

CPA FLIGHT LINES

April 2024



**Your Airplane Would Be Shown Here if You Had Sent Me
a Photo of it!!**

President's Corner

by Adrian Nye, CPA President



For those that haven't heard, the efforts to tame Colorado HB24-1235 seem to be on the right track. The first hearing before the Transportation committee was very well attended by aviation people and the amended bill, while not ideal, seems to be acceptable. Further small changes occurred in the Finance committee. CABA lobbyist Kelly Sloan has done a masterful job so far, and we are following his lead on what actions may be needed during the process. The fat lady won't sing until either the bill passes or the end of the session (in May), so it is not yet time to let down our guard or celebrate. Until then, the CPA Legislative committee is monitoring the bill and will let you know if more action from you is required. Thank you to those that have participated so far.

One thing I noticed at the first hearing is that flight training (especially pattern work) is the chief complaint for many of the noise-sensitive neighbors. Yet flight training businesses and flight students were either not present or near invisible at the hearing. I know they are very busy, but still I find it frustrating that the rest of general aviation is working hard to avoid damage while flight training operations aren't showing many signs of doing anything. I still feel there is room for compromise on things like early morning and late night pattern work, which would go a long way toward turning down the heat without a big impact on flight training.

It's true that flight training organizations can't be forced to agree to something like that, according to federal rules, but airport opponents are not satisfied and are trying anyway. This has already resulted in one completed and two pending lawsuits, with more likely. Legal fees to protect our rights have to come from somewhere. It strikes me as not wise to assume that these lawsuits will do no damage. It would be much better for both sides if we could redirect all that effort and money into directions that would actually do more to reduce noise and lead, and could even help flight training. One recent idea by CPA's webmaster Brian Garrett is subsidies for newer, quieter flight training aircraft, similar to those currently offered for EVs. Most of these aircraft use Rotax engines that already accept unleaded auto fuel as well.

With that in mind, once the legislative session is complete we will try to do more outreach to flight training organizations. We also will turn our sights to Boulder as there is a vote tentatively scheduled in the City Council for this summer on whether its airport should be closed. As I mentioned previously, Boulder already stopped accepting State and Federal grants for airport maintenance and improvements, which indicates that they are serious. Two petitions have been circulating, one advocating for closure and the other for keeping it open. I'm happy to report that the petition to keep it open is winning so far with over 9000 signatures. Add your name to it: <https://saveboulderairport.com/>

Happy spring flying!

Adrian



Gunnison/ Crested Butte Fly-in

June 28-30

Come join the fun in beautiful Gunnison and Crested Butte! Fly to GUC on Friday June 28 to partake of a wonderful weekend of Dining, Rafting, Hiking and Wildflowers.

Plan to arrive in GUC by 2pm

Check in at Avflight Gunnison where a quick refreshment, weekend details and contact info awaits.

Stay a two-minute walk from the FBO at the Alpine Inn. They are holding a limited number of rooms for us until May 23.

Friday evening, we will board rafts for a fairly gentle float down the Gunnison River, then stop at the Three Rivers Smokehouse for a barbecue dinner.



Gunnison-Crested Butte Airport

Saturday we will have breakfast at the Alpine Inn then head out for a moderate hike through the wildflowers, past several of the high peaks and stop for “a lunch with a view” at the Umbrella Bar on Crested Butte Mountain. Quite spectacular! (There’s also an option to drive there, if desired)

Saturday afternoon we will return to CB or Gunnison where you can explore the history and shops, try mountain biking, or just relax.

Join us at our home Saturday evening for happy hour, a gorgeous sunset and dinner high above Jack’s Cabin on the East River Valley.

Sunday morning breakfast at The Alpine Inn then visit the Pioneer Museum or try other activities such as mountain biking, fishing, more shopping or just resting up from a busy Fly-in. Depart on your own schedule.

If that sounds good to you, sign up and attend! Here are the details. I’ve made arrangements and negotiated special pricing for:

1. Rafting and dinner on Friday evening along with transportation
2. Transportation to and from all planned events
3. Dinner on Saturday (Saturday lunch can be purchased at the Umbrella Bar)
4. Beer and wine at Happy Hour receptions
5. Beer and Wine (in reasonable amounts) with dinners

All the above will cost approximately \$200 per person. The figure might be adjusted slightly depending on attendance. Trip limited to 20 max.

What’s not included:

1. Lodging at the Alpine Inn. Rooms held until May 23. King \$149.99+tax/ 2 Queens \$169.99+tax. Contact them at gunnisonalpineinn@yahoo.com or (970-641-2804) Rooms are held under my name and the Colorado Pilots Association.
2. Lunch at the Umbrella Bar. Beer, bratwurst, etc. available for purchase.
3. Any aircraft expenses. There will likely be a discount on fuel and tie down (to be confirmed).
4. Midnight toddies, mints on the pillow or a goodnight kiss.

Questions??

DAVID LADD dladd765@yahoo.com or 303-915-5877





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?		Gunnison, Colorado	
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: \$ __200.00__ 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:

David Ladd (303) 915-5877 dladd765@yahoo.com
1350 Lawrence St. #10C
Denver, CO 80204



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:

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[\(24\) 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.





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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



Two **Rare** Opportunities!

Host Bill Marvel, rv8tor@msn.com, 310 293 2013

This is a not to be missed one-day trip to the Pueblo, CO airport (KPUB). CPA membership has given us access to two facilities there that attendees will visit in a single day. In between, we'll all have lunch at Peter's In and Out right at the airport. The date is Friday, July 19 and it's close enough to drive if you are unable to fly.

USAF Initial Flight Training (IFT) Facility



With few exceptions, every future USAF pilot now starts training here. This initial program puts students in a military structured environment using the same procedures that will occur later at pilot training bases around the country. The company responsible for this training, CAE, is a government contractor for the USAF and the facility is on CAE property. All flying takes place in Katana DA-20 two-seat aircraft using the call sign "Tiger". Students are typically new second lieutenants just

out of college and undergoing training that in part screens out those who cannot achieve basic flying skills. We'll receive an introductory briefing followed by a tour of every aspect of the facility from dorms to classrooms to maintenance shops to the flight line. Due to the nature of this facility, the names of every attendee must be provided in advance, and everyone will go through security. If you've ever wondered about those "Tiger" call signs along the front range or what happens in Pueblo, this is your chance to find out!



United Launch Alliance Propulsion Test Shop

UAL is a joint venture of Boeing and Lockheed Martin in designing, building and launching space vehicles for both NASA and the Defense Department. They are in direct competition with Elon Musk's SpaceX. Earlier this year they launched the moon shot that was intended to carry a small, university-built lunar lander. The launch and trip to the moon and back went fine but the lander had a fatal fuel leak and was carried back to Earth where it was released to burn up in the atmosphere.



The UAL Pueblo site is proprietary, and no photos or videos are allowed. This is not a public tour that is normally given but one we were fortunately able to schedule for interested CPA members.

Here's some information I received from my contact there, Chad Sexton:

"The ULA Prop Shop Facility (Propulsion Shop) is ULA's primary testing house for rocket components. The shop started out with small test articles such as check valves, electrical disconnects, and other tiny pneumatic components and has been a great success in rapid testing needs for ULA. Over the last 5 years as the shop has grown, so have the capabilities and talents of our staff. What used to be a small parts test facility now creates test setups that simulate the rocket taking off and separating all the ground fuel and interface umbilicals. We have tests that mimic the filling of fuel tanks and the ullage space inside the top of the fuel tanks to test large vent valves and fill drain valves. The prop shop is more capable than ever, and now boasts the one stop place to go to for cryogenic, pneumatic, hydraulics, electrical, and development and qualification testing for all of ULA.



We don't do the motors.....yet! But we hope to get there in the next few years."

More details and the registration form to attend this event will be published in the May 1 issue of Flight Lines. But you can give me a much-appreciated heads up in advance before then! I still have to arrange transportation from the FBO to the IFT facility and back as well as coordinate with the restaurant at the airport for our group lunch. But for now, having some attendance figures is key. And of course, Murphy's Law is ever present -- getting the ducks in a row earlier is far better than playing catchup later...

It's going to be a busy day but definitely a rewarding one. Don't miss it!



54 Years of Flying Adventures... And Still Counting

(Part 11 of 11 — finally, the end!)

By Bill Marvel, the RV-14A guy

If you're lucky, every flight ends with a planned landing, and so shall this walk down memory lane. I've made thousands of landings in many different airplanes over the past 54 years and for whatever reason, never had any problem putting one back on the ground. Even my very first landing in Colorado in 1967 was pretty smooth. That said, I recall two in all those years, one quite recent, that were really bad. The first was at night at Hawthorne, CA, coming back from a ski trip to Mammoth Lakes with a German WWII vet and his daughter on board. There was a strong crosswind from the left (south) and I was landing to the west. I have never had any problem with crosswinds in the past but this time was going to change that track record. The hangars on the south side of the airport caused a significant down draft right at the runway threshold and that caught me totally by surprise. I hammered the Grumman Tiger on so hard that I thought the main wheel fairings had come up and hit the bottom of the wings. A check the next day in daylight showed that never happened and those very strong Grumman laminated gear legs took the beating with no evidence of trauma at all. It was embarrassing but that's life.



The RV14A is gentle on the ground but one day gave me more excitement than I ever wanted.

But my worst landing by far was at Eagle, CO during 2020 in my RV-14A. It is the only time in my flying career that I was not sure if I was in control of the airplane. I was again landing to the west with a strong crosswind from the left (south) across mountainous terrain. A Cirrus in left traffic ahead of me turned left base to final and shortly thereafter went around. From my position on a long, straight in final, I could see how much yaw he maintained to stay straight down the runway. I was certainly not as alert as I should have been, given what the Cirrus did. In addition, I was a little fast and flared a bit too high. At that point, I am not sure what happened because it occurred so quickly. The

airplane drifted to the right in the flare, touched down gently and then became airborne again from the excess speed, drifting further right. In the process of trying to get back toward the center and on the ground, the airplane made a series of nose gear to main gear pitches, each time sliding a little further sideways and leaving some tire rubber on the runway. I should have gone around but with nearly 8,000 feet of concrete ahead and inches from my tires, that thought never occurred to me. Eventually, the pitching subsided and once again I was on the centerline but not entirely sure how I got there. I was with a young pilot (CFI/CFII) visiting from Taiwan and he was pretty nonchalant about the whole thing, but I did not like any aspect of it. It was confirmation that just like the uselessness of altitude above and runway behind, all past good landings combined have no bearing on the one developing through the windshield. Another lesson learned.



But there is the flip side to bad landings and that side is the best one you can remember. Well, I have no problem recalling that landing or the surface that allowed it and have a photo of the event as it took place. Back in the 80s, we had a group of Grummans that flew down the Baja peninsula in Mexico, frequently all the way to Cabo San Lucas. One year we had 30 airplanes! This was during President's weekend in February, when the U.S. was cold and Baja balmy. On one trip, we landed on a designated runway at "Bahia de las Ballenas", or Bay of the Whales, to see California gray whales and their young cavorting during the winter months in an estuary off the Pacific Ocean. Because the runway was so near the beach, we all strolled over there for a walk.



Me landing our Tiger with an early paint scheme on the beach in Mexico in 1988. That's the Pacific Ocean, not the Sea of Cortez in the background.

The sand was surprisingly firm and one of the pilots decided he could safely land on it. Well, he did and once that "ice" was broken, so did everyone else. We took off, climbed 100 feet, did a 180 degree turn and landed on the beach parallel to the runway. There is nothing, and I mean nothing, that is a better landing surface than moist, hard-packed sand. All of the grains act as tiny ball bearings so that no instantaneous tire spin up occurs on touchdown. The tires initially slide and then gradually start to roll. It was probably illegal to land on the beach, but we all did and enjoyed that once in a lifetime experience.

Then there was the landing that fortunately, never happened. Three of us flew our Grummans to Alaska from California in about 1995. We went all the way north to above the Arctic Circle and managed to do this while flying the coast route most of the way. That was unheard of due to heavy fog much of the year. Well, we lucked out. But the down side was terrain. The loss of an engine gave three options – crash landing in icy mountains and glaciers, in ice water or in heavy forest. After looking at that scenery for a few hours, I got very comfortable with the trees. But we never needed that option as a runway always appeared when it was supposed to and the engine got us to it.

It's finally time for the end this story, as nothing else has crossed my mind and I have no intention of opening a log book to look for more. If an event isn't good enough to remember, it's probably not worth telling. Denny is still out there moving metal at about age 78, and with more light aircraft ocean crossings than anyone else on the planet. A few years ago, he called me on a satellite phone from 33,000 feet somewhere over Africa. More recently he came through Grand Junction with a tanked twin headed somewhere on the other side of the Atlantic and spent the night with us. Only a few weeks ago, he emailed me from an overnight stop on Sao Tome' Island off the coast of Gabon in Africa.



His wife, Glenna, and two adult children, Tony and Nina, just take it for granted what Denny does for a living. To them, it's not much different from other husbands and fathers who put on a coat and tie and drive to the office every day. His worldwide travel is the norm and none of them has any interest in aviation. Ferry flying may sound strange and risky, and some of it is, but this is just what Denny does and he does it very, very well.

Way back toward the beginning of this article, I asked you the following question. "Was he crazy for doing this flying or was I when I took him up on his offer? Or both? Your call after you read the rest of this over the next several issues." Well, you've now read it all and can decide for yourselves if I made the right choice way back in the 1980s. Here's my decision. Very simply, these experiences have been one of the highlights of my life.

My part in all this ended the night of December 26, 2001. When 9/11 occurred, we were sound asleep in a hotel in Alice Springs, a small town in remote central Australia. Six of us from the U.S. had rented two Grumman Tigers in Brisbane. We received our Australian pilot certificates and were on a flying tour of Oz. We got the 9/11 phone call in the middle of the night from an Australian friend who was working late in Adelaide. We turned on the TV and saw what the rest of the world saw.

Once back in the states via a Qantas flight a week later, I avoided commercial air travel because of what was taking place in security lines at U.S. airports. But when Christmas arrived, Marti and I flew on Delta from our then home in L.A. to Massachusetts to visit relatives. I did not care for what was happening to passengers on the way east. It was worse on the return trip due to the terrorist attempt by Richard Reid, the British "shoe bomber", while we were on the east coast. Enormous failures of federal agencies like the CIA, NSA, FBI, Customs, Border Patrol and Immigration were evident. Despite that, the "new normal" for U.S. airline flying was to be shoeless and beltless people being probed, prodded, intimidated and humiliated. I wanted nothing to do with any of it. On the night flight back to L.A., I sat next to a window on the left side of the plane and quietly watched the lights below go by for the next few hours while most slept. When we left the Delta flight on our arrival, I spoke briefly with the pilots to see the cockpit, looked both fore and aft in the cabin, and stopped at the top of the ramp for one last look back at the 757. Then I told Marti that when she wanted to retire from Delta, her employer after Pan Am shut down, she did not need to discuss it with me. She responded, "you're never going to fly on the airlines again, are you?" I said no, I would not. I was not a criminal and was not going to offer myself to be treated like one. That was over 20 years ago and I have not seen the inside of an airliner since. I called Denny the next morning to let him know my airline flying, and hence ferrying days, were over. It was 17 years of great fun, great adventure and incredible experiences I was so lucky to have. And that's how I will remember it.

Epilog, March 14, 2022. Today I received an email from another ferry pilot friend in New Zealand. It contained the sad news that Denny's Cirrus SR-22 G3 had failed to report a navigation fix over the Italian Alps on March 11 on a ferry flight from South Africa to the U.S. It had left Cuneo, Italy and was on the way to Wick, Scotland at the time. Due to a snow storm in the area, the crash site was not located for three days. Search teams descended by rope from a hovering helicopter into the rugged terrain and identified both the aircraft and deceased pilot – Denny Craig.



The Impossible Turn Yet Again -- Using Height Over Runway End

by Adrian Nye

The debate about the impossible turn has never been about whether it's really impossible or not. The right question is: when is it wise? How does a pilot, sitting at the runway threshold with the engine running, decide when or whether it is possible in this weather, with this airplane, on this runway?

There are so many variables, I've never heard a rule of thumb that can answer that question. Headwind, crosswind, density altitude, length of runway, crossing runways, turn direction and bank angle all play major roles. That's why there has been so much debate about the wisdom of this turn — nobody has done better than say "it depends." That's not worth a hill of beans. So some pilots live, others die.

Some people make the turn easily in the right combination of conditions, including Richard McSpadden, Mr. Safety himself in one of his AOPA Air Safety Institute videos. But he acknowledges there are airplanes and conditions where you can't make it back. He dies trying on one of those occasions. Wouldn't it be nice to know when it is truly impossible?

In takeoff briefings I used to use a single altitude - 800 feet AGL, for every type of GA single-engine airplane and in every weather condition, regardless of airport. If the engine fails above that altitude, I will execute the return to airport. It sounds reasonable, and other pilots and examiners have never questioned me about it. The problem is, it's bull. Climb rate is so poor in summer at high density altitude (where I live) that it would only work with a strong headwind and a long runway. The truth is I don't really know when it would work and when it wouldn't.

What seems to be missed is it's not just about the turn and glide. It's also about the climb before the turn.

The calculation comes down to climb gradient versus glide gradient, with an adjustment for the turn. How fast will your airplane climb in today's conditions in feet per minute and at what airspeed? Adjust the airspeed for headwind. Now you know the climb gradient in feet per nautical mile. Now adjust the glide ratio for tailwind on return. Figure out the distance used by the turn necessary to get pointed back toward the runway. Figure the distance to the runway end. With all this information it's possible to estimate how high you need to be. But nothing about this calculation is easy and it rests on assumptions.

It strikes me that I have an app on my phone to calculate crosswinds. Why isn't there an app to take all of this into account and calculate whether a return to airport is feasible, and if so from what altitude? That would be helpful, but often we do not know what the actual climb rate will be in the current conditions. Few pilots take the time to look up the book numbers and those will be optimistic.

Let's say you are flying an aircraft which climbs at 500 ft/min at 60 knots. It has a 9-1 glide ratio. The wind is calm. After one minute you will be one nautical mile from your liftoff point and at 500 feet. Can you return to the liftoff point? Not even close. At 9-1 from 500 feet you can only glide 4500 feet which is only 3/4 nautical mile. Even if you were already pointed back at the airport you would not make it back to the liftoff point.



Can you return to the end of the same runway? It depends on how much climb is achieved before the runway ends, and after that. Let's say we pass the end at 300 feet AGL. That means one mile from the end we will be at 800 feet. The higher that altitude, the easier it is to turn back. This is why a Vx climb (instead of Vy) improves your chances of return. But density altitude plays the biggest role. I've noticed I'm two or three times higher crossing the runway end at my (big) home airport in winter than in summer, just because of the change in climb performance.

A good balance of minimum turn radius and stall safety is a 45 degree bank. The turn is more than 180 degrees unless there is a parallel runway, usually at least a 210 degree turn. The distance traveled in the turn is about 1900 feet (at 60 knots), of which about half is progress back toward the airport. You can calculate the turn for your own aircraft here: <http://www.csgnetwork.com/aircraftturninfocalc.html>

From 800 feet we can glide 7200 feet, but the runway is 6076 feet (1 nm) away and the turn adds about 950 feet, total 7026. So the answer is yes, we should just barely make the runway. Given perfect flying and instant response. Fortunately a little headwind and crosswind helps and we normally take off with both.

Note that if the engine happens to fail just a little later, when we are higher but farther from the airport, we can't make it back, unless climb gradient is really high. For most airplanes there is a window of distance where return is possible. Fortunately beyond that we should be high enough to have some choice of decent off-airport options.

So my new takeoff briefing considers the height of crossing the runway end. I won't turn back unless above 300 AGL when passing the runway end AND at least 800 AGL when the engine fails. This is for trainer aircraft. It's a simple rule of thumb that takes into account actual climb rate, actual wind, and actual runway length. It reduces all those unknowns, and the rest is something you can learn about your particular aircraft just by going out and practicing a few turnbacks (at a high altitude).

Aircraft with higher climb rate (in feet per mile not just feet per minute), or higher glide ratio, may need different criteria. Aircraft with a faster stall speed have a higher radius turn so may be worse even if they climb better. You should plan to turn into any crosswind, because it keeps you closer to the runway during the turn. Once you are airborne in the midst of an emergency, it will not be obvious which direction the wind is coming from, so include the turn direction in your pre-takeoff briefing.

Sometimes there is no reasonable place to land straight ahead, and pilots let that influence their decision to attempt a turn back. Maybe it's a densely populated city or a forest. Even in these situations, it is better to land under control anywhere than stall/spin into the ground. Even 100 feet of deceleration is survivable. But you have to have skills to hit a small area. That is why currency flights should include power-off accuracy landings. They are a fun and eye-opening challenge anyway.

Engines don't always quit completely, more often they surge or run rough. Many an accident has occurred when the engine comes back to life temporarily and the pilot decides to fly further assuming things are now ok. The best policy is to act as if the engine quit entirely, beginning at the first sign of trouble. Figure it out on the ground.

Try this, start noticing and call out how high you are over your home airport runway end. Also use google maps to determine a landmark that is 1 nm away, and call out when you fly over it, noting altitude. Figure out your own turn back rules that takes that real world data into account.



EAA Chapter 301 Young Eagles moving into a new era

My name is Thomas (Tom) Letts. Some of you know me and my name may be new to several of you. I have been an EAA Young Eagle Field Representative for about 15 years. In 2022 they removed all Young Eagle Field Reps and attached them to local Chapters. With my long standing with Rudy then Blanche with EAA chapter 301 I found myself part of the Young Eagle Program with Chapter 301. This was not a far stretch since all the rallies I did reflected on Chapter 301.

In late 2023, I was approached by several Chapter 301 board members explaining to me that they wanted to redirect the Chapters sole focus, which was on Young Eagles at that time and make Chapter 301 a bit more rounded. Not knowing what that meant I asked several questions. In the end, the board member reassured me that Young Eagles is an important part of Chapter 301 and in no way are they getting rid of the program. What they were referring to, is that instead of doing 22-24 rallies a year, where we tried to fly as many kids as possible, (first timers along with kids that flew several times a year), the board envisioned embracing the EAA headquarters vision, which is "quality over quantity".

EAA Young Eagles is a program dedicated to giving youth ages 8–17, an opportunity to go flying in a general aviation airplane. These flights are offered free of charge and are made possible through the generosity of EAA member volunteers. It is the only program of its kind, with the sole mission to introduce and inspire kids in the world of aviation.

Having just been awarded Young Eagle Coordinator of the year for 2023 (I was one of three recipients of this award), some of the Chapter Board members asked if I would be willing to help establish a new look to Chapter 301's very successful Young Eagle Program. I was honored that they asked me and told them I would only if the board voted for that. In the beginning of February I presented to the 301 Board of Directors my vision of what the new look for EAA Chapter 301 Young Eagle Program would look like and the board voted me in. They thanked Blanche for taking over the program when the previous coordinator fell ill and passed away suddenly. The board felt that my vision is the way they want to move forward with Young Eagles for Chapter 301..

My vision for EAA Chapter 301 Young Eagle Program looks like this

- First and foremost SAFETY FIRST - Safety will be the Primary focus of each rally
- At each rally we will have a safety brief, this will include the presence of airport Operations and Tower if they can make it
- We will have training for each position including proper hand signals for those working the ramp
- For those volunteers that participate in more than 4 rallies a year, you will receive one of the prized Young Eagle Volunteer polo shirts to wear
- For those who volunteer more than 2 times a year, you will receive a certificate of appreciation. We all know this endeavor doesn't happen without volunteers
- Every volunteer will know what their job will be for each rally.
- We will have coffee and some form of goodies at each rally



- We have two very successful locations that we fly Young Eagle Rallies out of. We will keep both locations. By the way you are more than welcome to participate at both locations if you want.
- We are cutting the number of Rallies from 23 down to 12
- In 2024 we will fly 6 rallies out of KCFO and 8 out of KAPA (Note in 2025 and beyond we will fly equally out of both locations 6 KCOF 6 KAPA)
- All Rallies except for June will be on the 3rd Saturday of each month. This will keep us out of conflicts with KCFO planned Events. June Rally will be on June 8th which is International Young Eagle Day.
- We will fly with 8 pilots that will fly three flights a piece. 24 kids a rally.
- At CFO we will celebrate all the volunteers by having a BBQ after each Rally (one of the chapter members will host the BBQ each time)
- At APA at the July Rally will have a BBQ and the December Rally we will have Burritos to celebrate all the volunteers

As I explained to the board of directors, all of this will be done with baby steps. If we find something is not working we will change it as long as it doesn't affect safety. In the past we flew groups not individuals out of CFO. I want you to know we will still fly some of the kids from those groups but only the ones that have never flown before. I am instructing the group leaders to have the parents contact me directly. Chapter 301 is NOT getting rid of Young Eagles, we are making it better for the kids and most importantly all of you the volunteers.

I have a lot of energy for Young Eagles and you will see I want this to succeed in the best possible way. I am also open to all suggestions that you may have.

By reducing what we are doing with Young Eagles it will give every chapter member more time to volunteer in other areas of the chapter, including but not limited to workshops, pancake breakfasts, BBQs, Poker Runs, and other events planned for 2024 and beyond.

For those of you that I have met, thank you for your continued support of Young Eagles and for those that I have not met I am looking forward to meeting you.

Have a glorious week.

Tom

Thomas Letts
Young Eagle Coordinator
EAA Chapter 301
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720-833-8111

PS: Rallies for 2024 will be on the 3rd Saturday of each month except June

KAPA - JAN, FEB, MAR, APR, MAY, JULY, NOV, DEC

KCFO - JAN, FEB, **JUN (June 8)**, AUG, SEP, OCT



Logos. . .The way to a better CPA!

by Bob Kinney

Don't you want to look sharp in a Lands' End shirt, blouse, ball cap, or any number of great Lands' End Colorado Pilots Association logo'd products? Sure you do!

For years the Colorado Pilots Association has made logo'd shirts and ball caps available for purchase by its members. Members have worn these items to local aviation events, during their daily activities, and to the many CPA-sponsored fly-ins held each flying season. Logo'd items served us well, putting the Colorado Pilots Association name before both the flying and non-flying public.

We've since phased out our old clothing line, which was pretty limited in its offerings, in favor of a great program offered by Lands' End. This program got off to a great start with many members taking advantage of the highly-varied selection of this well-known clothing company. Not only is their entire clothing line available for the addition of the iconic CPA wings logo, but they offer a whole department that specializes in promotional products—water bottles, backpacks, utility bags, coffee mugs and literally dozens of other items to which our beloved logo can be added.



Recently, there's been little fanfare associated with CPA's individualized Lands' End Company Store that features a direct link to all that Lands' End offers our members. Oh sure, Bob Kinney writes a short reminder a couple of times each year in our FLIGHT LINES newsletter, and Brian Garrett

ensures a presence on the website, but generally, it's up to our members to take the initiative and go after what they want. We love to see our logo proudly displayed by our members, spouses, and friends, whether out for a walk, having lunch with flying friends at the airport, or enjoying a fly-in happy hour.

It's easy to select items on the Lands' End website; choose the CPA wings logo that you'd like applied to your item; and have that item shipped direct to you. Lands' End has support personnel who do a wonderful job of assisting you if you need help. Let's walk you through the process so you can order your aviator spouse a special surprise. What a great birthday, Christmas, or "just because I love you" gift! You can even order yourself something.

How this works: Go to the CPA website coloradopilots.org and sign in. Under "About Us" in the upper left hand portion of the site, click on "CPA Logo Merchandise". (Note: Much of the time the CPA storefront has a presence right on the main website where you can't miss it). You can even go direct at business.LandsEnd.com. You'll be taken directly to CPA's Lands' End storefront where you can browse their entire clothing and promotional products line. If you haven't visited their site before, you'll be asked to create an account which gets you daily discounts and catalog mailings so you can shop at your leisure.

The process: Let's walk through the procedure to order a logo'd baseball cap. Under "Promotional Products" select "Baseball Caps" under "Hats & Visors". Select from one of the over two dozen available cap styles. Select a color followed by the quantity you want. Click "Apply Logo(s) and select the logo size you'd like. (In this case, there is a specific size listed that works best for ball



caps). Note: You have the option to change logo colors in case the selected logo doesn't work well on the color cap you've chosen. Choose the location where you want the logo applied. (In the case of caps, you can choose either the front or the back). Select "Apply Logo" and then "Add to Bag". You can then "Proceed to Check Out". It's that simple. You'll find that most of Lands' End merchandise is this easy to order.



A few notes of interest here. 1. Once you've created an account, you'll receive frequent merchandise, logo, and shipping discount offers. You can save a bunch if you watch for these discounts when they're emailed to you. 2. Some items, especially under Promotional Products, have minimum quantities which is off-putting to some but a little searching will usually help you find items offered in any quantity to satisfy you. 3. Don't hesitate to ask for help from a L. E. customer support person. They really can help the process along.

If you have any trouble or concerns when you try to order from the Lands' End CPA store front or their website, please contact Bob Kinney at atlarge@coloradopilots.org or cell phone 303-887-3328.



March 21, 2024

The Honorable Harriet Hageman United States House of Representatives

1531 Longworth House Office Building Washington, DC 20515

Dear Representative Hageman,

We write to express our support for your legislation, H.R. 7660, the Backcountry Aviation Protection Act, and are hopeful it can be included in this year's FAA Reauthorization bill.

Your legislation seeks to provide clarity to backcountry pilots that would allow them to conduct necessary training, safety, and practice maneuvers under a clearer regulatory framework.

Bush pilots, for example, often have to take-off and land using remote airstrips that are not well maintained and are sometimes little more than a gravel bar along a river or a clearing or open field.

Under current regulations, aircraft must, in general, remain 1,000 feet above ground in congested areas and 500 feet above ground in non-congested areas with the exception of takeoff and landing. In sparsely populated areas or over open water, pilots can descend below 500 feet as long as they remain 500 feet from any vehicle, vessel, person, or structure.

While these requirements and exceptions are prudent, your legislation simply seeks to clarify and remove uncertainty for pilots performing training, go-arounds, and ground safety inspection maneuvers that are vital to the safe operation of their aircraft in the back country environment.

Your support of backcountry pilots is appreciated. Regards,

Aircraft Owners and Pilots Association

Alaska Airmen's Association

Arizona Pilots Association

Colorado Pilots Association

Experimental Aircraft Association

Idaho Aviation Association

Idaho Aviation Foundation

Montana Pilots Association

New Mexico Pilots Association

Oregon Pilots Association

Reno-Tahoe Aviation Group

Vertical Aviation International

Washington Pilots Association





Pilots Can Donate Too!

Hey there aviators, have you ever thought how awesome those folks are who donate blood on a regular basis? Do you know how easy it is to join that elite group? It's easy and it's a wonderful way to give of yourself with a minimum disruption in your life.

Every blood donation makes a lifesaving impact. But did you know there are different types of blood donations? Most blood donors give whole blood, which is separated into individual components (red blood cells, platelets and plasma), before it's sent to hospitals to help patients. Platelet donation is one more way you may be empowered to make a lifesaving difference.

Patients routinely need platelets in large quantities over extended periods of time. A growing number of platelet donors are needed to transform the lives of patients including those treated for cancer, bone marrow diseases, and those undergoing stem cell and organ transplants.

Here's how platelet donation works. Your blood is collected using special equipment that spins the blood to separate the platelets. The platelets are kept and the remaining components are returned to the donor automatically. This special donation allows each donor to make a bigger impact by providing increased quantities of platelets. With this innovative medical technology, one donor can provide a complete platelet transfusion for a patient who may have previously required up to 10 donors.

Knowing several pilot friends who are active blood donors, we encourage each of you to give some thought to giving blood donation a try. You'll immediately realize what a rewarding service you're providing. A great way to get started is to visit the Vitalant website at www.vitalant.org or call 877-258-4825. They can answer any questions you may have. You can also contact your local area hospitals to see which of them have blood donor programs. Try it once. You'll like it!





ANGEL FLIGHT WEST: It's Your Opportunity to Shine!

by Bob Kinney CPA, AFW

Okay, you've been flying for a fair amount of time. You've flown the four corners of the continental U.S. You've attended countless CPA-sponsored fly-ins around the country and perhaps, flown with friends to neighboring countries. You find flying the means that allows you to express the "you" that identifies you as someone different from the vast majority of the population. You're different. You can fly! Now, imagine setting yourself apart even more by challenging yourself to serve others using your flying skills to transport those in need. You're a strong Angel Flight West prospect.

I could expand on the wonderful experience that Angel Flight has been in my life for the past 20 years and highlight the whole Angel Flight program in detail but that has been done in a far more eloquent fashion on their finely-tuned website. The most imaginative and effective way for me to accomplish my goal during your time reading this short note is to direct you to that website. Ponder the possibilities that would be open to you should you decide to give Angel Flight a try. It's a world of giving that can expand your flying universe beyond your wildest dreams. How much it impacts you is all up to you.

Visit the Angel Flight West website and spend 10 minutes exploring this world of generosity that you probably have never even considered. It's a very well-run organization that makes it very easy to become involved. Won't you give it a try? Go to www.AngelFlightWest.org and see what they have to offer.

I have a blue crystal bird that sits on my desk. This simple little bird was a gift from a thankful mother whose child I had transported to cancer treatment years ago from Utah. I've never forgotten that mother and her very young son, That bird holds a special place in my heart that causes me to frequently reflect on that special flight.

Join us in helping. Shoot, it's a great way to build hours too if that's your goal. Come on, give us a try. Remember, www.AngelFlightWest.org and click on "Become a Volunteer". It's your gateway to a giving new world and your opportunity to shine!



Check Out The Latest Colorado Pilots Association Board Minutes

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

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