

CPA FLIGHT LINES



Colorado Pilots Association Members gather on the ramp while arriving at Spearfish's Clyde Ice Field in South Dakota for CPA's June fly-in



Unusual Attitudes

Marty Brophy, CPA President



Last month, we batted 0.500 in Fly-in events. A large group had a wonderful weekend in Spearfish, South Dakota, thanks to the expert efforts of our long-time fly-in chair Bob Kinney and his wife and co-host Shawn. Weather cooperated reasonably well, except for truly ugly gusty crosswinds on everyone's arrival on June 17. Impressive flying abilities were exhibited by all the PIC's dealing with that without bending any metal! And we had a fun weekend in the Black Hills without anyone getting shot during a saloon poker game in Deadwood holding black aces and eights (ever since called the "dead man's hand"), unlike Wild Bill Hickok on 8/2/1876!

Conversely, the June 24th fly-in to Rifle / Glenwood Springs did not have good luck with the weather for mountain flying. Despite all that host Leonard Gurule did getting things ready, the Wx gods did not cooperate. We could have got into Rifle on Friday but getting out and back home on Sunday 6/19 was predicted to be very problematical, and indeed was exactly that, with zero ceilings at all mountain passes. Better to be safe on the ground in that case! Thanks again to Leonard for his efforts!

The Lander, WY fly-in is next, on July 8-10. Still some spots open, last I heard, so go ahead and join the fun! Click here for more info!



The Black Hills of South Dakota on the road to Deadwood

https://coloradopilots.org/content.aspx?page_id=4002&club_id=612720&item_id=1626617

And as ever, check out our aviation events calendar on the website to be aware of all kinds of fun reasons to fly somewhere. See the bottom of the home page, or a convenient monthly grid is given at

https://coloradopilots.org/content.aspx?page_id=4001&club_id=612720

We are certainly in summer, given the number of bugs I have had to clean off the plane lately! Watch the density altitude, fly early, and avoid the normal afternoon bad weather! Let me know if you have any ideas on how we can improve the CPA experience for our members. Or if you want to chat, or volunteer to help the CPA make flying fun for all and keep the skies open for recreational fliers! You can e-mail me at president@coloradopilots.org with inputs.

Blue skies and tailwinds!



Christmas in July—CPA Style!

Set aside the evening of December 4, 2022 to join your CPA friends to celebrate the holiday season. It's been a couple of Covid-interrupted years since our last holiday bash. Let's put that all behind us and get re-acquainted. This year's get-together will be at the Bison Grill at the Buffalo Run Golf Course Club House. Mark your calendars now and watch for registration info later this year. Contact Bob or Shawn Kinney at 303-887-3328 with questions.



Planning for Plan B

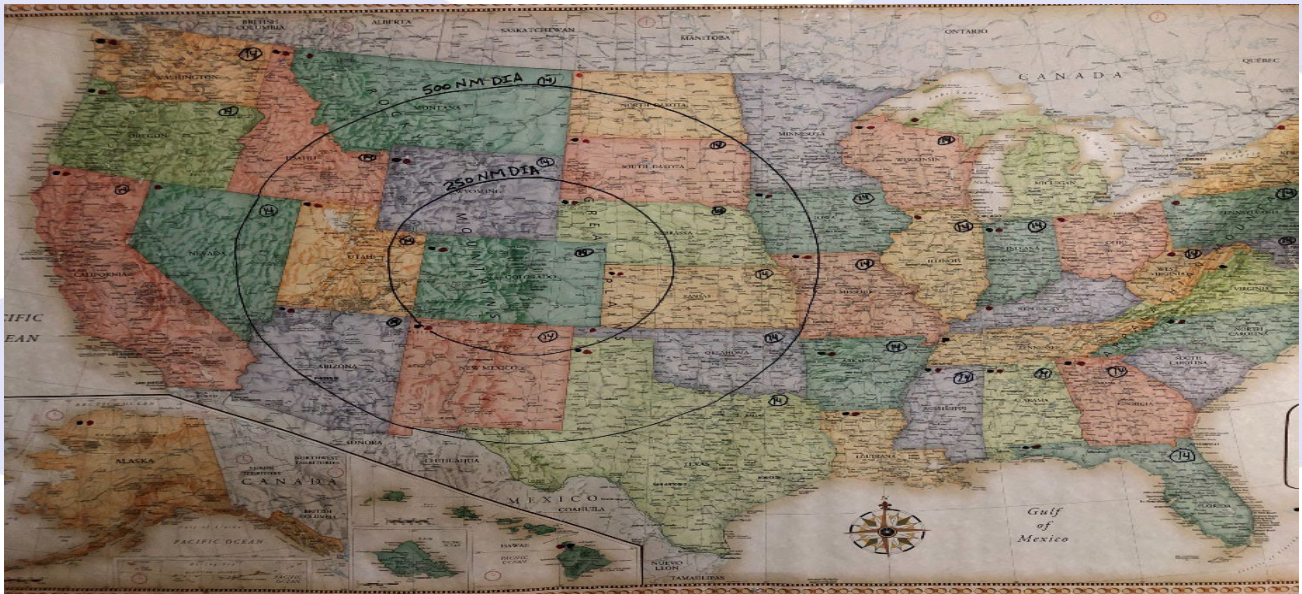
And I need your help to do it...

By Bill Marvel, Fly-in Committee Chairman

All of us in aviation well know the importance of mentally staying ahead of the airplane. How far ahead is mostly the pilot's call based on things like phase of flight, experience level, weather, fuel state, engine operation and likely additional factors.

But this is also good advice when it comes to staying ahead of other things, case in point being CPA fly-in destinations. Looking through the summer bugs on my aircraft's windshield, I'm seeing a troublesome rise in prices generally and avgas in particular. In short, our fly-in events, despite being a core part of CPA, are not exempt from these increasing costs. Let's be honest. Each of us has different wallet thicknesses, our airplanes different appetites for fuel and our own makeup different levels of interest in aviation. The question is, how can we implement a mechanism to keep these events as affordable as possible for as much of our membership as possible?

One obvious solution is to create fly-ins at locations closer to CPA's major population center on the front range.



250 and 500 NM radius centered on Denver

That's my tentative goal for next year. We can't change the price of fuel, hotels, rental cars and other third-party offerings, but we can control the distance we must fly to enjoy them. Specifically, I'm talking about focusing on events right here in our home state of Colorado. Although we have members in many states, some quite distant, reality is our membership base lives pretty much along the front range between Ft. Collins and Pueblo and a few miles to either side of that line. While not all fly-ins need to be within the state, creating Colorado events is one way to keep costs in check and thus give more members an opportunity to participate. After all, an in-state event is close enough to attend by car if necessary.

For the foreseeable future, it might be advisable for hosts to keep destinations within about 250 NM of Denver, which covers the entire state and part of several adjacent states. Trips beyond 250 and out to 500 NM and maybe even farther are certainly acceptable although hosts should realize that attendance may be very limited in



those cases. But in reviewing our fly-ins over the past 17 years, I note only a handful have exceeded 500 NM. Bottom line -- don't automatically exclude more distant locations, but be mindful of today's financial realities.

All that said, one aspect of this remains puzzling. Most participants at our fly-ins tend to be the same people. This makes me wonder why a wider swath of members don't attend. As an example, the recent fly-in to Dragon



Gunnison

Man in Colorado Springs was available to just about everyone in the Denver area by driving. Although it was well attended, it certainly broke no records. As I said – puzzling...

Why the subtitle about my needing your help? Many members are likely familiar with areas in this and nearby states where they have visited and know of local activities of interest to others. We need that knowledge and some of you possess it. Are there candidate fly-in locations where you have first-hand experience?

Looking at a map, I can name quite a few places in Colorado alone that have nearby airports, restaurants and hotels. Some are likely budget busting these days – Aspen and Telluride come to mind – but many others don't have that aura of glitz. How about Creede? Alamosa? Cañon City? Cortez? Kremmling? Gunnison? Granby? Montrose? Leadville? Buena Vista? There are many others throughout the central and western parts of the state but possibly even some east of the front range. Lamar? Burlington? Julesburg? Akron? Trinidad? I've not been to all of these places so don't know what they might offer - possibly nothing. But as with food (I like everything!), I enjoy just flying to and from an event and meeting people in the process. I don't need to do something different at every location but that's just me and may not be you.

As I've said before, revisiting a venue is not a showstopper. A recent example that's come up is Cañon City (airport is 1V6) where we just had a new corporate member join. He owns both a river rafting and a bike touring company. Coincidentally, a CPA member there also owns the railroad that goes down under the Royal Gorge bridge and back. At one time they served lunch on board and may still do (I haven't been on it in years). So right there is an in-state fly-in with built-in activities that can probably be set up with minor effort. Plus, it is reachable by almost everyone in Colorado.

If you are inclined to get more involved with CPA events (which I encourage!) and want to step in and set this one up, or if you can provide me with any recommendations on possible fly-in locations, I would like to hear from you! You may have the key to unlocking a new destination. I'm at flyins@coloradopilots.org and will quickly respond.



Kremmling



CPA's Historic Return to South Dakota

by Bob Kinney

On June 18, 2022 Colorado Pilot Association's bikers made a return trip to South Dakota to ride the magnificent Mickelson Trail. With memories from having ridden the trail 16 years ago, our adventurous group mounted our pedaled steeds (not to be confused with the Harley Davidson variety so often seen in this neck of the woods) and enjoyed a mostly downhill cruise on Saturday morning. The beauty of this ride was enhanced by the recent moisture that the Black Hills has enjoyed. Knee high, brilliant green grass waving in the breeze beneath bright blue skies, greeted us at every turn.

Twenty six CPA members and spouses in fourteen airplanes arrived at Spearfish's Clyde Ice Field on Friday morning June 17. The arrival was made more exciting by the very dicey wind/turbulence conditions that challenged each pilot as every airplane descended into the valley where the town of Spearfish sits. All were up to the task and no metal was bent.



Following initial greetings by our hosts Bob & Shawn Kinney, the group set out in their rental cars to visit Kevin Costner's tribute to North America's native bison, known by the Lakota tribe as Tatanka. A twenty minute presentation by a Lakota tribal member gave the group a fascinating look into the Lakota culture prior to a quick visit to the magnificent, larger than life, bronze sculpture depicting a bison hunt by Lakota



hunters. Following lunch at the Spearfish Canyon Golf Club, the group learned about the domestic rearing of trout at the very historic D.C. Booth Fish Hatchery right on the edge of town. Prior to hotel check-in, most in our group made a sightseeing drive down the picturesque Spearfish Canyon with its high canyon walls and numerous waterfalls. Of course, no CPA fly-in is complete without our world-famous, pre-dinner happy hour, enjoyed in the Holiday Inn's poolside atrium. One of Spearfish's better downtown restaurants, Killians, fed us a great meal before we made an ice cream run and then retired to our rooms to relax after a long, eventful day.





Saturday dawned warm, promising very hot conditions for our planned bike ride. Thankfully, the heat never did crank up to the uncomfortable levels forecast and our ride progressed with no problems as we all gathered at Lewie's Burgers & Brews for a relaxing mid-ride lunch before completing our ride to the outskirts of Deadwood. Our group split up at this point, some choosing to visit Deadwood's Wild Bill Days festival in the downtown area and others opting to visit the Homestake Mine's Visitor's Center just up the road in Lead. Later in the afternoon, we all rallied again poolside to quench our thirst, grab some snacks in lieu of a formal dinner, and settle in for a new offering for our happy hour. The Kinneys officiated a rather rambunctious three games of Bingo. The winners were awarded CPA logo'd ball caps provided by your association. (Watch for future fly-in related competitions to secure your very own ball cap). Of course, another ice cream run closed the evening out with flare.



Whew! That was a full weekend! We even got to welcome two new fly-in participants to our group, Bret Heidkamp and Loree Schwartz. Welcome aboard. We love to have new folks join us. They even adopted a new child, a five week old chocolate lab puppy, who they promptly named Dakota. We understand that Dakota made the ride home just fine and is burrowing her way into their hearts.

Sunday's flights home were uneventful with the exception of dealing with tough winds aloft and thunderstorms in the Grand Junction area and fighting awkward winds back here in the Front Range. We had aviators from all over the state who made this trip. That's the way we like it. We're certain that everyone swallowed hard when it came time to "top" those tanks once back at home airports. We want to thank Eagle Aviation for their support and assistance acquiring rental cars and hotel reservations that didn't break the bank and Axbow Bike Rentals for wonderful service and coming through just as they said they would. Let's not let another 16 years pass before we return.



Gallivanting Around the Country

By Frank Niehus

In a prior Flight Lines issue, CPA president Marty Brophy asked if anyone has landed in more states than he has. We've got to be close!

As of November 2021, we've owned our Skylane N20769 for 45 years. In that time, we have landed it in all the lower 48 states plus Canada a couple of times and four in the Bahamas.

We acquired the airplane for business when it had 1200 hours total time. It's up to 6400 now and we continually add more time every chance we get, although travel these days is for pleasure and not business. The initial purpose was to avoid long driving hours when I worked for a company that sold and serviced automatic entrance doors. Most of my travel to maintain and repair these doors was in the mountain west, from La Junta, CO to Caper, WY and points in between and around them. A light airplane was a perfect way to accomplish trips of this length.

A year later, I took the opportunity to buy a small company that made a competing overhead door product. This ramped up my need for the airplane and the cost effective and efficient transportation it provided. Most of the travel was to customer locations but we also flew the plane to Chicago for an annual sales meeting. That distance increased dramatically one year when the meeting was scheduled in Nassau, Bahamas. Yes, we took it there also, experiencing our first overwater trip. That was exciting itself, but more so because wife Lynn had only been in Colorado and Wyoming when we were first married some 59 years ago and eventually was going to see all but two of the states while traveling in this airplane.

One distinctly memorable trip I'll tell you about occurred in the fall of 1996. We went back east to see the leaf color change and ended up flying 4000 miles while landing in 22 states. Lynn would not let me do a touch and go in each state just to say we had landed there. No, I had to actually taxi back to the end of the runway prior to takeoff for her to call it a real landing...

Lynn's diary of the trip is something we pulled out and looked at again just a few months ago. In 1996, I was a new IFR pilot and was surprised at how many hours on that trip we spent in the clouds and in the company of a little icing. Our first leg leaving Centennial was IFR and over Nebraska at 7000 feet we were picking up some ice. Lynn recorded all of our altitudes, temperatures, air speeds, requests from ATC, etc. Her diary showed I asked center for 5000 as well as the time and altitude of that request. It then documented that ice started coming off passing 6000 along with a clearly written THANK YOU, THANK YOU! She was always nervous if we were close to freezing level in clouds, as was I.

That first day, after a fuel stop in Iowa, we ended up staying with friends in Grand Rapids Michigan for a few more days. Then it was off to an island with a funny name -- Put-in-Bay, Ohio. Well, it wasn't quite as funny when I called from the air to activate my flight plan and heard those embarrassing words, "Put-in-Bay's runway is closed, what are your intentions?" Somehow, I had missed that very important piece of information. A nearby alternative was another island, Kelly, so I set that as the new destination. It was just off the Ohio coast in Lake Erie and from there could see the skyline of downtown Cleveland.

After landing, we started to set up our wing tent when a local resident stopped by to inform us the city wouldn't allow camping! How convenient that he just happened to owned a B&B on the airport and loaned us a car to tour the island. He and his wife also invited us to go out to dinner with them, but we declined because we had a



lot of food along with us. We did get together with them and some of their friends after dinner later and had a great time playing cards and eating birthday cake. Friendly people.

The next day we crossed Lake Erie to enter Canada at St. Catherines, Ontario. Remembering our lesson from Kelly Island, we asked several people if it was OK to camp under the wing and one fellow pointed out his hangar and said it was fine to camp there. We set up the wing tent and rented a car to spend the entire day at Niagara Falls. We had not seen the falls before and found it to be an amazing sight, both day and night. What a surprise was in store for us when we finally returned to the airplane later on. Weeds around it were mowed, an extension cord with a light was plugged in for us and a can of bug spray sat by it. Now that's Canadian hospitality! And we didn't even spend a dollar with him.

The next day we hopped back across the nearby border to reenter the U.S. through the customs office at the Buffalo, NY airport. It just happened that the president was planning to be in Buffalo later and several presidential helicopters were practicing their taxiing. Due to construction, I had to taxi the long way around to customs so ground control had the PRESIDENTIAL CHOPPERS hold and wait for me! Guess selling me that \$25 decal was a high priority.

The following day we headed off to Sandford, Maine, again accompanied by instrument weather and rain. The wing tent kept us dry that night as we slept through the pleasant sound of rain outside. This was all just wonderful until the next morning when a microburst hit, pulled the long metal stakes out of the ground and flipped the tent over the wing. In the process, one of the stakes tore the corner out of the tent by the horizontal stabilizer. We counted our blessings that it wasn't driven into the wing or anywhere else on the airplane. That was the end of the tent camping. We rented a car and finally completed our initial goal of touring the fall colors in the area while also visiting friends along the way. We stayed with friends in Montpelier Vermont who we met in the Bahamas some years before. rode their horses on a scenic horseback ride and Ttey took us around to visit some covered bridges and historic sites.

The night before departure, we looked at charts to see how to fly down the Hudson River VFR corridor through New Your City. What a thrill that was! Seeing the City close up from the river was spectacular in itself, but the high point was circling the Statue of Liberty on the southern end of the corridor. We were able to get some spectacular pictures of the Statue.



The rest of the way home we stopped here and there, toured more sights, and waited out some occasional poor weather and icing conditions. All said and done, it was a great two-week, 22-state flying adventure that revealed things we would never have seen otherwise. Lynn carefully documented the entire trip, with descriptions of colors, terrain, clouds in and around us and other small items that we can now relive through the diary. It was the trip of a lifetime and all in our own airplane.

Speaking of which, our oldest grandson has been training in the Skylane for his private ticket and on Monday April 28, he achieved it. Wouldn't it be something if he could keep that same plane and its memories for another 45 years?

In one of the pictures of the Statue has the twin towers in the background, that picture is a keeper.



Johnson Creek Fly-in (3U2)

August 19-21, 2022

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. Standard operating procedures for this airstrip are [here](#).



Johnson Creek, ID

Host: Garth Fasano, 914-610-5226 or
<https://www.facebook.com/groups/1001720007368404/> for questions.

Reserve your spot on the CPA website: [Coloradopilots.org](https://coloradopilots.org)



Burlington Carousel Trip Coming Next Month!

By Rich Barclay, co-host

If you haven't already, be sure to register for the August 13 one-day trip to Burlington for a great time with fellow CPA members! See the CPA web site for registration information. It is under the Fly-in Activities Tab, 2022 CPA Fly-in events. Or, if you wish you can contact me directly at (303) 648 3667.



Remember, this is a breakfast trip with a 9 AM arrival.

After breakfast, we'll be driving from the airport to the Kit Carson County Fairgrounds to see and ride the former Elitch Gardens carousel, now fully and intricately restored. We'll also visit one or two museums at the Fairgrounds and if you still have an appetite, you may want to fit in lunch or ice cream at any of the numerous food vendors before heading back to the airport for departure. (*Ice cream may substitute for lunch if you're so inclined....!*)

This is an excellent nearby trip for most members and does not require any mountain flying for those who live east of the Rockies. It is a great way to enjoy an inexpensive CPA fly-in and meet some of your interesting and friendly fellow members as well!

Details are on the web site but if you have any last-minute questions, call Rich Barclay at (303) 648-3667 or co-host Bart Jones at (719) 313-8591.



Minute by Minute Mountain Crossing

By Bill Marvel, the RV-14A guy

Strange thing happened back on April 24, when Rich Barclay and Bart Jones held their fly-in at Meadow Lake airport in Colorado Springs. The trip featured a visit to the absolutely incredible Dragon Man Museum, which contains several items that exist nowhere else. The tour took two hours but could have been two days and we wouldn't have seen everything in there. What a history lesson this museum and its unique layout provide.

But the strange part was the fact that the only airplane to fly-in was ours, and we came all the way across the high country from Grand Junction. Everyone else there drove, which is certainly OK, but they were surprised we could get across the mountains. It wasn't a surprise to me, since nothing in the forecast told me it was not safely flyable although certainly weather was a factor that had to be evaluated and dealt with. And hence the title – Minute by Minute Mountain Crossing. No, I'm not going to give you a sentence for each of the 90 minutes involved, but just a concept instead.

My views on this are mine alone, so accept or reject them at your option. Certainly, don't violate anything you learn from CFIs or the mountain flying course, but at least read and think about what I'm going to say.

When I plan any leg of a cross-country trip, especially one across the mountains, I'm never certain I am going to complete it. I want to and do everything within my control, like having enough oil in the engine and fuel in the tanks. But will

weather cooperate or will there be some sort of airplane problem along way? Beats me. All I know is that as time goes by, I watch the situation minute by minute and keep an alternative in mind if needed.

Yes, some weather prevents me from even starting. Widespread mountain obscuration with high cloud tops is one of them. Extensive ice or thunderstorms is another. Flying my RV-14A across the rocks IFR is one more. I stay VFR in the mountains and if needed, pick up a clearance over lower terrain on the other side. As to this particular trip, nothing was a show stopper. Local Grand Junction weather was just fine, so I was good to take off, climb to 13,500 feet and head east at that altitude. As I've



Gunnison

written before, I want to be at cruise altitude and cruise airspeed before crossing high terrain ahead. Between us and Gunnison was a long stretch of solid clouds topped out at maybe 12,000 but beyond them, terrain was clearly visible. There was no building cumulus to trap us, good visibility and the distant high peaks were obvious. I planned to cross Monarch Pass, where the weather briefing showed something like 200 overcast and a quarter mile visibility in snow. Would I fly through that? No. But I can't tell you how many times I've been over both Gunnison and Monarch when they were showing low weather reports but once I got there, the clouds were maybe 500 feet thick, very local and the sky clear above. No way am I going to fly under clouds above me and high terrain below unless there is a lot of room between the two, good visibility and a divert airport in mind. My ideal situation is to be on top of everything if at all possible. How did I know Monarch would present no problems? I didn't because tops reports where you want to know them are hard to get. But because I fly minute by minute (actually every few minutes as justified by the situation), I continued on as long as each minute showed all was well for the next one. We were probably 25 miles west of Monarch when I could see terrain all around it but a cloud sitting right on the pass. No big deal and no surprise because I was on top with good visibility. In short, the low Monarch weather was not an issue. Salida airport to the east was wide open.

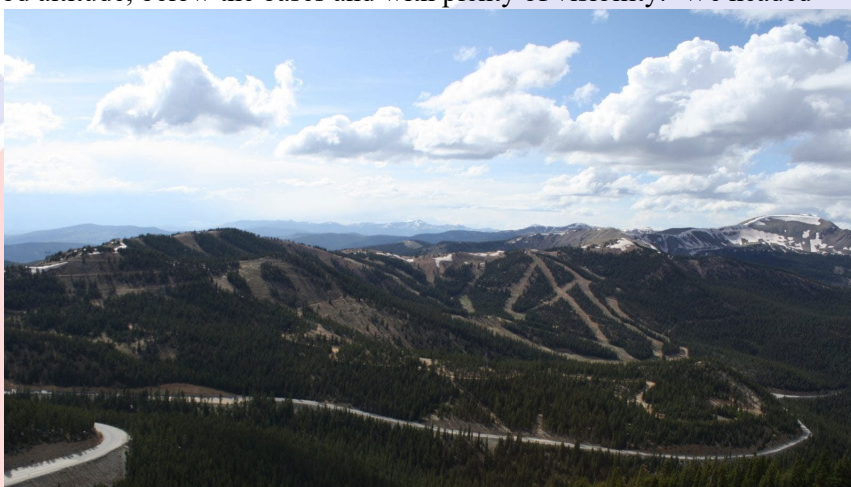
Winds aloft can cause problems too, mainly from turbulence, but that day they were remarkably calm – 8 knots at 15,000 feet so nary a bump on the way. There was a distinct line of weather ahead that showed up on ADS-B and through the canopy, appearing to be over the front range from north of Pikes Peak to about Canyon City. Canyon City weather was



just fine ahead. And the weather at Meadow Lake was good too. I had no intention of turning northeast toward Colorado Springs, trying to stay below those buildups over the high terrain below. We proceeded minute by minute south of them toward Pueblo, which was also good for a diversion. Once near Pueblo, we made the left turn toward Meadow Lake, eventually entered the pattern and landed, to the surprise of some waiting there to pick up anyone who flew in. They did not expect to see us because the view to the west, toward the line of buildups we went around, looked nasty. But flying minute by minute, looking and planning all the time, they were no problem for us. This is something you can do when you are in the air flying and looking but can't do at home viewing an aviation weather forecast. If it's safe to start, start. Then go have a look at the reality of the situation and proceed minute by minute.

Fast forward, the museum trip and lunch at Meadow Lake were great but Marti and I still wanted to get back home. Weather presented more problems on the return trip since it was moving in from the north and the ceiling was lowering although still quite high. There was no problem locally, so once again I was good to depart and take a look -- that minute-by-minute thing again.

Since my number one goal for mountain crossing is to be on top of all clouds and at cruise airspeed and altitude, we circled east of Colorado Springs climbing through holes up to 14,500 hoping to top the weather. We were above some of it but not all and to the west clouds were well above our altitude. In short, the minute-by-minute technique then called for Plan B and that was getting below the clouds where the weather was known to be good and seeing how far we could safely go to the west. 10,500 looked like a good altitude, below the bases and with plenty of visibility. We headed southwest to intercept V244 out of Pueblo and followed it generally westbound, knowing the weather at Salida was good but not knowing if clouds and terrain were to merge on the way – a definite no go. Canyon City (Fremont County airport) showed good VFR and we could see far enough ahead to know we could get there, a diversion airport if needed. Overhead the airport we looked at higher terrain to the west, some of it obscured by clouds but in our direction saw plenty of distance between clouds and terrain. Once we were able to see Salida with its known good weather, the next challenge was that same old Monarch Pass I've been driving and flying over for most of my life. Above Salida at 10,500, we saw the mountains disappearing into the clouds ahead, a definite show stopper, at least for a while. We landed at Salida, saw that two courtesy cars were available if needed and watched the weather situation.



Monarch Pass and ski area

There were still many hours of daylight left and we were in no hurry. I looked at Foreflight weather on the iPad but more important, the view outside toward Monarch Pass. Nothing seemed to improve much so we read while we waited. Finally, a little after 4 PM, I looked outside and saw a large chunk of blue sky north of the pass with the terrain below it clearly visible. That was go and take a look time, minute by minute. We took off and headed toward the pass, gradually climbing to reach cruise altitude and speed before actually getting to the high terrain. Still safely on the Salida side and near the airport, we could see the valley floor beyond the ridge line as well as the Monarch ski area and Tomichi Dome, both good checkpoints, one over and the other beyond the ridge. Gunnison was showing multiple cloud layers but the lowest was 2500 scattered and we knew we could safely fly along Highway 50 and get to Gunnison based on the view outside. So adios Salida and welcome Gunnison. We could stay there if need be, since our safe arrival was based on Gunnison's reported weather and what we could see ahead. Both Montrose and Grand Junction beyond had good weather but once more, high terrain existed between us and them.

Weather luck was with us as the clouds beyond Gunnison began to dissipate and we could climb to a safe altitude and reach cruise speed with no problem. The rest of this long story short, we landed at home base and called it a day. All in all, it was another great out and back trip across the mountains, just as we try to achieve every time.



Colorado Pilots Association Gear

Visit Lands' End for all your CPA apparel. Perfect for pilots and non-pilots alike. Head on over and get your Colorado Pilots Association Sway today.



[Check out our very own Walt Barbor on Nine News.](#)



Want to help your CPA? Got a great idea that you just know will be awesome? Let us know! Contact Marty at:

President@coloradopilots.org





Tanker 10 prepares for departure from Metro Airport.

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