

CPA FLIGHT LINES



Daniel Melia



Unusual Attitudes

By Marty Brophy, CPA President

Quick Quiz (answer at the end): In the normal U.S. calendar, how many months have 28 days?

And on that theme, from The New York Times, A Quick Puzzle to Test Your Problem Solving:

A short game sheds light on government policy, corporate America, and why no one likes to be wrong.

<https://www.nytimes.com/interactive/2015/07/03/upshot/a-quick-puzzle-to-test-your-problem-solving.html>



No, I have not gone off the rails, at least no more than usual! Both exercises relate to a problem only too often seen in reports on aviation accidents of all sorts. If you read Aviation Safety or other sources of safety information and NTSB accident reporting you will have seen this mentioned, and I bet almost all of us can recall incidents of personal experience of it while flying. The issue is Confirmation Bias, sometimes called Expectation Bias, where you see or hear what you expect to see or hear even if it is not there. You're always directed to land on runway 12L, so you don't hear 12R one day. You always put the gear down, so miss that it is not down until the last minute or bend some metal. Flaps are always set one way going into short final, so you see that when they're not (this example came from our last zoom seminar speaker). The list of possible examples is endless! One way to avoid this in some cases is to always check that your understanding correctly predicts wrong answers, not just that it is consistent with right ones. And to react to anything that feels wrong because it probably is! Fly safely!

With the important work of choosing a cover photo done, we will be compiling the 2021 roster early next month. Please remember to go online to the members' side of the web page and check that your information is correct and (as mentioned in this page last month) that your privacy settings are where you want them to be. I have collaborated with James Hays, president of the KFNL Pilots Association, to create the first in what I hope will be a collection of documents sharing local knowledge about airports across the state. It is called "Colorado Pilotage: KFNL" and will be in this month's Flightlines. It presents information not always easily available like local landmarks you might hear mentioned in the pattern and where to get a good \$100 hamburger nearby. To pilots like me who most often follow the GPS magenta line, having information about how to easily locate an airport without a magenta line to it and how to understand local pilots who reference "the stockyards" or "the dairy farm" or whatever can be useful. I will create a template for doing this in consistent way and put it on the website soon, along with instructions for getting nice pictures from Google Earth into the document. If you haven't experienced that application, go to <https://www.google.com/earth/> and type in your home address! We live in wondrous times!

The CPA exists for its members and is run by volunteer members. We are always looking for members to help! If you would like to get involved in the organization, contact me at president@coloradopilots.org and tell me what you might like to do, and we can discuss.

Summer is unofficially here, though our blue skies have not always been! We need the water, but not on the day you wanted to fly! Enjoy it while we can and watch those afternoon thunderstorms!

Answer to Quick Quiz: all 12 months have 28 days, even in a leap year!

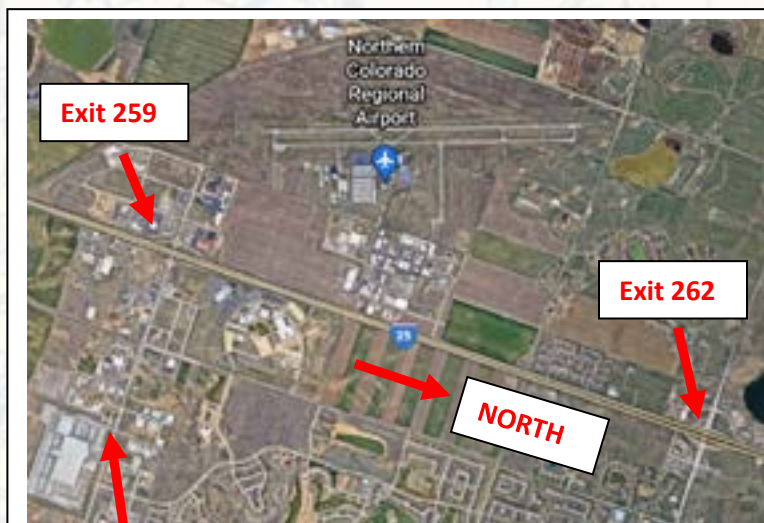


Colorado Pilotage: KFNL (Northern Colorado Regional Airport)

By Marty Brophy and James Hays, June 2021

1. Airport Location

Between exit 259 Crossroads Blvd. and exit 262 Hwy 392 on Interstate 25 northbound. Between the interstate and Boyd Lake. Pictures from Google Earth.



A good landmark to the southeast of the field is made by the twin water towers at a Walmart Distribution center, sometimes referred to as the Walmart towers. Picture from Google Earth



2. Runways



All distances are careful estimates.

Runway 6/24 is mostly used as a taxiway except on rare days with high East/West winds. It has no PAPI, no lights, and very few markings. Taxiway A does cross this runway, so make sure all clearances to cross while taxiing are read back to ground control.

The threshold of runway 33 is 31 feet higher than that of runway 15. Taxiing to 15 can get faster than desired if you are not careful. Runway 33 is the preferred runway in low wind conditions of 6 knots or less.

KFNL is currently utilizing a temporary control tower while the Remote Tower is being certified. The 2020 Pandemic has prevented FAA testing and evaluation which has delayed the utilization of the remote tower. The temporary control tower does not offer radar services, so accurate and complete position reports are imperative to creating a safe environment. The tower is operation from 0800 – 1800 local time.

- Ground Frequency: 121.65
- Tower: 118.4
- Clearance Delivery: 121.65
- Clearance Deliver (when tower closed): 120.25
- CTAF: 118.4
- ATIS: 135.075



KFNL hosts numerous large flying schools. Much of the student training occurs north of the airfield and east towards Greeley. Monitor 123.30 for traffic information while transitioning these areas.

Due to the large volume of training and transient traffic, air traffic control will utilize both right and left traffic patterns. Most of the touch and go traffic will utilize left patterns for 33 and right patterns for 15, keeping most of the touch and go traffic on the west side of the airfield over Boyd Lake. When the tower is closed, traffic reverts back to left-hand patterns for both runway 15 and 33.

3. FBO and Services

Fort Collins – Loveland Jet Center. Open 24 hrs. 970-667-2574

Aviation Spectrum Resources, Inc. (ASRI): 130.575, see <https://www.asri.aero/>

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- [Avionics Specialists LLC](#)

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- [Professional Aircraft Services](#)

4. \$100 Hamburger Information

While there are no on-site restaurants or restaurants within walking distance, the Jet Center does allow access to their 4 courtesy cars which can take you to the numerous northern Colorado culinary delights.

There are a few small restaurants at I25 exit 262, but better ones are at exit 259 south of the airport, including Nordy's barbecue, considered by many to have the best barbecue in northern Colorado.

5. Local Knowledge

Most of the time, you can expect to use runway 33 in the morning and switch to 15 in the afternoon as the wind turns around. With the large volume of traffic, air traffic control will often preemptively switch to the expected preferred runway in times of low traffic. So, while the winds may slightly favor using a certain runway, pay close attention to ATIS and current traffic flows.



The KFNL Pilots Association is a good source for information, safety pilots, etc. See more at <https://www.fnlpilots.org/>. They also hold several evening educational meetings most months and provide a fuel discount for local pilots.

Flying left downwind for runway 33, the eastern shore of Boyd Lake is a good marker for a normal distance from the runway for most small planes.

Generally, you will want to turn left or right base for runway 15 before you get to a large body of water north of the airport, traffic permitting. The high-speed taxiway (A3) for 15 is quite far from the threshold, some pilots intentionally land long to get there quicker.



2021 Fly-in Season: Short on Destinations—Long on Excitement!

The pandemic is dying a slow death which promises the resurrection of CPA's fly-ins for late this flying season. Warm up with a two day visit to one of the most beautiful areas of New Mexico—Angel Fire. This August 14 - 15 visit includes post-lunch hiking, ziplining, and walking the town to enjoy the cool mountain environment. Saturday night happy hour will be following by a great dinner at the Angel Fire Resort Country Club. Sunday's flight home enjoy the splendid scenery in this part of New Mexico.

September 10-12 set your GPS for a direct route to KCOD for the easy 327nm flight from the Denver area. Visits to the Heart Mountain Interpretive Center/Museum and the Buffalo Bill Center of the West are on tap for this trip. The later is home to five of the finest museums in America. Individual cabins for each guest mark one of the highlights for this visit to Cody, Wyoming. Things could get rowdy during our two CPA happy hours but then, the old west was noted for that. Saturday's dinner will be at Buffalo Bill's Irma Hotel/Restaurant/Saloon in downtown Cody. Note: The local EAA chapter has offered to cook breakfast for us Saturday morning followed by a "look see" into some of their hangars. Interesting. . .very interesting. . .wonder what they have hidden behind those hangar doors? Sunday's departure and flight home will follow breakfast. Once again, enjoy the scenery.



Finally, October 1 - 3 we'll be flying to Truth or Consequences airport where we'll be met by a private tour bus and driven to Spaceport America for a private tour. Returning to the airport after our four hour tour, we'll again mount our trusty steeds for the 50 mile flight to Socorro, New Mexico where we'll enjoy a tour of the Trinity Site on the White Sands Missile Range. We'll stand on ground zero of America's first nuclear test. This site is only open two days of the year. The Jackson Ranch Steak House is the venue for our post-CPA happy hour Saturday evening. Don't miss this opportunity to fly both backward in time and forward into the future. Note: Due to tour bus limitations there is availability for only 26 attendees for this fly-in. At the time of this writing, those 26 seats have been spoken for, however, our fly-in host, Bill Marvel, is encouraging you to register anyway in case there are cancellations.



Thanks to veteran fly-in hosts Jan McKenzie, Bill Marvel, and Bob Kinney for stepping up during these challenging Covid times to, once again, show us their hosting skills. You will not be disappointed by any of these three events. We'd love to meet new fly-in guests and of course, love to get caught up with our old flying buddies.



Go to the CPA website right now to read all about these fly-ins and to register. Visit www.coloradopilots.org and click on "Fly-in Events" in the top banner or further down the page under "2021 Fly-in Events". If you have any questions please contact Bob Kinney at flyins@coloradopilots.org or call his cell phone: 303-887-3328.

Visit the website often. We'll be posting the date and location of our 2022 fly-in planning session later this year. For those not in the know, instead of a mere three fly-ins, like 2021, we usually have 8 - 10 events spread throughout the flying season. These often run from May through October with a wide array of destinations both near and far. If you need reasons to fly, we'll give you some.



The Danger of Distractions!

By Bill Marvel, the RV-14A guy

My guess is that anyone reading just that title alone can think of his own personal experiences with distractions. While this article involves aviation, the same problem can occur while driving, setting up a tent, working on a roof – you name it. The only differences have to do with the severity of the outcome.

A few years ago, the term “multitasking” came into vogue. People prided themselves in doing two or more things at the same time, like pouring a cup of coffee while placing toast in the toaster and reading the newspaper on the kitchen counter. All great stuff, I guess, as long as it involves trivia. But sometimes it doesn’t and there are literally millions of examples.

Personally, decades ago I once approached an A&P mechanic who was changing the oil on my Grumman Tiger, well before I learned how to do that type of work myself. It wasn’t my intent to cause any harm in talking with him but then I saw him bolt the oil screen housing back onto the engine while the screen itself was still sitting on his bench. Did his divided attention cause this? Most likely, since that is a very basic and simple task but less so when talking to someone and thinking about what you are saying and hearing in the conversation. I learned a lesson from that experience.

Years later, at the same airport, I witnessed a rental Piper Archer load up with 4 excited people who were all busy talking with each other, laughing and ready to have a good time. It came to an abrupt halt when the pilot advanced power so much to taxi that it turned heads from 100 yards away. All three aircraft tie downs were still firmly attached to terra firma.

Am I exempt from distractions? Hardly! I once got into my airplane after talking with several people, strapped in and did a quick control check before starting the engine. The internal control lock had been properly removed but the external rudder lock was still firmly in place. There are other situations that have come up but I’m taking the fifth to limit personal embarrassment! Plus, I am 100% certain there are many of you who have similar stories if you were only willing to write about them!

I have a strict rule when I am working on any aircraft. That rule is no radios, no TVs and no visitors. I have tools in my hand, components disassembled and parts laying on benches. Fuel and oil lines may be open, wiring disconnected and control linkages unfastened. The only thing I want to be paying attention to is what I am doing on the airplane. If a visitor comes in, fine. I stop work and chat. When he leaves, I continue. About the only exception is when I am specifically teaching someone about what we are doing.

But this article concerns a recent distraction I had in our RV-14A while leaving Salt Lake City to fly back home to Grand Junction. Marti and I had flown there in the morning to spend the day with long time friends who had moved to Salt Lake from Los Angeles. We landed at South County, a very nice and secure G.A. airport just south of SLC International and under its final approach course. South County has no tower. On our arrival, a neatly uniformed ground crew came out to take a fuel order and offered to tie down my airplane, which I normally do myself. I thanked them for doing so and joked about the tie down straps they used, which appeared capable of holding down a 747 -- much overkill for my RV.

Lunch and a day of reminiscing followed and even in the late afternoon we were still chatting like a bunch of 9-year-olds when it was time for them to take us back to the airport. With us escorting them, all of us went to the airplane, which they were not allowed to do when we arrived. So we did the usual show and tell about the airplane, answered all sorts of questions, took pictures, did a quick preflight and bid them adieu. As had occurred in the morning, the cheerful ground team was there to remove their oversized tie downs and to help in any way we wanted. All was good so we started and taxied out for departure.

The wind had come up and was blowing right down the runway at maybe 25 knots. About the time the throttle reached the forward stop on the takeoff roll, the plane jumped into the air and was flying. We were under the class B airspace so I called approach to get a climb clearance through it but no luck. It was arrival rush time for all those Delta Airlines jets coming into Salt Lake and I was told to remain clear of the Class B. It was then eyes on the sky for airplanes and on the moving map for horizontal and vertical separation from Bravo airspace as we carefully climbed and turned to avoid layers of it.



At some point in the climb, still busy near the Class B and avoiding Delta jets, I saw something on my flight display I had never seen before and had never read about in any installation manual. Keep in mind that my wife and I had built the entire airplane and I personally installed every instrument, every wire, every pneumatic line and every electrical component in its fully IFR panel with three EFIS displays. Thus my first thought when I saw this annunciation was what had just failed that I had installed 4 years and 750 flight hours ago? The confusing annunciation said, “Check Pitot Heat.” I did check pitot heat and it was off, as was its annunciator. Furthermore, there wasn’t a cloud in the sky so the last thing I needed was pitot heat and I had never turned it on. What was this all about? I ignored that fleeting thought as it was still time to navigate and avoid descending airline traffic, so I focused on that job and continued flying. We eventually leveled at 13,500 feet, got tagged up with center radar and headed home to Colorado.

Knowing the winds aloft were out of the north as we flew south, the first thing I looked at after reaching cruise altitude and setting power was the digital display of both groundspeed and true airspeed. Ground speed was great as expected but the true airspeed showed just horizontal lines. Right next to it was the angle of attack display and it was blank as though it had no electrical power. Still puzzled at the “Check Pitot Heat” annunciation that continued to draw my attention, I wondered how all this could be related and what component had either failed internally or because of something I did or did not do when I installed all of the systems in the first place. I then gave my wife the two best aircraft troubleshooting tools known to man -- a note pad and a pencil -- and asked her to write down my observations as we continued toward home. I mentioned that annunciation I’d never seen before, no true airspeed and a blank angle of attack indicator. Then I looked at my indicated airspeed display, apparently for the first time the entire flight, only to see it sitting precisely on zero. A glance at her display showed the same thing. She wrote all this down as I talked out loud to myself on the intercom, mentally going over the systems I had installed and how they were wired together. What did pitot heat have to do with all of these strange indications and who cared about pitot heat now anyway? The airplane was flying great but it looked like I was going to have some troubleshooting to do when we got it back in the hangar.

As I continued talking my way through the systems, I realized that a single component common to some of this was a box in the left wing with a long name, but abbreviated ADAHRS. This box shared much with all of the failed systems. It contained all sorts of internal electronics but also received inputs from the static ports, pitot tube and angle of attack sensor. And coincidentally, I had just completed a pitot/static check where the radio shop had to break into the system at this very box to do their testing. That had to be it! It wasn’t me but the radio shop and they must have forgotten to tighten something properly. At least I finally had a plausible explanation for some of this.

Plausible yes, but unfortunately incorrect. The stunning reality hit me a moment later when I spoke into the intercom again, still talking to myself. “But wait – the pitot hose that goes into that ADAHRS box has a tee in it that connects directly to my backup mini flight display and that is entirely independent of everything else in the instrument panel. A glance at the mini display also showed zero airspeed and in an instant, I knew what had happened. When the ground guys disconnected their tie downs, something I normally do myself, I did not have to. As a result, and still chatting with our friends, I never removed the pitot cover, which is adjacent to the left wing tie down, impossible to miss when I untie myself. Marti confirmed she had not removed it either. In our installation, the pitot tube also contains the angle of attack input and indicated airspeed is needed to calculate true airspeed. So a covered pitot explained the zero airspeed indications we saw in three displays, the dead angle of attack indicator and the horizontal lines in the true airspeed display. But what about that “Check Pitot Heat” annunciation that had triggered all this angst in the first place? I’d never seen it or even knew it was there, let alone what triggers it. Apparently, it turns on if the system sees zero airspeed and increasing altitude via a decrease in static pressure. What that would normally indicate is ice in the pitot system and thus an alert to turn on pitot heat. But in this case, it more accurately should have said, “Hey, Dummy, Remove Pitot Cover.”

Marti asked if there would be any problem landing with zero airspeed and no angle of attack information and I said no. I mainly use pitch and power for that, just as I had done climbing out of SLC busy looking for traffic and airspace boundaries without ever glancing at the airspeed indicator. Plus, at Grand Junction we had ATIS showing surface winds so I could cross check pitch and power with expected groundspeed to confirm all was



well. In thinking back, I don't normally look at airspeed on the takeoff roll until after the power is all the way in. In this case, the airplane was already starting to fly at that point so I apparently never looked it while rolling down the runway.

Sure enough, after landing we saw that the pitot cover was in place with about half of the streamer gone. Marti sewed on more material and we still use it. There were red marks on the bottom of the wing skin but they came off with a little bit of polishing compound. No damage had occurred.

Is there a moral to the story? Probably several. You can fill in that blank yourself. AND, you might use this as a memory jogger to write up something for Flight Lines that you did yourself. I know you have because we all do!



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Always FREE and Family-Friendly, your Grand County Historical Association Emily Warner Field Aviation Museum is open every Friday and Saturday June 4 through August 28, 2021 from 11AM to 2PM, EXCEPT Saturday, July 3 hours are 8 to 11AM in support of the EAA fly-in/pancake breakfast.

Also, at 9:30AM Saturday, July 3, 2021, the EAA and Av Museum will honor the late Mike Jolovich with inclusion in our Airport Hall of Fame.

Please spread the word and learn more about our Grand County aviation heritage at the historic Rocky Mountain Airways former airline terminal at 1023 CR 610 at Granby/Grand County Airport.

Interested in joining the all-volunteer Emily Warner Aviation Museum volunteer greeting team? Please let us know of your availability and interests.

Grand County Historical Association aviation museum team leaders, Penny and Bill Hamilton

www.GrandCountyHistory.org

We all look forward to seeing you soon.



Are you Social?

The CPA is looking for folks to help with their online presence in the social media space. The purpose of this role (or if done individually) is to help further the online presence of the Colorado Pilots Association and provide a path of communication of what is going on within the CPA itself. Right now we need help with all of the social media aspects, Facebook, Twitter, Instagram, LinkedIn and if you're a budding videographer, we'd love to get into the YouTube space a bit more.

These are volunteer positions helping to move aviation in Colorado forward.

So if you are savvy in one or more of these areas, please let us know at webmaster@coloradopilots.org and we'll be happy to chat with you.

Check the CPA Discussion & Classifieds forums for “Rides to Oshkosh” section under the Fly-ins area.

This can be found at https://coloradopilots.org/content.aspx?page_id=2154&club_id=612720&item_id=25787



Ask the CFI

by Tammy Raines

I fly an airplane with a carburetor engine. One CFI told me to put on carb heat when first setting up for a landing (before pulling the throttle back)but others have told me that is not necessary. Can you adjudicate? And if you should put it on, why?

While carb ice theoretically can form at any temperature and at humidity as low as 30 percent, the sweet spot for carb ice is between 50 and 70 degrees F, when the humidity is greater than 60 percent. If it's crazy hot outside (say, more than 102 degrees F), the carburetor generally won't be able to cool the airflow enough to reach the freezing point; if it's already well below freezing, ice crystals in the air will zip right through the carburetor without sticking to anything.

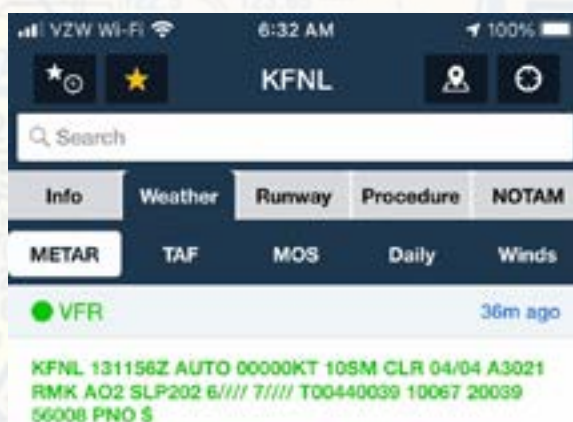
Carb ice is much more likely when power is reduced, which is why it's part of the landing checklist. This is largely because of the fact that at lower power settings the engine is running cooler, thus providing less ambient heat to the air passing through the system. Less complete fuel vaporization also plays a role in the increased risk of carb ice at low power.

If carb ice forms, what will you experience? The first symptom of carb ice is a reduction of power or a rough-running engine. In an airplane with a fixed-pitch propeller, the rpm will drop. In airplanes with a constant-speed propeller, you'll see a drop in manifold pressure with no reduction in rpm, as the system will adjust the pitch of the propeller to compensate for the dropping power.

The NTSB's safety alert on carb ice also pointed out that we pilots frequently don't use carb heat "according to the aircraft's approved procedures." So check your POH and know when the people who built your airplane think you should use carb heat. kk

QUESTION

I understand the part starting with T, but what is with all the /'s? And does A02 refer to automated Wx?



A02 is the type of automated station. A02 is an automated station with precipitation discriminator (rain/snow). You can find this in the AIM, page 965 Figure 7-1-8. The //// you see in this METAR means 'Not operationally significant or not measurable' These are a few examples of what it would read if operating properly.

60225 3- and 6-hour precipitation amount

70125 24-hour precipitation amount

Meaning 2.25 inches in the previous 6 hours.

Meaning 1.25 inches in the previous 24 hours.

PNO - precipitation amount not available

\$ - MAINTENANCE CHECK INDICATOR: Maintenance needed on the system.





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Aviation Stats From 2020:

By: Drew Chitiea, MCFI-E, DPE

Every Spring in March the Denver Flight Standards District Office (FSDO) conducts a supervisory meeting with the local Designated Pilot Examiners (DPE's). The 2021 meeting was conducted as a virtual Zoom event as the government was still in the throes of COVID mitigation. In the meeting DPE's were appraised of any procedural changes to the examination process, changes to Airman Certification Standards (ACS) and/or the remaining Practical Test Standards (PTS), airspace issues, and any other topic deemed relevant in the administration of flight exams.

Brian Richardson and Gina Moretto, the Safety Program Managers (SPM) are GREAT sources of safety information – and assets (handouts, pamphlets, videos/CDs, etc.) which can be given out to CFI's, flight schools and all Colorado & Wyoming pilots. Contact him at 303-342-1156 and have a conversation with a 'friendly fed' who is enthusiastic about aviation safety. But getting to the point, here are some of the safety issues and concerns which were addressed during the afore-mentioned meeting.

Not surprisingly, most accidents & incidents were FAR Part 91 (General Aviation) related. Again not surprisingly, over 50% were of pilot-induced errors, such as: Fuel exhaustion, landing with gear retracted, mismanagement of flight controls, and so forth. There is an old saying that landing gear up will, in time, be forgiven but running out of fuel stains the pilot's reputation for life. Many of these pilot error accidents were loss of control during landing – in 2020 that was 8 out of 9 events. Taking a lesson from these numbers means pilots MUST be trained, practiced and current in crosswind landings. Rudder use for maintaining directional control is paramount coupled with crosswind correction with ailerons. An old 'joke' states there are three secrets to making a good landing ... unfortunately no-one knows what they are. But as an instructor with over 5,000 hours dual given, I can safely say the key to a good landing is a good approach - airspeed and glide path- and the key to a good approach is good procedures, e.g. setting the plane up properly and ALWAYS being ready to initiate a go-around if the approach doesn't meet approval.

Nationwide problems are clearance deviations – both in IFR and VFR flight operations – and airspace violations. For the former issue the pilot must listen, hear, comprehend and comply with ATC instructions. Those good folks in the towers and centers are there to manage the flow of aircraft safely and smoothly ... in that order. Aircraft operations ultimately are the PIC's responsibility, if something ATC asks/tells you to do won't work, using the word “Unable” will be followed by “State your intentions”. ALWAYS have a plan, and a back-up plan, and even an escape plan in mind. For an example, tower says “Cessna 1234X make a short approach.” If you are not prepared for this or cannot in safety accommodate that request, you may say “Unable” then ask for an extended downwind (or ATC will tell you to do that exact maneuver).

Some local Colorado issues are entering Class D (towered) airspace without a clearance, transgressing airport hotspots (exiting a runway and blowing across an active taxiway), flying too low over 'congested' areas on the ground and low flying/altitude complaints around many airports. Keep in mind a 'congested' area is not just the yellow space depicted on sectionals; is there an official FAA definition for 'congested'? Nope. It will be defined at your hearing for violating FAR 91.119. Guess just who will define it then? The answer is: NOT YOU!

Concerning low flying, keep in mind there are 'airspace trolls' out there who know about flight tracking programs and guess what else? They are aided by the ADS-B displays which depict flight paths, altitudes and *gasp* N-numbers! These 'citizens' have nothing better to do than track and complain about aircraft doing what aircraft have to do. So do NOT give them cause to file complaints against you, for complaint must be addressed and responded to by those who must address and respond to such matters.

So, good people, that's about it for this year. This 'Chinese Virus' kerfuffle is gradually coming to an end and our country is returning to whatever passes for 'normal' these days. However, flying safely and legally – in that order – remains and that is every pilot's business.

Blue Skies & Tailwinds!

Drew Chitiea is a Master CFI – Emeritus and FAA Designated Pilot Examiner based at KCFO. He has logged flight time in over 220 different make & models of airplanes and is authorized to conduct all fixed-wing flight exams. He is also a published aviation author and may be reached at Drew@Coloradoskymaster.com



Flying with Fathers Day in mind

By Brian Garrett

The wait continues for my SlingTsi kit. The good news is the kit is currently on Romulus. No, really. Romulus - the cargo ship. It left Ireland a few weeks ago and has been making the trek across the Atlantic. I expect it to make a few stops along the eastern seaboard, cut through the Panama Canal to the LA area where my kit will be unloaded. Once that is done a cargo truck to my home here in Colorado should put the delivery sometime in (fingers crossed) July. Just in time for Oshkosh.

In an effort to keep my blog post going and in the spirit of Fathers Day in June, I'm sharing my journey into aviation and how it has kept me connected with my dad.

A few months ago AOPA was asking pilots to share their stories on what led them to flying and I thought I'd give it a go here. Most pilots that I have encountered found flying at a young age or even are a second or third generation pilot. While I am a second generation pilot, the initial spark wasn't necessarily family related, but certainly inspires me along.

Growing up I knew my dad was a pilot but never really thought much of it as I never actually had any recollection of him piloting a plane. We didn't hang out at the airports and it really wasn't ever discussed. In fact before I was born my dad was building an airplane in the very prototypical “home builders workshop”, which if you've ever been to the museum at Oshkosh they have a mock-up of what it might have looked like.

Having kids interfered with the dream to build and he never got much beyond some of the fiberglass forms needed to make the fuel tanks. We moved a few times, from Iowa to Colorado, to Nebraska and the back to Colorado. I remember the kit parts moving with us from home to home and with each move the parts seemed to be farther and farther apart. There still are some tools around such as Cleco pliers and rivets but everything else seems to have been displaced with the moves. Unfortunately my dad passed away in my late 20's at the age of 58 and he never got back to working on that kit.

As for myself, fast forward about a decade later after he passed to about 2007. I remember very specifically going out to dinner one evening with my wife's family and there was a Flying magazine sitting in the waiting area of the restaurant. As I was flipping through the magazine, I started thinking to myself - this would be fun to do. And that was it - the seed was planted.

Getting started really was about removing roadblocks out of the way from life. Picking up a Plane & Pilot and Flying magazines here and there I did notice that a lot of the failed starts had a lot to do with life events getting in the way. At the time, I was recently married, we were combining households and I had a basement to finish to improve the living situation at home. Flying became the carrot for getting motivated to finish our home basement. I got busy on the basement and spent the next year and a half finishing that project.

Initially my plans for flying were to fly only Light Sport Aircraft with the Sport Pilot license mainly to keep my costs as low as possible. And hey - the path to the Sport Pilots license was faster, and the planes less expensive to fly - right? I tend to absorb things a bit slower than some folks, and with a number of aircraft and instructor pauses, along with weather, the “20hrs to the license turned into many more than that... with of course the extra costs to go along with it.

Once I got my ticket, we purchased a share in our first airplane partnership. As my wife, Laurie and I flew more we both understood the importance of needing more... of well, everything. After a few years I worked on moving my Sport Pilot license up to a PPL, then the instrument rating after that landing most currently on my commercial rating. I started looking to longer-term goals. I'm reasonably comfortable in my career and knowing the airline life wasn't for me, but ah - instructing could be the path. This will be the next series of steps for my progression in aviation.

A few years ago as I was going through some of the remaining boxes of my dad's stuff and came across much of his aviation documentation - including his log book. The great thing about log books is it becomes a personal journal of events in ones life. My dad's first flight was on May 2nd, 1963 at KCID, or Cedar Rapids Iowa. In all told, he logged only 129 flights from the initial flight to the final flight on July 26, 1969. From his first flight it was a scant 13 flights later for his first solo in a Luscombe Silhouette Deluxe none the less. One of the other more notable flights that I noticed was a mere four days after I was born. Fortunately I was



too young at the time to notice the conversation that took place between my parents at the time, but I’m certainly it had to have been, how shall we call it... lively? In looking beyond that date this flight made sense as shortly after that there were flights from Cedar Rapids to Kansas where my grandparents lived, Minnesota to where my other grandparents lived and another stop in Cherokee Iowa where my mom’s sister and her family lived.

The fact my dad was able to use aviation to introduce me to the world in the late 60’s and, even with his passing, is able to share this experience through these logged journals resonates with me today.

With my dad’s log book I went through and entered all of the flights and airplanes into an electronic log book to analyze the data even better and in doing so, I found a new mission for my flying. I am slowly flying into each of the airports he has logged time into as a way to sort of retrace my steps and his. Additionally one of the other sparks of inspiration, I started checking on the availability of tail numbers and found one available. I have since then, registered the available tail number for my upcoming build which will bear it’s identifier. Normally this may be the end of the story. A few months ago an article caught my eye on Air Facts Journal which fit into the theme I had been mulling about for this article as well as the APOA outreach. I pulled up the article and started to read it (to read the actual article visit <https://airfactsjournal.com/2021/03/the-log-book-a-generational-connection/>). It’s a similar story, written by Keenan Gehman, of someone who falls in love with aviation at a young age and as an adult finally makes the journey.

What stopped me dead in my tracks while reading the article is the picture from his grandfathers logbook. My dad and his grandfather were at the same airport on the same day back in 1963. The odds of these two men being at the same airport and now I’m sitting here reading an article from his grandson just blew my mind. I immediately worked to reach out to Keenan and was successful. We’ve had a number of great exchanges via email.

In addition to our paths crossing this way, Keenan’s grandfathers flight instructor from back then actually is still alive and recalls his grandfather. The flight instructor doesn’t recall my dad’s flight instructor, who passed away a number of years ago.



Although my dad and I never really talked much about his flying (if ever) I like to think he never lost the passion for it, but gave it up for the time being for the family. Once I get the Sling done I’ll start checking the flights off into the airports and retrace his aviation journey with him in mind each time I venture out. It’s just my little way of keeping him alive for me.

Happy Fathers Day Dad...



My Co-pilot for Life

by: Frank Ladonne

When I was about 17 years old, a good friend of mine had gotten his pilot's license and took me flying. From that moment on, I knew this was something I wanted to do. Then, as they say, life intervened. I got married, we had a beautiful daughter that kept us (and our wallet) 120% occupied for the next 21 years. I never, however lost the dream. Finally, with Michelle in her senior year of college and having paid the last of the \$50,000 tuition payments, I was beginning to see the light at the end of the tunnel. I casually, over dinner one night, broached the subject of taking flying lessons. My innocent overture was met with a shriek of “ARE YOU CRAZY; YOU'RE GONNA DIE??? Well, as any of you who are married know, Rome wasn't built in a day. Over the next few months, like water dripping on a rock, I kept idly bringing flying into the conversation. Eventually, Jolene succumbed to the idea. I did my homework and decided to take lessons at the Stick and Rudder Flying Club, the oldest continuously operating flying club in the US. The club is peopled largely by a collection of older gentlemen (yes, even older than me) who variously “hanger fly”, enthrall others with tales of flying adventures past, criticize the flying of others, perhaps share a beverage or two while shooting the breeze and fly about 25 miles for breakfast on Sunday and then back again. I took my lessons from easily the crotchtiest of the denizens (but also a consummate airman and the club's Chief Pilot).

He peppered our lessons with unforgettable aphorisms like:

“The only time you can have too much fuel is if you're on fire.”

”You know why the birds sit on the taxiway centerline? Because they know you won't hit them.”

“Do you think we're too low?” (Me)”Uh, no.” “Then why do I feel like I'm picking branches out of my ass?”

And the frequent: “Okay, in spite of everything else that's happened during this lesson, let's at least see if we can make a good landing.”

I LOVED this guy, and still do.

Finally, on October 1, 2008, I took my checkride; the last step to becoming a pilot. Up until this point, neither Jolene nor I knew whether she would like flying at all but to her great credit and my everlasting gratitude, she put up with my dream, for no other reason than – it was my dream. I passed! As soon as the FAA examiner completed filling out the reams of paperwork, she suggested, “Now that you're a pilot, why don't you take your wife for a ride?”

Well, the two of us got in the Cessna 152 two-seat trainer plane; small enough that it was more like putting on a plane than getting in a plane. I got my clearance, lined up on the runway and took off. It was a few minutes of being busy before I could glance over and when I did, I saw the biggest smile I have ever seen. That smile, by the way, is repeated every single time we have taken off since. She LOVED it and still does. I was so happy that I wasn't destined to become one of the hanger rats – Jolene and I would see the world together – and boy, have we ever!

In 2010, we bought our own plane and shortly after named it Volare! Some of you older folks will remember the 1958 Domenico Modugno song. Well, for your further edification, Volare, in Italian means, “To Fly”. With the addition of the exclamation point for exuberance, the name reflects our love of flying and our Italian heritage all at the same time.



Jolene and I have gone on hundreds of flights and spent hundreds of hours together in the cockpit while covering many tens of thousands of miles together. Jolene has become the consummate co-pilot (like being a back seat driver but in three dimensions). Now that we’ve retired to Fort Collins, we have a whole new area of the country to explore.

My instructor also used to say, “Any flight that you go on where you haven’t learned something, you weren’t paying attention.”

So, what did I learn from all of our time together in the cockpit?

The lesson I learned was, don’t ever take for granted the single element that has given all of my flying so much fun and enjoyment and never fails to keep me smiling. What I learned is, don’t take your copilot (in flying and in life) for granted.



Webmaster Brian Garrett just added a new section under the Fly-In Events tab on the web site. It is called Fly-Ins of Years Past and lists every trip CPA has taken (or scheduled) all the way back through 2005. The number of locations is surprising and they go all the way from California to Missouri and from Texas, Arizona and New Mexico to Idaho and Montana. This should be of interest to new members to see the scope of our activities and also to those who are planning future events. Some locations we have visited several times and others only once. And there are still many places we have never gone!





John Holt

Tanker 107 taxiing out for a mission from KBJC

Erie Airport Closed

Runway closure Striping/Runway Maintenance project beginning June 8th @ 8am.

The project is scheduled for 2 weeks beginning June 8. The contractor technically has the entire two weeks that they can close the runway. However the goal is to have enough of the work done by this Friday, June 11 to open the runway for the weekend with non-standard markings. Then finish the balance of the runway Monday-Wednesday the following week. Best case scenario would be that runway is closed for only 5-7 days total and open for the weekend (June 12 and 13). No guarantees.

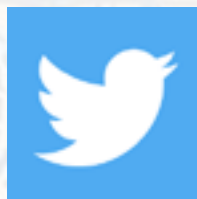
Project Details:

Re-striping entire runway and taxiway. This will include a runway number change from 15/33 to 16/34.

Replacing the corresponding runway signs. Removal/Replacement of all existing concrete joint sealant.

For additional information call Vector Air 303-664-0633

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