

CPA FLIGHT LINES

January 2024



1945 Grumman TBM Avenger.

President's Corner

by Adrian Nye, CPA President



I am pleased to announce that two volunteers have stepped forward to co-chair the Education committee, which runs our scholarship program and represents the CPA at youth events. Makayla Galler is an energetic young woman and likely future astronaut who has been attending our board meetings as a representative of Women in Aviation International (WAI). Michael Mayfield is a recently retired Executive Director of a business consulting firm. The two of them have already met with Jeff Hinkle (the previous chair) and planned some changes to improve and publicize our scholarship program. I am excited to see what their energy can do.

This month we held our “ideas” meeting, where we discussed what we could do better in what we already do, and what we could do to help with some of the sticky problems of general aviation. There are a lot of issues, many likely beyond our reach at the moment, but all are worth discussing. Here are some of the issues discussed and possible actions we mentioned.

There is a serious DPE shortage in Colorado. It is so bad that many DPEs don't even respond to phone calls and text messages and are booked several months in advance. This is not just an inconvenience for training pilots. It's affecting pass rates because students try to anticipate when they will be ready months in advance, and frequently aren't quite ready, but take the check ride anyway because they don't want to reschedule months later. So then they need a retest, which makes the problem even worse.

Part of the problem is that each DPE has their own scheduling practices that aren't publicized anywhere. Our member Garth Fasano runs a scheduling company and previously ran a scheduling system for DPEs which is now defunct. He and several other members will meet later to discuss if there is potential to help by providing a common system for scheduling DPEs, or at least publicizing how to schedule them.

The root of the problem is the supervisory system for DPEs at the FAA. Each supervisor can only handle a few DPEs, and the FAA for some reason does not hire more supervisors. This has been a building problem for years. It seems likely political pressure will be needed to enable or force the FAA to do something about it. It's possible CPA could coordinate that effort but we'll need someone to lead it.



We also briefly discussed the hangar shortage and what if anything can be done about it. Unfortunately it is a very local problem, airport by airport. We need to build up our airport reps program before we can start trying to encourage the building of more hangars.

That led to discussion of threats to various airports. The threat to close Boulder airport is very serious. Other airports including KBJC and KAPA have active community groups concerned with noise and lead issues, that are filing lawsuits. The former director of KBJC Paul Anslow who gave an encouraging presentation to our 2023 annual meeting has been unceremoniously sacked, we are not sure why. All of these political issues need attention.

Our Civil Air Patrol liaison Martin Kelly made a good comment - that the Colorado aviation community lacks leadership to direct the efforts of all the aviation organizations in a common and effective direction. CPA is in a position to do that. I confess in political matters though it's not obvious to me exactly what to do. But hopefully that will become clear over time.

One step we are taking is to create the ability to reach more pilots in the state than just our membership. We have reached out to other aviation organizations and they have agreed to forward our emails to their membership so that we can send a "action alert" similar to those sent by AOPA.

Gary Tobey our Legislative Affairs chair is expecting Colorado legislation related to aircraft noise and lead this session. There may be some positive developments such as tax credits for purchase of the STC to use unleaded fuel. There may be some attempts to restrict noise or lead in fuel. He is working with CABA and other aviation organizations to prepare and coordinate response.

Talk turned to our membership and how to increase it. I've heard from quite a few members supportive of making this newsletter shareable with non-members as a marketing technique. Our webmaster Brian Garrett is a longtime member and said that the only time CPA has really increased its membership is when it had monthly local events. I would like to create a Social chair, responsible for finding people to create events like tours of aviation businesses, tours of museums, purely fun events that bring pilots together. It would be like Bill Marvel's job coordinating fly-ins, but for shorter events we don't fly to.

So many ideas, so little time. Not all of this can be done, but with your help we can do some of it and make a difference.

Did you see Santa during your holiday flights? He's the one with the red light on the front!

Adrian



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

By Vince Otto, Editor

January 2024. By the time you get this the Holiday Season will be almost over with just a few football games remaining to play. I hope Santa was good to everyone and of course if you are disappointed, be sure to be better next year. Did anyone get a new toy they want to share with **Flight Lines**? I suppose a new plane is a big ask for Christmas.



I hate to start the year harping on things I've already written about, but honestly, that's where my mind is right now. Increasing readership of the newsletter. We had 255 views of the newsletter last month. No improvement yet.

Any ideas? We now share **Flight Lines** with everyone as it is now outside the pay wall. Please send **Flight Lines** email with the link to EVERYONE. Let's spread it far and wide.

Photos and articles for **Flight Lines**. I hope it's just the holiday season as I have not seen much in the way of articles or photos. I hope everyone understands that I do not write the newsletter, but rather assemble the articles sent to me from the Members. I need content. I would like content from MORE members. I really appreciate the Members who do routinely send me articles.

New Members. It still makes my head hurt when I see our Membership of 650 and I hear there are like 20,000 pilots in and around Colorado. I assume most of these aviation enthusiasts have not heard of the Colorado Pilots Association. Seems like we could all go out to our airport and sign up one or two new members and make a big difference.

I hope everyone has our CPA Fly-In Planning meeting on the calendar for Saturday January 6th. If you have ideas for a Fly-Ins bring them to the meeting. If you are willing to organize a Fly-In but don't have an idea...call Bill Marvel. He has some great ideas. Bill did a great job of organizing our Fly-Ins last year and I personally am anxious to see the 2024 calendar of Fly-In opportunities.

Fly-In Planning Meeting
January 6, 2024
Rocky Mountain Metro KBJC
Evans Room
11755 Airport Way
Broomfield, CO 80021

Bill Marvel
310-293-2013
flyins@coloradopilots.org

Please share your thoughts regarding increasing readership of **Flight Lines**. In addition, send me your articles and photos. I appreciate all your input.....please don't hesitate to send me a note. Share your thoughts at newsletter@coloradopilots.org



Glider Transition

By Adrian Nye

I've always thought it would be fun to fly gliders, but never found the time. Then I lost my medical. I've recovered enough from my neck injury to consider myself safe to fly, which is all that is required for glider flying. While I work on getting my medical back, I'm giving it a try.

Boulder has two glider operations, Mile High Gliding and a club primarily for certified glider pilots. There are several good instructors at Mile High. I'm working primarily with Mark who is a former Navy top gun instructor. Seriously good instructor! At first I found it intimidating when he said "what are you doing!" when I screwed up. But once I got the basic hang of it I appreciated that he notices and remembers everything. You don't get away with just ok.

I'm soloing now, and these are my impressions of what came easy, what was difficult, and what I learned that also applies to the powered pilot. Obviously I have just begun, so there will be more lessons to come when weather conditions allow thermalling and other forms of lift, which are the whole point of soaring.

The first difference I noticed in gliding begins before takeoff, with the pre-takeoff checklist emergency briefing. Because gliders are towed by a powered plane, that engine could fail or the tow rope could break. The planning is much more detailed than a typical powered aircraft briefing. For example a briefing on runway 8 at Boulder in calm wind goes like this:

"Below 100 feet AGL we'll land somewhere straight ahead. Between 100 and 200 feet pass the trees and turn left land on Elliott's field. Above 200 feet before the road do a 180 left steep turn at 60 mph and return to the airport. Above 300 feet before the gravel pit do a 180 left steep turn and return to the airport. If not at 200 or 300 by those two checkpoints then turn left and land on the L shaped field."

Yes you really can do the impossible turn from 200 feet and I have done it. It's possible because the glide ratio is 23-1 even in the very primitive Schweizer 2-33 trainer.

That emergency briefing varies by weather conditions. For example the 180 steep turn is normally to the left to avoid powered traffic on the main runway (gliders use a parallel runway). But with more than 5 knots crosswind from the south, a right 180 turn is preferred because it keeps you closer to the airport.

In powered aircraft, most pilots often give the same briefing regardless of weather. They don't think enough about what makes sense given the conditions. Like always planning to do a 180 return to the airport from 800 feet AGL. The critical factor is the climb gradient compared to the glide gradient. Here in summer, at altitude, and with no wind, many aircraft cannot climb as fast as they descend power off, so they can't make it back to the airport from any altitude. Headwind helps, and a big airport helps.

Back to gliders. During the takeoff, glider pilots call out every one of these checkpoints, so that if a rope break happens we are ready to respond instantly. Why waste valuable seconds figuring out where we are and what would be appropriate to do in that situation? Powered pilots would be well advised to do the same.



Speaking of takeoff, the next big difference from powered flying shows up. A glider is balancing on one wheel. Not 3 wheels like most powered aircraft. The wing runner holds the wing up for the first few feet and then it is you the pilot that must hold wings level. You are using the rudders to keep the aircraft on the runway. And you're using the elevator to get the nose up so that it isn't grinding down the nose skid. You're very busy juggling all 3 axes at the same time. To top it off, if you use full up elevator to save the nose skid, the stick is near your crotch where you have less aileron travel. All of that further complicated in crosswind.

The juggling of controls during the takeoff roll and landing roll were difficult for me at first. I had the habit of stopping flying after touchdown in particular. As they say, you have to fly it all the way to the tie down.

After liftoff you absolutely must stay the correct height behind the towplane. There was a recent story of a pilot distracted during takeoff and getting so high that it dragged the tail of the tow plane up and dove it into the ground.

In the air the glider flies like a powered airplane, except for those long wings. It has more adverse yaw, so you learn to coordinate aileron and rudder all the time. But the unexpected complication is that those long wings have momentum too. Once you get a roll started, it takes time and significant opposite controls to get it stopped. Several times I got into a pilot induced oscillation where the glider swings back and forth behind the towplane — each time I tried to stop it caused a big swing out the other side.

The other big difference in flight is constant attention to your altitude and position to make sure you can make it back to the airfield. It's the first item on your maneuver checklist even before clearing turns. There is time pressure during flights to accomplish maneuvers quickly before you're too low. It's tempting to try "one more" but you can't.

In both powered and glider flying, we know the altitude of our airport, what altitude we should be at entering the pattern, and even at key points on base. But what about an off-airport landing, which is much more likely in a glider? Glider pilots are taught to prefer sight picture instead of relying on altimeter. One reason is to keep eyes outside, but more importantly this makes off-airport landings more accurate. I think this will be a useful skill transferable to powered flying.

I'm hoping to finish my glider rating while in Florida this winter. If that doesn't work out, then I need to deal with the check ride backlog since there is only one DPE in the Denver area qualified in gliders. Wish me luck!

The Schweizer SGS 2-33 is an American two-seat, high-wing, strut-braced, training glider that was built by Schweizer Aircraft of Elmira, New York.



Torrance City Council denies Sling Pilot Academy's license renewal

By **TERESA LIU** | tliu@scng.com

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<https://www.dailybreeze.com/>

The Torrance City Council this week rejected Sling Pilot Academy's appeal to reverse the non-renewal of its business license, citing no grounds for a hearing.

"The argument was that there was nothing to appeal, because there wasn't anything taken away," Finance Director Sheila Poisson said on Wednesday, Dec. 13. "Their license was not revoked. We basically said, 'You are still operating 'til the end of December.'"

The owners of Sling Pilot Academy weren't immediately available for comments on Wednesday.

The growth of Sling Pilot Academy in recent years has prompted numerous residents to express concerns about elevated airport noise levels. To address these concerns, the City Council [on July 25](#) approved a number of measures aimed at regulating noise at its municipal airport.

Among the actions taken by the council was reaffirming a 1977 resolution that caps the number of flight schools operating at Zamperini Field at six.

There are currently 10 flight schools operating at the airport. Sling Pilot Academy is the seventh school to be issued a license from the city.

On Oct. 24, Sling and three other flight schools received a letter from the city informing them that their business licenses will not be renewed for 2024. Those schools may only receive business licenses if any of the currently authorized schools do not renew their licenses for the next year, the letter from Poisson said.

The letter also pointed out that city staffers never had the legal authority to issue extra business licenses.

Sling Pilot Academy appealed to the City Council on Nov. 16 in an attempt to overturn the non-renewal of its business license. The panel voted unanimously to deny Sling's request, noting that there were no grounds for the appeal.

Sling can submit an application for a 2024 business license, if they choose to do so, Poisson said.

"If they submit an application for a license in 2024, and if the city denies it," Poisson said, "then they can appeal to the License Review Board."



But city staffers won't be able to make the determination until all of the authorized flight schools have submitted their renewal applications and payment, which may happen in January or February, she added.

Matt Liknaitzky, co-owner of Sling Pilot Academy, previously said there's no plan to relocate the business at this point.

"We've been operating as a flight school for a decade at Torrance, and we've invested a huge amount of money in our people, in our business and in the City of Torrance," he said on Nov. 28. "We don't intend to leave our home city where we live and where we work."

At the center of this issue is Resolution No. 77-215 from 1977, which limits the number of flight schools. Sling argued that the city never took action to codify the provisions of Resolution 77-215 as law, and the six flight school limit is therefore unenforceable. Torrance officials, on the other hand, have maintained that the resolution is valid.

"In my personal opinion, regardless of how I think, I believe the resolution of '77 carries," Mayor George Chen said ahead of the Tuesday, Dec. 12, City Council vote. "That is what the council here is trying to do.

"And it's nothing against flying or not," Chen added. "I don't believe we're regulating airplanes in the air. I understand where you could fly and where you could turn; I think we're just merely (following) the letter of the law in the resolution that (allows) up to six flight schools."

Another point of contention is whether the city has the authority to regulate aircraft flying over Zamperini Field.

Lawyers for Sling said the city has no legal authority to do so, as the regulation of airspace above its airport rests solely with the federal government, or the Federal Aviation Administration.

Lawyers for the city, on the other hand, have said the city has the ability to regulate businesses within its boundaries based on its general police powers

Editors Note. While California is a long way away from Colorado and arguably further along in their closings and restrictions on airports, it is happening here in Colorado. If you are not aware of the efforts going on in Colorado especially the Front Range with Boulder Municipal KBDU as a good example, please get up to speed before it is too late.



Angel Flight—It's Just What the Doctor Ordered!



Angel Flight

WEST

by Bob Kinney CPA, AFW

Angel Flight is a mission-driven organization whose volunteer pilots change lives daily. Propelled by the desire to give back, these pilots take to the skies to help children and adults reach their life-saving medical care. Angel Flight West is a volunteer-started and volunteer-driven organization. Because of the generosity of volunteer pilots over 100,000 angel flights have helped people access care since 1983. Many of our Colorado Pilot Association members take pride in flying for Angel Flight West.

Angel Flight West needs your help. Over the years, we've received a growing number of flight requests from healthcare professionals and patients throughout the rural West. We're honored that more and more people in need are trusting us to bridge the gap between home and health, but we can't fulfill each mission without growing our network of volunteer pilots. Angel Flight West can give you a meaningful reason to fly. The personal rewards are immense. After flying your first mission, you'll burst with pride at being able to help others on such a personal level, and all while pursuing your passion for aviation. Each day, volunteer pilots use their passion for flying to help people in need access non-emergency, far-off medical care. Angel Flight West serves the Western states from the west coast to Colorado, Wyoming, and Montana.

Through an easy online dashboard, volunteers choose which missions they fly and how often they fly. By joining Angel Flight West, you'll help people battling life-threatening illnesses overcome transportation barriers to reach life-saving care. The process for joining Angel Flight West is simple and straightforward. It involves filling out a simple application and going through an orientation process.

Volunteers often enjoy discounts and waived fees while flying Angel Flight missions. Each volunteer receives a year-end report documenting expenses to share with their tax professional.

When you're ready to fly your first mission, the Angel Flight team of Mission Operations Coordinators will be there to help. The team coordinates flights between pilots and passengers and is always on standby to help you navigate the process.

You don't have to be a pilot to make a difference. Join us as an Earth Angel by providing ground transportation to and from flights.

Give Angel Flight West a try! The rewards are beyond your wildest dreams. Call us at 310-390-2958, visit online at www.angelflightwest.org, or sign up at afds.angelflightwest.org/join.



2023 Holiday Dinner a Success!

by Bob Kinney

The Covid pandemic made many of the Colorado Pilots Association's events difficult, if not impossible, for a year or two. Our annual holiday dinner suffered as well. Last year our get-together gained momentum and everyone in attendance enjoyed a cozy gathering at the Buffalo Run golf course's Bison Grill. It was such a success that we opted to return to the same venue for the 2023 event which was held on Sunday evening, December 3, 2023. The folks at the Bison Grill did not disappoint! Cheerful Christmas decorations abounded which allowed for a pleasant atmosphere for visiting and enjoying a good meal.

58 CPA members, friends, spouses, and scholarship winners enjoyed a quiet evening catching up with old friends and making new acquaintances. Following a casual happy hour, brief remarks were made by president Adrian Nye. Adrian recognized long-time member and association treasurer, Cindy Jewell, by presenting her with one of the association's logo'd tote bags. Later, we had a drawing for a second tote which was won by Makayla Galler who's promising to be one of our young, upcoming CPA rock stars, taking an active interest in CPA affairs. Two of our 2023 scholarship winners and their guests attended as Colorado Pilots Association guests. It was great to get to meet them and wish them the best as their careers "take off". (Make sure to participate in some of our 2024 fly-in events to have your chance at winning a CPA ball cap or logo'd tote bag from Lands' End. They're becoming quite popular).

Mark your calendar for December 1, 2024. Although that date has yet to be chosen for next year's dinner, it's high on the list of probabilities. We'd love to have you join us. Information will come out later this year. Rarely, will you have to opportunity to enjoy a holiday dinner for under \$100 per person in today's world but the Bison Grill has treated us very well and kept that expense well under that going rate.



A Fantastic Opportunity...FAA's Civil Aerospace Medical Institute

By Bill Marvel, Fly-in Committee Chairman

In October 2019, eight CPA members visited FAA's Civil Aerospace Medical Institute in Oklahoma City for two incredible days of FAA training.

Day one involved aviation physiology along with a disorientation simulator, a Barany chair and an altitude pressure chamber ride. We had the option of the more common PROTE chamber for creating hypoxia or the pressure chamber and I took the latter. It includes a rapid decompression, without oxygen, where you go from 8,000 feet to 25,000 feet in about two seconds. Only then does your mask go on. This day was combined with quite a bit of academic instruction about the inner ear, how it works, and the many sensory tricks nature can play on pilots. The disorientation simulator alone was worth taking the course. It is an enclosed cockpit with a full instrument panel, mounted on gimbals so it can yaw, pitch and roll. BUT, although your control inputs are accurately displayed on the panel, the sim is moving gently in a manner designed to confuse your inner ear. It is exactly like getting disoriented in clouds and guaranteed to do just that! Your job is to fight off the inner ear and follow the instruments. You will be asked to throw an overhead switch, change a transponder code and pick up a dropped pencil. Each head move is designed to add to your disorientation. It is awesome training that can save your life!

The following day centered on survival training. In addition to planning and procedures, it included using a signal mirror, starting a fire with a 9-volt battery, experience in a smoke chamber and in a 10-degree Fahrenheit aircraft fuselage as well as an enclosed life raft nearby. In their heated indoor swimming pool, we donned flight suits, practiced getting into a life raft and then being helicoptered out after leaving the raft and swimming to a basket lowered from a hoist. We also learned survival swimming and optional – escaping a submerged aircraft mockup while strapped in upside down with our eyes closed! Short summary -- this was by far the most intensive aviation training I've ever received in a two-day session. And that's saying something since I've been flying now for over 56 years.

Due to Covid, this program was discontinued in 2020 but I have kept in touch with Jimmy Sheerin, the FAA manager who currently heads it up. It looks as though the program will restart in 2024 but I will not know for a couple of months. My purpose now is just to give you a heads up on this as it is something not to be missed. I will follow up later when I learn more about dates and signing up. And yes, it is free! I cannot recommend it highly enough.

This article is just a brief description to let you know what might be coming. Detailed coverage of the 2019 trip is on the CPA blog. If you want to read it, go to our website: coloradopilots.org>About Us>CPA blogs>Thoughts from the Western Slope>November 2019>FAA training in OKC. There you will see the photos below, and many others, along with much more detail than appears in this article. Enjoy!





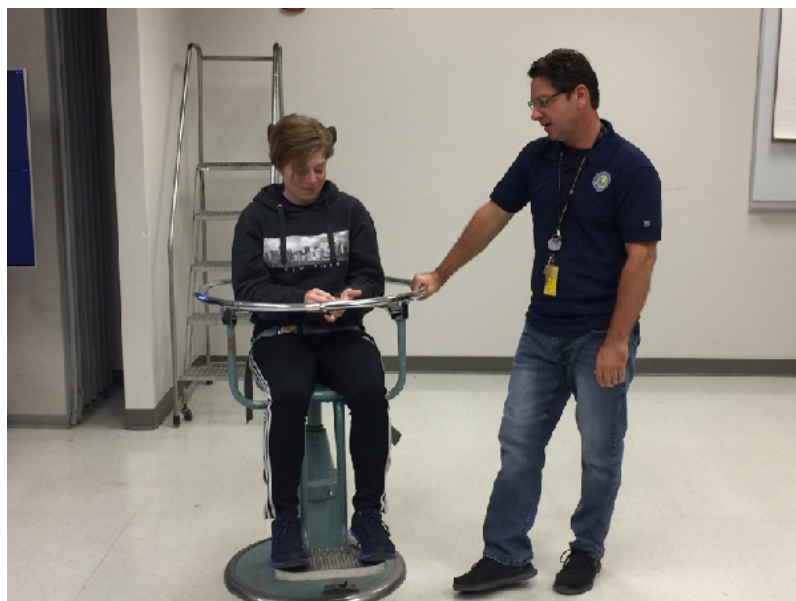
Learning how to light a fire with a 9-volt battery, cotton ball and ChapStick



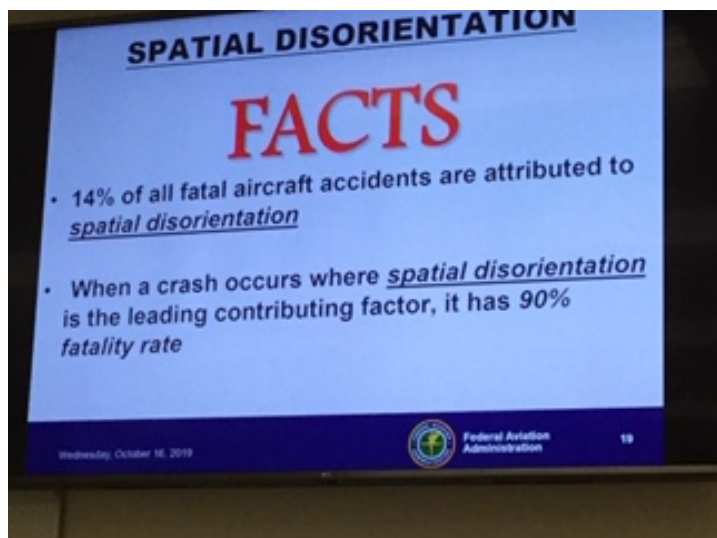
The fully enclosed simulator is best of all! This device can save your life whether you are instrument rated or not



Inside the altitude chamber, students pay careful attention to the briefing of what awaits them



The Barany chair is a good introduction to getting disoriented



It all starts in the classroom. Academics is an integral part of the training program





Who would ever have thought that being in a water-filled trash bag would provide insulation?

Climbing into a life raft while wearing a flight suit is not as easy as you think!



After climbing into the floating rescue basket, an overhead crane lifts you up and out



The smoke chamber accurately simulates the inside of an airliner. Then the smoke starts...



54 Years of Flying Adventures... And Still Counting

(Part 8 of 11)

By Bill Marvel, the RV-14A guy

All of the aforementioned flying events occurred well before 9/11, so each time I headed back to Israel from Joburg to get another airplane, I checked my ferry fuel tank as baggage and carried my small clothing bag and a hang up bag for my coat and tie. In those days, I had to dress like that to use the discounted airline passes. I seriously doubt you could check a fuel tank today. One of my return trips to Tel Aviv was on the Israeli airline, El Al. When the flight made a scheduled stop in Nairobi, the standard protocol was for armed troops and trucks to surround the plane. In addition, every person who came on board to service it was shadowed by a flight attendant. Security in Israel and on El Al is a never-ending aspect of daily life.



Checking my ferry fuel tank as baggage in Johannesburg

One interesting thing occurred at top of descent into Tel Aviv on El Al when all the Israeli passengers started singing patriotic songs out loud in Hebrew. Apparently, it was a tradition when coming home on their national airline. I had never seen or heard anything like that. Nor had I ever seen the pre-takeoff passenger briefing being done, not by flight attendants, but on video by the Pink Panther, including the usual Pink Panther background music. It was a clever idea, had everyone's attention, and a few people were even laughing at the novelty of it all.

The 206s were definitely great adventure, but I most appreciated the jets and turboprops, where we had a lot less concern about engine and system reliability. But other things could get in the way also. We took a Conquest II to Sydney from Vacaville, CA, but forgot to first bleed air from the fuel lines going from the ferry tanks in the fuselage to the engines. When we switched on the ferries, both engines flamed out 300 miles west of San Francisco at 28,000 feet. A Lycoming or Continental starts up right away when you get fuel to it by switching tanks and turning on pumps. In fact, running a ferry tank dry to know you've used all the fuel is common. A turbine is a different beast, where a series of things have to happen in sequence to get it started. I had carefully studied the procedures ahead of time since this was my first Conquest II, so I read the checklist while Denny flipped the switches. We got both spooled up again and from then on, they ran like clockwork.



After Honolulu, we refueled at a couple of locations down range toward Australia. One was again Tarawa, and the other was my first trip into an equally famous place in the history of WWII in the Pacific. This one was Henderson Field on the island of Guadalcanal.

On another Conquest II, we were headed from Wichita to Lahore, Pakistan for delivery to the Pakistani Air Force. When we refueled outside of London, a pair of Rolls Royce bumpers were loaded on board along with some automobile tires and several boxes from Harrods department store.



Final approach to Henderson Field, in the city of Honiara, on the island of Guadalcanal



Pakistani corruption underway with our help

I recall that trip because it was another instance of our not receiving any airways clearance prior to take off. I got both engines started and Denny called ground for taxi. We were sent to the departure runway and told to “line up and wait” instead of the then-common “taxi into position and hold” we received in the U.S. I reminded Denny we had no ATC clearance and it was night, we were filed across Paris, over Europe and into Athens right up there in the 30s with the jet airliners. He told me not to worry about it and just fly what the controllers asked us to do. And so we did – all the way across Europe at high altitude to our destination without ever having been cleared to Athens or given any route to get there. We just flew our filed route and kept on going. It did seem strange but worked. As I said earlier, “when in Rome...”.

Following fuel stops in Athens, Luxor and Dubai, we arrived in Lahore. There they put the airplane into a hangar, quickly had us help move the stuff from England into a small nearby room, and only then let the customs inspector in to look at the airplane with nothing inside. No corruption there!

One night we had taken off from St Johns, Newfoundland in a Beech 1900D headed for Santa Maria Island in the Atlantic. It was a fuel stop on the way to Johannesburg, a common destination. Reality was that a lot of wealthy South Africans saw



the future coming and knew currency controls were around the corner. Buying an expensive airplane was a way to move their Rand currency into a hard asset that could also carry them away from any future meltdown. Anyway, we heard several aircraft calling on guard trying to get an airliner onto an ATC frequency. We never heard it respond. Later we learned the aircraft was the Egypt Air flight where one of the pilots took over and committed suicide while murdering everyone else by crashing it into the Atlantic. Spooky night.

It was on a different 1900 trip to Accra, Ghana, where Denny demonstrated one of the non-aviation skills he had acquired during decades of international ferry flying. We had landed for an overnight stop at Tenerife, the exact location of what remains the worst airline accident in aviation history. Back in 1977, Pan Am and KLM 747s collided on the runway on a foggy day where non-standard communications intervened to cause the disaster. When we arrived some 20 years later, there was no evidence remaining that 583 people had died there, but it was somber nonetheless.

Back to Denny's skills. We did not have any hotel reservations on Tenerife and it was tourist season so everything was full. Denny said not to worry and asked the cab driver to take us to a nice hotel. We were wearing our captain's shirts when we walked up to the front desk and Denny said we had reservations for two rooms in the names of Captain Craig and Captain Marvel. Of course, they knew nothing of Captain Marvel comic books on Tenerife so I didn't have to hear any jokes about that. The woman at the desk looked through her booking list and said she did not find any reservation for us and they had no rooms available. Denny politely told her our company secretary at Aviation Services International made the reservations several weeks ago and had received confirmation for them. The desk clerk got ahold of her manager to explain the problem. The manager apologized and started calling every hotel in town, looking for a room for us. It wasn't more than 15 minutes before he found one! They called a cab, apologized again and off we went. I would never have believed it until I saw it happen.



The morning after a much-needed night's sleep in Nairobi. At international airports, we had an easier time with bureaucracy if we wore matching shirts and captain's stripes

The down side of turbine flights with two of us on board was that Denny wanted to bomb through in order to get back for another airplane since this is how he made his living. He called these trips "combat missions". With turbines, I divided the days we would be gone by two because I only needed to pack that many sets of underwear. We left on each leg in the morning, flew all day, all night, all day the next day and then we slept. And we followed that schedule until we turned in the keys. He couldn't do this himself but with two guys flying, he could sleep and keep going. I never realized how dangerous "flying tired" was because I never did it on my own. But with Denny I did. I won't forget the second night of a King Air C-90 trip when we were doing an unusual dual NDB DME approach into Nairobi. I was so tired I didn't care if we landed on a runway,

taxiway or hit the side of a mountain. The need for sleep was so overpowering, I could not rationally differentiate between sleeping overnight or for eternity. The effects of exhaustion are impossible to describe, even after you experience them.



Earlier that day, we had refueled in Addis Abba, Ethiopia. Not far away on the ramp was an all-white C-130 which strangely had no landing gear doors and tiny registration numbers I did not recognize. What was clearly an American crew in jeans and T-shirts was walking out to it and I was almost certain they were CIA. They glanced over at us and our U.S. registered aircraft, nodded, looked straight ahead and kept on going. I read that as a statement not to ask any questions because they were not going to offer any answers. Just sayin'.

Our last refueling point on that C-90 trip prior to Joburg was at Lilongwe, Malawi. This won't wet your appetite any, but that was our first encounter with a high protein food source there that is popular with natives in east Africa. It is called kungu and made of compressed flies. We were told it is frequently served the same way hamburgers are. No, we did not try it...

Next: Bonanza to Johannesburg, ferry tanking, dipstick dilemma and HF position reports.

Check Out The Latest Colorado Pilots Association Board Minutes

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





1945 Grumman TBM Avenger. Carrier based WWII Torpedo bomber with folding wings. Built in NJ by General Motors. Approximately 10,000 built, about 100 still exist and about 20 still fly.

This is the plane that George HW Bush was shot down in and Flight 19 that disappeared in the Bermuda Triangle.

It is powered by an 1800 HP Wright engine and has an 18,000 pound gross weight. It has two forward facing 50 caliber guns and one rotating manned turret with a single 50 caliber gun. Full autopilot. Forward looking radar. Radar altimeter. Crew of three. Largest single engine airplane of WWII.

History of N81865

It served in Pacific campaign against Japan. Flew off the Escort Carrier USS Vella Gulf. Likely participated in the sinking of a Japanese Destroyer. Still has bullet holes in the cockpit. Was in Tokyo Bay during the signing of the surrender.



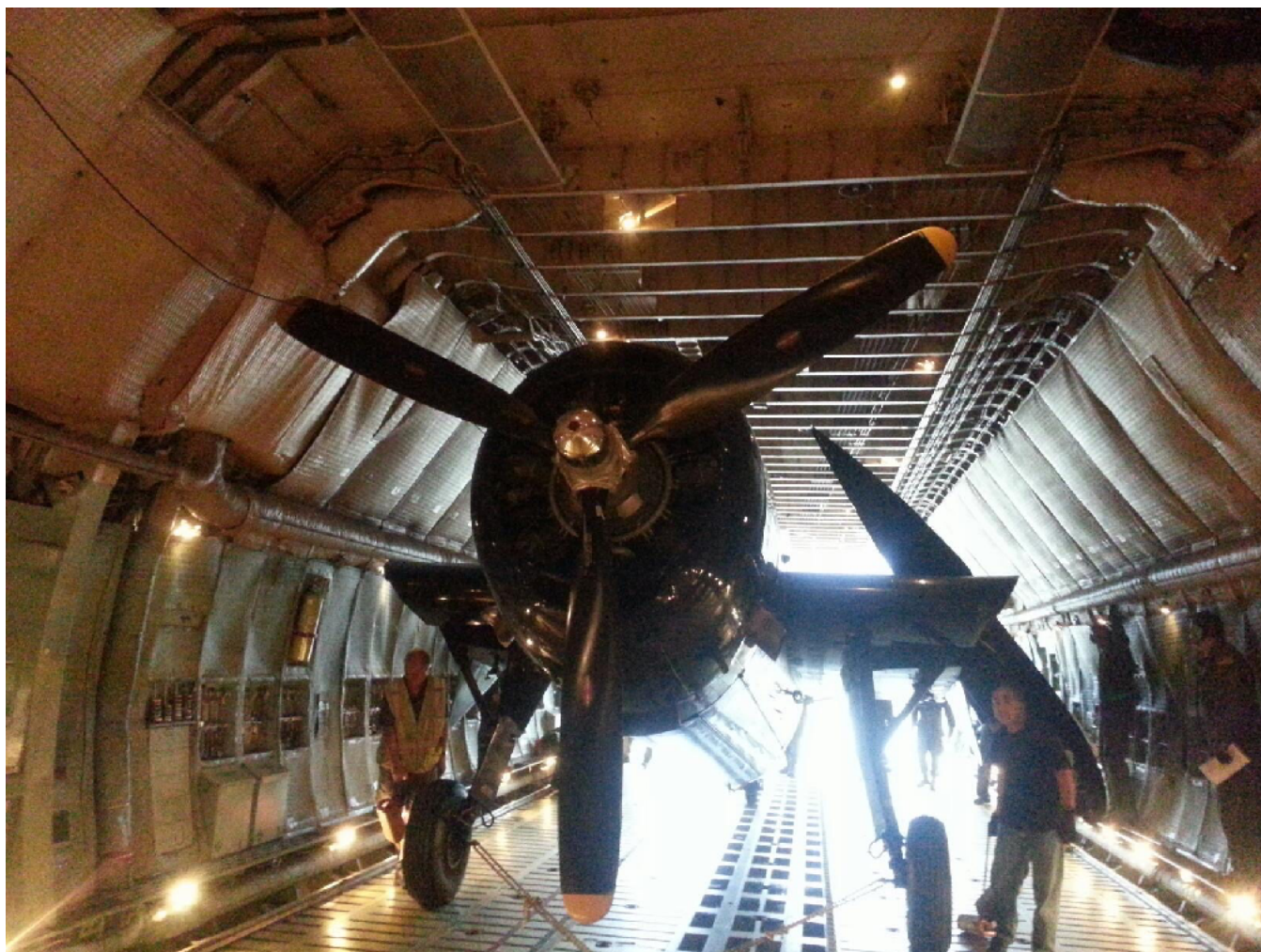
Served until the mid 1950's when it was retired from military service and sold to a crop duster in TX. It still carries some scars from a wire strike likely occurring during that time. From there it became a fire bomber on the west coast then a bug sprayer in Canada. During its Canadian tenure, it suffered an engine failure and crash landed in a swamp. It also suffered a landing gear collapse. Some remnants of these events are still present. In the 1990's the plane returned to the US where its restoration back to its military configuration was started. It was then donated to the Fargo Air Museum. We purchased it from the museum about 15 years ago and have been continuing its restoration while flying airshows ever since.

Its is now one of the most complete Avengers that exists and we plan to continue its restoration for foreseeable future. We feel fortunate to be able to be the caretakers for this piece of history until the day we pass that on.

TBM Avenger LLC

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