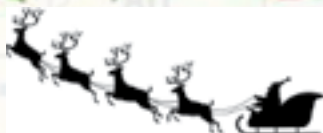


CPA FLIGHT LINES



Neil Ulevich

A new entrant in to aerobatic competition at Sterling's Crosson field, a glider from the Air Force Academy takes off from runway 33 in 2021



Unusual Attitudes

By Marty Brophy, CPA President

Is it just me, or have we had an Airmet Tango hovering over northern Colorado for the last few weeks? Just sayin'.... Only thing worse than bumpy flying is not flying at all!

One of the fun things I have been doing in the 6 years since getting my private pilot certificate is doing sightseeing flights with a local CFI and usually a Cessna 172 whenever I go to interesting places. Most recently, I was in New England and flew out of KSFM in Sanford, Maine (near Kennebunkport) on a beautiful Fall day. We flew north up the Atlantic coast past Portland.

I am trying to takeoff and land in as many states as I can and am up to 20, a number I am sure is exceeded by many of you who have flown for many years! Highlights include around Cape Cod and Martha's Vineyard in MA, around Maui in Hawaii, and along northern Lake Michigan where the azure water improbably looks like the Caribbean.

How many of you keep track of states? Has anyone done all 50? Let me know and I can make you semi-famous, at least among CPA members...

Meanwhile, we come to the end of the second plague year apparently slipping back a little pandemic-wise. But the holidays are fast approaching (whichever holidays, if any, that you celebrate). So, best wishes to you all for a great December and be good and Santa might leave a Cirrus Vision jet with a big red ribbon on it outside your hangar for you!

Blue skies and CAVU! And bring on 2022!



Kennebunkport from the air



Atlantic coast of Maine

Host One!

By Bill Marvel, the RV-14A guy

The C.P.A., like all other volunteer organizations, can only function when someone makes something happen. Yes, I realize there are committees and similar groups involved but the foundation of them all is the individual. It is that one person you look at in the mirror who can say, “I’m going to do X today.” No committee or group has that ability.

To the point, our Association is involved in numerous activities throughout the course of a year and one of the most important is the fly-in. We’re all about airplanes and flying them or would not be members. Traveling to fly-ins is good for our airplanes, our pilot skills and our enjoyment of the company of like-minded individuals. And frankly, it is one way for a non-owner to meet someone with an airplane who just might be willing to have a partner in it!

I’ve made this pitch before in other Flight Line articles, but here it is again. Organizing fly-ins for one day, two days or three days is a key to our success. Walt Bell hosts a flying breakfast or lunch just about every week for anyone who wants to attend. Planning an overnight trip takes more time but also appeals to those who are not retired and hence cannot participate during the week.

I will be hosting two weekend events next year, both to Spaceport America and Trinity site in New Mexico. Those dates are April 1-3 and September 30 - October 2. Hopefully, others (like you) will pick up the ball and do likewise, either in Colorado or beyond. It isn’t that hard but does take some time. You start with a location. Then you do a little research to see what’s there to do or see. You jot down some obvious logistics items – date, hotel, rental cars, restaurants and the like. I actually have a separate page in a notebook for each of these categories to keep things organized. Bob Kinney, who has headed up the fly-in committee for years, has some great articles and checklists on just how to proceed. You certainly don’t have to reinvent the wheel!



C.P.A. members reading this live all over the country and hence know places in their “back yards” that others don’t. In fact, there is a complete listing of all past fly-ins on our web site under the Fly-In Events tab (Fly-ins of years past - Colorado Pilots Association). This is a great place to start as it gives you an idea of the scope of our travels. I’ve looked at that list and realize I have been to only a few of the many places listed. There is no reason why we can’t revisit some locations we’ve not been to recently. Just pick one and go with that!

Flight Lines will present more information about fly-ins prior to the annual planning meeting in January, so please put some thought into hosting one. A weekend event right here in Colorado, say in Salida or Buena Vista, would be central to everyone in the state and available to members who don’t have an airplane and yet who wish to participate. It is very rewarding to create something which members can enjoy. If you haven’t organized one, step up and try it out! You’ll have all the help you need, just for the asking.

Colorado Pilots Association Apparel
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Tony Fagler



Matt Danilchick



Barbara Hoversten



Rob Greenhalgh

Ask the CFI

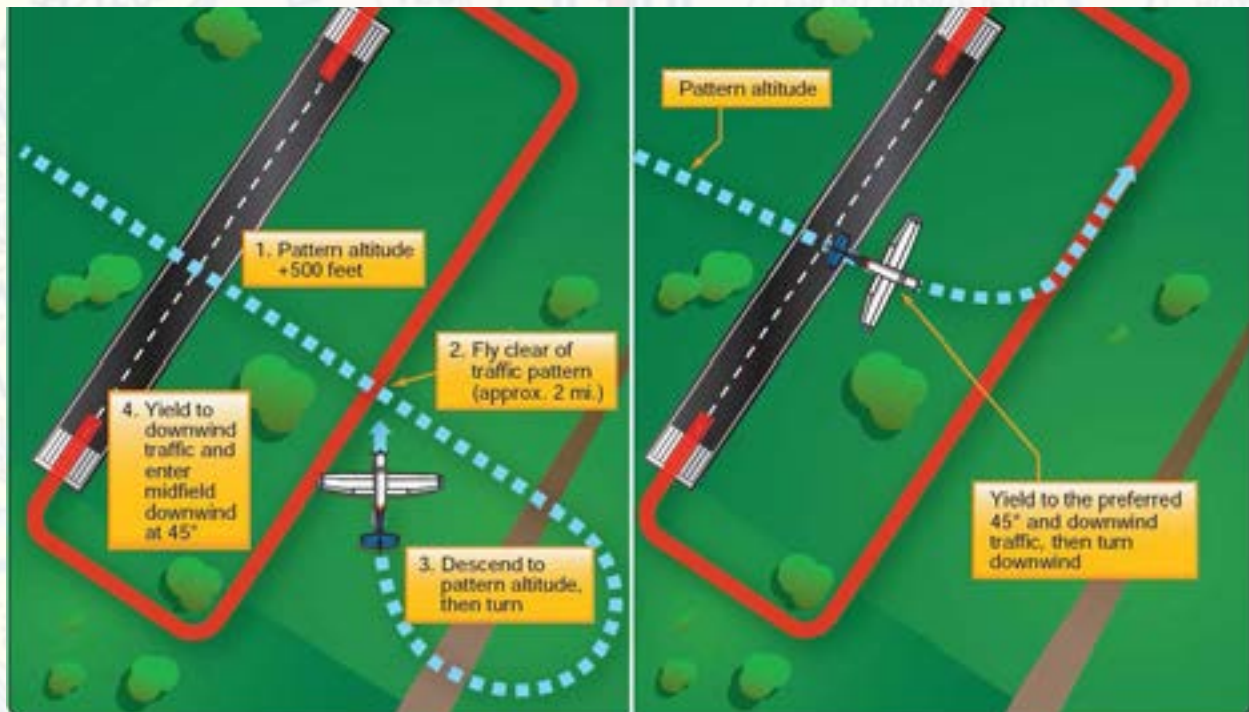
By Tammy Raines CFI

Non-towered airports proper pattern entry

The Aeronautical Information Manual (AIM) gives us the standard traffic pattern. It starts with a 45 degree angle entry to the midfield downwind. And it works!

And while the AIM is not regulatory, I know for a fact that NTSB law judges consider it published guidance that should not be ignored. Unfortunately, many pilots have their own approach to flying traffic patterns. It's a big problem and causes many safety issues.

Lets start with how to approach a non-towered airport to land. According to the AIM, when you're 10 miles out from the airport, you should start monitoring the airport's CTAF frequency. This is also when you want to make your first radio call to let other airplanes know your intentions. Non towered airports traffic patterns are always entered at pattern altitude. How you enter the pattern depends upon the direction of arrival. The preferred method for entering from the downwind leg side of the pattern is to approach the pattern on a course 45° to the downwind leg and join the pattern at midfield.



Always remember to give way to aircraft on the preferred 45° entry and to aircraft already established on downwind. In either case, it is vital to announce your intentions, and remember to scan outside. Before joining the downwind leg, adjust your course or speed to blend into the traffic. Adjust power on the downwind leg, or sooner, to fit into the flow of traffic. Avoid flying too fast or too slow. Speeds recommended by the airplane manufacturer should be used. They will generally fall between 70 to 80 knots for fixed-gear singles, and 80 to 90 knots for high-performance retractable. There are several ways to enter the pattern if you are coming from the upwind legs side of the airport. One method of entry from the opposite side of the pattern is to announce your intentions and cross over midfield at least 500 feet above pattern altitude (normally 1,500 feet AGL.) However, if large or turbine aircraft operate at your airport, it is best to remain 2,000 feet AGL so you're not in conflict with their traffic pattern. When well clear of the pattern—approximately 2 miles—scan carefully for traffic, descend to pattern altitude, then turn right to enter at 45° to the downwind leg at midfield. An alternate method is to enter on a midfield crosswind at pattern altitude, carefully scan for traffic, announce your intentions and then turned down downwind. This technique should not be used if the pattern is busy.

The following are some important procedures that all pilots should be follow when flying in a traffic pattern or in the vicinity of an airport.

- Tune and verify radio frequencies before entering the airport traffic area.
- Report your position 10 miles out and listen for reports from other inbound traffic.
- Report when you are entering downwind, turning downwind to base, and base to final. This is a good practice at a non-towered airport.
- Descend to traffic pattern altitude before entering the pattern.
- Maintain a constant visual scan for other aircraft.
- Tune and monitor the correct Common Traffic Advisory Frequency (CTAF) frequency.
- Be aware that there may be aircraft in the pattern without radios.
- Use exterior lights to improve the chances of being seen.

Send your questions to Ask the CFI.



On December 24, 1948, the United States Air Force issued a communique claiming that an “early warning radar net to the north” had detected “one unidentified sleigh, powered by eight reindeer, at 14,000 feet [4,300 meters], heading 180 degrees. It was the first time of what would become a tradition. Visit [NORAD TRACKS SANTA](https://www.noradsanta.org/en/) for the histor and then on December 24th visit <https://www.noradsanta.org/en/> to watch.

We Bought A Plane!

By: Frank Ladonne

We bought a plane!

Besides, “I do!” and “I’m a father!”, there are few phrases that will bring a bigger smile to your face and greater satisfaction to your soul than those words. So let me say them again, but louder.

WE BOUGHT A PLANE!!!!

...and what a beauty.

Actually, we weren’t even actively looking for a plane. Oh, sure, we had agreed that once we retired and moved to Colorado, we’d buy our own plane but not now. Then serendipity stepped in. The club that we belonged to raised their hourly rates because no one (except us) was flying. The economy was such that the price of used planes had plummeted. So, on Monday morning while I was waiting for my computer to become fully operational (thanks to UL’s crack IT Department, a full boot up takes upwards of 10 minutes on a good day) I began surfing the used plane sites. Lo and behold, I found a sparkling Cessna 172XP with only 1,700 hours since it left the Cessna factory. By contrast, the club planes we were flying had upwards of 10,000 hours and one over 13,000. My first question was, “what the hell is a 172XP?” Well, it turns out that the 172XP was sold as the commercial version of the T41 Cessna that the Air Force had been using to train its fighter pilots. The XP stands for “extra performance”. Woo hoo! I had found a sports car with wings!

While the plain vanilla 172 has a 160 horsepower engine, this beauty has a 210 horsepower. The run of the mill 172 that the club owns, when fully fueled, has only enough payload capacity to carry a normal sized pilot and 3 people the size and weight of swimsuit models. The XP will carry 52 gallons of fuel and roughly 700 pounds of people.

Since, I reasoned, Jolene is so devoid of a sporting spirit that she frowns on me flying with swimsuit models, this is just the ticket. In addition, the extra horsepower will really pay off when we move to Colorado. In case you haven’t thought about it, an average cruising altitude in Illinois is the same as the average taxiing altitude in Colorado.

To make a long story marginally shorter, I placed an offer and the offer was accepted! Now came the hard part of actually acquiring the plane. Buying a plane is very similar to buying a house. The similarities are, the financing, the inspection, the title search, the insurance, etc. The big difference is no one to help you negotiate the morass of paperwork, which is made infinitely more complex by the contribution of the FAA. Anyone who has had a classic bureaucracy experience with the motor vehicle bureau, think about the motor vehicle bureau combined with the IRS add bureaucratic steroids and you are beginning to get the picture.

Eventually, I signed enough paper to fill a 172 and the plane was mine. One small problem, I now owned a plane that was vacationing in California. Given the 2,000 intervening miles, the winter weather across the country and my business travel schedule (that didn’t include California) and I had my next challenge. Enter my savior!



No, this isn't one of the swimsuit models, stay with me here, will you!

This very capable lady is a commercial pilot building hours; my new friend, Sheri. She agreed with a friend and instructor (Eric) to fly my new baby from where it was basking in the California sun to the snow drifts surrounding Waukegan airport in Illinois. (I would show you a picture of “friend and instructor”, really great guy, but not nearly as “picturesque”.)

So, on February 3, my two new friends and my new plane turned out over the beautiful Santa Monica harbor and headed east. Over the next 4 days, while doing just enough work to keep me employed, I tracked the progress minute by minute on FlightAware.COM.

This site provides not only a moving map updated every minute in real time but also enough data (altitude, air-speed, heading, etc.) to keep my engineer's heart happy. The first day took them from Santa Monica to Chandler (near Phoenix) Arizona. The second day took us (me vicariously) to a small airport on the southwestern most tip of Texas. While just previously, I had been holding my breath, watching my new addition skim only 12 miles north of the Mexican border and convinced it would be shot down as a drug runner, I was glad to see it land at around 3 in the afternoon. I thought that we were done for the day and was surprised when “we” took off again and headed north. At this point, I'll turn the story telling over to Sheri.

We had just landed and discovered that this airport consisted of a single cracked asphalt runway and a mobile home that served as the center of flight operations.



This “airport”, miles from anything resembling civilization, was manned by a man and his son who were “dentally challenged” and REAL glad to see us. I was beginning to get that feeling of being an actor in the film Deliverance. I whispered to Eric; we're not staying here overnight. I quickly began fueling the plane while Eric was planning our next leg. As soon as I finished, the son, about 20 years old, sidled over and said, “you sure are one mighty fine-looking woman”. Suddenly, I began hearing the sound of banjos, I grabbed Eric and we were off. I'm back. At around 11PM that night, they landed at Centennial, near Denver, Colorado. The next day, February 5, revealed a winter weather system completely blocking any chance of passage from Colorado to Illinois. Saturday, February 6, the weather had cleared a narrow channel sufficient to allow a flight through. At around 8:00 that night, my new beauty and my two new friends landed at Waukegan. Since it was dark, and Sheri and Eric were unfamiliar with Waukegan airport, I thought I would play lineman and guide them in. We've all seen those

intrepid souls with the two flashlights guiding a plane in. Well, let me tell you, they are braver souls than I to stand in front of a 6-foot diameter spinning propeller!

Home at last!

Here is the ritual handing over of the keys.

Followed quickly by the ritual toasting with the Margaritas (alright, I made THAT ritual up). Interestingly enough, after flying from Santa Monica to Waukegan, Sheri was carded before she could order a drink! Here it is in the daytime.



After living in California

for so long, Jolene claims that poor N179XP is saying, "I've been a good little plane, why am I being punished by being banished to Illinois?"

As you can see, besides being virtually brand new inside and out, it is really nicely outfitted.



Now, our daughter, Michelle claims that there is really only one switch to turn the plane on and off and the rest of these are just for show.

Of course, she also calls the pre-flight, the "presumptuous and self-important dance around the plane" but that's Michelle.

It has an autopilot. Not of course one where the plane flies itself while you audition for the mile-high club (imagine THAT NTSB report). But once you trim the altitude and set the heading, on a long flight it pretty much does fly itself. It also has a music jack input that allows you to listen to music but still pay attention to traffic control communications since the music automatically mutes when someone is communicating by radio. It has a constant speed prop for blazing climbs yet great fuel efficiency and the previous owner threw in a tow bar, tie down straps and a spare headset so now we have 2 for us and 2 for passengers.

So far, we've had two relatively short flights and it's just WONDERFUL! We've tried for a long flight but the weather is being, well...Illinois. But look out this summer. We have New York, Boston and Colorado on our list.





Wings Over the Rockies to Open New Exhibition
Discover the stories, people and rare artifacts behind extraordinary aerospace milestones.

Denver, CO (Dec. 15, 2021) – Wings Over the Rockies Air & Space Museum (Wings), located in the historic Lowry district of Denver, is thrilled to announce the Dec. 18 opening of their newest exhibition *Skyward: Breakthroughs in Flight*.

Opening in conjunction with the anniversary of the Wright Brother's historic flight, *Skyward: Breakthroughs in Flight* highlights extraordinary aerospace milestones and the people who made them happen by featuring spectacular artifacts from Wings' own collection.

Featured artifacts include fabric from the Wright Flyer that went to the moon with Neil Armstrong, an American flag signed by Charles Lindbergh, fabric from the Lockheed Vega that Amelia Earhart flew solo across the Atlantic and more!

These artifacts help tell the story of great moments in flight as well as the people who shaped the course of human history and enabled the next generation of aviators to fly higher, faster and farther.

"The history of aviation is a story of huge leaps made by people from all walks of life," said Wings Over the Rockies' President and CEO, Maj Gen John Barry, USAF (Ret). "This exhibit tells that story, from the first flight to the first footprint on the moon and other breakthroughs, some of which may surprise you. You'll walk away understanding you too can follow your dreams and reach new milestones—the sky is the limit."

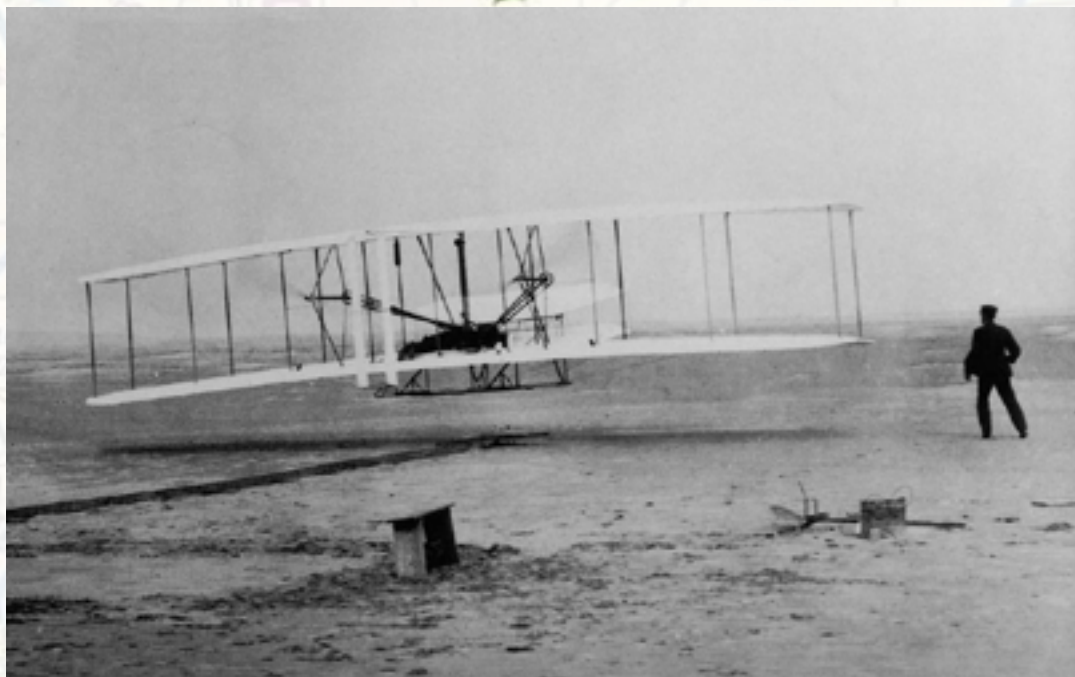
Skyward: Breakthroughs in Flight is included in [museum admission](#). Visit WingsMuseum.org/Skyward to learn more and pre-purchase tickets.

About Wings Over the Rockies:

Wings Over the Rockies is a Colorado-based non-profit organization dedicated to educating and inspiring all people about aviation and space endeavors of the past, present and future. By utilizing the Air & Space Museum in Denver's historic Lowry neighborhood to preserve the past and the Exploration of Flight Center at Centennial Airport to focus on the present and future, Wings strives to encourage the future aerospace leaders of tomorrow. For more information about Wings Over the Rockies please visit WingsMuseum.org, ExplorationOfFlight.org or like us on Facebook, follow us on Twitter & Instagram, connect with us on LinkedIn and subscribe to our YouTube channel.

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7711 East Academy Boulevard, Denver, CO 80230-6929 • Phone 303.360.5360 • Fax 303.360.5326 • WingsMuseum.org



The Wright Flyer (the Kitty Hawk, often referred to as Flyer I or 1903 Flyer) made the first sustained flight by a manned heavier-than-air powered and controlled aircraft—an airplane. Invented by the Wright brothers, it was flown by them four times on December 17, 1903, near Kill Devil Hills, about 4 miles (6 kilometers) south of Kitty Hawk, North Carolina. Today, the airplane is exhibited in the National Air and Space Museum in Washington D.C. Its flights marked the beginning of the “pioneer era” of aviation.



Charles Taylor the Wright brothers mechanic. [Click here to read a little about the unsung hero at Kitty Hawk.](#)



In Vietnam 51 years ago, a US Army OH-58 Kiowa lifts off to deliver a Christmas tree to troops at a base nearby.



Neal Ulevich

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