

CPA FLIGHT LINES



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Barbara Hoversten

An F-16 departing from Buckley Space Force Base

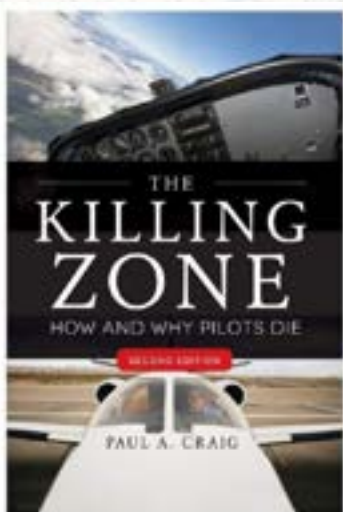


Unusual Attitudes

By Marty Brophy, CPA President

A puzzle, just for fun.... The poor have it, the rich need it, and you will die if you eat it. What is it? See below....

With the apparent retreat of the coronavirus, the CPA Fly-In schedule is looking good to go! Many thanks to Bob Kinney, Bill Marvel, and their committee for all their work in getting that set up! A selection of weekend, back country, and one-day events are planned. If you have never taken part in a fly in, I urge you to find one you like and give it a try! They are a lot of fun and provide a great excuse for flying somewhere interesting with old and new pilot friends. Go to <https://coloradopilots.org/> and look under "2022 Fly In Events" for more information.



I have been reading a book called the Killing Zone about what is most dangerous time for pilots in terms of accidents and deaths. The author has found that pilots with between 50 and 350 flight hours are disproportionately represented in those most serious accidents. He discusses what kills pilots building their experience and how to avoid a large number of pitfalls with weather, equipment, traffic, physical factors, etc. This would be a good read for anyone, in my opinion, but especially for newer pilots in that range of hours.

In a section about fuel starvation (crashing because you forgot to switch to a full tank when another tank empties) and fuel exhaustion (completely running out of gas), he makes an interesting point I had never appreciated. When doing fuel planning for a round-trip cross-country flight, he says an old saying is "Every wind is a head wind."

I had never heard that saying, but his point is as follows. Suppose you cruise at 100 knots and are flying to an airport 200 nm away. With no wind, the cruise part of flight will be 4 hours round trip. On the other hand, if there is a 20-knot headwind on the way out, you might be tempted to say that will be cancelled out by the tailwind on the way back, so you would need the same amount of fuel as the no wind case. But that is not the case. An 80-knot groundspeed on the way out means that part will take 200/80 or 2.5 hours. However, on the way back your 120-knot groundspeed gives a time of 200/120 or 1.67 hours, giving a round trip time of 4.17 hours. A little longer, so needing a little more fuel... hence the saying. Food for thought, though I would never advocate cutting it too close with fuel planning! The required half hour reserve during daytime seems tight to me if you end up having to divert around weather or something on the way back!

Bitterly cold and snowy wintery weather lately has been getting in the way of flying lately, but let's hope March eases up on that a little and we can get up in the air again! Fly early and often and I wish you blue skies and tailwinds both ways.

Puzzle answer – Nothing

What book are you currently reading or would recommend?

Let us know at newsletter@coloradopilots.org



Trinity and Spaceport Next Month!

If that great weatherman in the sky cooperates, we're just a few weeks away from the first of two planned trips to Trinity and Spaceport. These New Mexico venues are only 50 miles apart and yet contrast the extremes of the use of technology for destruction in one case and decades later for aircraft/spacecraft construction and exploration. You may not be one of the lucky 26 who are on the April trip, but don't forget there's another one planned for October!



Truth or Consequences, for Spaceport



Socorro, for Trinity

Because two identical trips are scheduled, host Bill Marvel expects to accommodate everyone who wishes to attend. He has a list of confirmed attendees for April and another list of standbys for both dates. If you want to attend and have not recently received an email indicating you are on one of those two lists, contact Bill at rv8tor@msn.com. He will put you on distribution for additional information as future developments take place.

Also, keep in mind that an entire string of fly-in events will continue the rest of this year, including three one-day trips over short distances and at little expense. So be sure to enjoy your CPA membership by signing up for some of them!

Go to the CPA website and
click on the tab for Fly In!



Page, Arizona Fly-in, May 20-22, 2022

Hosts: Jan McKenzie and Marty Brophy, Contact Jan at 970-568-6411
or jan.mckenzie99@gmail.com with questions.



Join us for two days in beautiful Page, Arizona, seeing the world-famous slot canyons and scenic Horseshoe Bend, and hanging out with pilot friends for the weekend!

With short hikes or longer hikes and ample free time for shopping and strolling the streets of Page or visiting museums, this is one trip you will not want to miss!

Please register for the trip at <https://coloradopilots.org/> and contact the La Quinta Inn & Suites at 928-608-5327 by April 30, 2022, to reserve one of our CPA rooms.





Slot Canyons & Horseshoe Bend

Page, Arizona Fly-in

May 20-22, 2022

Hosts: Jan McKenzie and Marty Brophy, Contact Jan at 970-568-6411
or jan.mckenzie99@gmail.com with questions.

Join us for a 350 nm flight to Page, Arizona, KPGA. We will hike Horseshoe Bend on Friday afternoon which is a 1.5-mile roundtrip. You will have the option for another short hike to Hanging Garden. After checking in at the hotel we will have our famous Happy Hour by the hotel pool. Saturday provides us the opportunity for a 1.5-hour Canyon X slot canyon tour hike. The slot canyons are famous for their narrow paths and stunning rock formations. Saturday afternoon, enjoy the shops and museum in Page before dining at one of Page's best restaurants and a short walk for an ice cream dessert. Sunday we will fly over the canyons and rivers we hiked the day before on our way home.



Friday, 5/20

Morning: Arrive Page Airport by noon. We will get rental cars then head to town for lunch.

After lunch: We will visit the beautiful and famous Horseshoe Bend (1.5 miles roundtrip). Your option to continue on another short 1.2 mile roundtrip to Hanging Garden Trail located above Lake Powell.

Happy hour: Will be at the hotel pool. **BYOB and please bring one snack to share.** Fellowship and fun!

Saturday, 5/21

Morning: Complimentary breakfast is available at the hotel. We have Antelope Canyon X slot canyon hiking reservations. All slot canyons are on the Navajo Reservation and require a reserved ticket and guide. **We have 20 reservations.**

Lunch and afternoon: Enjoy lunch, walking the streets of Page and visit the famous Powell Museum.

Happy hour: We will have a short **BYOB** Happy Hour before our dinner

Dinner: Reservations at a local restaurant



Sunday Morning, 6/26

Complimentary breakfast is available at the hotel. We will drive back to the airport for our flights home. Departure times for each auto will be coordinated by the drivers.



A day visit to Dragon Man's Military Museum



This is an iconic attraction in El Paso County that covers 260 acres. The Dragon Man's Military Museum is packed full of authentic military paraphernalia. War history enthusiasts will be delighted to see artifacts from both World Wars as well as the Gulf War and Vietnam.

The trip is set for April 24. Fly into Meadow Lake, KFLY, by 9 AM. Parking is on north end of field, and be sure to bring your own tie downs. We'll provide ground transportation to the guided museum tour, which lasts about 2 1/2 hours. We'll also be having box lunches together following the tour. Plan on departing from the airport around 2 PM.

Admission to the museum is \$20 per person and of course, \$10 more for lunch.

Reserve your spot by March 20th. You'll each be paying for admission and lunch on site, so there is no registration fee required for this fly-in. People visiting the museum are stunned at the huge amount of military hardware, including tanks, artillery, machine guns and other heavy equipment, on display. A frequent question is “where did he get all that stuff?” Join us and come see it!

Hosts: Rich Barclay (303) 648 3667 and Bart Jones (719) 488 0653.



More than a half century ago this intrepid gyrocopter jockey gets a tow from a car to check out his Benson bare-bones model near Hibbing, Minnesota. I happened on this scene during a cross country drive. Photo by Neal Ulevich.



Oklahoma!

By: Frank Ladonna

This is the story of our trip to Oklahoma City in 2019 and is best titled, anything that CAN fail WILL. This past week, we flew to Oklahoma City, leaving at 6AM Tuesday morning. The first picture is the view of Denver from 8,000 feet.



We landed at Oklahoma City International. First time in a while landing at a “major” international airport. No problem but suffice it to say, we were neither the biggest nor the fastest guys in the pattern.

Our first stop, after lunch (priorities!) was to the National Cowboy Museum. Important to note that the “Wild West” wasn’t Colorado or Wyoming, it was Kansas (Dodge City) and Oklahoma. The museum was fabulous and contained not only the stories of real cowboys but also John Wayne, Walter Brennan, James Arness (and Doc and Kitty) and Roy Rogers and Dale Evans.

Our next stop was the Oklahoma City Memorial (the bombing of the Murrah Building). Excellent presentation and just heartbreaking. Two particularly emotional moments for me:

The first was hearing an actual recording of a Board meeting taking place at the moment of the bomb. You hear the mundane meeting and then two minutes in, a massive explosion and you viscerally realize that 168 people died in that moment.

The second was a little girl who was home sick from day care that day. Her dad brought her to the site that afternoon so he could help. He had explained to her what had happened. She hugged a rescue dog and told the dog, “Please find my friends.” (All of her friends had died instantly at 9:02)

Next stop was the Oklahoma History Center. This filled in some blanks for me. Years ago, I had a business trip to Fort Smith, Arkansas. The grounds of a museum there had a line on the ground and pointed over that line to Indian Territory. Well, Indian Territory was Oklahoma. As part of the “resettlement”, Indians were rounded up from all over the country and relocated to “Indian Nations” set aside in what is now Oklahoma. The Indians were promised by the federal government that these lands would be theirs forever. After the Civil War, the government opened up Oklahoma for homesteaders where settlers invaded and claimed most of the property. The Feds then proclaimed Oklahoma a state and declared all treaties made with the Indians promising them the land were void and now a matter of states’ rights.

We next went to the Oklahoma Stockyards. This is the largest stockyard complex in the country (probably the world). On Saturday and Sunday the cattle arrive. Monday and Tuesday the auctions take place. On Thursday (the day we were there), they apparently shovel cow shit into HUGE tractor trailer flatbeds and truck it out.

Our next stop was the American Banjo Museum. They have a collection of hundreds of banjos as well as the stories of famous banjo players; Roy Clark, Earl Scruggs, Steve Martin, Kermit (the frog).



Next on to the Oklahoma Sports Hall of Fame with great presentations of Mickey Mantle and Jim Thorpe. Friday, we were scheduled to leave. Here's where the real adventure began. We loaded the plane up and departed into a severe fog and overcast. Climbing to 8,000 feet through the clouds, all of a sudden at 5,000 feet, the alarms started going off and in minutes, we lost all electrical power, no radios, no navigation, most of our instruments out, no lights. Just before we lost everything, I managed to declare an emergency with air traffic control. They closed the airport anticipating our return. Jolene, my capable co-pilot, was awesome! Using the iPad in front of her, she gave me vectors to an initial approach fix from which to shoot an approach. I maneuvered us back and was setting up for the approach when the power came back. I told ATC our predicament and they said, "Clear to land, the airport's yours!" Then they eerily said, "How many souls on board and how much fuel in the tanks?" (They were preparing for the worst but it did ratchet up the stress another notch.) The conditions were now clouds at 100 feet and ¼ mile visibility. (Keep in mind, at this point, we're descending 200 feet every 20 seconds and covering ¼ mile every 10 seconds.) Well, we broke out just as we were crossing the runway numbers and made a perfect landing.



Three ENORMOUS firetrucks raced alongside us down the runway until we parked (I think they were concerned lest we leave flaming debris on their nice clean runway). A few minutes later in the FBO, a young gentleman approached and asked if I was the pilot that just landed after declaring the emergency. Bracing for the worst, I said yes, I was. He shook my hand and said he was the controller working us and then said, "Nice job, sir!"

Once I collected myself (and my hands stopped shaking) we made some calls to find a mechanic. We struck out 3 times and then they suggested a guy at a local municipal airport. He was described as being a whiz with small planes. Well, Brandon showed up and before even asking what was wrong, he asked, "Are you a Liberal or a Conservative?" I said, Conservative. Then he said, "So you support our President, right?" I said, of course. Jolene panicked and asked, Oh My God! Is that the right answer? He laughed and said, "Sure is, little lady, this is Oklahoma!" Well, he was a Great guy and a great mechanic (third generation airplane mechanic). To make a long story short, he overnighted parts, fixed us up and Saturday we were safely on our way home. The problem turned out to be a shorted battery cell. With all of our lights and avionics on, the alternator couldn't keep the voltage up. Once I had gotten to the approach fix, I shut the strobes off, which reduced the load and that's when I was again able to use the radio.

As a coda, once we got back home and were relaxing, over drinks, I complimented Jolene on keeping her cool and doing a GREAT co-pilot job. When she didn't respond, I sheepishly said, "Well, I did a good job getting us back on the ground." Her response; priceless:

"Think about it, any chimpanzee can get a flying airplane on to the ground!"

And that's why we've been married for 40 years.



I learned about life from flying

Thinking Ahead

By: Adrian Nye

Young people should learn to fly not only because it's awesome, but because it teaches an essential life skill in a way that nothing else does.

If you had to boil down the secret to flying into two words, they would be “think ahead”. Flying drills that into you, because there are so many areas where it's true. Another way to say it is the Boy Scout motto: Be Prepared.

In life, on the job, and in business, the same thing is true. The more you plan ahead, and the more you take steps toward what you want in advance, the more likely it is that you will be ready when opportunities come.

Even remembering your loved-ones birthdays and anniversaries. Isn't it so much better if you remember early while you still have time to do something nice? The last minute bundle of flowers gets old.

You're a student pilot ready to taxi at a controlled airport. Before talking to the controllers, you have already thought about what taxi route they will likely give you. Because you did, their rapid-fire delivery doesn't seem like a blur of words. It's what you expected and you don't have much trouble reading it back.

You've done your run up, and are ready to depart. But before you go, you complete your takeoff briefing, to prepare if things go south. And you don't repeat the same briefing every time. This time the crosswind is from the left, so you decide you'll turn left into the wind if high enough to do a 180, so you stay closer to the airport. You know where the emergency fields are for this runway. If you do lose an engine, you just said what you'd do, so you'll respond more quickly and correctly. Such thinking ahead could save your life.

You land at a big unfamiliar airport, and since you looked at the airport diagram in advance, you already know which side of the runway to turn off.

I could go on and on. Flying is the art of doing what you have to do now, while also thinking of what will or could come next. It's about using the slow times to do things to make the busy times less busy.

It gets boring how many times we hear “don't get behind the airplane”. But you get absorbed by the beauty of being up high and reach a busy period of a flight and realize you missed a preparation step and now there isn't much time. You are scrambling to catch up.

Probably the most common example is approaching an airport without complete preparation. There's checking the weather, setting the altimeter, setting the radios, determining the active runway, pattern direction, and deciding how you'll enter the pattern given the existing traffic, making radio calls, and watching for traffic. It's a lot. In IFR flight there is even more to do and it is even more apparent when you haven't done it early enough!

I'm currently working on becoming a CFII. Hand flying a Redbird simulator is actually not that easy - they are less stable than real airplanes. When I finally get the thing stabilized on the desired heading, airspeed, and altitude, I just want to focus on keeping it that way. It's like juggling, and it's tempting to be satisfied with the three balls you already have in the air. But this is the only time you'll get to prepare for what's next - the approach ahead. You have to throw that fourth ball up there and learn to keep it aloft too. The first few times they all come crashing down and roll under the couch! But eventually you get the hang of it, and it becomes manageable, though never easy.

We all live busy lives. We're tired at the end of the day. You just want to sit in front of the TV and relax. We've had enough real life juggling for now. And that's fine some or most of the time. But this may be the only time you have to do something, even something small, toward your future and your goals. That's what I would tell a young person, or anybody, and a great thing you can learn from flying.

I think of the musicians who suddenly become famous. They are called an “overnight success”. It's never



really true. Those musicians have been practicing and improving all their lives. The big opportunity and fame may have come overnight, but the planning and skills did not. Everyone who is good at something, got that way by working at it, usually every day.

In flying that's true to. Most of us don't get to fly every day, but we can think about flying. Flying is mostly a mental activity, and we still have time to learn something new every day.



Acrobat dangles from helicopter-borne trapeze during a St. Louis, Missouri airshow along the Mississippi river in 1969. Photo by Neal Ulevich.

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2022 Fly-in Quick Preview

Another look at the tentative schedule for CPA's 2022 fly-ins. Details are being worked out by the various hosts now. Registration information for each will be forthcoming in a future Flight Lines issue and on the CPA web site. Watch for it!

April 1-3 -- Tour Trinity Site, location of the world's first nuclear detonation. Visit Spaceport America, where Richard Branson will be launching future space tourists into earth orbit. We will fly into both Socorro and Truth or Consequences, NM. Group dinner in Socorro. Host Bill Marvel (310) 293-2013.

April 24 -- Dragon Man Museum near Colorado Springs on 260 acres. Guided tours on Sundays.

The museum houses artifacts from Nazi occupation and concentration camps up to D-Day. Artifacts from the World Wars, Vietnam and the Gulf War. Museum entry \$20 pp. Fly in to Meadow Lake (KFLY), ground transportation to the museum, lunch afterwards. Hosts Rich and Dana Barclay and Bart and Mary Jones. Rich (303) 648-3667. Bart (719) 488-0653.

May 20-22 -- Page, Arizona slot canyons and ice cream. Join us for a 350 nm flight to Page, Arizona (KPGA). Friday, we will hike to Horseshoe Bend, a 1.5-mile roundtrip. Saturday we will visit more of the surrounding canyons followed by dinner at one of Page's best restaurants. Host Jan McKenzie (970) 568-6411.

June 17-19 -- Spearfish/Deadwood, SD. Fly into Black Hills Clyde Ice Field (KSPF) 282 nm from KBJC. Car tour the beautiful Spearfish Canyon. Visit Kevin Costner's "Tatanka-The Story of the Buffalo". Our premier event is a bicycle ride on 16 miles of the incredible Mickelson Trail (a downhill adventure not to be missed). Enjoy concerts and Dock Dog competition at Deadwood's Wild Bill Days. Hosts: Bob & Shawn Kinney (303) 887 3328.

June 24-26 -- Glenwood Springs, CO. Fly into Rifle, CO (KRIL). Ride the gondola to the top of Iron Mountain and tour the King's Row and Fairy Caves inside Iron Mountain. Raft the Glenwood Canyon Shoshone whitewater Class II-IV rapids, no previous rafting experience required. Enjoy dinner with other CPA attendees at one of the many restaurants in Glenwood Springs. Hosts: Sue Mathis & Leonard Gurule (720) 346-2398.

July 8-10 -- Lander, WY. Lander is a historic western town nestled against the Wind River range, a uniquely wild and untouched wilderness. Activities include a meal at the famous Svilar's steakhouse, a hike along Popo Agie Falls trail for the fitter folks, and a visit to the Museum of the American West. Host Adrian Nye (512) 585-1015.

August 13 (one day) -- Burlington, CO. Kit Carson County Carousel. This is the home of Elitch Garden's Carousel. Ride the fully restored and beautiful horses, lions, tigers. Fly into Burlington Airport (KIRT). Ground transportation to the Carousel and museum. Lunch afterwards. Hosts Rich & Dana Barclay and Bart & Mary Jones. Rich (303) 648-3667. Bart (719) 313-8591.

August 19 -21 -- Johnson Creek, ID - Get ready for the backcountry experience of a lifetime flying through Idaho's Sawtooth Mountains and camping at the pristine Johnson Creek Airstrip. Organized activities will include flying to breakfast at the Smiley Creek Lodge and hiking from camp at Johnson Creek to the nearby hot springs. Recommended for pilots with mountain flying experience and aircraft & pilots capable of soft field operations. Invitations are also extended to four-legged friends. Host Garth Fasano (914) 610-5226.

September 17 (one day) -- Black Forest. Ute Indians lived here before us and they left behind mileposts and markers. There are no petroglyphs or pictographs but bent and twisted trees now seen as Sacred Trees in Fox Run Park in El Paso County. Land Meadowlake airfield (KFLY). Hosts Bart and Mary Jones (719) 488-0653.

October 14- 16 Trinity Site and Spaceport America weather date and likely a second fly-in there because we have a long standby list. Host Bill Marvel (310) 293-2013.





Paul Godon

Aircraft getting ready to taxi out at Centennial.

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