

CPA FLIGHT LINES

March 2024



MQ-1C GRAY EAGLE UNMANNED AIRCRAFT SYSTEM

President's Corner

by Adrian Nye, CPA President



The year 2024 will be active on political matters related to aviation, on federal, state, and local levels. On state and local matters, CPA has been building up our website to be more informative on lead and noise issues, and our Legislative Affairs committee has added some new members with impressive experience. They have been meeting and getting ready for the challenging year ahead. CPA's Legislative Affairs chairman Gary Tobey recently spoke to CBS News Denver with CABA's Chris Swathwood about lead in communities around KBJC. They mentioned that both air and ground testing has shown no measurable lead, and that the aviation community is working toward using unleaded fuel but wants it done in a controlled, safe

manner.

Despite those awkward facts, as we speak a bill related to leaded avgas has just been introduced in the Colorado Senate. It is co-sponsored by the president of the Senate Steve Feinberg from Boulder, which generally indicates it has a greater chance of passage than the average bill. Efforts are underway to get it amended to be more acceptable, so we are not actively opposing it yet. Things will happen fast since the legislative session ends in May. CPA will let you know what you can do to make your opinion known when and where it counts the most.

Most of you probably receive news about the federal level from national aviation organizations. On the federal level the FAA reauthorization bill is still pending in the Senate and amendments have been submitted primarily by Senator Ted Budd of NC who is a general aviation pilot. One amendment relates to FBO fees and the other relates to backcountry flying, in particular the ability of pilots to make low passes before deciding whether to land. You may have heard of YouTube pilot Trent Palmer's trouble with the FAA, in which his pilot certificate was revoked for a low pass near some houses on 5 acre lots. While the wisdom of that particular low pass is debatable, the general right of pilots to inspect landing areas without landing needs to be protected, and the process by which a pilot defends himself needs to be made more fair, because currently it's guilty until proven innocent.

With all this going on, it's a good year to pick up your pen up or pick up the phone and make your opinion known. It's the best way to influence the outcome. CPA will try to let you know (through this newsletter, our website, and our weekly emails) who you should contact, when to do it, and the arguments to make to best influence the outcome.

Adrian



PILOT'S TIP OF THE MONTH

Grounding While Fueling

Featuring [Tom Haines](#)

“Many people ground before fueling with all the concern of hitchin’ Bessie to a post before going into the tavern. Grounding deserves more attention.

Airplanes generate static electricity just moving through the air; thus the static wicks common on the trailing edges of the flight control surfaces—to give the electricity an easy path off the airplane. When the flying stops, so does the wicking away of static charge. You might even generate a charge as you move about the airplane. Dry air and wool fabric, for example, combined with a little friction, can easily build a small charge. This residual charge could arc to the fuel nozzle as you near the filler port—unless you have properly grounded the airplane.

But the location of that ground wire matters. Few GA manufacturers specify in the pilot operating handbook where to attach the wire and even fewer GA airplanes have a grounding lug for this purpose.

To do its job, the wire must have an electrically conductive path to the fuel port. Corroded surfaces should be avoided for connection because they degrade the electrical path. Similarly, painted surfaces are less conductive than unpainted ones, although in most cases clipping to a portion of the painted landing gear or a painted tie-down ring will not present a significant danger. An unpainted portion of the nosegear structure, an unpainted tie-down ring, or an exhaust stack will usually work well. However, the best way to test a location for your airplane is using an ohmmeter and a long jumper wire. Clip one end of the wire to your desired location and the other to one of the clips on the ohmmeter. Clip the other connector line from the ohmmeter to the filler neck. The resulting resistance shown on the meter should be less than one ohm. If you’re not familiar with voltmeters/ohmmeters, seek the help of your local aviation technician.

Remember that even the movement of fuel through the nozzle and into the filler port can generate static electricity. Keep the metal nozzle in contact with the metal ring on the filler port to prevent a spark.”



DID YOU KNOW FOREFLIGHT DID THIS?

10 ForeFlight Map Features You Might Not Know About

Some of ForeFlight's most useful Map features for day-to-day planning and flying have been around for years yet many pilots are still unaware of them, either because they're hidden away in a settings menu, or their purpose isn't immediately obvious. Below are ten of those high-value features and settings that may have flown under your radar but that can simplify your planning and flying in powerful ways.

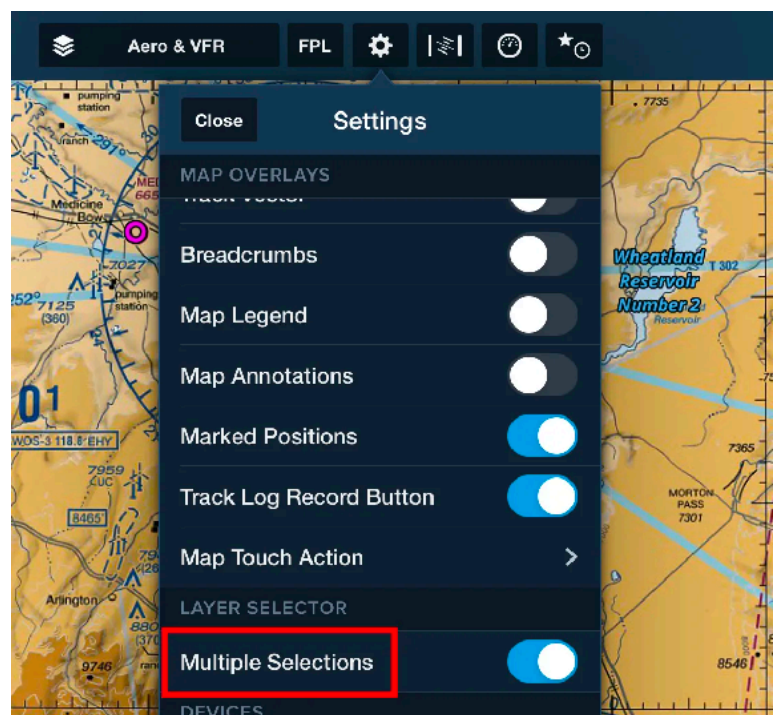
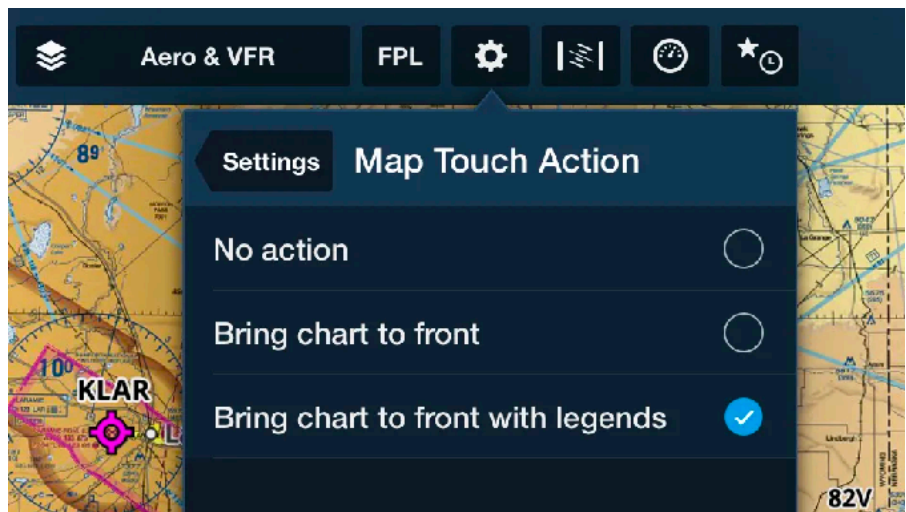
Map Touch Action

This setting is available near the bottom of the **Map Settings Menu** (gear button in the Maps toolbar) when any raster chart (sectional, IFR high/low, etc.) is enabled. The third option, **Bring chart to front with legend**, allows you to tap on any chart to reveal its entire border and legend, just like you would see with an actual paper chart. It is useful when a piece of important information, like a frequency, is cut off by the app's chart stitching or if you don't want the app to automatically switch to a TAC when you zoom in to a metro area.



Multiple Layer Selections

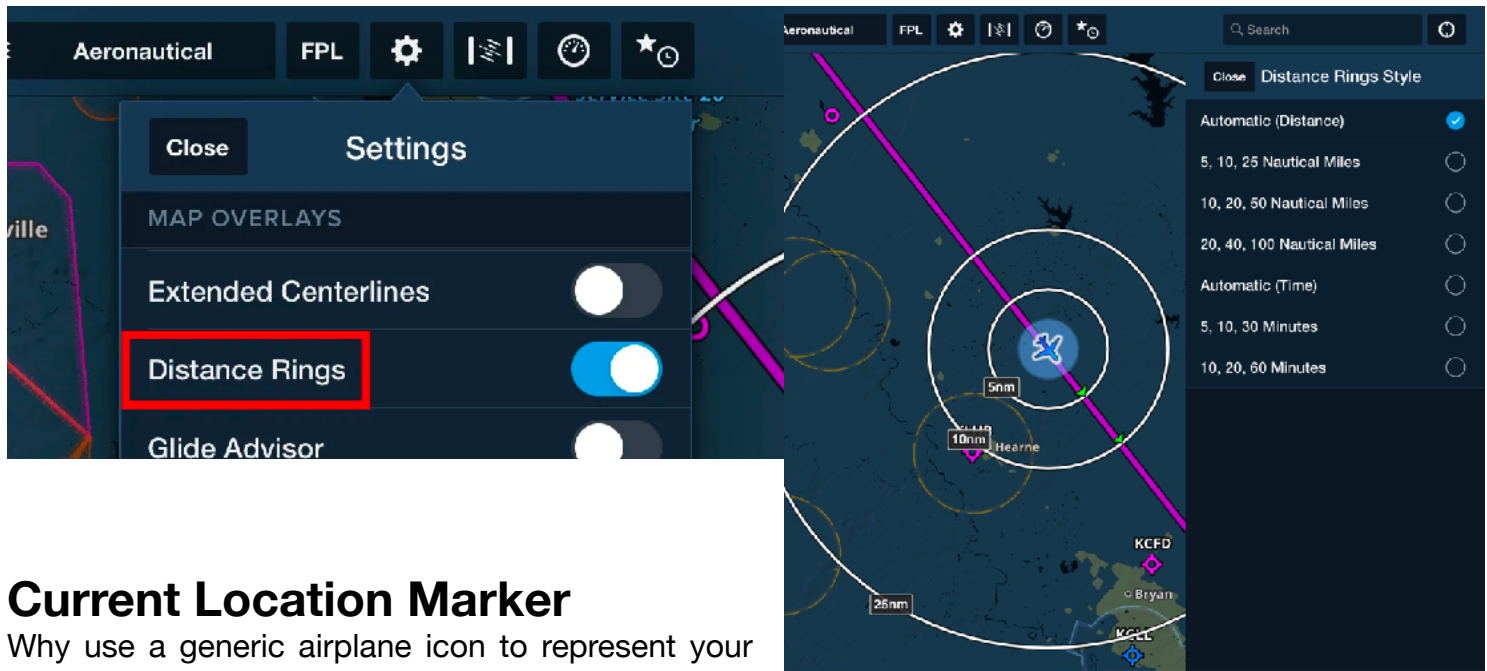
This setting is just below Map Touch Action in the **Map Settings** menu. It's disabled by default, but enabling it makes the **Layer Selector** stay open after toggling any layer, so you can toggle as many layers as you want without having to go back and open the Layer Selector each time. You can tap anywhere else on the map to close the Layer Selector when done.



Distance Ring Styles

ForeFlight's Distance Rings default to an **Automatic (Distance)** setting, showing three concentric rings at different distances, which shrink or expand based on your zoom level. Tap on any of the ring labels to select from different styles, including fixed distance rings, as well as automatic or fixed **time-based rings**, which show how far you'll travel in a given amount of time based on your current ground speed.

These settings are also available in **More > Settings > Distance Rings Style**.



Current Location Marker

Why use a generic airplane icon to represent your position on the map when you could instead use an F-22? ForeFlight has many location marker icons covering low-wings, high-wings, business jets, military aircraft, and helicopters. A secondary benefit of some of these icons is that they are much larger and easier to find on the map than the default aircraft icon.

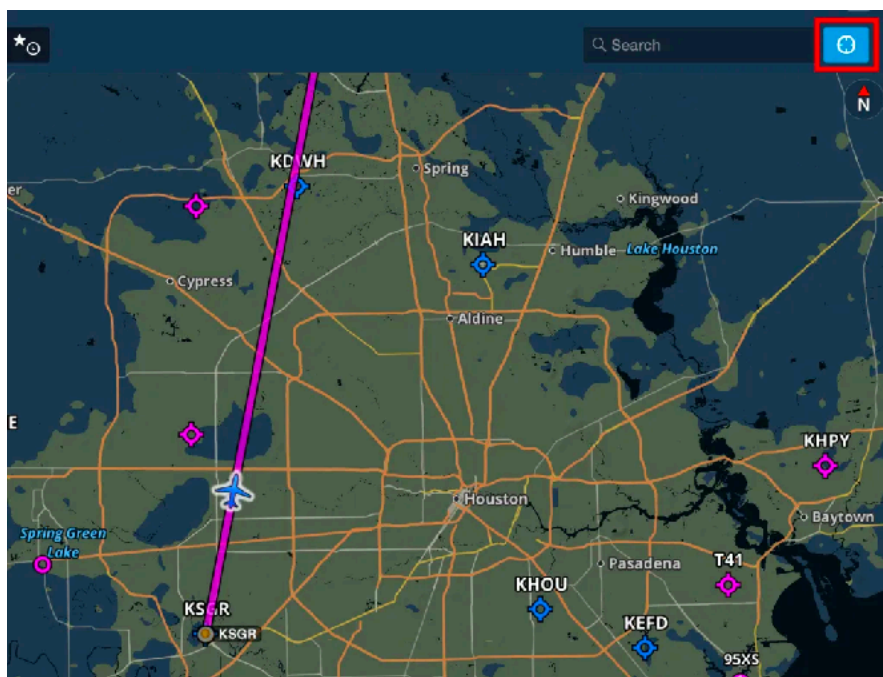
You can find this setting in **More > Settings > Current Location Marker**.

Auto Center Deactivate

You can tap the button in the top right corner of **Maps** to automatically center the map on your location. However, it can be easy to lose track of where you are by accidentally swiping on the map, which by default will deactivate Auto Center and move the map away from your aircraft icon. If this is a persistent problem, you can change the **Auto Center Deactivate** setting to Manual to lock the map to your position until you tap the Auto Center button again to unlock it.

You can find this setting in **More > Settings > Auto Center Deactivate**.

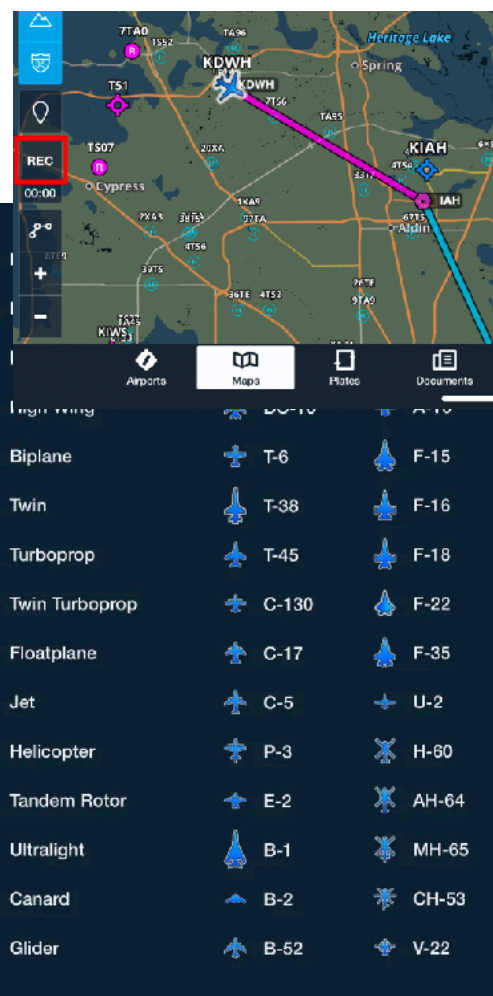
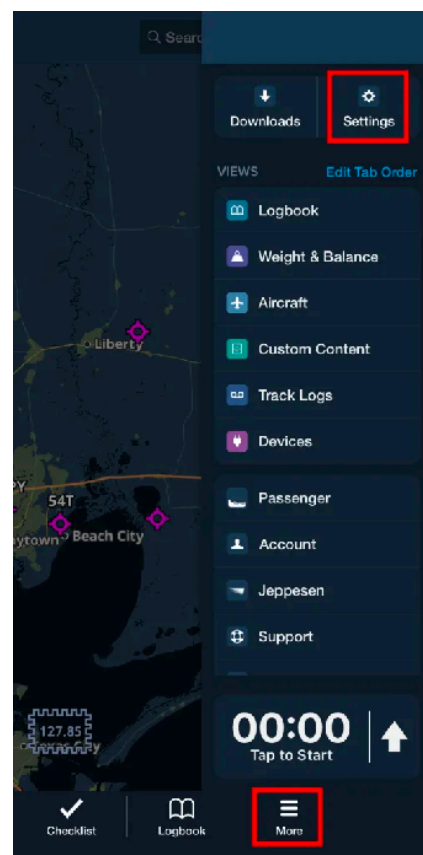




Track Log Record Button

ForeFlight's **Auto-track Logging** feature is a great way to record your flights without having to remember to start and stop the recording, but it doesn't always work perfectly and sometimes captures too much information before takeoff or after landing (like your drive home). The **Track Log Edit** feature allows you to trim your track logs to mitigate these issues, but the most reliable way of getting good track logs from the start is by manually starting and stopping the recordings. You can do this by tapping the **REC** button on the left side of the **Maps** view, which turns blue when the recording is in progress. You may not consistently remember to do this, however, so we recommend you include this as a step in your preflight and postflight checklists, which is an easy addition if you are using ForeFlight's built-in **Checklist** feature.

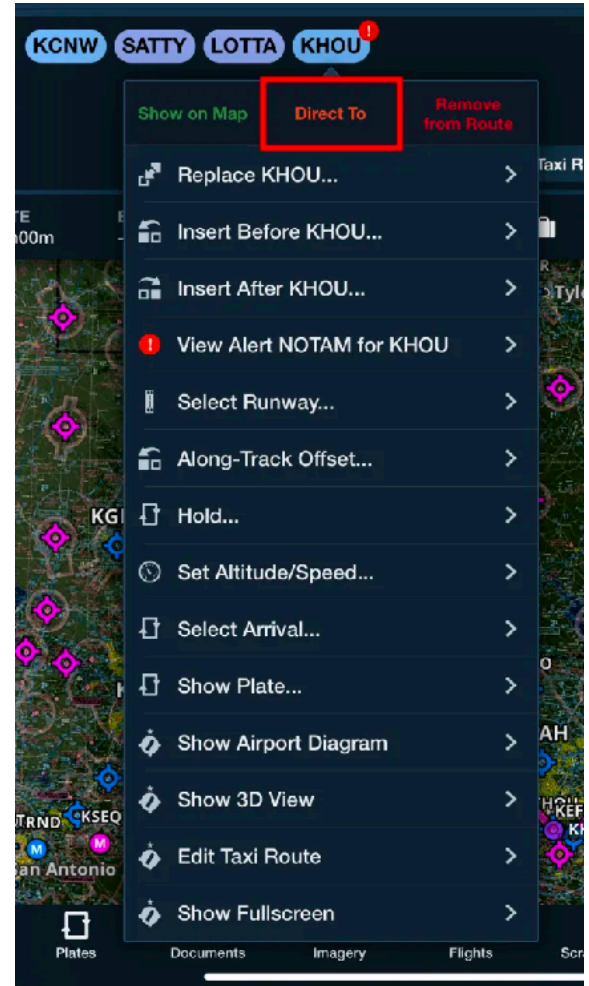
You can enable the



manual start/stop button in **Map Settings > Track Log Record Button**.

Direct To

When flying cross-country VFR you might decide to detour from the simple route you planned. By the time you're ready to return to the planned route, you're way off course. To update the remainder of the route to reflect your current position, tap the next waypoint in your route and tap **Direct To** in the top left of the Maps Sidebar. ForeFlight clears the entire route up to that point and replaces it with a direct line from your current position. **Direct To** does not change any part of your route after the selected waypoint, only the route legs before that point. You can also access **Direct To** by tapping any of your route's waypoints in the **Bubble Editor** or tapping the right-facing arrow next to the waypoint name in the **FPLNavLog**.



Fly Leg

Revising the previous example, let's say you didn't take a big detour but instead cut a corner between route legs. If you do this early enough, you might notice the route colors not updating to show your current, past, and future legs. Even worse, you look at ForeFlight's **Instrument Panel** and see the **ETE to Dest.** time increasing, even as your distance to the destination is decreasing. By cutting the corner early, you confused ForeFlight into thinking that you did not complete the leg you were on, so its ETE calculation assumes that you're going to fly back to the waypoint you skipped before continuing.

Instead of being stuck with unrealistic ETE estimates for the rest of the flight, tap the next leg in the route (the one you're currently on, after cutting the corner) and tap **Fly Leg**. ForeFlight immediately updates the route colors to show your current leg as active, and the up-counting ETE problem disappears. You can also access this feature from the **Bubble Editor** by tapping the arrow buttons in the **NavLog**.

Airspace Auto Highlight

ForeFlight's **Profile View** feature with airspace depictions is a great way to check if your planned route or current heading will intersect the airspace you would prefer to avoid, but it isn't the only way to accomplish this. The **Auto Highlight** feature (accessible in **Map Settings > Airspace > Auto Highlight**) dims most airspace, decreasing the thickness and brightness of the lines that define airspace boundaries. However, it doesn't dim any airspace that intersects your planned route or current heading, thereby "highlighting" that airspace to make it stand out.

Note that you need to have the Aeronautical Map layer enabled to expose this setting. The dimming/highlighting only affects that layer's airspace depictions, so this won't change how the VFR Sectional, for example, depicts airspace.



Send To

The **Send To** button is one of the most important things in ForeFlight. It's the final piece of the puzzle that turns the app from a collection of isolated features and workflows into a unified whole. This feature's most obvious use case is sending planned routes from **Maps** to **Flights** and vice versa, allowing you to file without building them from scratch in the Flights view. With the new **Flight Binders** feature in **Plates**, you can send routes from either **Maps** or **Flights** to **Plates** to instantly select your departure/destination airports and the plates for any procedures in your route.

In addition, you can send routes to **Logbook** to automatically populate time and distance-based fields and speed up the logging process. You can share a planned route with any other pilot from the Flights tab by entering their email, and the flight will appear on their account if they accept the share. If you want to share the **Navlog**, **Briefing**, and **ICAO** flight plan form as a PDF, you can do so with **Share PDF**. If you like printing out your procedure plates or airport diagrams to include them with a paper checklist in a clipboard, you can do it by using the **Send To** button in **Plates**. So be sure to take a moment to see what options are available in each page's Send To menu whenever you notice it.

Cooperative CPA/CDOT Booth at Oshkosh

Last year CDOT (Colorado Department of Transportation) proposed that CPA co-sponsor a booth this year at Oshkosh. The purpose is to promote Colorado flying and promote our Mountain Flying program so that pilots are safer when they fly here. The booth is in a great outdoor central location near the tower and will provide excellent visibility.

We need CPA members who will be at Oshkosh to let us know and take a shift to help man the booth, answer questions and meet fellow pilots. If you are willing to spend a couple hours or half a day at the booth, please let me know at president@coloradopilots.org. We are also looking for someone to keep track of the schedule and set up a way for people to sign up. It should be fun.



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

Unfortunately no additional articles were submitted.

2024 Fly-in Updates!

By Bill Marvel, Fly-in committee chairman

In this month's issue you'll find registration information for the kickoff event of the 2024 season. Bill Gust's trip to Gallup, NM (May 17-19) was cancelled for weather last year. Bill is trying it again and has mixed in some magic elixir this time to be able to pull it off... Let's hope.

You'll be fascinated by the short video clip concerning the Navajo Code Talkers and the immense help they provided by creating secure communications during WWII in the Pacific. Until seeing the video, I was only aware they used their indecipherable language to prevent code breaking by the Japanese. But I did not know they also employed code words to completely conceal those communications even if the enemy somehow found someone who understood the rare Navajo language. The visit to their museum will be exciting.

We just learned the Marble back country trip set for August 24-25 is cancelled. Not quite sure why but the owners (the Walton family of Wal Mart fame) are cool to the idea and that's all the feedback we got. However, a new find in a very unlikely location is the Sand Dunes Recreation Hot Springs north of Alamosa. It is not on any aviation chart but they have their own runway, tent and RV accommodations, three cabins, a restaurant and of course, the hot springs. It is near Sand Dunes National Park so that offers a good side trip. This could be a one-day event to try it out or a one or two-night stay. **However, I need someone to pick up the ball on this one, set a date and make it happen. I'm at flyins@coloradopilots.org if you want to help. Without hosts there are no Fly-ins!**

The Oklahoma City two-day FAA disorientation/hypoxia/land/water survival course is somewhat lost in the government's ether as the most they can tell me right now is that July is the target month. They will call me in early March to set a date. I have 14 people on the list already, pending the actual dates that may conflict with some attendee plans. We wait... But having been through it 5 years ago, I assure you it's worth the wait!

I'm already taking names of people interested in the Pueblo one-day trip (July 19) and the final Trinity/Spaceport trip (October 18-20) and although it's still early, it's best to be ahead of everything, just like with flying! Don't be afraid to give me a head's up now.

As a reminder, the full slate of our 2024 events is on the website under the Fly-In Activities pull down menu and in the February Flight Lines issue. If you haven't done so already, now is the time to look through it and set aside the dates if you wish to attend any of these great events.



CPA Fly-In to Gallup, NM

May 17-19, 2024

Fly to the beautiful Western NM area for a scenic and informative trip. Gallup is on historical route 66.



Friday May 17: Plan to land at the Gallup airport (KGUP) at 2 PM. We'll stay at the historic El Rancho Hotel on Route 66 where the movie stars stayed. Happy hour will be there but dinner will be on your own at any of the numerous restaurants close by.

Saturday May 18: Morning – Drive (1hr) to **El Morro National Monument**. This is a well-kept NM secret. We'll see the Visitors center and those interested can do some hiking. [El Morro National Monument & Inscription Rock](#) | [Visit Gallup](#)



The Inscription Trail

A must-see! You will definitely want to take this trail past hundreds of Spanish and Anglo inscriptions, as well as pre-historic petroglyphs. It will be easy to see why El Morro was proclaimed a National Monument. This loop trail is paved and 1/2 mile in length.

The Headland Trail

This 2-mile loop includes the Inscription Trail and continues to the top of the bluff. There, you will be rewarded with spectacular views of the Zuni Mountains, the volcanic craters of the El Malpais area, and the El Morro valley. A 250 ft. elevation gain and the uneven sandstone surface make this a slightly strenuous hike. Another reward for hiking the Headland Trail is the Ancestral Puebloan ruin, Atsinna, or “place of writings on rock”. Between approximately 1275 to 1350 AD, up to 600 people lived in this 355-room pueblo. Its location was strategic— near the only water source for many miles and located atop a nearly impenetrable bluff.

Saturday Afternoon: Lunch. We'll visit the Navajo Code Talkers Museum, Gallup Cultural Center and the Rex Museum. Then comes Happy Hour, a group dinner at the historic El Rancho Hotel and Ice Cream! See this 3-minute video preview:

- [\(24\) An Unbreakable Code - YouTube](#)

Sunday May 19: After breakfast, return to the airport for the flight home.

The last day to register to attend is May 5, and the registration form follows this Flyer. The registration cost of \$85 per person covers the three rental cars and fuel. We do need a couple of volunteer drivers, so please let me know if you are willing to drive.

Make your hotel reservation as soon as you can. Because of their unusual requirements for blocking a group of rooms, we have opted not to block any for this trip. You can book your own room directly with the hotel by calling them at 505 863 9311 and selecting the front desk option. Rates are \$130 plus tax for a single King or \$139 plus tax for a double Queen. **Do this ASAP to make sure you get a room!**

Contact Host Bill Gust at 719 482 6810 or garbona@msn.com with questions.





Colorado Pilots Association Fly-in Registration Form

WANT TO GO BUT NO AIRPLANE AND JUST NEED A RIDE?

Complete only this blue section and mail to the Fly-in host address below

Name: _____ Area code () _____
 Phone: _____ Email: _____ # Seats: _____

**PILOTS FLYING TO THIS EVENT, PLEASE
COMPLETE THE FOLLOWING SECTION**

Which event are you registering for?		Gallup, New Mexico	
First Name		Last Name	
Are you a CPA Member?		Yes	No
Address:			
Cell Phone:			
Email:			
Emergency Contact name and phone of someone not traveling with you:			
Aircraft type:		N number:	
Do you have a seat to share in your plane?		Yes – How many?	No
Do you have any guests joining you?		Yes	No
If so, how many?	Their first and last names:		
Cost per person: \$ ____ 85 ____ times total in party ____ = \$			
Is this your first CPA Fly-in?		Yes	No
How did you hear about this Fly-in?			

Please send a check for the above amount, **made out to the Colorado Pilots Association**, to the Fly-in host:

Bill Gust (719) 482-6810 garbona@msn.com
3150 Mt. Herman Road
Monument, CO 80132



The Worst They Can Do Is Say No

By Bill Marvel, Fly-in committee chairman

Perseverance is an interesting word. To an optimistic, it implies that continuing to pursue a goal will result in achieving it. But to a realist, sometimes it works and sometimes not.

For years I wondered what all went on at the CAE Initial Flight Training Facility (IFT --formerly Doss Aviation) at Pueblo airport. I knew it was for to-be USAF pilots, they flew Katanas and used the call sign "Tiger." But nothing more. When 2024 approached I wondered what the chances were of getting a CPA tour. And since there was also something at PUB called the United Launch Alliance (ULA) Propulsion Shop and Test Facility, what were the odds of touring that too, preferably on the same day? How hard could it be to deal with the U.S. Air Force, Lockheed Martin and Boeing? After all, they only defend the country and compete with Elon Musk for space launches. And then along comes some CPA yahoo from Grand Junction who wants a tour for his pilot group. I wondered if either would even talk with me. It didn't take long to find out.

I started with web sites, sending emails and leaving phone messages. Crickets – not a word from either. I think corporate governance these days often adopts squawking 7600 as an anti-litigation strategy. You ask and they don't respond. But hey, I figured I'm representing the Colorado Pilots Association and have good intentions. I don't want to deal with emails and pressing 1 for English on voice recorders! I want to talk with a human being and make my case personally.

While still skeptically awaiting a response from each, I flew to Pueblo mid-December for something else and decided to walk over to the nearby ULA facility and knock on the door. The outer door was open; the inner one was locked with no one visible inside. Large launch vehicle models adorned the entryway. But a button was nearby and I pressed it. A guy came out, opened the door just a crack and asked if he could help me. I told him my name, that I was with CPA and was trying to reach anyone who could talk with me about a tour. He said to wait a moment so he could find someone I could talk with. A pleasant woman arrived, and I told her the same thing all over again. She gave me her email address, asked me to send my request and to copy two others at the facility since they were in a better position to answer than she was. I flew home and did just that. My email included that back in my USAF days of launching DoD satellites, we used both the Lockheed Agena and Boeing Burner IIA upper stages in the hope that would add to my credibility. But it was crickets again for two more weeks. Do I just give up or go to plan B? Not really since I didn't have a Plan B. But I did mention it to CPA vice president Brian Brieske at the January 6 fly-in planning meeting. His wife works for Lockheed Martin so maybe that would help. Once again, nothing for the next couple of weeks.

Realizing this wasn't going well (duh!) I tried another approach. I called the airport admin offices, told the guy who answered my name yet again, that I was with CPA and was trying to reach the USAF facility there. He was very helpful and gave me two different numbers, neither of which was the one on their web site. I thanked him, hung up and immediately called one of the numbers. The usual outgoing message came up with the equally usual menu of options. I don't recall the option I selected but I ended up with a retired B-52 pilot who was the director of the entire operation! I told him who I was, why I was calling (I had the spiel memorized by then) and waited for the anticipated laugh on the other end. "Sure we can do that – I'll put my assistant Linda on it and have her call you back in a few minutes." Well bingo bango, Linda called back and asked what day I had in mind. I



told her ideally a Friday in July because we had no events that month and wanted to also see the ULA facility, where they probably did not work on weekends. She responded they had only July 19 open and asked if I wanted them to hold it. I said yes, listened to the restrictions (attendance limit, names in advance, no weapons, go through security, etc.). It would start with a full briefing and Q&A on their mission. The tour includes everything -- dorms, classrooms, dining hall, chapel, gym, flight line, maintenance shop and more. It would take about two hours. Incredible! I thanked her, hung up and immediately emailed the two people at ULA who I had copied previously with no response. But this time my email included the fact we had a July 19 date, a morning tour of the IFT facility and a planned lunch at the airport restaurant. It's a five-minute walk from there to the ULA building. I said it would be ideal if we could tour their facility after lunch and requested it. Keep in mind I had heard zero from them thus far and the company was busy with a just-launched moon shot with a lunar lander on board. To my amazement, in five minutes an email came back saying sure, they could do it on that date and afternoons were better anyway as that's when they run tests! No cameras are allowed, and names would be needed in advance. It happened that quickly in a matter of minutes and we're now on the USAF and ULA schedules. I was on a roll and bought a lottery ticket later after flying back home just in case a brand-new Cirrus might be on my horizon! Nope. My luck for that day had run out.

One final thing. Last year at the Creede Fly-in, Flight Lines editor Vince Otto, a retired CPA and business guru, paid 10% less for his room than the rest of us. Why? Because he privately asked the owner for a cash discount. "Bill," he said. "Always ask for a cash discount. The worst they can do is say no!"

Check Out The Latest Colorado Pilots Association Board Minutes

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



COLORADO AVIATION COMMUNITY RESPONDS TO FINDINGS OF NO LEAD CONTAMINATION NEAR ROCKY MOUNTAIN METRO AIRPORT

February 8, 2024

Denver, Colo. – The Colorado Aviation Business Association (CABA) and Colorado Pilots Association (CPA) released the following statement welcoming the findings of no lead contamination in communities near Rocky Mountain Metro Airport, and reaffirming the commitment of the aviation industry to safely replace leaded aviation gas by 2030:

“Colorado’s aviation community is pleased with the finding of studies commissioned by our neighbors that confirmed that our communities are not being contaminated with lead. While we are puzzled as to why these three municipalities have not publicized these results, the findings themselves are unsurprising and confirm what several others around the country have found. It is worth noting that according to the National Energy Administration, the amount of aviation gasoline (avgas) sales in Colorado over one year equate to 12 hours’ worth of automobile fuel.”

“This in no way diminishes our commitment to pursuing a safe, orderly transition away from leaded avgas. We, along with the entire aviation industry, are eagerly working with manufacturers on a safe, commercially viable unleaded alternative by the end of 2030 or sooner. Low-lead fuel is used in piston engine aircraft as a safety requirement to prevent catastrophic engine failure and is accordingly required for the safe operation of many aircraft. Aircraft needing the higher-octane fuel to fly safely include those performing such important missions as search and rescue, disaster relief, agricultural support, law enforcement and medical transport. Therefore, it is imperative that the transition to an unleaded fuel be made in an orderly, federally regulated manner to ensure the safety of pilots, passengers, and the general public”.

Four separate lead contamination surveys, commissioned by the Town of Superior, and conducted there and in the Cities of Louisville and Lafayette, all reported no detectable lead levels in airborne samples. The reports note that the sampling locations were “chosen by the Town with respect to each location’s proximity to the Rocky Mountain Metropolitan Airport (RMMA) flight patterns.” The Town of Superior initially commissioned an airborne lead survey which took place on two dates in May 2023, and found lead samples were all “below the analytical reporting limit”, and that “results of the two sampling events indicate there were no detectable levels of airborne lead particles present above the laboratory reporting limit on the days sampled.” The Town commissioned a subsequent surface lead wipe survey in September 2023. That survey found that lead levels were below detectable limits at 13 of the 14 sample sites- the 14th site was in an older home known to have contained legacy lead-based paint. Airborne and surface lead contamination surveys were next conducted in the Cities of Lafayette and Louisville in October and November of 2023 respectively, and similarly found lead levels at below detectable levels.

For more information, contact Kelly Sloan, 970-424-6615 email: kvsloan@gmail.com

The Colorado Aviation Business Association (CABA) is a grassroots membership organization focused on the support and promotion of Business and General Aviation across the State of Colorado.

The Colorado Pilots Association is an organization of pilots and aviation supporters dedicated to the furtherance and enhancement of general aviation interests in the State of Colorado.



Years of Flying Adventures... And Still Counting

(Part 10 of 11)

By Bill Marvel, the RV-14A guy

After spending the night on Santa Maria island, the next leg was across the rest of the north Atlantic Ocean to Agadir, Morocco. We left early enough that when we arrived at Agadir, I had a chance to ride a camel on the beach. That was definitely a first and probably a last, as there aren't many camels to ride here in Colorado. We passed over the Madeira islands on the way, so the airport at Porto Santo was available had there been a problem.



When we landed in Morocco, I had no idea I would even see a camel, let alone ride one at sunset on the beach.

One cannot complete an ocean crossing in a single engine airplane without thinking of Charles Lindbergh, the first to ever do so. I have visited his grave on Maui to pay my respects to the man whose risks in that first crossing were so great it is nearly unimaginable to one who has done it with modern technology and its accompanying reliability.

The next day was the longest leg on the trip, flying across the Sahara Desert from Agadir to Abidjan in the Ivory Coast -- 2.5 hours longer than the first ocean leg to Santa Maria. We were airborne on separate flight plans in pre-dawn darkness. Somewhere out over Mauritania or Mali, Denny made a position report that I heard but control did not. He and I had our own private frequency set up so I called him and his response was pretty weak. My ADF had a solid lock on Agadir behind me and on Abidjan ahead so I knew I was on track during this almost 12-hour flight. He responded with a request for me to make up credible position reports for him because he wasn't sure where he was and they could not hear his radio anyway. And there's no radar in Africa. That failure to swing his compass back on the Bangor compass rose left him several degrees off course for hundreds of miles, dead reckoning with a weak ADF. I quickly cobbled up a story for control (their version of our



centers) that he had a radio problem but could talk to me on a different frequency and I'd relay his reports. Of course, this was all bogus but then you do what you have to do because T.A.B. Once Denny got closer to our destination, he started getting an ADF response and corrected his position based on that. No harm, no foul. There's nobody out there over the Sahara Desert to hit at 10,000 feet whether you're on course or not.

The next morning, we left Abidjan on another over-water leg headed for Libreville, Gabon, where we had an uneventful flight and overnight stay. But on the way there, Denny flew close and parallel to



Denny measures the missing propeller deicer boot. Better that than a missing propeller blade.....

me for a few minutes, just to compare our respective compass readings. He noted the error in his and jotted down the corrections that were necessary on future legs. We departed Libreville in grungy weather the following morning and climbed through a cloud deck to get on top. We were in a loose formation when I saw something shoot off Denny's airplane in a blur. I told him about it and he said, yes, he had a slight engine vibration and wanted me to come in close and look over the airplane. I did that from left and right, and above and below his

210, looking at gear doors, cowl flaps, trim tabs, antennas, control surfaces and the like but did not see anything obvious. We were an hour out but turned around and headed back to the departure airport. Once there, it wasn't hard to see that one of his prop deicer boots was missing. That accounted for what I saw and the vibration he experienced. We scraped the boots off the other two blades and spent our second night in Libreville.

As much as I had wanted to fly the long leg down the coastline to our next refueling and overnight stop at Grootfontein, Namibia, such was not to be. A civil war was still underway in Angola so we stayed a hundred miles off shore to remain well out of range of the Russian radars that guided Migs. It was a many-hour dead reckoning leg on a southbound compass heading where we had no navigation aside from cross bearings from commercial radio stations along the way. Eventually, those bearings allowed us to angle back in toward land to find the "sand island" which marked a safe place to turn eastward across the Namibian desert toward Grootfontein. Yep, this not-so-sophisticated globetrotting navigation involved visually finding a large uninhabited island, all sand, a few miles off shore. I can't forget the date since I called Marti from the hotel that evening to wish her a happy 15th anniversary that very day -- October 4, 1990...



The final leg, from Grootfontein overhead Gaborone, Botswana and on into Rand airport in Johannesburg, went smoothly with no surprises.



The final destination, Rand Airport in Johannesburg, South Africa.

After landing and removing the ferry tanks and system, I couldn't help but take a few moments to look over the airplane and its engine, realizing that the two had taken me from the center of the U.S. all the way across the north Atlantic Ocean and then to the bottom of Africa, all safely and without missing a beat in 68 flying hours. Amazing.

Next: Good and bad landings, 9/11 and a final wrap up.



Walt Barbo 100th Birthday Celebration and Lifetime Achievement Award

On Saturday afternoon January 27th, 2024 CPA awarded Walt Barbo a Lifetime Achievement award at a private event at Wings Over the Rockies museum.

CPA Treasurer Cindy Jewell was the mastermind, organizer, and emcee of this event, and did a fantastic job. Walt's wife Terry told Walt they were going to a friend's birthday party, and the surprise worked. Walt said he suspected something was up when Terry told him he looked a little shaggy and took him to the barber the day before!

Cindy emceed the event. David Ulane, Director of Aviation Divisions of CDOT gave an overview of Walt's service to the nation, the state and to aviation over the years. Shahn Sederberg, Communications Manager at CDOT told some stories about taking the beautiful air-to-air photo of Walt's Cessna 210 in the winter mountains that became the cover of the 2020 Colorado Airport Directory. An attendee pointed out that even the Wings museum itself would not be here without him, as he was involved in its formation. Then CPA VP Brian Brieske and President Adrian Nye presented the Lifetime Achievement award to Walt. Walt spoke for a couple minutes, thanking everyone. Then we were serenaded by a singer with songs from the 1940s! That was followed by social time with appetizers.

At the end of the event, I asked Walt about his primary flight school photo from 1942 that was used on the birthday cake and place settings. I noticed the goggles and asked him if the aircraft was open cockpit, and he answered yes, a Ryan PT-22. He said it's a fun airplane and he still remembered doing stall turns, which I think is like a hammerhead stall, and doing them inverted! He mentioned that he felt queezy a few times but never lost his lunch! He said you got used to aerobatics after a while.





MQ-1C GRAY EAGLE UNMANNED AIRCRAFT SYSTEM

The MQ-1C Gray Eagle Unmanned Aircraft System (UAS) addresses the need for a long-endurance, armed, UAS that offers greater range, altitude, and payload flexibility over prior U.S. Army UAS versions. This long-range, long-dwell UAS is dedicated to direct operational control by Army field commanders. Its expansive mission set includes, but is not limited to, wide-area Intelligence Surveillance and Reconnaissance (ISR), convoy protection, Improvised Explosive Device (IED) detection and defeat, close air support, communications relay, and weapons delivery missions.

PAYLOAD: 95 lbs (43 kg)

WEAPONS: Up to four AGM-114 missiles

MAX WINGSPAN: 56.7 ft

ENDURANCE: 12-20 hours

RANGE: 350 km (line of sight),

Fuel dependent (beyond line of sight)

GROSS TAKEOFF WEIGHT: 3,600 lbs

CEILING: 25,000 ft

COMMUNICATIONS: Three on-board radios with communication relay capabilities

MINIMUM RUNWAY LENGTH: 4,000 ft



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



*The content in **Flight Lines** is for general information only and may or may not be accurate. Pilots and aircraft owners and operators must refer to FAA regulations and manufacturers' instructions and maintenance and operating handbooks for authoritative information. The writings herein present the opinions and advice of the authors only and do not reflect the position of the Colorado Pilots Association, Inc. or its officers and directors.*

Colorado Pilots Association
PO Box 200911
Denver, CO 80220-0911
512-585-1015

