

CPA FLIGHT LINES



Cessna Sovereign taxis out at Centennial Airport.



Unusual Attitudes

By Marty Brophy, CPA President

April got off to a great start with the CPA's first fly-in of the year, expertly hosted by organizers extraordinaire Bill and Marti Marvel from Grand Junction! 26 members in 12 airplanes dodged clouds down to Truth or Consequences, New Mexico, on Friday 4/1 to tour the nearby Spaceport America. We then hopped up about 50 nm to tie down and overnight at Socorro, NM. On 4/2, we drove to the nearby White Sands Missile range to see the Trinity Site, where the first atomic bomb was tested on July 16, 1945. A fascinating place to visit and only open to the public 2 days each year! And of course, we had our fun happy hour and group dinner on Saturday night! Everyone got up early to fly home on Sunday. A great time was had by all as is the rule for CPA Fly-ins! Look for a more detailed write up from Bill in next month's Flight Lines. Sign up for fly-in's on the website here and join the fun! You will be warmly welcomed!



I am also going to create our 2022 Roster by June this year, so look through your aviation-related pictures and achieve immortality (of a limited sort) by having a photograph you took on the cover! Any member can submit ONE favorite photo to our judge who will reduce the submissions to a manageable number from which the board will choose a winner. Send a picture you own the copyright to (nothing clipped from the internet, please!) to mtnfly@coloradopilots.org and join last year's winner Michael Henderson from Montrose in this elite category of CPA'er!

And speaking of the roster, now would be a fine time to check your data to be sure it is all accurate (you would be surprised how many members are their own spouses, for example). And you can indicate what you would like listed for yourself in the roster (or not be listed at all). Sign into the “members only” side of the website and click the little down arrow next to your name. You should see something like what is shown in the picture. Select “profile” and you can edit your data directly. Below what is shown in the picture, there is a button called “Social Links and Bio” which you can click to select what will be shown for you in the roster.



In February, 2020, I talked about the FAA statistics published at the end of each year at https://www.faa.gov/data_research/aviation_data_statistics/civil_airmen_statistics/. They have now published that data for 12/31/2021. Meanwhile, the U.S. Census Bureau has extrapolated their 2020 census out to that same date. So, being a numbers kind of guy, I put those together to see which state has the highest percentage of its population who are pilots (airplanes, gliders, helicopters, seaplanes, etc., but not including UAS pilots). Any guesses? I got this one right, did you? See the next page for the full stats, but I will say it was not Colorado which was #21 in population with 5.8 million inhabitants, #7 in number of pilots with 21,999, and #5 in percentage of population who are pilots at 0.38%. See next page for the full stats (and contact me if you would like a copy of the spreadsheet).

Meanwhile, our Colorado Pilots Association has about 670 current members, so about 3% of Colorado pilots (though of course not all 21,999 of those pilots are active). We would like to increase that 3%! Encourage your friends to join us and take advantage of the benefits of being a CPA member, see our website <https://coloradopilots.org/> under “About Us” on the home page for a list of benefits.

[And tell me what we can do to make CPA Membership better at president@coloradopilots.org. Blue skies and tailwinds!](mailto:president@coloradopilots.org)



Pilots by State from FAA and Population by State from 2020 Census Estimates 12/31/2021						
https://www.faa.gov/data_research/aviation_data_statistics/civil_airmen_statistics/						
https://www.census.gov/data/tables/time-series/demo/popest/2020s-state-total.html						
Name	2021 Population	Pop. Rank	# of Pilots	Pilots Rank	% Pilots	% Pil. Rank
Alaska	732,673	49	9,153	27	1.25%	1
North Dakota	774,948	48	3,964	43	0.51%	2
Montana	1,104,271	44	4,705	39	0.43%	3
Wyoming	578,803	52	2,274	46	0.39%	4
Colorado	5,812,069	21	21,999	7	0.38%	5
Idaho	1,900,923	39	6,831	32	0.36%	6
Utah	3,337,975	30	11,708	18	0.35%	7
Arizona	7,276,316	14	25,243	4	0.35%	8
Florida	21,781,128	3	75,551	1	0.35%	9
Washington	7,738,692	13	24,356	5	0.31%	10
New Hampshire	1,388,992	42	4,236	40	0.30%	11
South Dakota	895,376	47	2,689	45	0.30%	12
Nevada	3,143,991	33	9,255	25	0.29%	13
Hawaii	1,441,553	41	4,067	42	0.28%	14
Kansas	2,934,582	36	7,807	30	0.27%	15
Minnesota	5,707,390	22	14,638	16	0.26%	16
Oregon	4,246,155	27	10,877	21	0.26%	17
Oklahoma	3,986,639	28	9,778	23	0.25%	18
Tennessee	6,975,218	16	16,405	14	0.24%	19
New Mexico	2,115,877	37	4,816	38	0.23%	20
Vermont	645,570	51	1,460	50	0.23%	21
Arkansas	3,025,891	34	6,532	33	0.22%	22
Texas	29,527,941	2	63,527	3	0.22%	23
Nebraska	1,963,692	38	4,153	41	0.21%	24
Georgia	10,799,566	8	22,680	6	0.21%	25
Maine	1,372,247	43	2,755	44	0.20%	26
Virginia	8,642,274	12	16,811	13	0.19%	27
Wisconsin	5,895,908	20	10,922	20	0.19%	28
Indiana	6,805,985	17	12,554	17	0.18%	29
Iowa	3,193,079	32	5,785	35	0.18%	30
Missouri	6,168,187	18	11,147	19	0.18%	31
Alabama	5,039,877	24	8,967	28	0.18%	32
South Carolina	5,190,705	23	9,224	26	0.18%	33
California	39,237,836	1	68,846	2	0.18%	34
North Carolina	10,551,162	9	18,469	10	0.18%	35
Mississippi	2,949,965	35	4,953	37	0.17%	36
Kentucky	4,509,394	26	7,521	31	0.17%	37
Michigan	10,050,811	10	16,153	15	0.16%	38
Delaware	1,003,384	46	1,550	49	0.15%	39
Maryland	6,165,129	19	9,380	24	0.15%	40
Ohio	11,780,017	7	17,866	11	0.15%	41
Illinois	12,671,469	6	18,788	8	0.15%	42
Connecticut	3,605,597	29	5,126	36	0.14%	43
Pennsylvania	12,964,056	5	17,739	12	0.14%	44
Louisiana	4,624,047	25	6,216	34	0.13%	45
Massachusetts	6,984,723	15	8,965	29	0.13%	46
West Virginia	1,782,959	40	2,044	47	0.11%	47
Dist. of Columbia	670,050	50	739	52	0.11%	48
New Jersey	9,267,130	11	10,023	22	0.11%	49
Rhode Island	1,095,610	45	1,145	51	0.10%	50
New York	19,835,913	4	18,636	9	0.09%	51
Puerto Rico	3,263,584	31	1,970	48	0.06%	52

Population and Pilots 12-31-2021.xlsx



Two Book Ends and the Middle in Between

By Bill Marvel, Fly-in Committee Chairman

By the time you read this Flight Lines article, we should have completed our first event of the 2022 CPA fly-in season. As most well know, that's to New Mexico to visit both Spaceport America and Trinity Site. Planning has been mostly a smooth ride with some bumps along the way. For instance, with two weeks to go, we learned the U.S. Army had abruptly decided that all Trinity visitors had to have both reservations and Covid vax cards, neither one a prior requirement! This was stunning to many people, not the least of whom were our bus drivers and transportation management office in the City of Socorro. A mad scramble to comply ensued, only to have the policy “apparently” changed again a few days before our departure. I say “apparently” because it depended on who you talked to, as in bureaucracies the right hand often does not know what the left is doing. Then came a worrisome rain and snow forecast for Denver, which had a real possibility of deep-sixing this trip for the second time in a row. Fortunately, the poor forecast changed a few days later and as of this writing, weather should be good VFR for the entire trip. The foregoing description covers one of the book ends mentioned in the title.

The other end features the exact same trip, to be held October 14, 15 and 16. It will be CPA's last one of this year. I have a list of members who signed up and will soon be busy doing all the coordinating and communicating required to make it happen. It does help to have personally met most of the people in NM I must work with since things become much easier when you have a familiar face and personality on the other end of the phone – and vice versa.

But the important part of this article concerns the middle and not the ends. That middle consists of the other fly-ins on the agenda between the first and last. And there are many – 8 more to be exact! Three of these are one-day events right here in Colorado, which helps keep participant costs in check. Each event is planned and carried out by one or more CPA hosts whose willingness and motivation creates these fly-ins for you. Reality is that every host could easily just fly to these venues and enjoy them without notifying anyone. But these dedicated, volunteer members of CPA want you, their fellow members, to have the opportunity to fly your airplanes or go in someone else's airplane and enjoy the trip and activities with others who share a common interest in aviation. They don't get paid a penny to do this and the only way to thank them for the time and effort expended is simply to enjoy attending their events! While my two fly-ins are unique in being limited to only 26 members each time, that is very rare. Almost every trip can accommodate anyone who wants to go and that decision is yours alone. And speaking of alone, there is nothing more damaging to an aircraft than to sit unused for weeks at a time. While all of us have limited funds for our aviation pursuits, blending one's flying into our CPA events is good for your aircraft, for your pilot skills, for meeting new people and for expanding your destination horizons. What's not to like here?

Believe me, when wife Marti and I moved to Colorado and joined CPA 15 years ago, we had no idea how many flying opportunities it would provide and how many truly wonderful people we would meet along the way. We've been attending CPA fly-ins for years now and the great times we've had are what motivated me to eventually take over the Fly-in Chairman position from Bob Kinney, who built its foundation – and several floors above that...

For members still inexperienced with our events, have another look at the CPA web site and picture yourself at one or more of this year's activities. If you like that picture, massage the budget a little and make it happen! I can guarantee you the trips will be enjoyable and help advance your flying skills. Plus, you will meet some great people in the process. Pull up www.coloradopilots.org and select the Fly-In Activities tab. You'll be surprised at how much is there for you to enjoy with your fellow members. And for a real eye-opener, don't miss the very last item – Fly-ins of years past. The list of venues where CPA members have hosted fly-ins is astonishing, both in variety and location.

You're a member of a great aviation organization based in one of the most beautiful states in the country. Don't hesitate to take advantage of everything it offers!



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



Dragon Man Fly-in This Month

By Rich Barclay, one of four hosts!

A one-day CPA event is set for April 24. We published the event flyer and registration previously and this is a reminder that the event is upcoming. The huge facility (260 acres) features a guided tour and has artifacts you won't believe even after seeing them! A common question is "how did this guy get access to so much stuff?"



Yep, it costs 20 bucks to get in, but we'll view artifacts ranging from the Nazi concentration camps to D-Day, plus more from Viet Nam and the Gulf War. This is a must-see location and we can still fit you in if you're disappointed you didn't sign up before. Call me at 303 648 3667. Attendees are driving or flying into Meadow Lake airport (KFLY) at 9 AM and then being whisked off to the museum, as we're providing transportation. Afterwards, we're all having lunch there at \$10 per person before heading back to the airport. So for \$30, you have a great day ahead of you!

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



Glenwood Springs, CO Fly-in via (KRIL)

June 24-26, 2022

Join us in Glenwood Springs, CO for two days of adventure, fun and relaxation with friends.

This Fly-in will be as action packed or as relaxing as you choose:

Spelunking, adrenaline rides, shooting the rapids or just strolling through downtown Glenwood Springs, relaxing in the Hot Springs and dinning with CPA friends.

What more could you ask for?



Hosts: Sue Mathis and Leonard Gurule, Contact Leonard at 720 346-2398 or lcgurule@gmail.com with questions.

How to reserve your spot: The registration form and instructions can be found at Coloradopilots.org, click on the Fly-In Activities tab, select 2022 CPA Fly-In Events and scroll to the event of interest to you.

Colorado Pilots Association Apparel
Get your order in now for your favorite pilot
Design your own CPA wardrobe and accessories.

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



Spearfish/Deadwood Fly-in

June 17 - 19, 2022

Your hosts: Bob & Shawn Kinney



It's been just shy of 20 years since our last visit to the Spearfish/Deadwood region to bicycle the Dumont Trail portion of the George S. Mickelson trail. One mile uphill and 16 downhill. Can't beat that! We really plan to fully enjoy the beauty of this region as we also car-tour some of the area to visit local eateries. Shoot, a visit to Kevin Costner's "Tatanka-The Story of the Bison" bronze sculpture is even on the itinerary. Lodging is at the fabulous Spearfish Holiday Inn Convention Center. Call 800-999-3541 or go online at www.holiday-inn.com/spearfishsd, before May 15 for special CPA rates—\$129 a night for standard and \$159 a night for a suite. Call now to secure one of our block of 15 rooms.

Friday, June 17: Arrive at Black Hills Clyde Ice Field (KSPK), (Eagle Aviation)(281 nm from BJC), by 10:00 a.m. Chat w/ fellow CPA en-route air-to-air on 122.75. Enjoy a scenic drive down Spearfish Canyon for lunch at Cheyenne Crossing followed by a stop at Kevin Costner's tribute to the American Bison. Head to the hotel for check-in, then everyone is on their own until we meet at the hotel's pool area for Happy Hour at 4:30 p.m. followed by our group dinner at a local restaurant.

Saturday, June 18: After breakfast, we'll drive to Deadwood to catch our shuttle to the Dumont trailhead. Our bike ride will include a stop for lunch at Lewie's Burgers & Brews (We'll be thirsty & hungry). Following lunch we'll complete our ride to the Axbow Bike Rentals, turn in our trusty steeds, and hop the trolley to downtown Deadwood to finish off the afternoon enjoying Wild Bill Days including the Dock Dog Contest, open air concerts, and anything else that strikes our fancy. Our 5:00 p.m. happy hour will be followed by dinner on your own if you're hungry after all those shareable snacks everyone will be bringing to happy hour.

Sunday, June 19: It's time to make that scenic flight back to Colorado following breakfast. Departure times to be determined later.

Special Notes: We must have your height sent to us via the registration form in order to have your bike pre-adjusted prior to our arrival.

If we have to cancel the entire event after May 17, there's a non-refundable \$8 pp deposit on each bike.

We have five cars/minivans rented. The cost is \$45 per person for car & fuel.



No personal bikes this trip as we have no way to transport them to the trailhead.

No landing or tie down fees @ KSTK

BYOB for two happy hours plus a snack to share at Saturday's happy hour

Registration Fee: Transportation, Bike rental, Trail pass = \$99 per person



REGISTRATION DEADLINE: May 15, 2022 Links www.holiday-inn.com/spearfishsd , www.spearfish-chamber.org , www.deadwood.com , oxbowrentals.com
Questions? Call Bob or Shawn Kinney 303-887-3328 or twinlake1@aol.com
Register on the CPA website: www.coloradopilots.org

Do you have a special skill or want to volunteer to help your CPA? Let us know that you want to help!

[Email president@coloradopilots.org](mailto:Email%20president@coloradopilots.org)



©John Little Photography

John Little

Bell 407 flying around the Metro Area.



Don't Trust, Verify

By: Adrain Nye

As we lifted off during the touch-and-go, the aircraft swerved oddly. There wasn't much crosswind. Mike commented, “maybe the tire blew”. He's cool as a cucumber.

While doing the run-up an hour earlier, another pilot in the run-up area announced that our nose wheel looked low. I hopped out and it looked ok to me, but I did not have a pressure gauge (mistake #1). We elected to fly the 182 using soft field technique to minimize the weight on the nose wheel, good practice anyway.

As a new CFI I had little more experience than Mike. He was an instrument-rated private pilot, working on his commercial rating. We're flying buddies, so I watch him fly and give tips here and there. I rarely touch the controls. In retrospect, too casual.

We had already done some lazy eights, and found a quiet airport to practice power-off 180 spot landings. They're the hardest commercial maneuver and the most useful one to master for real world flying. Being able to land on a spot will save your life if you lose an engine.

The Climbout

During climbout, both of us were thinking about the nose wheel, not about flying the airplane. How were we going to determine if we still have a nose wheel? How and where are we going to land? We agreed we'd land at our home airport, which has long runways and repair facilities.

During this discussion, we're climbing at a normal climb attitude. Neither of us notice the airspeed decreasing. We finally clue in that the view outside is wrong. We're above the houses ahead, but far lower than normal. I glance at the G5 and see 37 knots. My first thought is why are we still flying? Why was there no stall warning? Mike pushes the nose down a little.

Something is really not right, and it's not the tire. The engine is running normally. A quick glance back and we notice that the flaps are still down all the way at 40 degrees. The control is up, but the flaps never went up. I immediately said “you fly, I'll debug” but I think Mike was already too focused on the problem and didn't hear me. He discovered the tripped circuit breaker, reset it and the flaps came up. The time from discovering the issue to solving it was a few seconds. Normal climb resumed immediately, but I bet it was loud in the houses beneath.

We landed uneventfully at our home airport. Turned out the nose wheel was a little low but not enough to be dangerous.

After the flight and since, we've done some soul-searching because this incident could have ended badly. How could we have prevented the scenario and done a better job handling it?

Explaining the Swerve

With full flaps, a Cessna 182 will take off with a level or slightly nose low attitude. The flaps increase the effective angle of attack so that there is enough lift to take off without rotating. That's why the nosewheel was still rolling on the ground when we took off. Essentially the aircraft “wheelbarrows”. Since the nosewheel is still on the ground, any rudder movement causes a swerve.

Even though the nose wheel was fine, we had enough doubt about it that it affected our thinking during the flight. It was the distraction that almost turned a simple failure into disaster.

Preventing Full Flap Takeoff

How do we make sure we never take off with full flaps again?

First, that tiny white flap position indicator to the left of the control (or the flaps themselves) must be checked-



during every touch-and-go. Do not trust that the flap control will always work.



Second, maybe don't use full flaps? There is a reason that newer Cessna 172s and 182s only provide 30 degrees. That last 10 degrees provides mostly drag and severely reduces climb. The many of us flying old Cessnas can reduce risk by not using 40 degrees flaps for touch-and-gos or anytime a go-around is possible (which is always). If a steeper approach is needed, a slip is a better tool. Or just go around and fly a better approach.

Finally, this incident highlights the added risk of touch-and-gos. It is not easy to check that the flaps are up while also controlling the aircraft. If the flaps are electric, you have to think about them twice - once to raise the control, and a second time to ensure it actually worked. Confirming the flaps requires you to take your eyes off the runway. As with retractable landing gear, it is a good practice to not take your hand off the control until you have verified the control worked as intended. But your hand is also supposed to be on the throttle. If only we had 3 hands!

For the instructors out there, you should check the flaps while the student does the touch-and-go. You don't have the controls to feel when they are not responding normally. If you sense a skittering, flat takeoff then suspect that the flaps are still down.

We Never Practice This

When practicing power-on stalls, we are accustomed to a very nose-high attitude. It seems this could never happen by accident, because it is so obviously nose high.

But the power-on stall is practiced with flaps up. It's never practiced with flaps down. With full flaps down, the aircraft attitude is normal for climb (if not lower) and the engine sound is normal. Outside references provide no indication that anything is wrong. It does not look like a stall is about to happen.

It goes without saying that on climb out it is critical to monitor the airspeed. Distraction caused both of us to not notice airspeed decay for far too long. We nearly stalled at low altitude. We are lucky that this particular 182 has a STOL kit and was still flying. Losing control of airspeed is the one unforgivable sin in aviation. We got away with it this once.

We were also lucky this was a lightly loaded 182, not a 172. At over 5000 feet, without the excess horsepower we would not have been climbing at all. It also happened to be a winter day. If it had been a hot day the climb would have been marginal even in the 182.

Handling the Emergency

As an instructor I'm embarrassed to say I did not immediately take control and dramatically pitch down. I chalk this up to inexperience, and confidence in Mike who is a good pilot and friend. An instructor has to learn



when to take control, and that you may have to take control from another pilot, even one more experienced than yourself! A level of paranoia is healthy!

Hasty action almost made the situation worse. When Mike reset the circuit breaker, the flaps immediately came all the way up. Raising the flaps raises the stall speed, so at low airspeed it could have triggered a stall. The flight manual recommends 60 knots before raising flaps. In retrospect, we were still climbing slowly, so we should have been more deliberate in ensuring a specific airspeed, set the flap control to the position the flaps are actually in before resetting the circuit breaker, and then gradually raising flaps. Patience is difficult when low over houses, and picturing a call to the authorities reporting you.

When there are two pilots aboard, it's useful to divide the responsibilities to ensure the priority remains flying the aircraft. It's basic crew resource management. This should be discussed during your pre-flight safety briefing, along with who is pilot in command. Actually talk about who will do what in an emergency situation.

Mike is now a commercial pilot, my first student to pass a checkride. I think I learned as much as he did.



Ben Peterson

An F-15 Strike Eagle from Mountain Home AFB, Idaho arrives in Colorado Springs. Depending on your source, the F-15 has a combat record of 104 kills with no losses in air to air combat. A record unmatched by any combat aircraft. An F-15 once landed with its entire wing missing. [Click here for the story.](#)





Sophie Toth

The DU Pioneers Men’s Hockey Team returns to Colorado following their championship men in the NCAA Hockey finals.

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



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