

CPA FLIGHT LINES



Brian Corrado

Hun Hunter XVI preparing for the Pikes Peak Air Show

Check out Colorado Aviation Photographers on Facebook for more
shots of the air show



Unusual Attitudes

Marty Brophy, CPA President

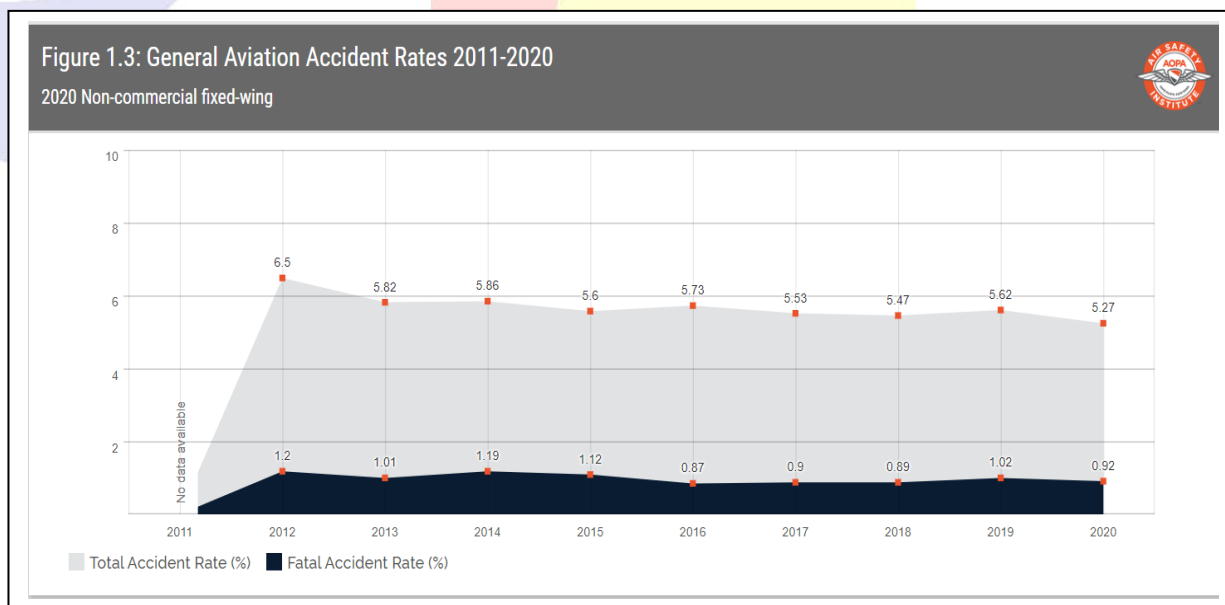


Mountain Flying in Colorado is beautiful in early October when the aspen trees' leaves change colors! The picture to the right is the North Park area on the way to KSBS to check out the northern Colorado passes with CFI Don Dolce. Milner and Willow Creek passes above Rocky Mountain National Park and paralleling Trail Ridge Rd (flying sometimes lower than that road) were spectacular!

I am happy to report that I finally finished the 2022 CPA Roster after lengthy delays because I was out of town. 652 rosters are going out now to all active members as of last week except the 56 members who indicated they did not need paper copies (saving the CPA \$5.16 x 56). You should see them soon. The roster includes active members as of July 5, 2022. My apologies to the 30 members who joined between then and now who are getting a book but are not in it!



The AOPA has provided excellent summaries of the recently released 32nd Joseph T. Nall Report on General Aviation (Gross Weight < 12,500 lb.) accidents at <https://www.aopa.org/training-and-safety/air-safety-institute/accident-analysis/joseph-t-nall-report>. This report covers years up to 2020 and shows accident rates (accidents/100,000 flight hours) for all General Aviation that year down from 2019 4.87 – 4.69 (-3.7%) for all accidents and 0.89 - .83 (-6.7%) for fatal accidents. The corresponding numbers for “Non-commercial Fixed Wing” aircraft, which would be most of us, are 5.62 – 5.27 (-6.2%) and 1.02 – 0.92 (-9.8%). Both are improvements over a flat trend for the previous few years, see the figure below. So, good news for GA!



In a week or two, you will all be receiving e-mail ballots for CPA Officers for next year. Please return your votes to elections@coloradopilots.org before the annual meeting on Saturday, November 12 in the Mount Evans Room upstairs in the terminal at KBJC. I hope to see many of you there, and wish you blue skies, tailwinds, and smooth flying.



CPA President's Page, "Unusual Attitudes," September 2022

Mountain flying masters Bill Dunn and Bill Standerfer conducted our second CPA mountain flying seminar of the year at the end of August to a full house of eager pilots from all over the country looking to improve their high-altitude VFR flying in our Colorado (or any) mountains. I had taken the class in 2017 but decided it was time for a refresher, and boy was I glad I did!

The Saturday classroom session was an in-depth review of everything to do with safely flying in the mountains, mountain weather to fly in and to stay away from, how small airplane performance (and pilot performance!) degrades with altitude, etc. Useful review for the most experienced pilot with lots of stuff I had more or less forgotten in my old(ish) age.

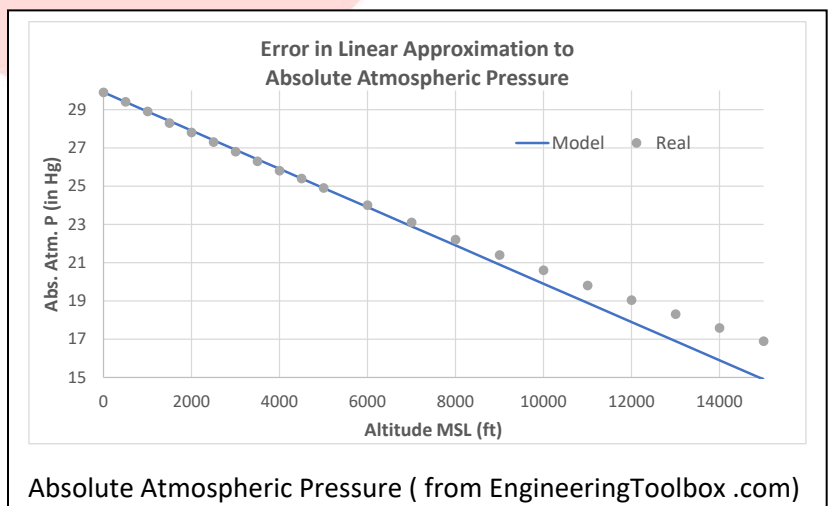
On Sunday or Monday, many pilots took advantage of a service provided at a great by a number of Colorado Certified Mountain Flying CFI's (CCMFC's, maybe?) to fly for a number of hours in the mountains with you in your own plane. I was lucky to go up with CCMFC Sue Wolber, who in addition to being a very expert pilot and CFI, etc., is also the chief pilot of the group of 5 owners of our 1965 Cessna 182H, affectionately N-numbered N182H. Easy to remember, that....

Sue and I flew to Granby, Kremmling, Glenwood Springs, Aspen, and finished in Leadville in over 5 hours of Hobbs time, learning all the way. Bullet points from the flight and the class are listed below. Now if I can just get those to stick in my none-too-young brain...

- Mountain airports can be tricky! Lots of them are one-runway in and the opposite one out, whatever the wind is. Others have big hills in the traffic pattern or non-level runways. Study your destination (and alternate) airport closely before you leave the ground! Glenwood Springs is an experience in itself at 3,300' long and 50' wide with planes taking off at you as you are approaching over a hill in a narrow valley (stay to the left in both cases, close to the red rocks outbound....)
- The Bills pointed out in the class that the altimeter rule of thumb of 1" of Hg for every 1,000 feet is a linear approximation to a non-linear function only good to about 8,000' MSL, see figure to the right. So, mountain airport Kollsman window setting can be unusually high (like 30.57"). You absolutely need to have your altimeter set right every time! Oops...
- I somehow found it tricky to maintain awareness of what direction I was coming from into an airport, having gotten too accustomed to seeing mountains to the right when coming from the north and to the left when coming from the south. Up there, you see mountains all over... so look at your heading indicator before talking to a tower or CTAF.
- Most striking of all, and I may be the last pilot in Colorado to have realized this, but older pilots (like me, alas) do not oxygenate their blood as well as young ones. Sue brought a pulse oximeter along and tested



Glenwood Springs Airport (from Google Earth)



me at about 13,000' going over Haggeman pass into Leadville, and it was under 90% meaning I should have been on supplemental oxygen. And I didn't feel any hypoxia symptoms but wonder if this could explain the bullet item above among other errors.

Anyway, I urge every pilot reading this (and every pilot not reading this) to get some expert teaching and in-flight instruction like I did before flying high in the mountains! The life you save will be your own along with the lives of your passenger(s)!

Meanwhile, back on the ground, we are coming up to our annual election period and have not identified a candidate for Vice-president. If you would be interested in learning about that position or in working on any of our committees, please contact me at president@coloradopilots.org. We always welcome new ideas and we always need new members to step up and help us run the organization! Why not you?

I wish you blue skies, tailwinds, and winds below 25 knots at 12,000' MSL (what you need to consider flying into the mountains in a small plane).



Updated CPA Fly-in Planning!

By Bill Marvel, Fly-in Committee Chairman

The calendar says it's still October 2022 with one remaining event on this year's schedule. But many CPA members know fall means next year's Fly-in planning is right around the corner. One event is already on the agenda and that's my Spaceport/Trinity trip scheduled again for next April. But first, I can only hope weather cooperates for the mid-October one this year!

A major priority in my new Association role was to revise the documents which give hosts guidance on planning CPA Fly-ins. Because we've transitioned to the use of both Flight Lines and our website, the older procedures and timelines were no longer accurate. For the past several months, I've worked with former chairman Bob Kinney, webmaster Brian Garrett and Flight Lines editor Nelson Wolfmeier to coordinate what we do and when. I then sent the draft documents explaining this process to the 2022 hosts for review. I'll get to those procedures shortly.

We had great turnouts at most of this year's diverse events, which included the first back country Fly-in CPA has held in years. They covered locations as distant as New Mexico, South Dakota, Wyoming and Idaho and as close as right here in Colorado. We had two weather-related problems, one an outright cancellation and the other reduced attendance, but little can be done when dealing with the vagaries of Mother Nature.

This coming year faces the dual challenges of higher avgas prices and increased costs of almost everything else. It is for that reason I've asked members willing to host an event to consider planning trips closer to home base here in Colorado. That request by no means precludes longer distance trips because destinations and activities are entirely up to hosts. But it is a nod to economic realities. Each year members step forward to plan and host CPA's events and while some have done so before, others pitch in without having any prior experience with the job. One of the purposes of my rewrite of the planning documents was to provide guidance to new future hosts who can now sit down and leisurely review the entire process.

To have a look at it, pull up our website (www.coloradopilots.org) and click on the Fly-In Activities tab. Scroll down to CPA Fly-in Planning and click on that. You're there! You will find a brief introduction followed by three planning documents which take you from general to specific. One is a list of helpful suggestions. With a single click you can also review several sample documents created by 2022 hosts for actual CPA events. It's about as turnkey as one can get.

Members now have an accurate written description of CPA Fly-in planning for both new hosts and those who have hosted previously but wish to review the process. Feel free to use it while stepping up to plan a CPA Fly-in for 2023! You'll hear more later, but our annual Fly-in planning meeting will occur on January 7. Questions? I'm always available at flyins@coloradopilots.org.



55 Years of Flying Adventures... And Still Counting

(Part 1 of 11)

By Bill Marvel, the RV-14A guy

In the February 2021 issue of *Flight Lines*, I suggested several topics CPA members might consider for submitting articles for publication. One of them had to do with different experiences in your flying career, both good and bad. Not long after that, I glanced at the pilot log books on my office closet shelf. The stack is about six inches tall and without my opening any of them, a flood of memories started coming back. I have never attempted to systematically look through the logs, even today. Occasionally, I will search for a particular flight, but that's about it. They just sit there. But this time, one memory led to another and another, and it wasn't long before I decided that a lot of this might be both interesting and entertaining, at least to fellow pilots. That in turn led me to take my own recommendation and start writing about it for *Flight Lines*.

Not much of it is very dramatic. Well, except for the time I almost got killed in Australia. Then there was landing a camouflage airplane, without any clearance, in an African nation undergoing a civil war. And, wondering if a pressurized ferry fuel tank next to me was going to split a seam and spill a hundred gallons of fuel in the cockpit over the California Sierra Nevada mountains. Hmmm ... simultaneously losing both engines in a twin-engine airplane hundreds of miles out in the Pacific on the way to Hawaii? Maybe some of it is dramatic! Regardless, this has been a walk down memory lane for me. I thought I'd just cobble something together based on what I recall and below is the result. But when this started, I had no idea it would be so long, and due to size will have to be continued in *Flight Lines* for many issues. The events that follow are not in any particular order, and were written only as different memories came to mind.

At the outset, I never flew in the military or in the airlines or in any professional or paid capacity. But I do have several hundred hours of flight time where my out-of-pocket expenses were reimbursed, as you will read later on. Truthfully, the vast majority of my flying hours have been for personal transportation at my own expense -- and about as nondescript as driving to various cities in the country -- just faster and with better scenery. I've got no stories from



Our first airplane, this 1976 Grumman Tiger, which we bought in 1977. We sold it 29 years and 5000 flying hours later. It took us all over the U.S., and to Canada, Mexico, Alaska and the Bahamas.

actual shooting wars like some of you do. But since I'm into my 55th year of pushing throttles forward all over the world and closing in on 9000 flying hours, I thought I'd share with you this memory trip into the past. It starts slowly, but gets very interesting later on!

I have declared only two emergencies in all those years. The first was in our Grumman Tiger long ago in the clouds at night returning to Torrance, CA from San Diego. During cruise, there was a distinct bang in the engine compartment that sounded like a muffled gun shot. It was immediately followed by a metallic clunk out on the right wing. These were sounds I did not like. The panel lights dimmed and the low voltage

warning illuminated. I was talking to approach control at the time and on radar so I declared an emergency and asked for vectors to the ILS at nearby Palomar airport. On the ground, I investigated and found the alternator had literally disintegrated, throwing a chunk of metal through the fiberglass nose bowl and then that chunk put a small hole in my right-wing leading edge before falling into the ocean below. Not much harm was done, but the airplane would need a bit of repair work.

The second was different because the emergency was not for the airplane. I was in a Piper Cheyenne with another pilot on a medical transfer flight out of San Francisco International with a badly injured motorcycle accident victim and a flight nurse. One of the duty pilots was ill and I happened to be in the right place at the right time to help out. We were



descending on a rainy day toward Long Beach when the nurse announced the patient was going downhill rapidly and we needed to get him on the ground and into the waiting ambulance immediately. I declared a medical emergency for the patient, not the airplane, and requested to be number one for the runway. Center vectored two airliners out of our way, sent us to approach control and we indeed got on the ground with no delay. I never heard what happened to the patient but he looked terrible and even today I am wary of motorcycles as a result.

Regarding actual engine failures, I've had two, both in twins and both with geared GTSIO Continental engines. One was in an Aero Commander and the other in a Cessna 421. In each case, the gear drive to the propeller failed right after level off in cruise, allowing the propeller to spin free of the engine. I wasn't far from the departure airports involved, one Hawthorne in the Los Angeles area and the other Nut Tree north of San Francisco. I needed no help from controllers and just returned to my departure airports. In training, I had shut down and then restarted engines in flight, but had never landed from cruise flight when trimmed for a dead engine. I was shocked at how much yaw there was when I pulled the good one back on final approach. It took a lot of rudder pressure and fast movement of the rudder trim wheel to get the nose pointed down the runway instead of off to the side. The engine failure in the 421 was actually very fortunate, as the airplane was going to be ferried to Australia by a friend of mine. Had that occurred on his trip, well above gross weight with ferry fuel tanks and over the Pacific somewhere, there would have been a very different outcome. Much more about that friend in future *Flight Line* issues...



The ancient Narco Omnigator

I received my private pilot certificate way back in April 1967 while in the Air Force Academy aero club, not far from Colorado Springs. Just a month later, a classmate and I decided to fly his dad's Cessna 182 from Colorado Springs to Kansas City to have lunch with my parents on Mother's Day and then fly back. It worked out just fine heading east with a tailwind but on return against the wind, we arrived in the vicinity of our planned western Kansas refueling stop over a solid cloud deck. I say "in the vicinity" because this was back in the days of pretty basic navigation equipment. If you're old enough to remember the ancient Narco Omnigator radio, where you had to turn a crank and listen for a tone to match frequencies, you will understand. As a result, knowing where we

were was a bit of a guess. I looked at the sectional chart and announced the height of the tallest tower in the general area. Keith pointed the nose down through the clouds with an agreement we'd descend no lower than 500 feet above that tower. Neither of us was instrument rated and both new to flying, so this was just great adventure. Luck intervened, as we were rewarded with good visibility below the cloud deck and a large highway that we used to find a water tower with a town's name on it. We survived but not because of any good judgment on our part.

Later that year, I was on an aero club trip from Colorado Springs to Nellis Air Force Base in Las Vegas. Four of us in the Cessna 172 traded seats on each leg of the trip so we all got some pilot time. As an aside, this was in one of the late 1960s Cessna 172s, which had all of 145 horsepower from its Continental engine. None of us had ever flown anywhere in that airplane but Colorado, so the performance we experienced in it was all we ever knew. Although we studied density altitude, we didn't have any concept of it because we had nothing for comparison. Meager climb performance was our normal operation and it just took long time to reach 12,500 feet. We arrived at the Grand Canyon airport for our second fuel stop after a prior one in Farmington, NM, and departed for Nellis with me in one of the back seats as the sun set. It got dark as we crossed the Grand Canyon headed toward our destination. At some point the guy flying said he'd never landed at night before, something not at all unusual back then. A quick query around the cockpit revealed that I was the only one who had. I wish one of today's small cameras had been around to document how it is possible, but not easy, to get a back seater into the front seat of a 172, and vice versa, with adults in all four seats. We managed but it wasn't pretty!

Many years later I recall a trip with my wife, Marti, in our Grumman Tiger. I had misjudged my timing of morning coffee and the vibration of an airplane with the resulting need for a bathroom. We were heading back home to L.A. after visiting relatives in Pueblo, Colorado and had just crossed over Wolf Creek Pass westbound. The air was smooth, so I asked Marti to fly and unstrapped to turn myself 180 degrees, facing aft while kneeling on the pilot seat to get the



geometry right. A Pan Am barf bag (Marti was a stewardess with Pan Am at the time) was on the receiving end and did its job well. I had read of the unanticipated perils of tossing items out of an airplane, like the ashes of a cremated body, so I slowed to just above stall, slid the canopy open and tossed out the well-sealed bag. No surprises. But to this day I wonder what a rancher somewhere out there thought when he saw that burst Pan Am container and looked up, wondering how a high-flying airliner managed to drop that thing onto his ranch.

Next – skipping a notam, first glider emergency, an errant sea gull and ferry flying.

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

Great Aviation Money Saver

By Bill Marvel, the RV-14A guy

With the cost of flying always high and recently going higher, there is one very easy way to save a substantial amount of money in both sales tax and shipping costs.

I recently ordered a new aircraft battery from Aircraft Spruce. When I saw that shipping was going to be \$25, I wondered what else I could get that would make up the additional cost needed to meet their \$350 minimum for free shipping. Well, I always need oil and oil is heavy to ship. Two cases of Phillips 20W50 brought the tab up to \$355 or so and I placed the order. The shipping cost would have been \$82.

Both cases and the battery arrived today – zero shipping and zero sales tax and it took only two days from California to Grand Junction. I fly a lot and having a couple of cases for myself is just fine. But for those who have some hangar space available for storage and a few local pilot friends who would like to have plenty of oil available and save money in the process, free shipping and no sales tax is an opportunity that's worth pursuing.



It's CPA Holiday Shopping time!

The CPA Store



Pride! Be proud of your CPA membership. Now you can pick out and order a multitude of CPA branded items from the Lands' End

“Company Store”. If Lands' End carries it, you can have it embroidered with the Colorado Pilots Association's logo. It's simple!

Go to the CPA website and click on the merchandise window in the center of the homepage or go to business.landsend.com; browse the huge selection of clothing and accessories, promotional items, cases, bags, totes, travel accessories, and other items too numerous to mention. Follow the easy directions to check out and enjoy home delivery of quality, Colorado Pilot Association branded items. This is way too easy! If you have a problem, the Lands'End folks are very, very helpful. Give it a try.

(Who is Lands 'End? Lands 'End is a well known, 50+ year old American clothing retailer specializing in casual clothing, luggage & home furnishings).

Save \$: Sign up for notification of Lands' End specials at the CPA Store as a great way to save big \$ on L.E. quality merchandise. They

feature different sale items very frequently.
Make sure to take advantage of the frequent L.E. specials offering

Free shipping and/or free logo application.
Lands' End has an absolutely hassle free warranty.
There's a small logo application fee for the logos that's the right size for most applications—shirts, blouses, tees, ball caps, bags, and more.

Ladies take note. . . you now have a huge selection of women's clothing to adorn with the CPA logo. You no longer have to wear a man's shirt in order to show your CPA pride.

Shop Gifts! What a great place to get your aviation-related birthday and Holiday gifts!

Let's show everyone that we're proud Colorado aviators.
Please contact me if you have questions or comments. Bob Kinney twinklake1@aol.com 303-887-3328
Give the store a try right now! Check it out on the CPA homepage.



Fifty-five Years of Flight

GJ's Marvel earns ultimate wings: Wright Brothers award

By NATHAN DEAL

Nathan.Deal@gjsentinel.com

When he was a child, William “Bill” Marvel would look to the skies and marvel at every plane that flew over his head.

Later in life, he became so enamored with the prospect of flying his own planes that, shortly after he married his wife, Marti, the couple bought an airplane before they even bought a house.

Marvel, who lives in Grand Junction with Marti, has been taking to the skies for 55 years. On Saturday morning at the CAF Rocky Mountain Wing Museum near the Grand Junction Regional Airport, all those years in the sky were recognized by the Federal Aviation Administration (FAA).

Marvel joined an elite club of American pilots, becoming the 7,419th pilot ever to receive the FFA's Wright Brothers Master Pilot Award. The Wright Brothers Master Pilot Award is the FAA's most prestigious individual honor, recognizing pilots who have “exhibited exemplary aviation expertise, distinguished professionalism and steadfast commitment” as a pilot for at least 50 years.

“I’m just grateful to have had the opportunity to fly this long, for 55 years,” Marvel, 76, told The Daily Sentinel. “You have to have good health, you have to be able to maintain your physical abilities to fly the airplane and your mental abilities to keep up with all the technology that’s involved and the terminology and the radar and the structure of aerospace, so it’s great that I’ve had the freedom to fly all these years in this country, which offers more freedom to fly than any other on the planet. I’m grateful. I’m humbled



William Marvel, left, is presented with the Wright Brothers Master Pilot Award by Richard Jeffs of the Federal Aviation Administration at the Commemorative Air Force's Rocky Mountain Wing Museum at Grand Junction Regional Airport.

“I’ve had the freedom to fly all these years in this country, which offers more freedom to fly than any other on the planet.”

and I’m very happy that I could live this long and get to experience this.”

Marvel didn’t come from a family of aviation enthusiasts. His father served as a radio operator on Boeing B-17 Flying Fortresses in World War II, so Marvel also compelled to join the military, enlisting in the Air Force to capitalize on a love of flying that he said had been present since the day he was born.

Unfortunately, Marvel’s vision wasn’t good enough to qualify for the Air Force Academy’s pilot training, a development that he calls his life’s greatest disappointment. He served instead as a spacecraft systems engineer in the Air Force.

While he was in school, however, he met Marti, who was attending the University of Colorado-Boulder and would eventually become a flight attendant for Pan Am. One of their first

dates was flying together, establishing their shared love of being in the air almost immediately.

After Marvel left the Air Force, he moved to southern California, where he worked on satellite systems before he realized the opportunities real estate investing could provide. On the advice of some friends who worked in real estate, he began renovating and flipping properties, raising enough money to eventually begin buying personal aircraft.

“I like the personal freedom of (flying),” Marvel said. “I like the terminology. I like the structure of the aerospace system. I like the procedures of it and the regimentation of it, and I guess part of that is being a former Air Force officer. I like everything about it. It’s an entire business unto its own, very different from everything else. It’s the whole



Photos by BARTON GLASSER/The Daily Sentinel

William Marvel and his wife, Marti stand with their airplane Saturday at Grand Junction Regional Airport. Bill and Marti bought their first airplane before they bought their first house.

package deal for me. I actually like working on airplanes, too. I like maintaining them, troubleshooting problems. As an engineer, that’s fun to me: finding a problem, trying to figure out what caused it and then fixing it.”

The Marvels have owned eight planes over the course of the past five decades. Their latest is an RV-14A, a two-seat

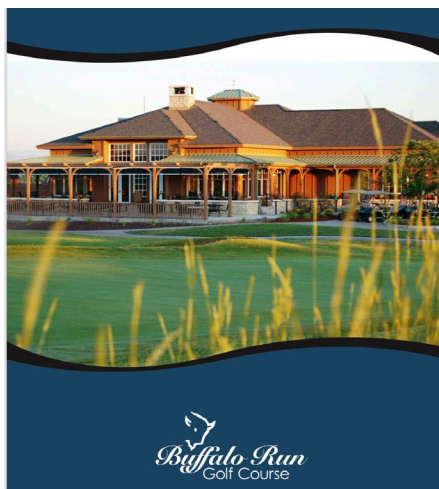
plane that William and Marti built themselves from a Van’s Aircraft kit. Marvel said he loves the plane and Van’s Aircraft planes in general because they’re fast, efficient and cost-effective.

The next time a resident of the Grand Valley looks to the sky and sees such a plane soaring through the sky, there’s a good chance that it’s

the Marvels going for a joyride to celebrate William’s award.

“This is what I like to fly,” Marvel said. “Now, if I had my choice, I’d be flying a supersonic fighter jet, but that didn’t happen, so I’m happy to have a propeller-driven plane that we can afford to fly and we can go anywhere in the country that we want to go.”

Headline! Holiday Cheer Returning to CPA



It's been three loooong years since your Colorado Pilots Association held its last Holiday dinner party. It's time to renew the tradition; put the pandemic years in our rear view mirror; and look to the future. Plan to attend our 2022 Holiday extravaganza. We're returning to a venue that we've not been to in a decade but is welcoming us with open arms. The Bison Grill at Buffalo Run Golf Course offers a cozy atmosphere that lends itself well to visiting with friends that maybe you haven't seen in awhile. We're limited on numbers so register early.

2022 CPA Holiday Dinner

When: Sunday, December 4, 2022
 Where: Bison Grill @ Buffalo Run Golf Course
 15700 East 112th Ave.
 Commerce City, CO 80022
 Time: 4:30 p.m. Cash Bar
 6:00 p.m. Dinner
 Cost: \$58 per person



Please fill out & return the section below to:
 Bob Kinney, 8401 I-76 Service Road, Henderson, CO 80640
 Include your check made out to CPA.

Registration deadline: November 23, 2022

Registration:

Name: _____ Guest: _____

Phone# _____

Number attending: ____ x \$58 = \$ _____

Menu: Mark your selection(s) with an X

NY Strip Steak	_____
Shrimp & Scallop Skewers	_____
Stuffed Chicken Cordon Bleu	_____
Vegetarian	_____



*Laura Konersman*

A Sea Fury prepares for departure at Metro

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