

CPA FLIGHT LINES

September 2023



A Schweizer SGS-2-32 itching to soar at Boulder airport. One of only 87 made, these were state of the art in 1962, and still going strong. Glide ratio of 35-1.

President's Corner

by Adrian Nye, CPA President



I have recovered enough from my March accident to resume my work as President. Not enough to get my medical back yet, but one step at a time. Thanks to all the members who have reached out to help in various ways during my recovery. It meant a lot to me!

I'm excited to announce that David Ladd is our new head of the Airspace committee. David flies a Cessna 421 out of Centennial airport. He is a longstanding member who has organized several excellent fly-ins in years past. I welcome David to the board and look forward to seeing what he will accomplish in the new role.

David takes over from Walt Bell. I'd like to thank Walt for his many years of service to CPA as a former President and longtime Airspace committee chairman. We look forward to seeing him in the Wednesday lunch bunch and he remains active in his duties on the board at Spaceport KCFO.

I'm also proud to announce that CPA has qualified for a \$9900 grant from Colorado Department of Transportation to support our mountain flying education program. This money and our matching \$1100 will be spent on technology to support this program. Mountain Flying chair Bill Standerfer deserves all the credit for applying for this grant and putting the funds to good use.

Finally, we are still on the lookout for a new newsletter editor. I am editing this issue, so please free me up to better serve you in other ways! To give you an idea of what the job entails, the editor receives submissions from members via email and places them into the Microsoft Word or Mac Pages template. You do not need to write anything yourself unless you want to, but it's good if you read the submissions and fix any obvious mistakes. Some articles will require photos to be inserted, paragraph breaks fixed, or the like. You need your own computer or laptop with Word if the computer runs Windows. Pages comes with the Mac. This is a volunteer position with a small monthly stipend, and great opportunity to serve this organization and your fellow aviators. If you are interested in the role or know a good candidate please email president@coloradopilots.org.

And by the way, submissions

Blue skies and tailwinds.

Adrian



New Community Relations Committee

by Adrian Nye, CPA President

It's no secret that small airports in busy metro areas such as Denver have been under increasing pressure due to more housing being built nearby. The neighborhood groups are getting more organized and more sophisticated in their tactics. They are hiring consultants and lawyers, and raising money for lawsuits. The complaints are mostly about noise, but lately they have realized they can also use the leaded fuel angle to further increase pressure.

For an idea of how serious this is, Boulder airport turned down both FAA and state grants for 2023 for much-needed airport improvements. Some on Boulder city council plan to close the airport and use the land for "affordable" housing (in a town where \$1 mil is considered affordable, but I digress). Refusing grants is the first step toward closing an airport because accepting a grant includes an agreement to keep the airport open for many years. The opponents also think that once an airport deteriorates, no one will care when it closes.

Pilots are fortunate that it's difficult to close an airport or even force operating restrictions due to FAA regulations. Once the FAA financially supports an airport, they won't let it close without a battle and a long wait. In Boulder's case, the FAA even funded the purchase of about 1/3 of the land, which should add an additional hurdle resisting closing it. But politicians still could make it happen. Boulder is one of the few active soaring bases in Colorado and has proven important for disaster relief in the past, so this would be a shame.

Opponents have also realized that an airport can be forced to stop selling 100LL, which is a pretty serious blow. We need to do what we can to minimize impacts and to explain to the public what is being done to address their concerns about Lead. There is little we can do to convince the dedicated airport haters and loudest complainers, but they are the minority. We need to focus on educating and convincing the average neighbor. CPA has already begun adding this kind of information to our web site.

People think pilots are still using leaded fuel because they don't care. In actual fact most pilots would prefer to have an unleaded fuel because it would remove the lead fouling issue and lower maintenance costs (assuming it is affordable). It would make possible the closed-loop mixture control systems that have made automobile engines so reliable that they rarely need new spark plugs anymore. We haven't had a universal unleaded fuel for aircraft because it's technically challenging to make a fuel that won't knock in high compression and turbocharged engines. Now that such a fuel has been developed, it's a long and expensive process to get it in production and distributed. Since avgas is only 1/2 of one percent of auto fuel, it's hard to interest companies. Federal, state and local government support could help this happen faster. The pace of that transition is not something pilots control, but we can get the word out that it is in the process of happening and who controls that pace.

At its August 2023 meeting the CPA board decided to create a new Community Relations committee to address those areas of friction between airports and their surrounding communities, but also to stress the positive impacts of small airports.

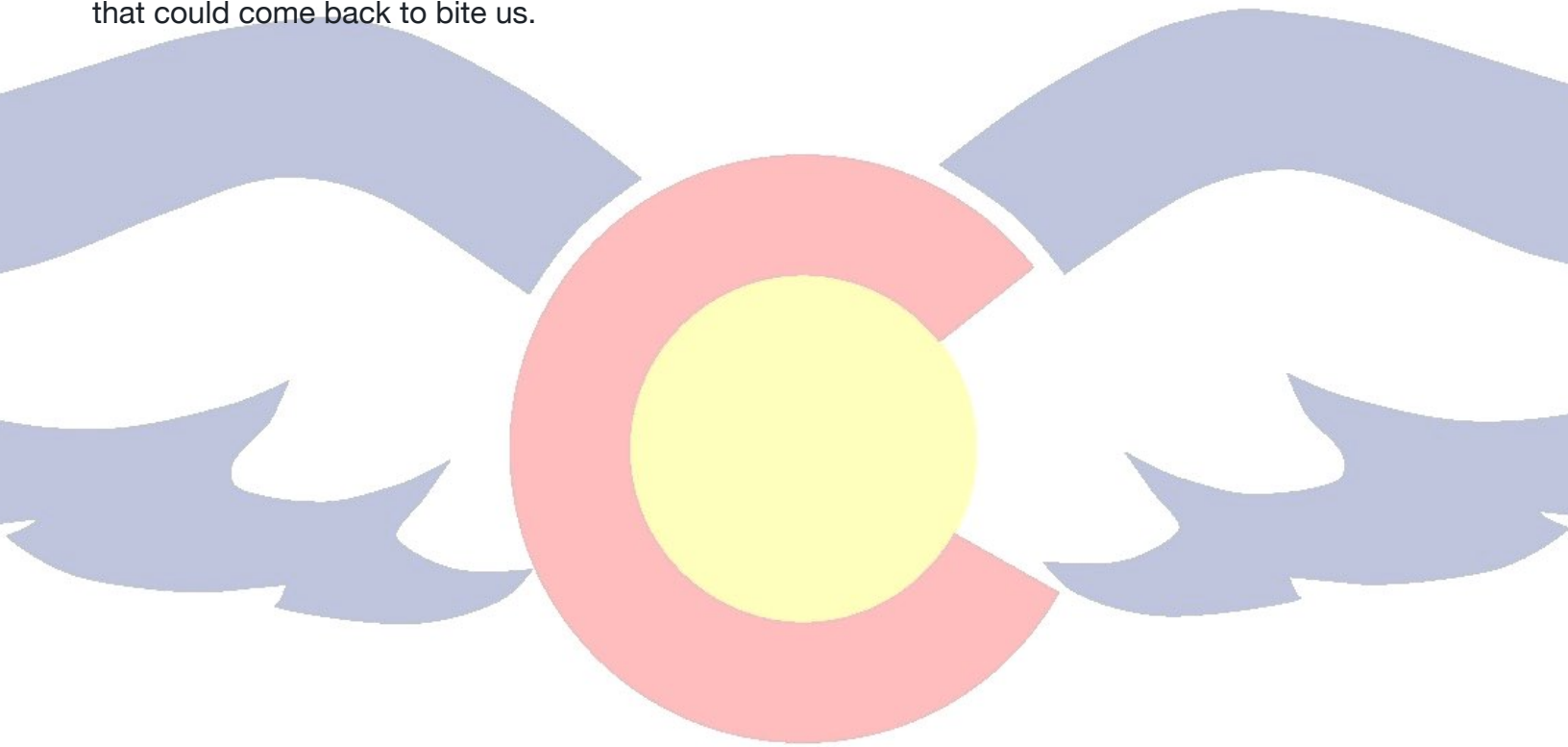
We would like to develop some materials to help dispel some of the misinformation that is fueling anger at airports. Neighbors don't understand why pilots fly where they do, or why leaded fuel is still in use. By explaining these things and the obstacles to change I believe we can do a little to turn



down the heat and pressure on metro area airports that were once in the middle of nowhere but are increasingly surrounded by houses.

We would also like to create a set of talking points and handouts for members that attend noise roundtable meetings or neighborhood meetings where the noise and lead issues are discussed. These meetings can be contentious and it's of the utmost importance that pilots present a cool, rational approach and don't take the bait when attacked. Pilots and airports are taking steps on these issues, and we need to publicize these steps.

There are cases where pilots could do more or behave better and this committee will also pass the word to the pilot community when this is the case. For example there have recently been reports of training flights doing touch-and-gos at KBJC metro airport at 2 to 4 am when the tower is closed. During summer many neighbors have their windows open so this wakens and irritates a large number of people. Night flights also count 10x in noise agreements. We believe its better for the pilot community to self-police to discourage such behavior instead of letting community anger build that could come back to bite us.



The Battery Buss Gotcha!

By Bill Marvel, the RV-14A guy

At a recent CPA fly-in, departure day arrived to see all of the attending aircraft take flight and head for the home 'drome. Except one.

Master switch on yielded no master relay click, no annunciator lights and no hope as the battery was flat out exhausted.

The first question asked was, "did you leave the master switch on?" After all, most of us have done that, only to find the same situation: our battery dead. The answer was predictable: no. But then again, with the excitement of arriving and seeing all the other aircraft, was that step in the shutdown checklist missed? And then during engine start, would muscle memory simply flip the master switch into the "on" position without recognizing it was already on? Welllllll, maybe? But not in this case.

Further review of the situation revealed something previously unknown to the aircraft owner. Inside the baggage compartment is a small rocker switch. It is there to turn on a convenience light to aid in loading and unloading after dark. And of course, it is also there to turn that light off when no longer needed. Even though we all arrived in broad daylight, somehow the unloading process managed to trip that little switch, thus powering the baggage light for the whole weekend. That is, until the battery was totally drained of every electron. And there it sat, waiting to be discovered and recharged.

Enter the battery buss, sometimes also called the hot buss. Regardless of name, this is a source of electrical convenience power for a specific, narrow purpose. In the example above, it is to power the baggage compartment light. In some larger aircraft it powers all of the interior lights to aid entry and exit in the dark without having the master switch on. And sometimes the battery buss powers a clearance delivery switch, which in turn activates one com radio for getting an ATC clearance prior to engine start. In all cases, these battery buss powered items are for convenience while saving limited battery power. And they all operate directly off the battery without the need for turning on the master switch. Hence the name battery buss. Convenient, yes. But they can be left on inadvertently and kill the battery just as effectively as leaving the master switch on.

Once figured out this cost an extra 100 bucks to have the jet operator FBO bring out a start cart to help get the engine started. All ended well as the aircraft safely returned home and something new was learned.

What's the takeaway? If you have a battery buss, and many aircraft do (I have built three and installed one in each of them), know what is powered by it! Then be sure all those items are off before heading away from the aircraft. Failing to do so will result in a delay and maybe some extra cost to get started. But in a remote location or at an airport with few if any facilities, it can rapidly become a major headache to create a Plan B.



Escape from Thermopolis – COMPLETE!

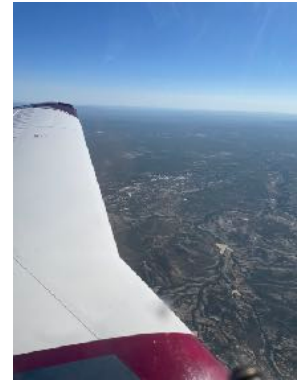
by Dean Lyle

What a trip! Everyone successfully escaped the towns or cities and arrived safely into Thermopolis, Wyoming! Some folks came early with zero weather woes and some of us came in the day of, dodged a few clouds, fought vicious headwinds and some rough air along the Front Range. However, that gave way to a beautiful morning and a brief sprinkle of rain to make for an amazingly fun day.



We arrived and off-loaded luggage into the getaway ground cars and struck out — like all sane people — directly for the Whiskey Distillery. What a great tour! We had hours of information and explanations about all the science, agriculture, marketing, regulations and packaging that goes into making a bottle of whiskey. It was amazing. The group asked a ton of questions and got thoughtful answers that generated more interest and discussions. After the tour, the logical next stop, the tasting room! There we got to sample the different batches and products. So interesting to see the behind the scenes then taste the end product.

We adjourned from the tasting to find a nice late lunch and a short rest. Then we convened for the required CPA Fly-in Happy Hour! It was an outside affair (since we were escapees) that overlooked the river and butte. The temps were nice and cool



and the winds were up so the bugs weren't a challenge. The conversations were warm and friendly as we shared the day's adventures. Some of the group had gone to see some of the fossils and found those displays and the museum were really well put together and informative.

After happy hour — since we had labored so hard during the day, it was time to head for dinner at the One Eyed Buffalo. This group can sure enjoy a meal together. Everyone was laughing and smiling while we shared a phenomenal meal. Not fancy in any way shape or form, but, just good cookin!





The next morning, we made a few runs to the airport to accommodate the different desired departure times. Nate the airport manager was there again – ready to lend a hand, help out and ensure all was good. Such amazing service and appreciation for general aviation.

It seemed like time flew by as we gathered the next morning to say see you later to Thermopolis – and it's see you later – because everyone will be ready to go back again!



55 Years of Flying Adventures... And Still Counting

(Part 4 of 11)

By Bill Marvel, the RV-14A guy

One day Denny called me to see if I could get a 602P Aerostar in Alabama and take it to Bangor for tanking so he could continue on to France. Turns out the actual date of the flight was my birthday, so it was a great present. As usual, I'd never flown one of these before. He said I was lucky this time because it was at an airport where the most experienced Aerostar guys in the country were, and I could go up with one of them for a quick checkout. Well, it was definitely quick because the overcast above the small, country airport was at about 700 feet, so I managed three touch and goes and called it good. I studied everything that night and the next day, my birthday, headed out. My fourth landing was at Johnstown, PA for fuel. I left there in great weather but it wasn't that nice in Bangor. The fifth and final one was at night out of an ILS in 300 overcast and $\frac{3}{4}$ mile. I admit to flying the approach with the coupled autopilot engaged. Why not?



It was beautiful in Johnstown, PA for my fourth landing in the airplane. Not so nice for the fifth.

This was a lot of incredible flying for me and financially lucrative for Denny because I did not want any money for it at all. As long as he paid my out-of-pocket expenses, I was fine. I loved the flying and just being able to do it was payment enough. When we moved an airplane that required two pilots, or if insurance or the customer required it, he was able to keep the second pilot fee. Additionally, I used inexpensive airline passes from my wife's flight attendant job to do most of my repositioning, which also reduced his cost. It was against airline policy for an employee or anyone else to travel for any non-airline business purpose while enjoying a free or 90% discounted ticket. But because I was receiving no payment, that travel was fine with Pan Am and later Delta, which Marti joined when Pan Am folded. In effect, it was just one great hobby for me and hence this was the proverbial win-win for both Denny and me. And Marti went along with it but I'm certain she had reservations because it wasn't a no risk activity.

In fairness, I should mention that we owned apartment buildings at the time and running and maintaining them was my full-time business. It was boom time in Southern California and I had long periods of few time-consuming vacancies, so that is how I was able to find the time to do this.

I ferried two jets with Denny, the only ones I've ever flown, and he put me in the left seat and signed my pilot logs off for dual instruction both times. The first was a Citation II from Bonn, Germany back to Palwaukee, IL, now known as Chicago Executive. The second was a Citation I out of



Johannesburg, South Africa to an airport northeast of Atlanta. Neither had ferry tanks so numerous fuel stops were required. I had never started a jet engine before, so I stayed up all night studying the Citation II POH on the Lufthansa flight from L.A. to Frankfurt, Germany while Denny slept. We arrived in the morning, had a several-hour layover and then caught a flight to Bonn. Time to sleep yet? Nope. I made my first takeoff in low IMC, rain and darkness, filed to Newcastle, England, where we would get a few hours sleep in a hotel before launching again. I have to admit that the large, 5-inch attitude indicator, smooth and quiet engines and good avionics made the departure and climb out to cruise altitude very easy. But it was also my first experience with what seemed a strange system that we would encounter other times in Europe. There was no clearance limit or routing given to us at any point. We were just assigned a departure procedure to fly and an initial altitude. We were handed off from controller to controller and flew our filed route. Apparently, that was a common procedure, at least back in those days. You were expected to fly what you filed unless you were told otherwise, so they did not take the time to read you a clearance. Hey, when in Rome...

A later highlight of that first jet trip was a frozen door latch when we landed for fuel in Narsarsuaq, Greenland following an overnight stop in Reykjavik, Iceland. When the ground crew tried to help us get it open, they broke off most of the handle! A lot of hot water and the remaining stub of the handle saved the day for the rest of the trip, but I'll bet that repair cost several thousand dollars.



Oops, they broke the door.

The Africa jet trip had its own story – they all do. We departed Johannesburg and planned to refuel and spend the night at Point Noire in the Congo after a prior fuel stop at Ondongwa, Namibia. But when I checked in with Point Noire on initial descent, we learned they were out of jet fuel. No notam existed for that, but such was explained by our South African pilot friends using the three letters, “T.A.B.” That’s Africa, Baby was the term many used to describe the chaos of African life. Having no alternate airport selected, a quick check of weather to the next airport east, Brazzaville, revealed a line of level 5 thunderstorms between us and them. With no other option, we landed at Point Noire anyway, since they may have been out of jet fuel but even in Africa they have cold beer. When the ground guys found out we only needed a couple hundred gallons instead of several thousand as did the large, transient U.N. jets, they found it easily. But we still had to pump it into the airplane by hand for our departure the following morning as their fuel fittings were designed for larger aircraft and too big for ours.





Why the nice, long runway at our Ondongwa, Namibia fuel stop? The South African Air Force had jets based here during the Angola civil war.

As with most of these used airplanes being ferried, not all systems worked. In this case, one major inoperative item was the autopilot and another was the left engine N1 fan speed, which normally read zero but occasionally worked. A couple of legs later the next day, we landed at Dakar, Senegal for fuel and lunch. While there, we scouted a U.S. registered airplane, owned by someone who had defaulted on his bank loan. Denny had been contacted about possibly repossessing it for the lender but its location on the airport made that option pretty risky. I volunteered to be his side kick for the heist, but the thought of spending time in an African jail dissuaded both of us.



Hand flying at 35,000 feet at night over Europe is only something you do when the autopilot doesn't work. That missing white bar on the left-hand engine instrument is N1 fan speed. It didn't work, either.

Next – Israel, South Africa and everywhere in between.



Life in the FFAST Lane

by Nelson Wolfmeier, FFA Safety Team Program Manager

That fantastic feeling when you finally get your airplane back from its annual. You've been grounded for way too long and you're itching for blue skies. Not so fast there captain. While every preflight is important, that first one after a maintenance event is critical.

The General Aviation Joint Safety Committee (GAJSC) and the National Transportation Safety Board (NTSB) have determined that a significant number of general aviation fatalities could be avoided if pilots were to conduct more thorough preflight inspections of aircraft that have just been returned to service. In-flight emergencies have been the direct result of maintenance personnel who have serviced or installed systems incorrectly.

Here are several points and hot areas to think about after your airplane returns from maintenance.

- Learn all you can about the maintenance that was performed. This will help to zero in on your special emphasis areas for your preflight.
- Don't assume the part(s) replaced are the only parts removed. Not only did you get a new oil filter, but maybe some lines or wires had to be disconnected to get the work done. Check the area around it.

That safety wire seems a little off.



- Pay attention to trim positions. Check for unimpeded flight control surface deflections. Make sure they go in the proper direction! I once picked up an aircraft from a repair station and during my flight control checks, something didn't seem right with the elevator trim. During an inspection the trim tab actuator had been replaced and the chain had inadvertently been flipped causing the trim to run backwards. Had I not known about the replacement I might not have been hyper aware of the check (see point 1).



- Make sure all inspection panels are secure and their fasteners are tight. Another tiny area that I see missed from time to time. Look under the elevators and make sure those inspection panels are there.



Notice the missing panel?
Sure you did, but do you see
anything else wrong?

- Check fuel tank for water, sediment, and proper fuel grade. Odds are your airplane sat for some time before it was returned to you. Time has a funny way of sneaking sediment into your aircraft.
- After an oil change, always check the engine oil level to ensure it has the proper amount of oil. You'd be surprised how easy it is to forget to put oil into an engine.
- Always check your logbook and paperwork prior to flight to ensure the correct records have been entered.
- If you see a warning tag / sign on the aircraft, or on the sign-out or status board, DO NOT FLY THE AIRCRAFT! Check with the maintenance facility prior to taking the aircraft. Maybe someone forgot to remove the tag or maybe something was discovered that didn't get turned over. Make sure that everyone has agreed the airplane is airworthy.
- Participate in, or observe your mechanic perform, an annual or 100 hour inspection. This is perhaps the easiest way to enhance your preflight.

The FAASTeam has two documents that help with your preflight. Click on the links and take a look at them. Download to your Foreflight if you like for review. Remember the old saying, trust but verify.

https://www.faasafety.gov/files/gslac/library/documents/2012/Apr/63083/FAA_M_PamphletFinal.pdf

https://www.faasafety.gov/standdown/content/Advanced_Preflight.pdf

“Every takeoff is optional. Every landing is mandatory.”

Remember to visit [FAASafety.gov](https://www.faasafety.gov) for education and safety material.



Visiting the Wichita State Crash Site

By Bill Marvel, the RV-14A guy

One of my “bucket list” items for many years has been to visit the site of the tragic October 2, 1970 crash of a Martin 404 airliner near the twin tunnels on I-70. There’s a lot of information on the internet about it so I won’t drag you through all the details.

A quick summary is that two identical aircraft left Wichita, Kansas to take the Wichita State football team to a game in Logan, UT. After refueling at Stapleton, one continued on the initial planned route to the northwest but the second opted to do a “scenic tour” by flying west along what is today I-70 as it heads to the twin tunnels, then under construction. As I hope everyone reading this knows, the place to climb when crossing high terrain (in anything but a turbine aircraft) is long before you reach that terrain! Long story short, they didn’t, they climbed enroute instead and met with a predictable outcome. With full passengers, fuel and football gear, the aircraft could not climb sufficiently to clear terrain and while presumably hugging the north side of the valley preparing to turn around, collided with a mountainside.



Looking along the wreckage path



Section of wing skin

Surprisingly, 9 people survived but 31 died. Construction crews working on the tunnels saw it happen and were first on the scene. Impact was below timberline in a heavily forested area and much of the aircraft burned. The axle nuts are still on the landing gears, indicating the tires and wheels both burned off. But even today, almost 54 years later, a great deal of it is still there. The photos show some of the scene.

The trip was set up and led by Brian Richardson, Ron Miller, and Ernie LeRoy, all from the Colorado Aviation Historical Society. One of their interests is taking people on visits to the many crash sites in the west, both civilian and military. Of course, Colorado has quite a few in its own right.

One poignant moment on our visit was when we saw a young woman and two men at the site, independent of us. I spoke with her briefly and found she was guiding a tour for the two men. One was the current president of Wichita State and told me he had never been to the crash site despite the university having a memorial service every October 2 in Wichita. This just happened to be the



year he chose to visit. The impact area contains many simple memorials to those lost and is frequently visited due to its proximity to I-70.



Left main gear with memorial



Right main landing gear attached to melted spar



Wing panel with deteriorated memorial



Cabin heater with small memorial in background

Glenwood Springs Fly-In 2023

by Leonard Gurule

After being cancelled last year because of weather, the Glenwood Springs Fly-In was held 8/18-20/2023 with perfect weather, great company, a wide variety of activities and some relaxation time for attendees. The Fly-In was attended by 15 CPA members and 8 planes. Attendance included two new couples to our Fly-In and 11 regular CPA Fly-In attendees. The two new couples blended in beautifully and it will be nice to have them join future Fly-ins.



The Garfield County Airport in Rifle and Atlantic Aviation staff were exceptionally welcoming and accommodating during our stay which included a \$5.25/gal fuel price on 100LL! Our visit to the Glenwood Caverns Adventure Park included lunch, thrilling Adventure Park rides and tours of the Fairy and Kings Row caves under mostly cloudy sky which provided for a very pleasant afternoon. Saturday was filled with a leisurely breakfast, strolls through town, visits to the

many shops and to the Doc Holliday Museum, rafting on the Colorado River and e-bike rides along the Colorado and the Roaring Forks river trails. Our two happy hours prior to dinner were filled with high energy laughter, good conversation and scrumptious hors d'oeuvres and a wonderful Cherry Pie! Dinners included a lively and delicious group dinner at the Riviera Scratch Kitchen and a free night where attendees ventured out to various restaurants to take in their preferred cuisines.



All in all, a fantastic weekend of flying, adventure, relaxation and catching up with our old and new CPA friends over good food and of course ice cream!



Want to help your CPA? Have an idea that you think we should execute? Let us know! Contact Adrian at president@coloradopilots.org

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