

CPA FLIGHT LINES

February 2024



The Legendary U2 Dragon Lady

The U-2S Dragon Lady is an agile and reliable high-altitude intelligence, surveillance and reconnaissance (ISR) aircraft that flies 24/7/365 to ensure global security with unparalleled performance.

U-2 is a single-jet engine, high-altitude reconnaissance aircraft developed by Lockheed Martin for the US Air Force. The aircraft first flew in 1955 and provides continuous surveillance day and night and in all weather conditions. The aircraft is capable of gathering surveillance and signals intelligence data in real-time and can be deployed anywhere in the world.

The U-2 spy plane, known as the Dragon Lady, can loiter at 70,000ft (21,336m) over the area of operations for several hours and is often described as a glider due to its flight characteristics.

President's Corner

by Adrian Nye, CPA President



First off, I have a request. We are starting to prepare the 2024 edition of the CPA roster. Do you have a special aviation photo that we can use for the cover? If so, please send it to me at president@coloradopilots.org.

This month we celebrate the 100th birthday of Walt Barbo, founding CPA member (since 1975) and two-time CPA President. Walt joined the Army Air Corps two days after Pearl Harbor, and flew P-38s in the Pacific. Walt still flies his own private aircraft, a Cessna Turbo 210. He normally flies weekly, but last I heard he was trying to get some repairs done in time to fly it on his birthday Feb 18.

Walt is humble and doesn't talk much about his eighteen months in combat. But I have it on good authority that he flew several different aircraft and on newer P-38s they moved the bomb release button to where the push-to-talk button had been. Walt once tried to acknowledge a takeoff clearance and....released his ordnance onto the runway. Oops!

Walt is a Civil engineer and his Master's thesis was the master plan for what was to become Boeing Field near Seattle, where he worked for a time. Later he worked for the FAA based in Washington where he helped write the 1970 law that still provides sustainable funding to airports to this day. In 1971 he moved to Denver for several roles including chief of the Regional Airports District Office. He was instrumental in the development and growth of many Colorado mountain airports and the concept of "reliever" airports in major metro areas which are so important to GA pilots today.

For CPA his role as President does not do justice to his importance over the years. Like many small volunteer organizations ours has waned from time to time, and Walt played a key role in keeping it alive. He also built several of our key features today such as our scholarship program and our relationships through Liaisons with other Colorado aviation organizations.

After all that he inspired young people to become aviators by providing simulators to kids through the Fantasy of Flight foundation and was on the board of Wings Over the Rockies.

For all the above service to our nation, Colorado, and the CPA, the board has awarded Walt our first ever Lifetime Achievement award. A special glass trophy was awarded to him at a surprise event at Wings Over the Rockies on January 27, 2024, attended only by a small group of his friends selected by his wife Terry Barbo, who was also an important asset in CPA for decades.

I am sure that many members would have loved to attend a big event but we had to keep it small and quiet to keep it a surprise, because Walt doesn't really like being the center of attention. Many thanks to Bob Kinney for the initial inspiration for this event and even more so to Cindy Jewell for making it happen.



As I write this I am on a (commercial) flight back from Florida to attend Walt's surprise ceremony. We departed Miami through a wispy cloud deck just before dawn with a full moon and with the lights of Miami showing through. Just beautiful. It reminded me of how lucky we are to fly.

Adrian



Walt and his plane



The CPA *FLIGHT LINES* is BACK!!

By Vince Otto, Editor

February 2024. As I sit here pounding on my iPad, two things come to mind. First, time really does fly. When I was young, I remember my elders saying this and I'm thinking what on earth do they mean.....I must be getting old. Secondly, don't plan to fly in Colorado during the winter. I lined up an accelerated IFR certification plan which required me to fly 3 to 4 days a week till my check ride February 7th. So far I'm 0-3 flying on the days we scheduled.



Flight Lines. If your reading this you must be reading the newsletter. If your reading it hopefully you understand that we now hope to send it far and wide.....use it as a recruiting tool. Please feel free to blast the email with the link to everyone.

Our 2024 Fly-In schedule is taking shape. The Fly-ins are certainly a highlight of membership in the Colorado Pilots Association. Fly-In trips will be highlighted in *Flight Lines* with registration forms. Don't wait. Take it from me, they do fill up quickly.

I've introduced a number of new articles this month. With your help and support I will be able to continue these in subsequent *Flight Lines*. Remember, I publish. I do not write the articles. I need the members to write the articles and send the pictures.

The new articles this month include

PILOT'S TIP OF THE MONTH

DID YOU KNOW FOREFLIGHT DID THIS?

THE \$100 HAMBURGER.....COLORADO STYLE

The first two articles are pretty self explanatory. The \$100 hamburger is a place for you to showcase your favorite airport or your home airport. I know we have a lot a great places to fly to in Colorado.....let's get the details on paper for others to read.

As always, your thoughts and comments are greatly appreciated.

Vince Otto

newsletter@coloradopilots.org



2024 Fly-in Quick Preview

By Bill Marvel, Fly-in Committee Chairman

Finally, here they are! Welcome, members to the tentative 2024 slate of CPA Fly-in events, which were developed at the January 6 planning meeting at Rocky Mountain Metro airport.

This is a preliminary look at the Fly-ins for this year. Details are being worked out by the various hosts now. Finalized information for each, along with registration forms, will be forthcoming in future *Flight Lines* issues. Watch for them! Every event will appear in the issue sent about two months prior to the event date. Look at the selection below, choose the ones you might wish to attend and mark those dates on your calendars now! The Nucla trip is unique. It is being sponsored by a local resident who is not a CPA member and not a pilot but loves the beauty and camaraderie of her small town where people don't have to lock doors and the surrounding terrain is red rock canyons and mountains. Her B&B is incredible.

As we did last year, every registration form will contain space for members without airplanes to request a seat and those with airplanes to list any seats they have available. Hosts will then put the two together.

May 17-19 – Gallup, NM. We'll be staying at the historic El Rancho Hotel on Route 66. Friday arrival will feature CPA's famous Happy Hour followed by dinner on your own in one of many local restaurants. Saturday morning we'll head to the El Morro National Monument, including the Inscription and Headland Trails, petroglyphs and Atsinna, the 355 room Ancient Ancestral ruin. Saturday afternoon features a visit to the Navajo Code Talkers Museum, plus one or two others, followed by Happy Hour and a group dinner at the hotel. Plus, there's ice cream too! Host Bill Gust (719) 482-6810.

June 28-30 – Gunnison, CO. Two-day trip to Gunnison- Crested Butte. Includes gentle raft trip to dinner at Garlic Mikes Italian restaurant, a wildflower hike to lunch with a view then dinner at our home high above the East River Valley. Finish up at the Gunnison Pioneer Museum before flying home on Sunday. Host David Ladd (303) 915 5877, Dladd765@yahoo.com.

July 19 -- Pueblo, CO. One-day trip to tour the USAF Initial Flight Training Facility in the morning followed by lunch at Peter's In and Out, both right at the airport. Maximum of 30 attendees. Afternoon tour of the United Launch Alliance Propulsion Shop and Test Facility. Depending on timing, it may also be possible to visit the excellent aviation museum at the airport. Both dates are confirmed. More detailed information will be forthcoming in the May issue of *Flight Lines*. Host Bill Marvel (310) 293 2013, rv8tor@msn.com.

August 3 -- Ft. Collins, CO. Day trip to tour two popular breweries in this location well known by beer lovers. We'll have a group lunch and then visit the Gilded Goat and New Belgium breweries, home of Fat Tire Amber Ale. Afterwards, visit Marty and Jan's house for happy hour and dinner if you choose to stay the night in a local hotel. Or return to the airport for your flight home. Max attendance is 20! Host Jan McKenzie (970) 568-6411.



August 24-25 – Marble, CO. Possible Fly-in to this back country destination, details pending. Contact host if you are interested in further notifications. Host Phil Berggren (806) 930-0042, roadkillphil100@yahoo.com.

September 12-15 – Bentonville, Arkansas. A not to be missed three-night trip to the most beautiful part of this equally beautiful state. Lunch at the airport will follow our mid-day arrival on Thursday. That afternoon a visit to the Walmart Museum and town square will precede our boat trip prior to dinner at the beautiful Lake Point Restaurant. Friday, Dogwood Canyon Nature Park is our destination. A remarkable tram tour of this 10,000 acre property in the Ozark mountains will climax with a private chuckwagon lunch in the woods. Saturday our destination is the world-class Crystal Bridges Art Museum and its associated nature area. A short visit to the magical Cooper Chapel in the woods will finish our afternoon prior to happy hour and dinner. Sunday we'll all wing our way home to beautiful Colorado. Visit www.dogwoodcanyon.org and www.crystalbridges.org. Host Bob and Shawn Kinney (303) 887-3328, twinklake1@aol.com or atlarge@coloradopilots.org

September 27-29 – Nucla, CO. Hopkins Field Airport lies on beautiful Tabeguache Park near the Town of Nucla in remote Southwestern Colorado. "Tabeguache" is Ute for "Place where the snow melts first". Where the Tabeguache Creek meets the San Miguel River is the historic Town of Uravan, population 0. Come tour the townsite of the once thriving company town and the Hanging Flume and share in our enthusiasm for mining past and mining future. Stay at the gorgeous Vestal House B&B. Can only take 12 people total! Host Aimee Tooker (970) 428-7750, vestalhousenucla@gmail.com.

October 4-6 -- Alamogordo, NM. Visit White Sands National Park, Pistachio Farm Tour, Tularosa Museum, and possible Space History Museum. Still a work in progress with lots of moving parts. Host Bill Gust (719) 482-6810.

October 18-20 – Truth or Consequences and Socorro, NM. Tour historic Trinity Site, location of the world's first nuclear detonation. Visit Spaceport America, where Richard Branson will be launching future space tourists into earth orbit. We'll fly into both Socorro and Truth or Consequences, NM. Last trip to Trinity/Spaceport! **Attendance limited. Contact host to get on list.** Host Bill Marvel (310) 293-2013, rv8tor@msn.com.

TBD: Oklahoma City. A free two-day FAA training class for pilots at the Mike Monroney Aeronautical Center. It involves disorientation training with a simulator ride, altitude chamber hypoxia experience and land and water survival training. There are many other activities for non-pilot attendees. It is a great opportunity but still awaits coordination for a date. **Due to this, contact host ASAP if interested!** Host Bill Marvel (310) 293-2013, rv8tor@msn.com.



PILOT'S TIP OF THE MONTH

Go Around Or Not?

Featuring [Wally Moran](#)

"How do I know when I should go around? How can I recognize a non-stabilized approach?" — Walter W.

Almost all runway over-runs started with an unstabilized approach.

I think the first sign of an unstabilized approach is that little voice in the back of your head telling you something is not right. We all have made lots of good approaches and it is not too hard to tell when things just don't look right. But the urge is strong to press on and see if we can't get it all together by touchdown.

So the real question is: *When is it too late to save the approach?*

At the airline I worked for, our policy on visual approaches was to have all parameters where they were supposed to be prior to reaching 500 feet above ground level. In our case the parameters were speed stabilized at proper approach speed, sink rate stabilized at less than 1000 FPM and final flap configuration. I always planned to have all that done at 1000 feet then if I missed a little, I still had time to fix it before 500 feet. Now if we were making an instrument approach then we needed all those things at the final approach fix (FAF). A go-around was mandatory if we were not on those numbers.

That policy worked good for me for many years so that is what I use for my general aviation flying. I try to recognize 500 feet above the ground on all visual approaches and at that time I double check that the green gear light is on, confirm my speed to be within 10 mph of my target and in a position that given my current sink rate I will land where I planned. If I don't have the airplane within those parameters, I go around.

I always plan to land just past the numbers except on very long runways where it may be advantageous to land at a different spot. But, I always have a spot planned.

If I am doing an instrument approach I plan to be stabilized with gear down and landing checklist complete prior to the FAF. I am simply too busy flying the approach to be bothered with changing airspeeds, trimming and checklists inside the FAF.

The pilot who has not thought this through ahead of time will someday find themselves floating down the runway wondering if it's too late to go around or if they will get stopped by the end of the runway. This is a poor time and place to try to make that decision. On the other hand, having already made the decision on approach standards before you takeoff, you simply have to execute the missed approach if you don't meet the standards."



DID YOU KNOW FOREFLIGHT DID THIS?

By [Julie Boatman](#)

When you get so familiar with a tool like the ForeFlight flight planning app, you may find yourself using only a select portion of the vast array of features that it seems developers are continually adding to the program.

And that would just be, well, wrong, because it may mean you're missing functions that could not only make your planning easier, but maybe even make your entire flight run more smoothly—or more safely.

Per Leg Altitude Planning

While it may seem like a simple thing, ForeFlight now gives pilots the ability to select multiple altitudes over a given flight, based on the leg. You know you rarely fly the single altitude you entered in your initial plan—you may need to duck around the weather, navigate airspace, or avoid terrain along the way. Now the app lets you reflect this in your planning stages.

Hazard Advisor Enhancements

One of the best parts of ForeFlight is its ability to help you foresee hazards and plan to mitigate them, via Hazard Advisor. New functions enhance this capability, including:

- Altitude preview, to manually control Hazard Advisor's altitude before a flight, and
- Auto Hazard Advisor, which transitions HA into auto mode after you take off, following your current altitude for a view of the surrounding terrain

Global Graphical NOTAMs

Once only available in Europe, graphical notices to air missions (NOTAMs) can now be shown on the app around the world. The new NOTAMs map layer color-codes the



The enhanced Hazard Advisor functions include the ability to take the analysis with you after you take off



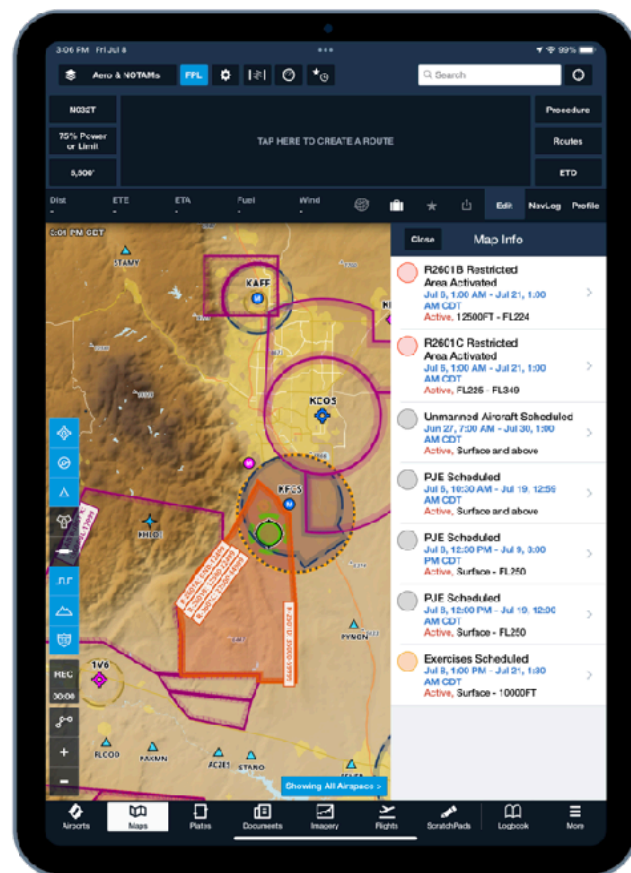
Toggle Airways, Waypoints, and Nav aids

A feature driven directly by user input? You can now customize your ForeFlight map display by toggling between airways, nav aids, and waypoints, quickly decluttering the screen—these were formerly included in a single toggle.

Enhanced, Integrated Weight and Balance

The weight and balance planning feature in ForeFlight was once an isolated portion of the app—and now it is built into the Flights function, automatically incorporating fuel quantities and cargo loads, and instantly responding to changes.

New features such as Saved Loads and Standard Weights streamline the weight and balance planning process overall.

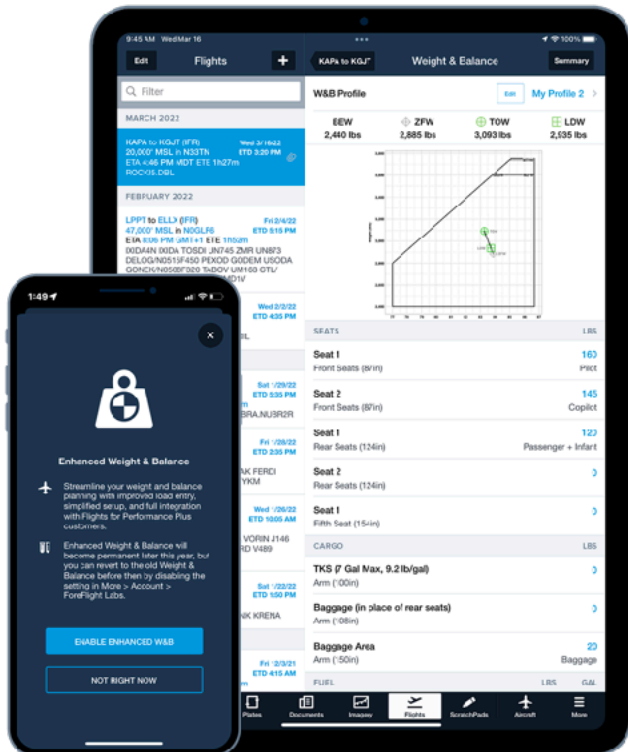


Graphical NOTAMs are now available worldwide from within the Foreflight app

Photos Courtesy of ForeFlight

[Julie Boatman](#)

Based in Maryland, Julie is an editor, aviation educator, and author. She holds an airline transport pilot certificate with Douglas DC-3 and CE510 (Citation Mustang) type ratings. She's a CFI/CFII since 1993, specializing in advanced aircraft and flight instructor development. Follow Julie on Twitter @julieinthesky.



The weight and balance planning feature is now built into the Flights function



THE \$100 HAMBURGER.....COLORADO STYLE

By Vince Otto

Silver West Airport (C08) Westcliffe, Colorado Elevation 8,290

Westcliffe, Colorado is the county seat of Custer County. Located 45NM west of KPUB and 57NM southwest of KCOS, Westcliffe/Silver Cliff boast a population of 1,000 and sit in the Wet Mountain Valley just east of the Sangre De Cristo Mountains. Elevation 7,800.

Westcliffe and Silver Cliff are Colorado's first and one of the highest altitude international Dark Sky communities in the World.

Silver West Airport, elevation 8,290, has a runway 6,964' x 55' and AWOS-3PT. The airport has 2 loaner cars and 100LL currently priced at \$5.35 (January 2024). The airport is located a short 10-minute drive to the combined communities of Westcliffe/Silver Cliff.

Westcliffe has a number of restaurants including Chappys Woodfired Grill, Chuds, Rancher's Roost Cafe, Bootleggers Bistro, Silver Cliff Mountain Inn, 4Kings Bar & Grill, Tony's Mountain Pizza and two delis and the historic Alpine Restaurant and Lounge.

Like most mountain communities, retail stores, restaurants and lodging can be seasonal....call ahead for schedules in the winter months. The area boasts great hiking, rafting, trails and spectacular scenery.

Summer is lively with numerous art and music festivals, a rodeo in July, and an AirFest in August.

Check it out! You will be glad you did.

Editor's Note: I'd like to feature an airport community each month. Tell us about your community or your favorite place to pick up that \$100 hamburger. Please take a minute and send me your article.



US Air Force stages 'Elephant Walk' featuring legendary U-2 spy planes

[NEWSAVIATIONPHOTO](#) By [Colton Jones](#)

Beale Air Force Base in California orchestrated an impressive showcase, lining up eight legendary U-2 spy planes in a majestic "Elephant Walk," showcasing joint airpower between multiple wings stationed at the base.

The event, held on January 4, 2023, involved U.S. Air Force U-2 Dragon Lady aircraft, T-38 Talons from the 1st Reconnaissance Squadron, and KC-135R Stratotanker aircraft from the 940th Air Refueling Wing, all partaking in the traditional pre-flight formation known as an "Elephant Walk."

The term "elephant walk" harks back to World War II, when large fleets of allied bombers would assemble for missions containing up to 1,000 aircraft. It signifies a coordinated display of military might and preparedness.

Developed in secrecy by Lockheed in the early 1950s, the U-2 was created to fulfill the U.S. government's imperative to surveil the Soviet Union and other unreachable areas from altitudes inaccessible to enemy aircraft and anti-aircraft systems.

The U-2 spy plane, a stalwart of aerial reconnaissance for over six decades, has undergone significant adaptations while maintaining its core mission of gathering crucial intelligence worldwide.

Despite the U-2 Dragon Lady's enduring legacy and remarkable service, the U.S. Air Force has debated retiring this iconic spy plane multiple times. As per a recent report, plans are underway to retire the U-2S Dragon Lady fleet by 2026, marking a potential shift in the Air Force's reconnaissance strategies.



54 Years of Flying Adventures... And Still Counting

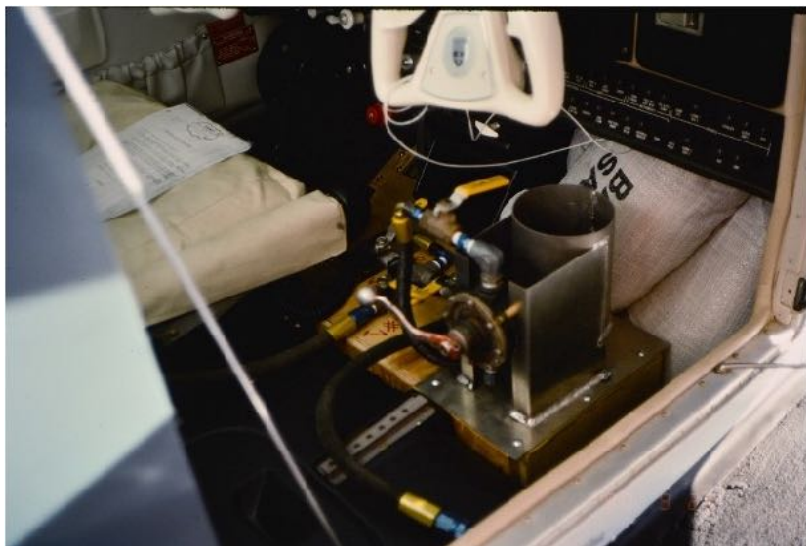
(Part 9 of 11)

By Bill Marvel, the RV-14A guy

Without question, the most memorable trip for me was in 1990 when I picked up a brand-new F-33A Bonanza from the factory in Wichita and later met Denny in Bangor, Maine. The Bonanza had 2.7 hours total time since new when they handed me the keys. He had an older Cessna 210 from somewhere in the states and we were going to play tag all the way across the Atlantic and down the west coast of Africa on another run to Johannesburg. I had many prior oceanic and international trips with him under my belt by then and was looking forward to taking a single engine airplane on one. Here was my chance. This was pre-GPS, but the Bonanza had a good ADF and the then latest King avionics on board, plus a portable HF radio so I could make long range oceanic position reports. There were two separate, 75-gallon ferry tanks in back and the seats had been disassembled and somehow stored in remaining nooks and crannies. It had over 15 hours of fuel on board and our longest leg would be about 12. And yes, I had a pee bottle too! That was a mandatory piece of equipment on every trip. Being a rookie, I dutifully did a magnetic compass swing on the compass rose at Bangor, so I knew how accurate it was, both with aircraft lighting on and off. Denny, the old head at this, didn't in his 210. More on that momentarily.

Another feature aside from the fuselage fuel tanks was a pump that allowed me to transfer oil to the engine, in flight, from the cockpit. I never needed it, but several single engine airplanes have been lost over the ocean due to running out of oil instead of the more obvious case of running out of fuel. I flew low and with high power all the way from Wichita to Bangor, with a fuel stop in Coshocton, Ohio. I think that got the engine break-in off to a good start. I remember clearly the result. On landing in South Africa, the average oil burn had been miserly -- a quart every 29.8 hours.

That oil system drew attention from one ramp worker, I think in Abidjan. Because there was an oil line attached to a modified oil filler cap, the normal cap with the built-in dipstick was stored in the baggage area behind the ferry tanks. At each fuel stop, I removed the cap with the oil line in it, inserted the dip stick cap, checked the oil level and then reversed the procedure. That one time, the refueling guy saw me put the dipstick back in the baggage compartment and asked, "uh, shouldn't that go in the engine?"



The fuel sector valves and the cylindrical reservoir into which I could pour oil and pump it to the engine the entire flight. Note the sandbags on the floor for weight and balance. More were strapped into the bottom of the cowl.





In Bangor, Maine, getting my F33A Bonanza ready to head north to Canada before hanging a right to cross the Atlantic Ocean.

From Bangor, my next stop was Moncton, New Brunswick to have my flight plan, fuel computations, the airplane and my survival gear checked by Canadian authorities because it was my first trip across the water in a single engine airplane. Since Canada has search and rescue responsibility for a long way out into the Atlantic, they are particular about who is heading out there in a single engine aircraft from one of their airports. I had to wear a bright orange, one-piece survival suit from the waist down, with the upper section draped over the seat back. I could get into the upper half and zip it up if needed, but it was only required on the first leg out of Canada where the water temperature is very cold.

Checks complete, it was off to St. Johns, Newfoundland for the night and then to Santa Maria island in the Azores the next day. Due to the typical strong tailwinds when eastbound at 11,000 feet, the equal time point I computed for the leg to Santa Maria, (AKA "the point of no return"), was only a few hundred miles from St Johns. This was the last point where I could successfully get back to Canada, if necessary, against a headwind. Thankfully, I didn't need it.

The first land mass after leaving St. Johns eastbound toward Europe is Flores island, a bit over 1000 nautical miles out to sea. It was a good checkpoint for being on course the rest of the way to Santa Maria. Although it was several hours of flying straight and level, I kept busy. Computing position reports along the way took some time with the old fashioned but reliable E6B. And trying to "get out" on HF while attempting to make those position reports to controllers was sometimes impossible. In that case, I had to call in the blind on 121.5, the VHF emergency frequency, to hail an airliner which could relay the position for me. They always helped out and some did it without comment, but others were incredulous. When I'd report my call sign, the altitude and lat/lon coordinates for both aircraft (really a guess since it was dead reckoning navigation), it wasn't uncommon to hear, "you're flying what? And you're where?"

Definitely, monitoring all the performance instruments and taking notes on them was part of the routine. I liked it when hour after hour, all of them continued to read the same. And Denny's customers very much appreciated a detailed report on the readings of every gauge on the panel, on every leg, all the way across during the delivery flight.

Fuel management took some time and planning also. There are numerous ways to "tank" an airplane. Some mechanics plumb ferry tanks directly to the engine, some to only the wing tanks, some to just one wing tank, etc. – whatever is easiest to do. What is imperative is for the pilot to know exactly how it all works! Numerous aircraft have been lost over water because the pilot did something that resulted in fuel inadvertently being pumped overboard.

In my F-33A, the left-wing tank was untouched and thus factory original, so it was used for all takeoffs and landings. The two ferry tanks in back were each selectable independently and fed the engine directly. But in the Bonanza's fuel injected engine, more fuel is supplied to it than needed



and that extra fuel has to go someplace. In my case, it was to the right-wing tank. That is a huge red flag, in that it is possible to return more fuel to that tank than it can hold, thus sending it overboard via the fuel vent. To avoid that, I made a log to track which tank was selected, how much burn time was on it, and the right-wing fuel quantity gauge reading. The routine was to take off on the left-wing tank and climb to cruise altitude. Then I would switch to the right-wing tank and burn it down to one half on the fuel gauge, select one of the ferries and write down the “on” time for it, run that ferry until return fuel had filled the right wing to $\frac{3}{4}$, write down that “off” time, switch back to the right-wing tank to burn it down to one half, etc. Writing down times was critical since if the right-wing fuel gauge should fail, the only way I had to know how much fuel was left and in what tank was from that logged information. On the early over water legs, I routinely burned each ferry until the engine quit as that told me almost to the minute for future legs how much time I had left while running on them. I stayed focused as there wasn’t all that much time for day dreaming. Plus, with no autopilot, I had to fly the airplane too.

Next: Camel ride on the beach, lost over the Sahara, strange engine vibration and an anniversary.

Check Out The Latest Colorado Pilots Association Board Minutes

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



Transitioning through Buckley Space Force Base Class D airspace,

By Gary Justus

Departing VFR from Boulder Municipal (KBDU) or Rocky Mountain Metropolitan (KBJC) airports on a cross-country to southeast Colorado and beyond often entails a detour southwest around busy Centennial Airport's Class D airspace. If headed to Lamar, Limon or La Junta and points southeast, there's an easier and shorter route. Buckley Space Force Base KBKF Class D usually has little traffic and welcomes VFR traffic headed over its airport if it's not dealing with F-16s or other military traffic. While the tower is listed as attended "Tue-Sat 0630-2230, All Sun-Mon 0800-1600," the airspace is listed as Class D continuously.



Based in Boulder, I first aim for the VFR checkpoint **VPNIC** found in GPS databases (the intersection of I-25 and E-470) to allow avoidance of KBJC Class D airspace, staying a few hundred feet below the 7000' MSL floor of Class B airspace. After passing just south of Erie Municipal (KEIK), I set a general course for Cherry Creek Dam and turn toward Buckley only after I have contacted the KBKF Tower on 121.0 for clearance through their Class D. I carefully watch that I avoid the nearby Class B airspace that goes to the surface. From southeast of Buckley, I set a GPS course for my destination, which most recently was direct to KPWA, Wiley Post Airport on the northwest side of Oklahoma City. I have now avoided about 15 NM of travel while getting a nice view of Buckley. Watch for intense practice area traffic on your way out up to 10000' MSL.

The Buckley controllers are happy to grant a transition if they are able. Their airspace is usually quiet. Their primary requirement is to avoid flight over the radomes (i.e. "golf balls") which enclose sensitive radio antennas. It's possible to fly directly over the runway or to the south of the airport if that better meets your flight plan. Just be clear about what you want and they will work with you. Remember that the floor of Class B in their airspace is mostly 7500' MSL, so plan your altitude accordingly after studying the current Denver TAC. Just east of Buckley and still within Class D is an even lower Class B floor at 6500' MSL, so don't turn that direction too soon! Don't plan to land at Buckley. That requires prior permission, usually only given for military aircraft. Their ATIS is 119.675 and Denver Approach is 128.45.

Departing from KBJC on runway 12, just a slight right turn to 126° should put you on course for a straight shot to KBKF and then points beyond.

I recommend this Buckley transition if you haven't tried it yet. Map is not a current edition.



This is Why You Became a Pilot

By Frank Ladonne

OK, so after a year or so of lessons, studying, agonizing over the written, sweating during the oral and dreading the practical, you've done it! You are a pilot! You are one of a very elite group: just over one-half of one percent of individuals in the United States. You have the ability and the right to get into an airplane, launch into the sky and fly virtually anywhere you would like, whenever you want and all this without having to wait in line, take off your shoes and empty your pockets (unless you really want to).

So now what? What do you do with this very rare right and privilege?

Well, if you're a member of the flying club that I belonged to, which is probably representative of much of the private pilot community, you sit around a table next to a window facing a runway. You drink the occasional "refreshment" and criticize the skills of other pilots and, once a week, you all pile into various aged airplanes and you fly about 30 miles to have breakfast before flying back to the important job of... sitting around a table and criticizing other pilots. After all, if there's anything I've learned about pilots, it is that the older they get, the better they were.

Let me suggest that this is probably not what you aspired to when you invested all that time and money and endured all that stress. Let me further suggest that there's a better, infinitely more rewarding way to exercise your hard-won skills.

Many years ago, when my daughter was about four or five years old, we were sitting together in a recliner reading together and suddenly, she asked me, "So Dad, what does it take to be really successful...like you are?" Wow! My mind was racing with the implications of this question and how to answer it in a meaningful way. What does it take to be really successful? What does "really successful" even mean? Finally, I answered and what I said was:

"Well, Michelle, being really successful is not having the biggest car or the fanciest house or even having lots of money because, in my experience, when you have these things, you still want more. You will want a bigger car or a fancier house or even more money. No, in my experience, what it takes to be really successful, what makes you feel really good and satisfied when you are all alone by yourself and thinking about it is; what have you done today to make someone else's life just a little bit better?"



Funny thing, that little girl is now 27 years old and she never forgot that discussion. Even funnier, neither have I. And that discussion came back to me when I received my Private Pilot's license. What can I do with this to help others less fortunate?



Using airplanes to help people like this makes it all worthwhile.

I found [LifeLine Pilots](#). There are many such organizations across the US. LifeLine Pilots is located in the Midwest and it is a wonderful group of people dedicated to "...making someone else's life just a little bit better." LifeLine Pilots' mission is to "...facilitate free air transportation through volunteer pilots for financially distressed passengers with medical and humanitarian needs." Pilots donate their time, skills and the cost to operate their aircraft to help others in dire circumstances. We fly passengers, often little children and their parents, to or back home from cancer or other medical treatments. Sometimes we fly relief supplies to stricken areas.

The first time I flew a "mission," I thought it would be awkward. It's anything but. These people are just like you and me except for circumstance. Often crushing medical bills leave them without the ability to get to essential treatment. What I did discover is that these folks are just the happiest, friendliest, most normal people you would ever want to meet, dealing with their situation as best they can. In fact,



spending time with them gives real perspective. Suddenly all the minor annoyances and disappointments that we all face seem pretty trivial.

Thanks to LifeLine, I've had so many wonderful experiences; experiences I will never forget.

Like the day I picked up little Andrew and his mom Jodi from Newark, Ohio to take them to DuPage, Illinois.

It was just crazy hot that day; 98 degrees as I recall and, naturally, along with the heat, were the "bumps in the air." Just before we took off, little Andrew asked if it would be okay if we waved to his Dad and brother standing by the side of the runway. You guessed it, we took off and I gave them a "wing wave." Andrew laughed and laughed. So as to avoid the heat and the worst of the bumps, we climbed to 8,500 where the air was cool and smooth. We sat back and all enjoyed the ride. Finally, as we were nearing Gary, Indiana, I announced that we needed to begin our descent and it would get a lot hotter and bumpier before we landed but, as luck would have it, Du Page airport was on the ground and there was no avoiding the descent.

Well, it did get hotter and the bumps were as predicted. While I concentrated on my approach, I quietly felt sorry for the ride they were getting. I made a nice landing and opened the windows. As we rolled to the FBO, I said, "Really sorry for all the bumps." Little Andrew gleefully shouted, "Are you kidding! That was the best part!" I laughed and glanced back at his Mom, for her... not so much.

Then there was the trip to Lynchburg, Virginia, to ferry relief supplies for the flood stricken in Joplin, Missouri. The press came out as bag after bag of clothing and towels were loaded into the plane. As we posed for pictures for the local newspaper, one of the ladies exclaimed, "Oh, no!" I was afraid to turn around and look but when I did I didn't see anything obviously wrong. I asked her what the problem was and she stated, "We packed the bags in so tight that you can't see out the back window." Suppressing a snicker, I told her that in my experience as a pilot (using my best Chuck Yeager expression), if you have to look out the back window, you've got bigger problems; after all, my plane didn't even come with a reverse.

I remember every one of these experiences and every one of the people I've met have enriched my life. In doing this, for just a little while, I feel like I've made someone else's life just a little bit better.

So, there's an option. You can be one of those flying 50 times a year to the same airport for breakfast, 30 miles away and then sit at a table next to the runway, drinking beer and criticizing other pilots or, you can be a pilot. You can sharpen and broaden your skills flying to myriad airports all over your region, meeting people



who will deepen your life and, in doing so, find out just what it means to feel successful.

Be a pilot, give LifeLine or Angel Flight or any of the others a call today. This is why you became a pilot.

Frank Ladonne

Frank Ladonne retired to Fort Collins, Colorado, after 37 years as an electrical engineer for Underwriters Laboratories. Frank's first flying experience was at the age of 16 flying with a friend who was a tow plane pilot for a glider club. He never forgot the dream to one day fly himself. Then "life intervened." Married, had a daughter, chauffeured her around hither and yon, college tuition (OMG!). When he finally wrote that last college tuition check, he enrolled for his private. He now has his private and instrument rating and a Cessna 172XP, which he and his wife have named Volare! (To fly). Being retired, Frank and his wife fly to an adventure "somewhere" every two weeks.



FLY INTO THE NEW YEAR AT WINGS OVER THE ROCKIES™

Dates and details announced for Q1 including new exhibits and summer camp registration

Denver, CO (Jan. 9, 2024) – Wings Over the Rockies (Wings) announced today its first quarter events schedule giving visitors an insight of what's to come at both locations. Some highlights include: the opening of the *Berlin Airlift Supplies from the Skies* exhibit, free admission days, summer camp registration and more. Event dates and details are included below:

- **Free Admission Days:**
 - Sensory Friendly Hours: Sunday, Jan. 21 from 10:00 – 11:30 a.m. Visit the Air & Space Museum in Lowry to experience the museum turned down and participate in sensory friendly activities including a scavenger hunt, STEAM and sensory activities and more. Admission is FREE for children or adults with sensory processing sensitivities and their families.
 - SCFD Free Day: On Sunday, Feb. 11 admission is free for all visitors at both Wings locations.
 - Lowry Residents in zip code 80230 receive free admission to Wings Air & Space Museum on Thursday, March 28.
- **New Exhibits: Berlin [Airlift-Supplies from the Skies](#) and the Wright Brothers Exhibit**
 - Berlin Airlift – Supplies from the Skies Exhibit opens Jan. 20 – May 27, 2024.
Step back in time and relive an iconic moment in history! Learn about the incredible story of courage and determination with the historic airlift that bridged hope and freedom during a pivotal period. Immerse yourself in interactive displays, rare artifacts, and gripping narratives that bring this remarkable exhibit to life.
 - The Wright Brothers enhanced exhibit is now open and includes a new and improved visitor experience including the Wright Flyer simulator and an original Wright Model K Propeller signed by Orville Wright at his home in Dayton in 1944.
- **Cockpit Demo Days at Wings Museum on the second Saturday of each month from 10 a.m. – 5 p.m.**
 - Jan. 13: Anakin Skywalker's Podracer (Wheelchair accessible); General Dynamics FB-111A Aardvark; Steen Skybolt; North American F-86H Sabre Republic RF-84K.
 - Feb. 10: North American F-100D Super Sabre; Martin EB-57; Alexander Eaglerock; Bede BD-5 (Wheelchair accessible); Cessna U-3A "Blue Canoe".
 - March 9: Flight for Life Aerospatiale Alouette III (Wheelchair accessible); Bell UH-1M "Huey" (Wheelchair accessible); Steen Skybolt; Apollo Command Module Boilerplate; Grumman EA-6B Prowler
- **Breakfast Fly-In:** Visit Wings Over the Rockies Exploration of Flight (Centennial Airport) on the first Saturday of each month (weather permitting) for breakfast with a view. Visitors can enjoy breakfast from a local food truck, watch aircraft fly in and explore interactive exhibits and simulators.



- **Aviation-Focused Weekend Showcases:** Join Wings Over the Rockies Exploration of Flight for an immersive way to learn about aviation held on Saturdays from 10:00 a.m. – 2:00 p.m. throughout each month. A great experience for the entire family and a whole lot of fun.
 - Ramp Operations Showcase on Jan. 13
 - Teacher Flight Showcase on Jan. 27 is free for teachers and educators. Discount Code for Teachers: TFSeducator24
 - Radio Controlled Aircraft & Drone Showcase on Feb. 10
 - Public Safety Day on Feb. 24
- **Registration is now open for 2024 Air & Space Summer Camp**
 - [CLICK HERE](#) for details about Wings 2024 summer camps at both Wings locations (Air & Space Museum in Lowry and Exploration of Flight at Centennial Airport).
- **Other Key Events in Q4 at Wings Museum**
 - [Connecting with the Cosmos](#) - Adult Night Out on Thursday, Jan. 18 at the Museum in Lowry from 7:00– 9:00 p.m.
 - Aerospace Discovery Family Workshops – Families with children aged 2-12 from 11:00 a.m. – 12:00 p.m.
 - Jan. 15: [Hidden Figures and Coding](#)
 - Feb. 19: [Geocaching at the Museum](#)
 - March 25: [Rivet Like Rosie](#)
 - Coming Feb. 1 to the Harrison Ford Theater at the Air & Space Museum – new movie: **Space: The New Frontier** (free with museum admission)

Please note: The Air & Space Museum in Denver is closed on 2/6 and 2/7. Exploration of Flight at Centennial Airport is closed on 1/5.

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Wings Over the Rockies™, a Colorado-based non-profit organization and Colorado's official Air and Space Museum, is committed to educating, inspiring and exciting all people about aviation and space endeavors of the past, present and future. Wings is one organization with two locations. Located in Denver's historic Lowry neighborhood and established in 1994, the Museum features more than 97,000 square feet of world-class historical and educational exhibits. In addition to more than 80 impressive aircraft and spacecraft, visitors discover exciting personalities, stories, and events about every aspect of aviation and space exploration. Exploration of Flight is located at Centennial Airport. Opened in 2018, it features 18,000 square feet of interactive experiences, aviation-focused events and actual flying aircraft. Visitors to the two locations come from all 50 states and more than 34 countries. For more information about Wings Over the Rockies, please visit WingsMuseum.org.



Follow the Colorado Pilots Association on [Facebook](#), [Instagram](#), [Twitter](#), and [LinkedIn](#)



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