

CPA FLIGHT LINES



© Barbara S Hoversten

Barbara Hoversten

Future pilot waiting takeoff!



The Dinky Devils of Johnson Creek...

By Bill Marvel, Fly-in Committee Chairman

What small creature can start, stop, run and turn at a rate that would put the best NFL halfback or NBA guard to shame? One that is so cute you want to pick it up and pet it but will eat every scrap of food you have if given a chance? And one whose pea-sized brain must be working at computer speeds to keep you ever alert for what it plans to do next? Well, you'll see one below.



My "adventure" with these guys occurred not long after landing and unpacking the airplane. Among other things on the Johnson Creek trip, I had a cooler, a plastic box with miscellaneous food items in it and a plastic jar containing one of my favorite snacks – dry roasted peanuts. Little did I know that each of these seemingly innocent items would become targets for these creatures whose skill rivaled that of Seal Team Six.

Off in the distance I heard a shout, "Bill, they're eating your food!" I quickly returned to the picnic table where my food items had been placed earlier with no worries as to what might come along to eat them. There were no bears since the site had plenty of trash containers for our use and they wouldn't be out if bears were in the area. But no one (until later) informed us of the "other" bad guys– the little chipmunks.

Sure enough, the plastic lid had been removed and the unmistakable evidence of an invasion was apparent. Fortunately, it was just a Pop Tart that I had tossed in there on top, but the aluminum wrapping was shredded, and bite marks showed half of it was gone. I put the rest in a trash can and placed a rock on top of the container lid as a precaution.

Soon thereafter, I heard another shout that sounded vaguely familiar – "Bill, they're eating your food!" Could this be an echo? Another quick jog back to the picnic table revealed the critters were back and had tried to bite through the plastic lid to get to whatever other high-calorie treasures awaited. Unable to do that, they left only bite marks before heading out to get more troops into the fray. With that additional help they were able to push off the rock, remove the lid and start eating again. This time the target was a muffin, now partly theirs and partly still mine. My part was smaller than theirs. This was getting to be a bit much, so I decided to up the security level to Defcon 3. I put the entire plastic box into my cooler, zipped it closed and went back to meeting and visiting with others at the event. No further shouts occurred so I was confident in my victory.





A couple of guys (and gals) broke out an afternoon beer, so I decided to join them. Back at my cooler I noticed something a little different from the way I had left it. One of the zippers had been torn off and there was a gap in its place. NO! I heard some rustling in the cooler and opened it only to find a very fat chipmunk, its mouth full and pouches filled so they were wider than its body, just sitting there looking at me and wondering what would happen next. It had chewed through the zipper, entered the cooler, removed the top of the plastic food container and eaten part of a package of crackers. It then scampered out and ran off. Thank goodness they couldn't get into the beer cans... Actually, I'll bet they could but just decided they didn't like my flavor of the day – Heineken. I will keep that in mind in the future

– the Dinky Devils must not like Heineken. I cleaned out some of the food residue in the cooler, put two logs on top and then stacked rocks on top of that. If there were enough chipies in the area to get into the cooler this time, I was going to call it quits and head home because I was outnumbered and outsmarted. Problem solved. Yeah, right.

You'd think I would have learned by now, but the lesson was not. Halfway through my beer another shout from off in the distance something I'd heard before – "Bill, they're eating your food!" This time I sprinted back to the picnic table, knowing more than was of the essence. I had left a brand-new plastic jar of dry peanuts, bought just two days prior at City Market, on the table its sturdy screw-on lid. Can chipmunks figure out how to rotate they didn't have to based on tiny bite marks that looked like width teeth that could scrape through anything. A section of the about gone and beyond the little material that remained lay a of tasty peanuts. But this time I won. I unscrewed the lid, ate a handful to make sure I got at least some of them and decided to place the jar where they were going to have to be acrobats to reach it. A rope had been left tied between two trees and about 8 feet off the ground. It was a great place to hang our towels after taking a shower (yep, they have showers!). I took a piece of cord from my pack, tied it around the jar and suspended it from the middle of the rope.



yet over. sounded like NO, NO, NO! ever that time roasted complete with a lid? Turns out they had needle lid was just treasure trove



They would now have to climb a tree, walk out several feet on the rope, shimmy down the small cord and then somehow hang on well enough to gain the leverage needed to bite further into the plastic. If this didn't work, I could just use the setup to hang myself and get it over with!

And that did it. I had finally won the war but lost a few battles along the way. The caretaker later told us the chipmunks ate through Styrofoam coolers like a hot knife through butter and were worse this year than last. They must learn from generation to generation. And so will I. Next time, I'm just going to bring cans of Heineken, put them in the creek for cooling and beg for food from my fellow pilots. The worst that will happen is that I'll lose a couple of pounds but give nothing to the Dinky Devils of Johnson Creek. I just hope the big, spawning salmon don't have sharp teeth and an appetite for beer...



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.



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.

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



Mountain Flying Class 2022



The CPA completed another very successful season with two extremely well attended Mountain Flying classes. The classes were held in the Terminal Building at the Rocky Mountain Metropolitan Airport in June, and most recently on August 27th.

Pilots traveled in from across the country to attend the classes. We hosted pilots from as far away as Florida and California, and even had one pilot join us from Canada.

Special thanks to Bill Standerfer, Bill Dunn, Brian Brieske and the complete roster of talented CFIs that fly into the mountains with the students on the days following the class.

The Colorado Pilot's Association conducts two Mountain Flying - High Elevation Airport Operations classes each summer that are available to both members and non-members of the CPA. Please be sure to check out the CPA website in January when the dates will be announced for 2023.



Johnson Creek FlyIn (3U2, Elevation 4,034')

Wow, a trip of a lifetime; that we plan to repeat every year! Thank you Garth Fasano, for organizing this trip. Idaho is world-renowned for its nearly 100 backcountry strips scattered across out over 4.5 million acres. Backcountry flying provides a unique opportunity to fly into remote, undeveloped areas and hone your flying skills with high-density altitudes, deep canyons, and non-standard approaches and takeoffs.

The Pilots and Planes:

We had 7 official COPA planes but soon adopted other guests from Oregon and Arizona. By Saturday night we had 17 people and two dogs heading to town for a big group dinner.



This was our first backcountry flying experience and speaking for Carl and I, this is something we never would have thought of doing had Garth not organized this trip. Within our group, we had relatively new pilots (less than 5 years) as well as several pilots with years of professional piloting experience. Three of our attendees built their planes themselves in their garages.

Watching the tail-draggers take off on a grass strip surrounded by mountains was a thing of beauty.

The Flying

The state of Idaho publishes Standard Operating Procedures (SOP) for each of the backcountry strips. The SOPs provide very detailed instructions for reporting points, altitudes, approaches, departures and going missed. As first-time backcountry pilots, we poured over the SOPs, flew the approaches on X-Plane, got advice from friends who had flown into Johnson Creek, and watched and rewatched several YouTube Videos.

Johnson Creek has a beautifully maintained long (3400') wide (150') runway. The approach requires extending your downwind and hugging the canyon walls as you turn base to final and if you need to go missed you must abort early and follow the non-standard missed approach procedures. Our experience, quite typical for first timers, was to overfly the field at 10,500, and then try the approach - going missed because we felt a little too high and fast. On our second approach, we really hugged the canyon walls and nailed our final and landing (and by "we" I mean Carl!).



Friday, we had the opportunity to ride bikes and hike and hang out at Johnson Creek. A few people hiked to the hot springs with the buried tub. Others enjoyed watching the HUGE salmon hanging out under the bridge at Johnson Creek. Friday afternoon there was no shortage of great snacks and great stories at the COPA Happy Hour. We had a wonderful rain shower Friday afternoon and evening which cleared up the smoke from fires in the area.



Saturday morning most of us flew to Smiley Creek (U87, elevation 7160). The scenery is spectacular with rugged mountains, beautiful high country lakes, trees, canyons, and airstrips everywhere. Being on the backcountry frequency, 122.9, you hear pilots all over the area reporting positions, approaches, and departures. Landing at Smiley felt much more relaxing for us because it was in a MUCH wider valley but at 7160 on a hot day, density altitude can be a challenge. We all enjoyed a fabulous breakfast at Smiley Café, which for many of us included their famous cinnamon rolls.

Brian Lord, a program manager with the FAA Aviation Safety Team (FAASTeam) came by on Saturday afternoon and facilitated a lively discussion at the shaded

pavilion about safety, backcountry flying, and the benefits of participating in the Wings program.

Saturday evening 17 of us piled into two vans and drove to the *tiny* town of Yellow Pine. We enjoyed a fun dinner followed by a gathering around the campfire complete with aviation trivia and prizes provided by Jim Kasie.

The Glamping

Although we were camping and sleeping in tents, the airport facilities are amazing and spotless! We had nice showers, amazing bathrooms with non-flush and non-smelly toilets, a room for washing dishes and a long power strip shelf that always had dozens of phone, batteries and ipads charging. We had a shaded pavilion, wifi, picnic tables, coffee provided every morning, a microwave, a fire pit, and a small freezer with bottles of ice water that you could swap out with your melted ones.

Planning for Next Year

There is so much to explore in this area. Some of the airstrips offer lodging and/or meals so you can experience backcountry flying without camping or cooking all of your meals. Many of the strips can provide courtesy cars so you can visit towns, local lakes, and hot springs. A few people in our group extended their trips with an overnight to Cody Wyoming on the front or back end. Next year we plan to add a few extra days to our trip to explore more of the area.

Click here for see our video of Tips for Flying into Johnson Creek: Click here for a video of our Tips for Flying in to Johnson Creek <https://youtu.be/E4Hg8zoV9m0>



The Ancient, Twisted Trees of Fox Run Park

Humans have communicated by scratching on rocks, painting on them and another way our fly-in will highlight -- by twisting trees to show where to go. All these were created with passion and hard work. Our ancient Indians twisted and reformed growing trees to use as guide markers for their people to know where to find water, a trail head, a special location or just to remember a loved one. These trees are considered Sacred by our Southern Ute Indian tribe who now bring their children here in the summer to learn about their history. They also considered Garden of the Gods



and Pikes Peak holy, and their camp sites were located in our local valleys, in the foothills, and in the Black Forest. It took years to bend these trees as they grew, and you can see the marking on the tree trunks where they were tied, some with more than 5 different indentations from the materials used to bend them. We have asked a local expert, *John Anderson*, to give us a guided tour in our Fox Run Park to see some of these trees. John has written several books and articles and given many tours about this.

Aside from seeing some very unusual trees and some beautiful scenery, this is also an outstanding opportunity to meet some of your local CPA members and to get those cobwebs out of your cowlings!

Saturday, September 17

Arrive 9:00 AM at Meadow Lake airport (KFLY) and bring tie downs! We will carpool you to the site in time for our guided tour which begins at 10:30. Wear your walking shoes as we will explore this park on a tour that lasts about 2 hours. Afterwards, we will gather for box lunches on site prior to returning to the airport. John will have his books for sale and will be answering any questions you may have. If you plan to drive in rather than fly, we'll be happy to send driving directions when you make your reservation. Reservations are required with a deadline of September 12. At that time, we'll order the lunches. Cost for the guided tour is \$10 per person and lunch is \$20. Hosts: Bart and Mary Jones (719-488-0653 or jmarykathr@aol.com) and Rich and Dana Barclay (303) 648-3667.

Please make out your \$30 per person checks to CPA and mail them to:

Bart Jones
290 Rangely Drive
Colorado Springs, CO 80921



It is with great excitement, we announce that the B-17 *Texas Raiders* Showcase will be held at Wings Over the Rockies™ Exploration of Flight from September 17th - September 22th. Visit this link for more information: <https://wingsmuseum.org/b-17-showcase/>



This fleet of iconic World War II aircraft, led by the B-17 Flying Fortress *Texas Raiders*, will soar into Exploration of Flight at Centennial Airport on Sept. 16th for a special media flight with limited seating available. Those interested need to contact Karen Slye at kslye@wingsmuseum.org to check availability and reserve your media seat. Media with a confirmed seat on this flight should be at Exploration of Flight at 13005 Wings Way, Englewood, CO 80112 by no later than 11:00 a.m. for an 11:45 a.m. departure on September 16th.



Hurry and visit the Flight Deck Grill at KLMO before it closes for the season.



Engine Out Priorities

by Adrian Nye

What is really important? What is fluff?

I've instructed a lot of checkout flights and BFRs lately, and I pull the power on all of them. It's interesting to watch what pilots do in a simulated engine-out emergency.

You can tell immediately the more experienced pilots. They do all the checklist items and are calm and organized about it. They have done this before, a lot. Very quickly their eyes and hands are flitting across the instrument panel.

What surprises me is that nearly all pilots, even experienced ones, get too caught up in the checklist. They forget nobody is very good at multi-tasking. They lose focus on what is most important. There is so much on the checklist that when we reach 500 feet AGL (the minimum in my populated area) they are often not in a position to land where they planned, or sometimes at all.

Let's get real. When your engine dies, only two things are essential:

1. Don't stall.
2. Put the bird down somewhere it won't stop suddenly.

There are only two items on this checklist and they are the same for every aircraft. All the rest on your official checklist is fluff.

In a piston aircraft, all you need is 100 feet or so of roll/slide/controlled crash and you will likely walk away. That's why we should be focused on the two-item checklist. It is not accomplished until we are safely on the ground, so there is not much time for the "fluff" unless we are very high.

Would it be nice if we told somebody we were going down or squawked 7700? Of course. Would it be nice if we checked for obvious oversights before going down? Yes, it's embarrassing if we just forgot to switch fuel tanks. But it's more embarrassing, and there's nobody to help, if we overshoot that field and die because we were distracted by "checklist items".

None of the past five pilots I've flown with gave enough consideration to the EASIEST place to land and took the time to plan a FOOLPROOF way to set up for landing on it. Let's not forget, you only get one try.

One pilot headed off toward a field when we were within gliding distance of an airport. He looked left - as pilots naturally do - and the airport was invisible to him on the right. Every GPS has a "nearest airport" feature that takes 2 seconds to engage - can you get to it quickly? Why not do a 180 degree turn to see all the options?

Several other pilots didn't consider the wind. Landing upwind vs downwind is a huge factor in survive-ability. In a 10 knot wind, landing upwind at 40 knots generates less than half the energy of landing downwind at 60 knots. It's also much easier to hit your target upwind.

The point here is - don't rush to pick the first spot you see and then move on to the checklist. Take a few moments to find the EASIEST spot. Find the BIGGEST target with a wide margin for error. You should be aiming to touch down 1/3 of the way down that field, even if it is small. This gives you room to be off in either direction.

Private pilots underestimate how hard a spot landing is. They just assume that since they know how to land, they can do an off-airport spot landing. The first time, without practice.

Anyone who has earned a commercial rating knows the 180 power-off spot landing isn't easy. It's not uncommon for the first few attempts to be short, or floating way long. Under pressure of an actual emergency, it's probably harder. Without the benefit of familiar landmarks of an airport and runway, with an unknown altitude AGL, an accurate



off-airport landing is clearly harder than the power-off 180. I argue it is hard enough to merit a plan and a verbal briefing.

Part of the plan should be to *make our glide as much like a normal landing as possible*. Fly a downwind and be at around 1000 feet AGL when abeam the “numbers” which in this case is abeam that point 1/3 of the way down our chosen field.

And yes, if you happen to be at 5000 AGL when the engine quits, there is some time for the fluff. But even then, you still need to return periodically to what matters most and re-evaluate how the glide is going and if your initial plan is working out. If you talk to somebody on the radio, be ready to ignore them at critical times. The fluff is still fluff.

In summary, pick the EASIEST landing spot, and brief a FOOLPROOF plan to glide there, because we all can be fools under pressure. Don't let anything distract you from the two item checklist - the rest is fluff.



Pitts N317JK and N39306 in the Crosson Field pattern Friday 8/19/2022 during the Ben Lowell Aerial Confrontation at Sterling Municipal Airport, a function of the International Aerobatic Club.
Photo by Neal Ulevich. All rights reserved.





Steven Byers

Stinson 108-1 departing Metro Airport

Follow the Colorado Pilots Association on [Facebook](#), [Instagram](#), [Twitter](#) and [Linkedin](#).



Linkedin

The articles and columns in Flight Lines are for general information only and may or may not be accurate. Pilots and aircraft owners and operators must refer to FAA regulations and manufacturers' instructions and maintenance and operating handbooks for authoritative information. The writings present the opinions and advice of the authors only and do not reflect any opinion or position of the Colorado Pilots Association, Inc. or its officers or directors.

Colorado Pilots Association
PO Box 200911
Denver, CO 80220-0911
(303)367-0670

