

CPA FLIGHT LINES

November 2023



Burt Rutan's Asymmetrical Boomerang Aircraft taxiing at Grand Junction.

Photo by Bob Anderson.

President's Corner

by Adrian Nye, CPA President



I attended the Superior Community Listening Session organized by Concerned Citizens of the Front Range, which is a local group opposed to airport noise and lead. The event was held near KBJC with more airport opponents bused in from the Centennial area.

The room was standing room only and overflowing outdoors through two open hangar doors. I'd estimate 300-400 attended.

AOPA put out an action alert and an unknown number of pilots did attend but since all the front seating was reserved for opponents, and pilots were barely allowed to speak, the net effect was an impressive anti-airplane turnout.

Nobody seemed to notice the irony that the event was held one mile directly off the

departure end of the active 30R runway at KBJC and yet there was virtually no airplane noise. The meeting which featured weak audio was not disturbed.

The panel included Colorado Attorney General Phil Weiser, three state reps and a state senator. They only gave brief remarks at the beginning and end. For the most part the event was a series of 3 minute emotional and sometimes deranged speeches. Speakers ascribed repeated miscarriages and seizures to the stress from experiencing airplane noise. From the nods and comments of the politicians it seems they swallowed this hook, line and sinker. The event had its desired effect and some anti-aviation legislation seems likely in the next legislative session.

Three pilots were randomly selected to speak. One of them was inactive and was an airport opponent who mentioned that four Denver-area airports had already been closed due to density around them including Stapleton and Aurora, so why not KBJC and KAPA next? The two other pilots, while I give them credit for courage standing up in that hostile situation only to be booed and heckled, were not particularly convincing.

The pilot's arguments, while valid, were not ideal for the audience which in this case was the politicians. Politicians care about votes, so arguing that the airport was here first is a non-starter. Arguing that residents should not have bought under an airport pattern is ineffective. What matters now to the politicians is that a lot of people live near airports and are irritated by noise, particularly from flight training aircraft.

CPA was mentioned a couple times. One speaker said CPA had slashed the tires on his car because of his advocacy. Another implied we had designed a new practice area over her house without any opportunity for input. There was no opportunity for rebuttal.

As you can imagine all this was difficult to listen to and many pilots left fed up part way through.



My takeaways included two things. First is that many speakers mentioned noise late at night. I think that is an area of possible compromise because only one flight school I know is primarily at fault. They promise zero to hero in 5 months which is very compressed and this results in pressure to fly late at night. KBJC has already closed one runway late at night, which may start to address this concern.

Second is that the aviation community needs to be better about preparing speakers. I did not know the pilots that spoke so this may be difficult, but somehow we need to get the word out that what you say in these meetings matters. It's not the best time to ad-lib.

You'll be happy to learn that the Colorado aviation groups are working together including CABA and CPA (yours truly and our legislative affairs chair Gary Tobey). We will be meeting with Attorney General Phil Weiser in early November, so we'll have a chance to tell our side of the story at least with him.

This event had national attention. Here's the AOPA report on the event:

<https://www.aopa.org/news-and-media/all-news/2023/october/26/noise-concerns-divide-aviators-residents-in-colorado>

And for those concerned that CPA is focusing too much attention on the front range airport situation, don't worry. All the rest of CPA's activities are still going on. However it is crisis time for a few airports here that are important for Colorado's general aviators.

Feeling a little cloudy today,

Adrian



This very rare M20D Mooney Master with a fixed landing gear was seen recently at Cortez airport. These aircraft were built from 1962-1965 and most were later converted to retractable versions. Only three of the fixed gear models are known to still be flying and this is one of them. Photo by Don Dixon.



The CPA **FLIGHT LINES** is BACK!!

By Vince Otto, **Flight Lines** Editor

As I sit down to build November 2023...month two...a number of thoughts cross my mind. Let me share some of these with you and ask for your help.

Why don't more Members check out **Flight Lines**. We have about 650 members. Each time **Flight Lines** is available we send an email to all the Members. It has the current **Flight Lines** cover picture and a caption below the picture that looks like this.....

October edition of **Flight Lines** is available.
Click [HERE](#) to download **Flight Lines**.

With this process and keep in mind we have 650 members; the Flight Lines for October was only opened 173 times. Prior editions did not fare much better.



October 2023	173
September 2023	226
March 2023	289
February 2023	221
January 2023	55

I cannot venture a guess as to how many of these hits actually read the newsletter. My gut says that many Members would open it just to look at the pictures! That said, why wouldn't everyone at least open it to look at the pictures????

Here is where I need your help....and I realize I am preaching to the choir....if you are reading this you obviously opened the November **Flight Lines**. Why don't more Members open **Flight Lines**? What can I do differently to make it more interesting to our Members? Is the "link" to get to **Flight Lines** confusing...not big enough??? Is it the content? What would you like to see included? My email link is at the bottom. Please give me your thoughts.

When so few of our Members read **Flight Lines** it's a little frustrating trying to improve or evolve it. With that confession I have the following ideas.

How about a "Rusty Pilot" series of articles which each month discusses some phase of flight that we all practiced or became expert with when we were studying for our license but probably don't think about regularly....an example would be "Go Around or Not". Another series I am toying with would be articles on Foreflight. Each article would focus on a feature of Foreflight which might not be obvious to everyone. An example of this would be its "Profile View".

In addition to these I would like to cover Membership, Committees, and Scholarship regularly.

I need your thoughts. Please send me your input at newsletter@coloradopilots.org

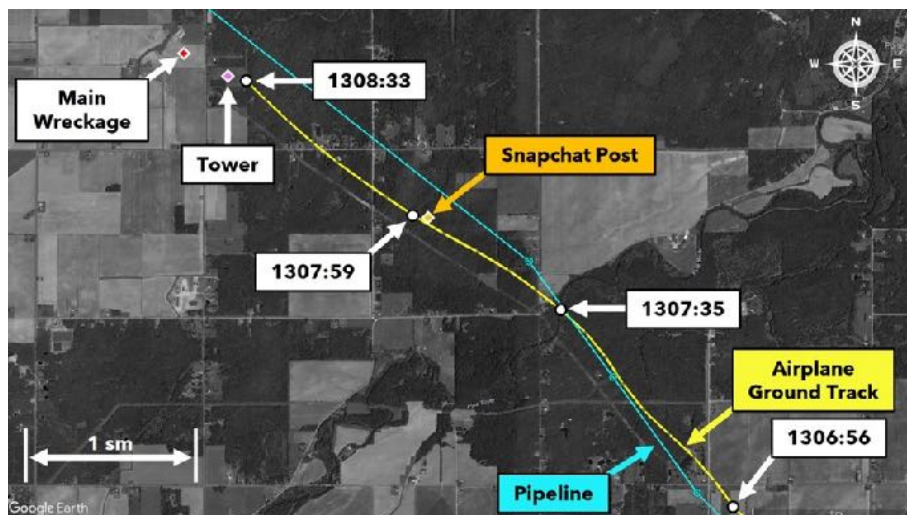


Life in the *FAAST* Lane

By Nelson Wolfmeier FAASafety Team Program Manager

Remember ANC? Not the identifier for Anchorage's Ted Stevens Airport, but the other ANC; Aviate, Navigate, and Communicate. We are taught this from Day One of flight training. Always, always fly the aircraft before anything else. NTSB accident data suggests that pilots frequently **forget** this crucial step and being missed often causes many aircraft accidents. Not only do you need to always remember to aviate first in an emergency, but also during everyday flying.

On May 17th of 2021, a Cessna 182 was destroyed after striking a radio tower guy wire. The aircraft was performing low-altitude pipeline patrol when it went down. Thirty-Five seconds before impact with the guy wire, the pilot had posted a video to Snapchat depicting the terrain the pilot was flying over at that time. The PIC took the time to make a video and post it all while flying less than 500 feet above the ground. The NTSB determined the probable cause to be the pilot's failure to maintain adequate visual clearance from the radio tower and its guy wires. Contributing to the accident was the pilot's unnecessary use of his mobile device during the flight. (See NTSB Report CEN21FA220)



The most famous example of failure to aviate first happened in December of 1972 with Eastern Airlines Flight 401. The entire crew was focused on the malfunction of a landing gear position indicator light. No one was left to fly the aircraft and it crashed into the Florida Everglades. There were four aviators in the cockpit and all were so focused on the landing position light that none detected the descent that lead to 99 fatalities.



As technology has grown in aviation, the shiny bells and whistles of it lend themselves to easy distraction. There are many more examples that dot the NTSB Carol of pilots who are mesmerized by the 'pretty pictures' on their iPad or G1000 display or anything else that isn't flying. I recently reviewed a pilot deviation where the CFI and a student lost situational awareness and violated Class Bravo airspace while they were looking for the frequency of Metro tower from ForeFlight. Heads down, searching the iPad, both the CFI and the student were paying more attention to a task that should have been done before departure. Neither were managing the aircraft. They had to make that uncomfortable phone call to the tower.

So as pilots what can we do to prevent these distractions to ensure we aviate first?

- Properly brief your passengers. That includes student, CFI, or anyone who is on board. Set clear expectations as to what everyone is expected to do.
- Use your autopilot. When your workload is increasing, turn on your autopilot. While George won't prevent you from flying into a mountain, it should keep you level and flying. Just make sure you monitor it and don't just sit back.
- Prepare before flight. Know your aircraft's performance numbers, get a good weather brief, organize the information you'll need before you get in the aircraft.
- Plan each flight. Plan and brief each takeoff, approach, and landing with go/no-go points, and an escape route. Always think that you'll have to use an alternate even on a VFR day. If you're going to Goodland, Kansas and the airport is closed for something else, make sure you have that backup plan of where to go.
- Practice. Practice not just emergency procedures, but also good habits and discipline. Remember, a pilot certificate at any level is nothing more than a license to learn.

Brush up with your educational tools from the FAA including The Airplane Flying Handbook Chapter 5 and Chapter 18, FAA Risk Management Handbook Chapter 5, and head over to [FAASafety.gov](https://www.faa.gov/safety) for courses on the subject.

Remember to fly safe,

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

Check Out The Latest Colorado Pilots Association Board Minutes

Log in to <https://www.coloradopilots.org>
Select Member Benefits then Select Meeting Minutes



A Different Kind of Near Miss....

By Bill Marvel, the RV-14A guy

Long before it became common to do so, I routinely monitored 121.5 on a second radio. Hey, when I started flying 56 years ago, we were lucky to have even one radio, let alone two!

Occasionally I'd hear an airliner needing a frequency and a few times a transmission would come from a light aircraft that was lost. On one occasion I heard an airplane in distress with an engine failure not far away and was able to circle the off-airport landing site and forward its position to ATC. All on board were OK.

But the strangest of all was a plea for help from an airplane whose situation left all of us, pilots monitoring and ATC alike, scratching our heads for a few minutes. This occurred in Southern California probably 35 years ago when I was flying along the coastline northwest of Los Angeles.

A young sounding female voice popped up and requested help because she was lost on a solo cross-country flight. It was a common hazy summer day along the coast but legally VFR. ATC responded with the standard questions – aircraft type, people on board, departure point, destination, approximate position, fuel remaining, flight conditions, etc.

The aircraft had departed San Diego with a destination of Santa Barbara. Both cities and their airports are on the coast, so keeping the ocean on one side and land on the other would not seem too difficult a challenge. Then again...



For those unfamiliar, the coast of California runs mostly north and south, with one major exception being between Los Angeles and Santa Barbara, where it turns almost east and west. It is surprising to look at one's compass and see E or W under the lubber line for that segment but that's the orientation.

The controller assigned a transponder code but said he did not see the aircraft on radar. He queried as to what time she had departed San Diego and based on that determined the aircraft's radar return should have been visible. He then resorted to doing the only thing left -- asking her what she saw below. She reported, "I see ocean on the right and land on the left."

The proverbial pregnant pause left silence on the frequency for a few moments as people listening pondered this geometric impossibility. Then came the next obvious question from the controller -- what does your gyro heading show? She responded west...

The controller, realizing there may have been a problem with precession, requested that she confirm her gyro was set to the heading shown on the magnetic compass and asked her what the magnetic compass indicated. She again said west and that they were both showing the same. Silence on the frequency was a bit longer this time...were we witnessing a real-life Twilight Zone episode?

Other pilots monitoring her transmissions discreetly offered suggestions and the controller didn't intervene. She confirmed she was heading west, and that land was on the left and ocean on the right. When asked if she could climb above her 2500-foot altitude for better radar coverage, she said no because she would lose sight of the land and ocean in the haze.

Eventually the mystery was solved when someone suggested that she describe anything she could see on the land. "Yes, I see a harbor with boats in it and a big, round building." There was then immediate recognition of her exact position and the reason for the inexplicable land/ocean reversal. Somehow, she had flown from San Diego well out to sea in hazy VFR and was paralleling the north coast of Catalina Island, which is aligned east to west and is over 20 miles from shore. The harbor was Avalon, the town on Catalina, and the round building was the Casino, known to everyone who has ever visited there.

ATC told her where she was, where the airport on the island was and made sure she got down safely. This was very close to having a tragic outcome had she not called for help and reported her situation. On her heading, once Catalina disappeared in the haze behind her and along with it radio coverage, the next airport on her westward course wasn't Honolulu. It was Tokyo...



The Fly-in Program

By Bill Marvel, Fly-in Committee Chairman

The Association has a continually changing membership and not all new members are fully aware of one of our major benefits. CPA's annual Fly-in program, which includes both Colorado destinations as well as others in states all over the west, is it. Everywhere from Kansas City to California and to the northern and southern borders, CPA pilots have traveled in groups to various destinations and a wide variety of activities. These trips are arranged each January at a Denver meeting by volunteer member hosts who create them. All legwork is done by the hosts, so you just sign up and go!

We've been known to hike in slot canyons, ride horses, river raft, visit museums, national parks, monuments, battlefields, see live plays, stay in historic old hotels and tour mines ranging from gold to salt. We've seen deserts, lakes, bird migrations, back country grass strips on camping trips and even the site of an atom bomb detonation. Want to ride bikes, a narrow-gauge railroad, visit ancient ruins or sit in a hot pool? If you can get there by plane, we do it! And did I mention our ever-popular Happy Hour?

From about mid-March through mid-October, mixed in with many other CPA events, these Fly-ins are very well attended and much appreciated. Most are two-night trips Friday through Sunday, although some stay only one night, while others are just out and back the same day. There is literally something for everyone on every trip. Where we go and what we do is up to our member hosts, who use their own sense of adventure and desire to create events for others to enjoy. Each year is different!

Because CPA consists of pilots ranging from high time to new, and even some non-pilots, these trips also offer a great learning environment where experience is transferred from one to the other in the relative safety of a group. We help each other and are better because of it. Everyone has a great time, learns more about safely traveling in light aircraft, visits new locations and meets some wonderful fellow members along the way. Our people are super friendly, and no one is shunned or ignored for being "the new kid on the block."

In fact, we make a concerted effort on each trip to introduce those on their first CPA Fly-in and make them feel welcome. Our tent is wide and our membership diverse. We're all "airplane people" and welcome those new to the organization. What's not to like?

You've taken the first step by joining CPA. Now move on to the next one by actively participating in the Fly-in Program. Your only regret will be that you didn't do it sooner!



Johnson Creek Fly in – July 2023

by Colleen Leppert

Fourteen people with seven planes participated in the July Johnson Creek Fly in. When flying into the Idaho backcountry, it is best to arrive at Johnson Creek before noon to avoid any potential afternoon weather build-ups. For that reason, six of us choose to spend the night before in Stanley, Idaho. Stanley (2U7) offers a fairly easy airport landing with walking distance to town therefore making it a great place to start a trip to the Idaho Backcountry. Stanley is a great destination in and of itself with easy lodging, a fantastic bakery, hot springs and access to excellent biking and hiking.



Gretchen, Stephanie and Amanda departing Stanley

Johnson Creek Airport (3U2) is one of Idaho's premier airplane camping sites including bathrooms, showers, potable water, fire pits, picnic tables, and wifi. The thrill of landing at this remote and picturesque backcountry airstrip is a unique combination of natural beauty and aviation adventure. The airstrip's location within a narrow canyon means that the approach to Johnson Creek Airport can be quite challenging.

We had a fun surprise Friday afternoon when Dave and Ben arrived from the California Bay Area. We published the trip online and they had reached out to ask about joining us. The fun surprise was when they landed on the grass strip with their Pilatus. They were a great addition to the group.

Friday night we enjoyed a fun happy hour and camp dinner. Saturday morning, we all flew to Smiley Creek (U87) for a group breakfast. Dave and Ben offered to fly anyone interested over in the Pilatus and several took then up on that offer.

Saturday night the camp hosts drove us to Yellow Pine for a group dinner at The Corner Bar and Grill. Sunday morning everyone departed to various destinations. Colleen and Carl flew north to Cavanaugh Bay (66S). Cavanaugh Bay is situated in the northern part of Idaho, near Priest Lake. Like



Stanley Hot Springs

Johnson Creek, Cavanaugh Bay offers camping right at the airport and within a short walking distance to the lake and a resort with a great restaurant. The airport is known for its scenic





Camping along runway at Johnson Creek

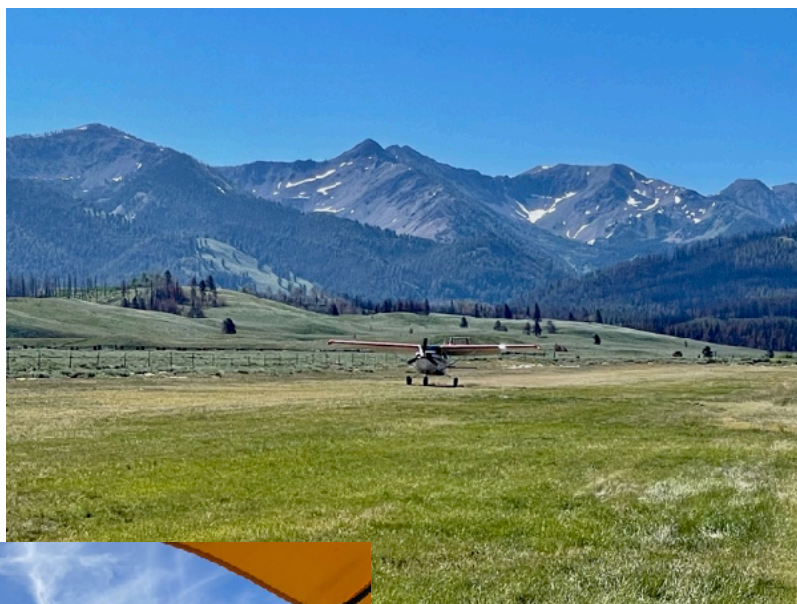
approach and takeoff, offering stunning views of the surrounding wilderness. They also have a camp host, showers, bathrooms and two courtesy cars.



Stationaire 206 stuffed with two mountain bikes and camping gear!



Group Dinner at Yellow Pines



Jim & Kim Kasic leaving Smiley Creek after breakfast



Lake Cavanaugh Bay, short walk from the airport



New Mexico Annual Eclipse Fly-IN

By Nick Mumford



Shiprock New Mexico - Fly In - Annular Eclipse – 14 October 2023

Flying to Shiprock, NM to see an annular eclipse sounded like an exciting adventure when I first heard about it. My wife and I were planning to be in Denver on family business during that weekend, so I asked my brother-in-law (Philippe Camus Event Organizer) if he would like a passenger. When we arrived in Denver, he put me to work finding a restaurant and researching questions for a giveaway of CPA swag.

Fly- In day Friday, October 13 was a good flying day with clear skies and calm winds, especially in southwest Colorado. Most of the trip to Cortez was uneventful. Bill Marvel graciously shuttled arriving guests from the airport to our hotel. Our flight had its moments when Philippe's alternator began running poorly causing the battery to begin discharging. We limped into Durango Animas Airpark where a mechanic shop prescribed a new alternator. Fortunately, they had one available and would install it the next day. Luckily, Philippe has a cousin in Durango, who offered to drive us to Cortez. Who says Friday the 13th with 13 attendees is unlucky?

We arrived at the Turquoise Inn (Best Western) in time for the 5 o'clock meeting. After distributing the eclipse glasses and arranging shuttles for the next morning, we had the traditional game, this time about the eclipse. The winner should have been the lady wandering through the meeting space who was giving answers to CPA attendees.



Dinner at La Casita de Cortez was eventful. With all the Eclipse people in town, the place was packed. The CPA group was eventually seated on the patio where the gas heaters promptly ran out of propane. After a wait we got chips and salsa, pitchers of margaritas and ordered food. Our meals were delivered on hot plates that were good for warming our cold hands. The meals were well prepared and delicious. We finished the food and hurried back to the hotel to warm up.



The next morning, Bill Marvel shuttled us to the Cortez airport where we waited for the frost to clear. The friendly CPA people offered Philippe and me rides to the Shiprock airfield. The flights were quick and very scenic. It turned out that quite a few pilots had the same idea of viewing the eclipse from there. In total 23 planes arrived (six of them from the Colorado Pilots Association). The parking area was packed, and there was quite a bit of overflow onto the taxiway. One family had a propane grill going with pancakes and sausages. Another had a table with fruit and baked goods. Shawn Kinney provided chocolate chip cookies to our group.

Ship Rock was directly beneath the center of annular totality, which put the moon dead center in the middle of the sun.

All in all, it was a great trip, and everyone enjoyed the experience. The eclipse proceeded smoothly beginning around 9:20. As the eclipse neared totality the temperature dropped noticeably. Jackets and sweaters were zipped up. The eclipse reached totality about 10:30, and there was a cheer from the group. The ring of fire, characteristic of an annular eclipse, lasted about 4.5 minutes. As the eclipse waned, pilots begin moving their planes into position to leave. Take offs began slowly and picked up as the eclipse approached completion.



Again, the friendly CPA pilots offered Philippe and me rides back. The CPA group is about the friendliest group I have ever encountered. Everyone made me feel welcome, and in the end Philippe and I were able to return home safely despite mechanical difficulties. Thank you to all.



The Eclipse Won't Wait!

By Bill Marvel, Fly-in committee chairman

For those of you who have never seen one, a total eclipse of the sun is a genuine marvel of the universe (no pun intended). When you are in full sunlight and a short time later it becomes night in the middle of the day, it is absolutely stunning for about four and a half minutes until daylight starts returning. Unless you're willing to travel all over the world to experience one, you're limited to those in the U.S. and they are not all that common at any given location. The next one in Denver, for instance, will be in 2045.

On April 8, 2024 another total eclipse will be visible in southern Texas. Hotels in the area of 100% totality have been booked up for years, so don't waste your time trying to find one! But hope is not lost.

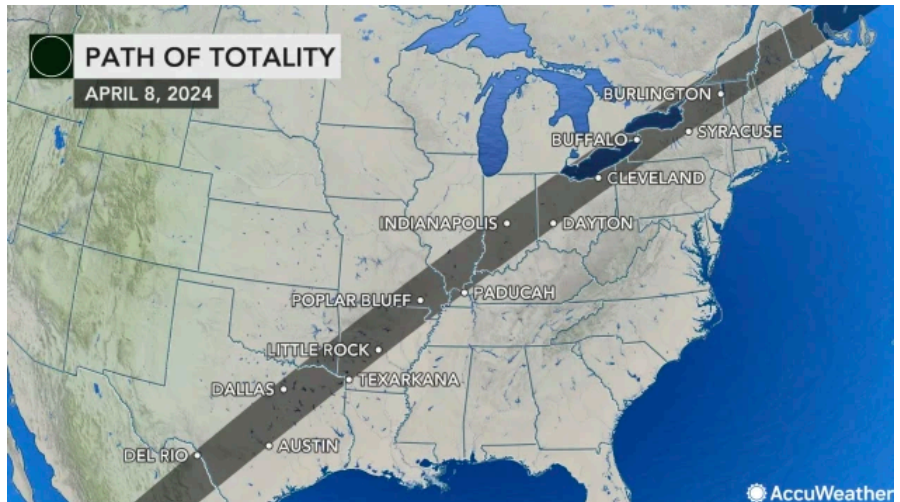
Flying airplanes is the key. Although hotels in the zone of total darkness are long since booked, hotels in towns outside that band are not. Of course, you could fly to an airport along the eclipse path on that very day but the distance from Denver is six hundred miles or more and when you arrive, aircraft parking may be full. That's a needless gamble for a rare event like this unless you wish to hedge your bet with a 2 AM departure time to arrive early enough. But then there's that flight home afterwards...

My first thought as head of the Fly-in Committee was to include this trip in our 2024 season. But doing so could involve a lot of people and setting aside a large block of rooms, plus transportation at this late date was unlikely. But there's a solution you can implement on your own.

A fellow RV aircraft owner friend out here, his wife and Marti and I have reservations for a rental car and hotel in San Angelo, TX for the nights of April 7 and 8. We'll land there, stay the night and drive the rental car to Kerrville, TX for the noon start of the event. We looked at different city pairs based on internet depictions of the eclipse path and decided on this combination. There are many others. The drive to Kerrville is a little over two hours to see an eclipse lasting 4 minutes 24 seconds. A shorter, hour and a half drive to Junction, TX, would give you three minutes and 8 seconds of totality. Like I said, there are many options but the concept is the same. Fly to an outlying city, stay overnight, rent a car and drive. You might even want to keep the car a few days and make a vacation of it, seeing an area you've possibly never visited.

Don't miss this opportunity!! If you do and just think you'll wait to see the next one that occurs before Denver in 2045, you'll have to be patient – and young. The next total eclipse in the U.S. will occur in 2044, only a year before the one visible in Denver. Yes, these are worth going out of your way to see!

Consult links for more details; https://eclipse2024.org/eclipse_cities/total/tx
<https://www.in.gov/dnr/places-to-go/events/2024-solar-eclipse/eclipse-faqs/>



A Trinity/Spaceport Fly-in Question

By Bill Marvel, Event Sponsor

For the past three years, I've hosted several CPA fly-ins to Truth or Consequences and Socorro, NM to visit Spaceport America and Trinity site. The first of these was cancelled due to weather back in 2020 but others have been completed with good attendance at each.

What I had planned as my final trip to this venue occurred last month as it appeared just about everyone who wanted to attend already had. Thus my intent was to host events at other locations in the future. However, CPA experiences a continuous influx of new members so before I pull that plug, I want to know I'm not doing so prematurely.

Here's the bottom line. If you would like to participate in this event in the future (it occurs twice a year because Trinity Site is open to the public only two days a year), please let me know. If enough members express an interest, I'll host it again. But the only way I can know that is by you telling me.

If this event is one you would like to attend, please send me an email with your phone number and the number of people in your party. Remember that you can always drive if the weather does not cooperate or if you don't have access to an airplane. I'm at flyins@coloradopilots.org and will respond to everyone who contacts me when I make the decision.

ANNUAL MEETING

Colorado Pilots Association

Saturday November 11, 2023

8:30AM to 12PM (Mountain Time-Denver)

Mount Evans Room

11755 Airport Way

Broomfield, CO 80021

The annual meeting of the Colorado Pilots Association will include announcement of any new officer elections, a report from each committee chair on their activities during the year, and a special presentation from Paul Anslow, Airport Director, Rocky Mountain Metropolitan airport, on the status of the airport including interactions with neighborhood groups seeking to restrict activities at the airport.

Coffee and snacks will be available from 7:30 to 8:30 am before the meeting.



54 Years of Flying Adventures... And Still Counting

(Part 6 of 11)

By Bill Marvel, the RV-14A guy

We lucked out getting that presidential suite in Harare, and were happy to have it. At the other extreme, the only time Denny and I were truly unable to find a room was way out in the Pacific, on Tarawa Atoll. There, we were able to finagle two cots to sleep on in a storage room. Tarawa was the



Fantastic sunsets today hide the violent fighting that occurred here on Tarawa long ago.

scene of horrific battles in November 1943 between U.S. Marines and Japanese defenders in WWII. It is a veritable museum of big Japanese guns and gun emplacements that are still sitting outside in the weather, exactly where they were installed 70 years ago. As with so many other things over time, it is impossible to view the beauty of that site today and picture the carnage of it from decades past.

from Melbourne, Australia to Bates City, Missouri, where it was going to be scrapped and parted out by White Industries. That fact alone was a hint as to the condition of the airplane. We found some suitable ferry tanks in Melbourne and flew them and the plane to Canberra, where we could stay with a friend while getting the airplane ready. After an overnight fuel stop on Norfolk Island, we got to Pago Pago late and had to launch early for Christmas Island and Honolulu the next day. Denny opted for us to just snooze there on the ramp with the plane, and so we did.

But there was more to the story than that. A lot of stuff on that airplane did not work well, invariably including the autopilot, but also cabin heat, and it was cold at 25,000 feet! Due to the cold-soaked airframe and moisture from our breathing inside it, we had continuous ice on the instrument panel and sometimes crouched in our seats like baseball catchers in an effort to

But then there was the night where Denny didn't even attempt to get a room for us. I distinctly recall trying to sleep in intermittent tropical rain showers on the wing root of a Piper Cheyenne in Pago Pago, American Samoa. We were taking it



Getting in and out over the ferry tanks was no fun. This was the only entry and the only exit.



get our feet off the cold floor in order to keep warm. We were not aware of that heater problem until we flew the airplane the first time, but were lucky to have sweaters and jackets with us since it was cool spring in the U.S. but warm fall in Oz. I recall one option we briefly considered for heat was to use the emergency setting on the pressurization controller. This would have dumped heated bleed air off the right engine compressor stage directly into the cockpit, bypassing the air cycle machine which controls temperature. Our concern was what would happen if we later could not shut it off. We'd be trapped in an oven and with many flying hours between islands in the vast Pacific, that was not a viable option. Anyway, on the plus side, the two PT6 turboprop engines ran great. Those were really the only reason White Industries wanted the airplane. The worst part about that Cheyenne was getting in and out. The only route was crawling over the ferry fuel



*This incident, without question, saved our lives in 1992.
Had it not occurred, we had about 10 minutes to live.*

tanks. When we piled extra stuff like passenger seats up there, the little room available was further diminished into a tiny tunnel. Getting out if you had to ditch? Not a chance. I told Denny I would never crawl over ferry tanks again.

But the biggest problem of all was one we created ourselves and it nearly cost us our lives. The CG was so far aft with the ferries full and me in the cockpit that when Denny closed the air stair door while immigration and customs observed our departure from Canberra, the airplane slammed down very hard on its tail. This crushed the aft fuselage and along with it, the elevator pushrod. That embarrassing event definitely saved our lives since any takeoff attempt would have resulted in an uncontrollable pitch up and stall, followed by our self-made napalm bomb exploding on the runway from over 2000 pounds of fuel we had aboard. It took us two days to round up the only spare Cheyenne pushrod in Australia, install it and bend the fuselage back into shape with a crowbar and hammer! Then we filled the nose baggage compartment with about three hundred pounds of solid concrete blocks instead of the previous hollow ones we had used in order to solve the balance problem. It actually flew pretty well then. I have no idea what we were thinking when we cobbled three large ferry tanks, valves and hoses together and never did a weight and balance calculation. I don't remember why. It might have been there was no weight and balance paperwork



Denny with our home-made crow bar.





What happens if you ask a Christmas Islander if he knows how to open a coconut.

available, as strange things frequently happen with unfamiliar ferry airplanes. And, since it was registered in the U.S. as N607DD, no Aussie mechanics could legally work on it. By the way, our call sign was the proper “November Six Zero Seven Delta Delta” in international airspace. But once we crossed over into the Oakland Oceanic Control Area when approaching Hawaii from Christmas Island, the DD quickly became Donald Duck. The airplane threw one final indignity at us just after we landed in California. As we taxied in with our sweaters and jackets on, I asked Denny what that funny smell was. He wasn’t sure but had the same question. A few moments later we found out. The heater had started working.

Now, back to our departure from Australia after we managed to return the airplane to flying condition. Our first night after leaving Oz, and before arriving in Pago Pago, was spent on Norfolk Island, about 900 miles east of Sydney or more generally, out in the middle of nowhere. We stayed an extra day to tour it, as this was the island of Mutiny on the Bounty fame where descendants of the mutineers, led by Fletcher Christian, later settled. A large cargo ship was anchored off shore and somehow, we managed to go aboard, tour the ship and have lunch with the crew. To board, we each hopped onto a load of cargo being carried up in a net and were returned the same way a couple of hours later. See if you can get away with doing that at any port here in the states!



Boarding ship South Pacific-style.

Next – oil leak, an African civil war, a Sheraton hotel, a VOR approach with no VOR, a dead starter and a party in Gaborone.



A Tribute to Two Colorado Aviation Trailblazers

by Penny Rafferty Hamilton, Ph.D.

This year, **Kathryn “Kat” Yancey LaBorie** would have turned sixty-six. In the late 1980s, I first meant Kathryn at Front Range Airport, now called Colorado Air and Space Port. Perky, blonde, and enthusiastic about aviation, she was a great ambassador and mentor as assistant airport manager. Kat had just been elected as the first female President of the Colorado Airport Operators Association. I felt her obvious excitement of blazing new trails for Executive women in Colorado aviation and leadership. Over those early years, we worked closely promoting aviation and airports. After a few years, life changes moved her to Florida. Then, she found her true passion in aviation as she began a new career as a United Airlines Flight Attendant.

Her parents, who still live in Colorado Springs where Kathryn was born, explained in a 2021 television broadcast commemorating the 20th anniversary of the 9/11 terrorists attacks, Kat had worked her way to Head Flight Attendant at United Airlines. Anyone who worked with her felt comfortable and so did the airline passengers. Kat loved the combination of flying, meeting so many people, and travel to new and familiar places.



*Kathryn Yancey LaBorie,
United Airlines Flight
Attendant (Courtesy the
Yancey Family)*



*Kathryn enjoyed meeting passengers and learning their
back story. She often worked in the First Class Cabin of
United Airline flights out of the New York City hub.
(Courtesy Yancey Family)*

As fate would have it, Kathryn was Head Flight Attendant on United Flight 175. Not long after the Islamic terrorists took over the controls of the Boeing 767-200 airliner, they flew it directly into the South Tower of the World Trade Center in New York City. At 9:03 A.M. ET al-Qaeda terrorists murdered all the passengers and crew. Of course, this tragedy needs to be remembered, but I know my friend Kat and her crew would want us all to follow the sage advice from an unknown author about remembering them, I know I do. “On September 10th, 2001, 246 people went to sleep in preparation for their morning flights. 2,606 people went to sleep in preparation for work in the morning. 343 firefighters went to sleep in preparation for their morning shift. 60 police officers went to sleep in

preparation for morning patrol, eight paramedics went to sleep in preparation for their morning shift. None of them saw past 10:00 am September 11, 2001. In one single moment life may never be the same. As you live and enjoy the breaths you take today and tonight before you go to sleep in preparation for your life tomorrow, kiss the ones you love, snuggle a little tighter, and never take one second of your life for granted.” Indeed, today is a gift.

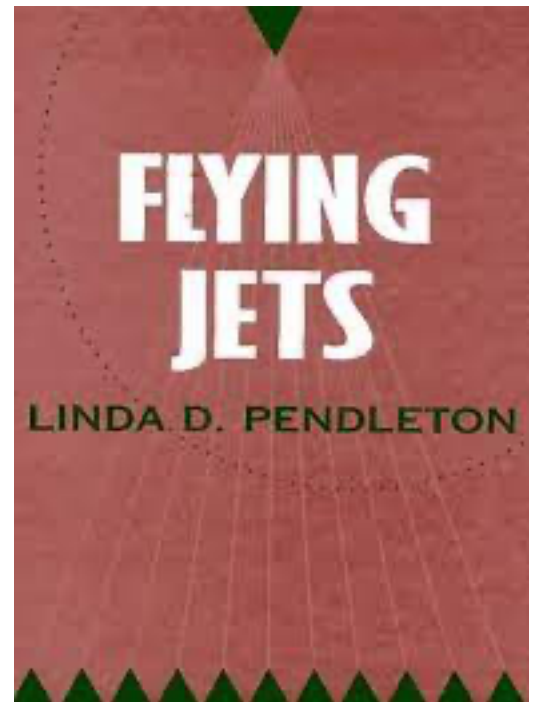


Linda D. Pendleton is another Colorado woman who was a gift to many in aviation worldwide. Linda would have been 81 October 11. She flew West on Sunday evening July 20, 2023 at St. Luke's Hospital in northwest Denver from cardiac arrest. Linda began her long aviation career in the 1980s. She flew freight, the U.S. Mail, corporate, commuter, and on-demand charter. She worked for King Schools, Flight Safety International, Eclipse Aviation, and Boeing-Jeppesen. Over the years, Linda earned her Airline Transport Pilot rating, Gold Seal Certified Flight Instructor, Federal Aviation Administration Designated Pilot Examiner.

In 1995, Pendleton authored *Flying Jets*. In her book dedication she wrote, "To my instructors: John Goodpaster, David J. Dwyer, and Stelios Rapis. You've taught me much. To my students over the years, you've taught me the most! Thanks." Her book is a comprehensive flight plan to transitioning for a reciprocating engine, propeller-driven aircraft to the swept-wing, turbojet.

John and Martha King wrote in the foreword for Linda's *Flying Jets* book. "Linda D. Pendleton is uniquely qualified to introduce the wonderful world of jets to the reader. After years of working as a jet instructor for the prestigious FlightSafety International, Linda was chosen by the Federal Aviation Administration for the weighty task of evaluating and licensing new jet pilots as a designated pilot examiner. In this capacity, Linda has examined more than 500 pilots for their first jet rating. All in all, Linda has more than 10,000 hours as a pilot and 6,000 hours of flight instructing." And, this was 28 years ago.

Linda Pendleton was a trailblazing woman who loved to share the joy of jets. She served as a mentor to many and inspired a generation of female aviators and Certified Flight Instructors to join her in the sky. It is sometimes said the greatest tribute we can give to those flown West is gratitude for the time and talent they gave us. For both these Colorado aviation trailblazers, I am very grateful.



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TBM Annual Gathering Breaks Record

By General Aviation Staff News



COLORADO SPRINGS, Colorado — The 2023 convention of the [TBM Owners and Pilots Association](#) (TBMOPA) set records, according to officials with Daher, which produces the TBM family of aircraft.

A record total of 323 attendees were present at The Broadmoor Hotel in Colorado Springs for four days of sessions focusing on flight operations, best practices, expert briefings, and refresher courses, along with the sharing of flying experiences through networking.

Nearly 90 TBM aircraft, representing the complete product line from the TBM 700 to the TBM 960, were gathered at Colorado Springs Municipal Airport ([KCOS](#)) on the ramp of Cutter Aviation, which is a TBM Authorized Support Center.

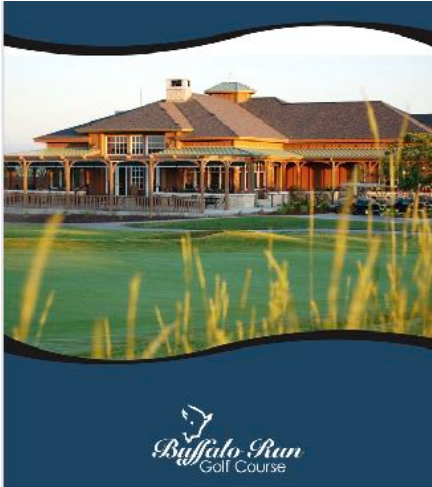
During the annual convention's live auction of donated TBM equipment, systems, and accessories, as well as travel experiences and adventures, a record high of \$260,000 was raised for the TBMOPA Foundation.

This 501(c)(3) charity contributes to the future of aviation through scholarships that support Able Flight, a non-profit aviation organization that provides flight training and aviation career training scholarships for pilots with a variety of physical disabilities, including wounded or disabled veterans.

The foundation also offers an annual scholarship at Embry-Riddle Aeronautical University for a student from an underrepresented community.



2023 CPA Holiday Dinner...Don't miss it!



By popular demand, we're returning to the Bison Grill for our annual holiday get-together of flying friends. Plan to attend our 2023 Holiday extravaganza. We're returning to a venue that treats us well and welcomes 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. If you haven't been to one of our holiday dinners, give it a try. We're limited on numbers so register early.



2023 CPA Holiday Dinner

When: Sunday, December 3, 2023
 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: \$60 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.

Questions? Give Bob a call: 303-887-3328

Registration deadline: November 23, 2023

 Registration:

Name: _____ Guest: _____

Phone# _____

Number attending: ____ x \$60 = \$_____

Menu: Mark your selection(s) with an X

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



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