journalism, education, business, and aviation awards.

For more than 25 years, her “Penny the Pilot” program has been a cornerstone in many school teaching preschoolers and elementary children about the history of women in aviation. For this contribution to aviation history and preservation, the FAA Central Region bestowed on Penny its Champion of Aviation Education Award and ABC-TV in Denver recognized her with its Everyday Hero award in 2009. Encouraging women to enter STEM fields is a high priority for her, to prepare future generations for the existing challenges ahead, and above.

Penny’s ground-breaking Teaching Women to Fly Research Project findings were published in the Proceedings of the Human Resource Development International and in the International textbook, Absent Aviators: Gender Issues in Aviation. She is honored to be a Laureate of both the Colorado Aviation and Women’s Halls of Fame.

Books of note: Arcadia Images of America Around Granby and Absent Aviators: Gender Issues in Aviation

Visit [Colorado Authors’ Hall of Fame for more details.](#)





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Airport Facts:

Angel Fire Airport is in Colfax County, New Mexico. The first pioneer to visit Colfax County was "Folsom Man." This discovery confirmed that Colfax's first residents were among the first in the New World, occupying the area at least 10,000 years ago. Anthropologists claim "Folsom Man" traveled from Asia to Alaska to America during the last Ice Age.



Colorado is Cub Country

Backcountry Flying in Colorado

By: Steve Chase (steven.chase@colorado.edu)

On a recent weekend morning, I got up with the sunrise—as any Colorado pilot is familiar with doing—and made my way to the KBJC airport. After checking the weather, I walked by the bright red Carbon Cub and opened the hanger door to pull the plane out for a day of flying. However, I knew it would not be a normal day of flying, because today’s mission was to take a flight of Cubs across the continental divide and into the Colorado high-country to meet Jackie and Tobias of Cub Trekking and their award winning home-built Carbon Cub.



Jackie and Tobias were on a long cross-country flight from their home in California to Texas and reached out, curious about what sort of flying they could get up to in the Colorado backcountry. They weren’t able to find many resources about flying in the Colorado Rockies, but I knew full and well Colorado has some of the most stunning mountain flying available in the country, so it did not take long for me to convince a local group of Cub pilots to spend a morning with the good folks of *Cub Trekking*.

After a quick pre-flight and briefing with the other pilots, we were airborne as a flight of two headed for Kremmling, CO (McElroy Field- 20V). As we cruised over the top of Rollins Pass, the chatter in both cockpits was as smooth as the air and the beautiful Colorado scenery displayed how the spring rains had made way to lush green valleys against snowcapped peaks.



Upon landing at McElroy Field, we grabbed the obligatory cup of FBO coffee and chatted with the owners of Grand River Aviation, Joanna and Keith “Whitehorse” Whitemarsh, Keith had been wrangling mules for the morning ride when he saw the flight of Cubs headed for the airport and came to meet us. Jackie and Tobias showed up in their signature orange and white Cub and it didn’t take long to come up with a plan for the day. It was easy to convince Keith to jump in an empty backseat of one of the Cubs to join us for a low and slow flight around the mountains and valleys he calls home.



We took off and headed due east into Grand Valley and Keith treated us to a personal tour of all the fields and areas he thought we could make off field landings with our Alaskan Bush Wheel equipped Cubs. From Grand Valley we turned the flight of three Cubs towards Gore Canyon and the Colorado River. For pilots familiar with Colorado's high country, the Colorado River is a well-known safe passage to get from the Grand Valley to the state's western slope. Large snowcapped peaks and forested hillsides gently roll down and give way to the Colorado River as it meanders its way westward towards Utah's dessert landscape. The famous fly-fishing and rafting river section additionally provides world class terrain to fly low and slow with the doors open, and like the river, meander your way through the unmatched region.



As a state, Colorado is known for year-round outdoor activities and recreation, but why not for backcountry flying? Resources and information on Colorado's backcountry flying, as well as grass and dirt airstrips are very sparse for the public compared to some of our neighbor states such as Utah, New Mexico, Idaho and Nevada. The limited public information available, combined with Colorado's intimidating topography has created the notion that backcountry flying is non-existent in Colorado.

The reality is Colorado has plenty of local groups and pilots on both the western and eastern side of the Rockies who have been flying and landing in Colorado's backcountry for decades. As a flight instructor providing transition training to new Cub pilots, I often get asked how to begin flying in Colorado's backcountry and get involved with local groups that are doing it. The first answer is always to begin with a mountain flying course, and the second is to find a local dirt or grass strip to begin practicing landings on surfaces other than pavement. As practice and instruction begins to turn into proficiency and confidence, the next step is to find your local group of backcountry pilots. They are usually easy to spot as their planes will be outfitted with giant balloon looking tires. A great place to meet fellow pilots is fly-in events hosted by the Colorado Pilots Association or other independent groups. For starters on the Front Range, the first Saturday of every month Chaparral Airport (CO18) hosts a pancake breakfast that regularly draws 30-40 planes, many of which are set up for backcountry use, and with it comes an equal number of pilots eager to discuss their latest aviation adventures.

Backcountry flying is some of the most challenging and rewarding flying that can be done, particularly in Colorado. For those looking to discover why Colorado is Cub country Colorado Pilots Association Backcountry Division can put you in contact with the many dedicated and qualified instructors across the state that can provide the instruction necessary to provide access to all Colorado has to offer.

In today's world of congestion, traffic, and noise complaints, our crew of three Cub planes were greeted by fellow outdoor enthusiasts from the ground with waves, high fives, and early morning cheers. It was clear flying through the Colorado River corridor that morning that a common thread existed between those airborne



and those ground-bound—articulating that whether you choose to enjoy Colorado’s high country by land, water or air, it is a special place that is worth sharing. Upon landing back at McElroy Field to drop off Keith, with a big grin on his face, he promised to get landing permission from landowners in the valley for the next time we stopped in town. One thing had certainly become clear to those of us lucky enough to fly that morning, Colorado is Cub country.

Want to get in touch with other backcountry pilots in Colorado? Reach out to CPA Backcountry Chair Garth Fasano at garthfasano@gmail.com.

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Are you Social?

The CPA is looking for folks to help with their online presence in the social media space. The purpose of this role (or if done individually) is to help further the online presence of the Colorado Pilots Association and provide a path of communication of what is going on within the CPA itself. Right now we need help with all of the social media aspects, Facebook, Twitter, Instagram, LinkedIn and if you’re a budding videographer, we’d love to get into the YouTube space a bit more. These are volunteer positions helping to move aviation in Colorado forward.

So if you are savvy in one or more of these areas, please let us know at webmaster@coloradopilots.org and we’ll be happy to chat with you.





*Thunderbird One preparing to depart for the
FE Warren Airshow*

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