



Apollo 11 Turns 50

Most of us are aware that the 50th anniversary of the Apollo 11 mission is later this month. I was alive in July of 1969 when the Saturn V blasted off, carrying Apollo 11 and the three famous astronauts inside. Their mission? To walk on the moon. However, I was too young to remember the world, fascinated and glued to their rounded, blurry, black and white television sets, watching and waiting for Commander Neil Armstrong to take that great "leap." My pre-WWI-born grandmother always said the moon landing was her greatest memory of all time!

Since I don't remember a darn thing from those few days in July of 1969, I asked a fellow CPA member to help me out. Ray Hawkins, self-proclaimed "space nerd," recounts where he was as a young high school kid, on that historical day - July 16, 1969.



"The summer of 1969 was to be a huge adventure for my me and my brother. We were still in high school and were looking forward to a wonderful summer vacation. Our grand plan was to circumnavigate the State of Florida starting in Jacksonville, going down the east coast to Miami, and Key West, then up the west coast all the way to Pensacola, returning to Dade City, some 30 days later. This was to be our first major travel on our own. Every day we were to call home in the morning to tell our parents the plan for the day and also call again that evening to report our progress.

"We planned to be at Cape Canaveral for the launch of Apollo 11. I, more so than my brother, was a "space nerd." I had built all the models of the space program; Mercury, Gemini, and Apollo, in intimate detail. As a lot of boys my age, John Glenn, was my hero. I sat transfixed in front of the television watching each launch. Each astronaut fascinated me, as well as the rocket and capsule in which they rode.



“When we reached Cape Canaveral, the closest we could get was 12 miles from the launch site. This just was not good enough for me, I had to get closer. When we called home that evening our mother took it upon herself to help. Our mother was a nurse at the local hospital and in that position knew a lot of people. One of these was the editor of the local weekly newspaper, the Dade City Banner. The editor sent a night letter (telegram) to NASA press office stating that we were reporters for the Banner. The next day we arrived to the Kennedy Space Center Press office and received our press credentials. Of course, we were not reporters and had no idea of what we were doing. We were just a couple of kids wanting to get closer to the launch. But what happened next was the stuff Disney movies are made of.

“We attended all the news conferences, toured the launch facilities, and met the movers and shakers of the space industry. There are many sub-stories I could go into; but, I will have to let those wait for now.

“The day of the launch, at the moment the rocket lifted off, I was standing next to the large countdown clock. The sound of that huge rocket was so intense, it was like a child was tugging at my pants leg as the earth trembled.

“We were so consumed by the launch and Cape Kennedy that our trip ended there. We returned home with stars in our eyes and our dreams of the voyage just undertaken.



“As I think back on that day, I believe the shaking I felt as the rocket soared away was the whole world trembling as we were no longer bound to mother earth and departed to visit a whole new world.

“The adventure was so transforming that I went back as a reporter for Apollo 12, and 13.”

Ray Hawkins, SPA Liaison, “space nerd”

The above picture of the NASA countdown clock was taken November 10, 2010, by me, Laurie Garrett. Space Shuttle Discovery was scheduled to launch the next day but was scrubbed until February, 2011. Thankfully, I was able to return to Cape Canaveral, and witness Discovery’s final launch. Like Ray said above, a “transforming” experience.



President's Transmission

I know none of you are thinking about our Holiday Party at this time of year but your Board is. You may recall that our previous venue of many years has been closed and is no longer available. Accordingly, we have been on a search for a new location. Rich Barclay had a preliminary meeting with the manager (Jessie) of the restaurant at Front Range Airport, with encouraging results. Simultaneously Cindy contacted several hotels and restaurants with unacceptably expensive feedback. Last Wednesday Rich and I had another meeting with Jessie to confirm expectations and capabilities. That meeting went well and the cost will be substantially less than what Cindy encountered. Additionally, we have flexibility and input into the choices available and the layout of the venue. We think the Front Range restaurant will be a marvelous setting for our Holiday Party so block out Sunday, December 8th on your calendars and plan on a great evening among good friends.

Another event you wouldn't be thinking about is our Annual Meeting but you need to put the date, Saturday, November 9th on your calendar as we have an exciting presentation lined up. With the bellicose rhetoric coming out of a nuclear equipped North Korea, have you wondered about the state of the art of our strategic missile defense system? Here to bring us bring us up to date will be the Commanding Officer of the Missile Defense Battalion in Fort Greeley, Alaska where the bulk of our anti-missile missiles are deployed. For much of his career LTC Paul Tappen has been involved with our strategic missile defense initiative (remember President Reagan's "Star Wars") and has become one of the Army's most knowledgeable persons in this field. He is also highly regarded for his knowledge of North Korea's capabilities. Taken together this is a rare chance to understand our ability to defend ourselves from threats coming from North Korea. You won't want to miss this opportunity so hold the date!

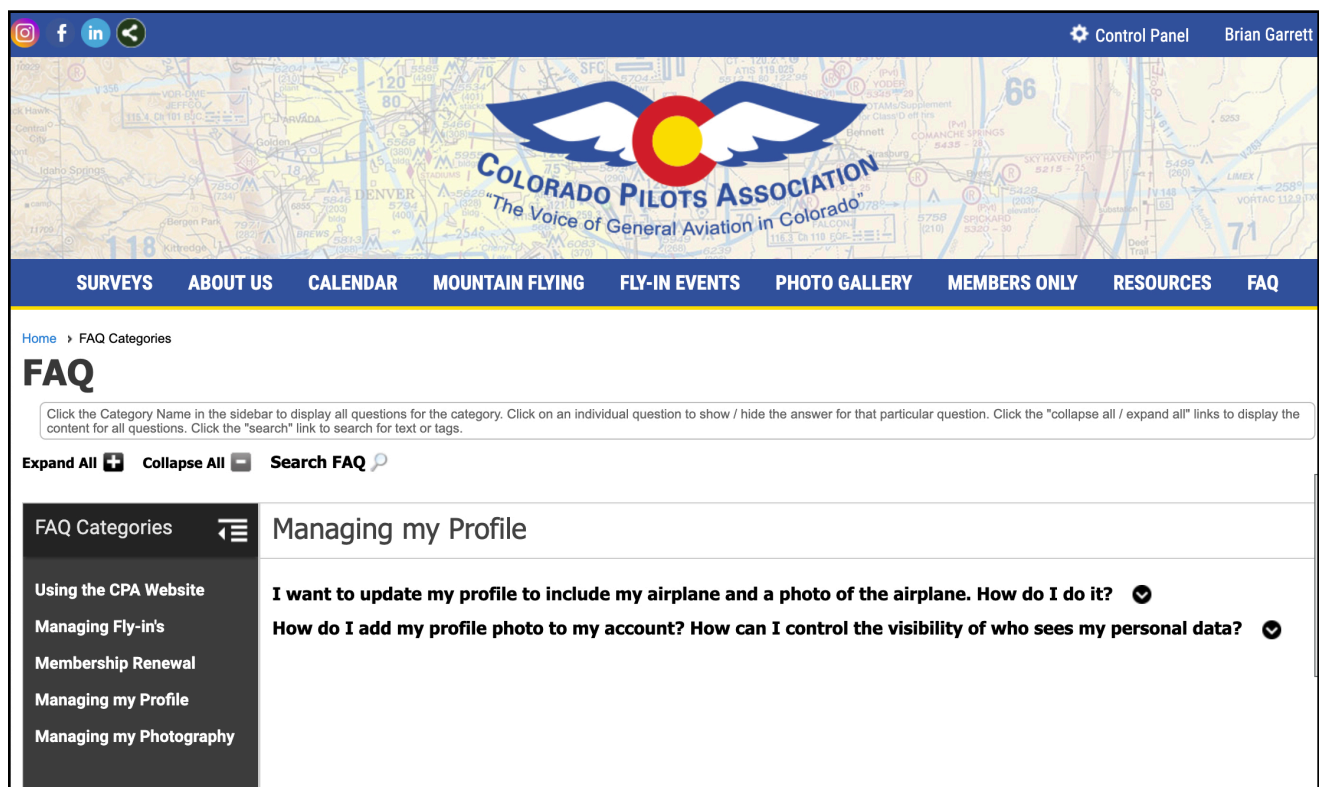
Bart Jones, President CPA



Website Wisdom

We are a little over three-and-a-half months since having moved onto the new CPA website and we continue to refine areas to make it a good home, not just for the CPA members, but for all of the aviators and those interested in aviation in Colorado.

One area that was recently added to the website is the FAQ section. When logged in as a member, the navigation bar now contains an FAQ menu. There isn't much there at this time, but two items recently published were directions on how to manage your online photos. These video tutorials walk you through step-by-step for some simple "how to" options. It's as simple as following the 3-steps outlined in the graphic below.



If you have questions on how to use the site, please don't hesitate to reach out so I can build on these videos. The new CPA site is meant to serve as our community forum. Many of the valuable features related to being a member of CPA are found under the "Members Only" section. So make sure you explore that menu. This is where you can look up other members, owners of the same type of aircraft you may fly, or be interesting in flying. We also have a section in there for recommending future fly-ins. This will prove very helpful when planning the upcoming season.

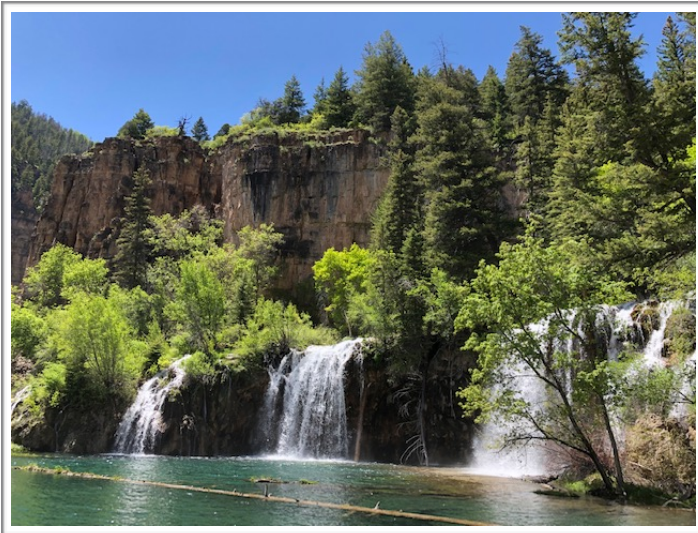
And as always - if you have suggestions for the site - send them our way and we'll be happy to work on incorporating them into the site.

Brian Garrett, webmaster@coloradopilots.org



Great Support for KGWS!

Six planes and a helicopter landed at Glenwood Springs on June 8th in support of the great airport there. The attendees all went off in different directions, however they all came back in community for a good 'ol hangar BBQ dinner and live entertainment. Here are some of the happenings of a great time in Glenwood:



My wife Tabby Lei and I had a great time hiking up to Hanging Lake during the fly-in. There is a shuttle bus that takes people from the visitor center in Glenwood Springs up to Hanging Lake now (you cannot drive there and park, and you should make a reservation for the bus ahead of time). From the trailhead parking lot, it's a steep 1.2 mile hike up a beautiful canyon, where the water was roaring, often pouring down the trail itself (thank goodness for good hiking boots). The day was perfect, with dozens of waterfalls along the trail, culminating in the lake itself, which had 4 waterfalls pouring into it.

This is great destination--highly recommended for pilots flying into Glenwood Springs. Be ready for some steep hills, and consider going early in the morning to beat the heat and thunderstorms.

We ate a good share of the food once we joined everyone that afternoon for the hangar party! -Kevin Condroski & Tabby Lei

I'd been to Glenwood Springs many times but never managed to make it to the caverns.

What a surprise!

There are actually two separate caverns in close proximity to each other but they are very different inside. They were discovered in about 1895 when someone noticed air coming out of a hole in the ground and started digging. The caverns in total are something like three miles in length but it is believed there are possibly 10 more miles yet to be explored. Tours of both were part of the cavern package and experienced guides led them. Each tour takes guests through many passages and rooms in each cavern and each has the usual array of stalactites and stalagmites as well as many other features whose subtle history and origin are not obvious without the careful explanation by the guides. Water continues to drip in the cavern that is still growing but the other is dry. And one is so close to the surface at one point that tree roots are visible in the ceiling! Of course, they manage to shut off the lights to demonstrate complete darkness, which many people have never experienced.



Although not as large as the famous Carlsbad Caverns in New Mexico, the Glenwood caverns are very impressive and well protected from harm. If you have not been to see them, rest assured you will not be disappointed if you choose to go. -Bill Marvel



Whenever I think of Glenwood Springs I think of - well, hot springs of course! The caves are fantastic and certainly Hanging Lake is not to be missed. Our hotel was a short 10 minute walk to the Iron Mountain Hot Springs - which is the newer of the public hot springs activities in the area. Most folks (or at least I was one of those folks) think of the hot springs over at the Glenwood Springs Hot Springs Pool. Certainly that's a very pretty and incredible pool to soak in, however the smell of the sulfur for me always was a turn-off. Iron Mountain is totally different - and the nice part about it is the pools are all individualized. Not all, but some of the pools have large sunshades over them - so I wasn't going to spend my day baking in the sun. I enjoyed a very nice relaxing afternoon with an occasional rowdy rafting company going by hollering for attention.

After enjoying my time in the tubs it was time to get to the main event - the dinner at the airport. One of the things I love about the fly-ins is the homey community feel each of these small airports brings. This event was no different. The local FBO cleared out one of their hangars and put on an amazing spread. Not only was the food spectacular, but they brought in a very good local acoustic





band. The best part about it is the music was at just the right volume where you could enjoy the music but also enjoy the conversation of those around you.

If you have never gone into the Glenwood Springs airport, I highly recommend you take some time to visit here. The airport is teetering on becoming just another housing development. The city is deciding this fall if they want to keep the airport around. It would be a real shame if this jewel in the mountains were to disappear. -Brian Garrett

Had such a great time with you all! Thank you for flying in and supporting KGWS! -Amy Helm, Airport Manager

July Events

- ★ July 6 - Granby Pancake Breakfast/Fly-in
- ★ July 6 - Pancakes at Exploration of Flight
- ★ July 12-14 - Weatherford, OK Fly-in
- ★ July 13-20 - ApolloPalooza - Wings Museum
- ★ July 20 - Kenney Reservoir Splash-in
- ★ July 22-28 - EAA AirVenture Oshkosh 2019
- ★ August 2-4 - Park City, UT Fly-in

KFLY Closed 7/15/19 to 9/26/19-Check NOTAMS



Meadowlake Airport will be closed from July 15th to September 26th, so that a full rehabilitation of their runway can be completed. This great project was funded largely by CDOT Division of Aeronautics. More information is at www.meadowlakeairport.com.





Training Event

Mike Monroney Aeronautical Center, Civil Aerospace Medical Institute (CAMI) October 2019

CAMI Airman Education Programs offer aviation physiology and post-crash survival courses for general aviation pilots, aircrew, and passengers at their facility on Mike Monroney Aeronautical Center in Oklahoma City, OK. These courses are free of charge; however, each participant is responsible for their own lodging, meals, and transportation.

Courses available:

Aviation Physiology Course: a 1-day training course to familiarize US civil aviation pilots and flight crews with the physiological and psychological stresses of flight. It includes academics, altitude chamber, and a Spatial Disorientation Demonstrator.

Post-Crash Survival Course: a 1-day training course for general aviation flight personnel. It is designed to be an introduction which provides basic knowledge and skills for coping with various, common survival scenarios. Furthermore, this course teaches students how to easily assemble and use a personal survival kit. Hands-on practice sessions are conducted, based on device/personnel availability, and may include: a fire starting lab, signaling lab, thermal (cold) chamber, ditching tank, underwater egress trainer, and an aircraft emergency evacuation (smoke) simulator. The principles and techniques taught in this course apply to the survival equipment that can be found or carried onboard most GA aircraft.

Minimum Requirements:

- 1) For participation in the **Aviation Physiology Course**, you must possess any class FAA Medical Certificate (basic medicals do not qualify). For those that do not have a valid medical at the time of the course, you may attend the academic portion of training, but will not be permitted in the altitude chamber.
- 2) Participants who are not U.S. citizens must provide additional information to gain access to the Mike Monroney Aeronautical Center. (Call 405-954-4837 to determine information needed)

If you wish to participate, provide the following information to: Ray Hawkins, Director, Colorado Seaplane Initiative, ray@soaringhawk.com, 303-710-2497

- 1) Full Name
- 2) Date of Birth
- 3) Mailing Address
- 4) Daytime Telephone Number
- 5) eMail Address



U.S. Department
of Transportation

Federal Aviation
Administration

Airworthiness Concern Sheet

Date: **JUN 27 2019**

Reply to:

Name: Bobbie Kroetch

Title: Aerospace Engineer

Office: Wichita ACO Branch

Street Address: 1801 Airport Road, Room 100

City, State, ZIP: Wichita, KS 67209

Telephone: (316) 946-4155

Electronic Mail: bobbie.kroetch@faa.gov

Make: Cessna Aircraft Company

Model / Series: Model 177 and Model 210 with
Cantilever Wing

Serial Numbers: Refer to attached Textron Aviation
Service Letters, SEL-57-06 and SEL-57-07

Reason for Airworthiness Concern: Cracking in the
Wing Carry-Thru Spar

Federal Aviation Administration (FAA) Description of Airworthiness Concern

On May 26, 2019, a Cessna Model 210M airplane suffered an in-flight separation of the right wing, resulting in a fatal accident. Preliminary investigation of the accident indicated that the wing fractured due to fatigue cracking inboard of the wing attachment lugs. Current details regarding the Australian Transportation Safety Bureau's investigation into the accident can be found online:

https://www.atsb.gov.au/publications/investigation_reports/2019/aa/ir/ao-2019-026/

In response to the accident, Textron Aviation issued Mandatory Service Letters SEL-57-06 (Cessna Model 210) and SEL-57-07 (Cessna Model 177) to provide instructions for a detailed visual inspection and an eddy current inspection of the lower surface of the carry-thru spar. Cessna Model 177 airplanes share a common carry-thru design with the Model 210. Corrosion is a factor in the development of cracks in the carry-thru spar.

At this time, the FAA has identified no additional instances of cracking on the carry-thru spar inboard of the wing attach lugs in either the Cessna Model 177 or Cessna Model 210 airplanes. The FAA is continuing to assess the available information to determine what future corrective action may be needed.

Request for Information

The FAA is interested in receiving any information on known cracking of the carry-thru spar on Cessna Model 177 or cantilever wing Cessna Model 210 airplanes, specifically any cracking identified inboard of the wing attach lugs. This includes any cracking identified previously on the Cessna Model 177 and 210 carry-thru spars.

Additionally, the FAA is interested in any comments on the Textron Aviation Service Letters SEL-57-06 and SEL-57-07, including ease of accessing the area of concern, structure and systems in and around the area of concern that may affect the inspection, and time required to complete the inspection as detailed in the service letters. Please provide any additional comments on the published service letters that may be helpful for us to consider as part of our evaluation.

The FAA is also interested in obtaining information on the status of the fleet. Any of the following information you can provide on your Cessna Model 177 or cantilever wing Cessna Model 210 airplane would be beneficial to our evaluation:

- Total time-in-service on the airframe
- Any modifications or STCs on your airplane(s) that may affect our evaluation of this issue, including, but not limited to, vortex generators, wing cuffs, STOL kits, wing tips, gross weight increases, and add-on wing fuel tanks.
- Information detailing the usage environment in which you operate your airplane, specifically identifying severe or unusual usage.

Please provide any other information you feel may be helpful for us to consider as part of our evaluation.



Park City, Utah

August 2-4, 2019



Park City is a spectacular mountain town located in the craggy Wasatch Range about 30 miles east of Salt Lake City. It could certainly stake a rightful claim of being the "perfect mountain town."

- Hiking trails abound in this year-round resort area, circling alpine lakes and meadows full of summer wild flowers.
- We will tour the 2002 Winter Olympics permanent training facility and perhaps see skiing aerobatics into a pool.
- This weekend is an Art Festival and Gallery Stroll through the historic downtown, lined with buildings built during the 19th-century silver mining boom.

Fly into Heber City (KHCR) with a paved runway 6900 feet long at an altitude of 5637 feet MSL. KHCR is 292 nm west of KBJC. Plan to arrive by 11 am on Friday, August 2.

After lunch we will visit the Utah Olympic Park including a guided tour (\$12/adult or \$7/senior over 65), museum visits, and possibly seeing athletes train for aerobatics landing in a pool! Zip lines and bobsled runs are also available for those wishing a more active visit. Friday night we will gather to have our usual happy hour. BYOB and bring an appetizer to share.

Saturday morning, we will take a leisurely short loop hike in Deer Valley Resort with mountain and meadow views. After lunch, a brief aerobatics show at the Olympic Village is on the agenda.

We will finish Saturday afternoon strolling the Kimball Arts Festival and vibrant Victorian architecture of old mining cabins downtown. A local brewery for dinner and a walk through the downtown historic district will finish off our evening.

We have only 10 rooms reserved at Park City Peaks Hotel for \$119. So reserve your room early. Call 435-649-5000 and ask for Colorado Pilots Association Fly-in Group Block.

Deadline for hotel has past – but you can still attend!



Registration Form: Must be received by July 25, 2019

Registration \$20.00 per person to cover cost of rental car and gas. Please return form & check made out to CPA to: Jan McKenzie, 40697 Remington Rd, Fort Collins, CO 80524. Questions? 970-568-6411 or jan@mckenzie99s.net

Name(s): _____

Address: _____

Cell Phone # _____ E-mail _____

Emergency contact and phone _____

Aircraft type and N# _____

Do you have a seat to share in your plane _____ Are you in need of a ride _____



SAVE THE DATES

Pagosa Springs, Colorado - September 13th, 14th & 15th

Sitting at 7,126 feet on the Western Slope of the Continental Divide, Pagosa Springs was named for the sulfur springs located there, including the world's deepest geothermal hot spring. The Ute Indians called the sulfur-rich mineral water *Pah gosah*, or "healing waters." More loosely translated as "water (pah) that has a bad smell (gosah)." --Wikipedia



It is not just the stinky pools that draw us to Pagosa Springs. CPA flyers will enjoy lodging in a hot springs resort, local dining, taking in the Fall foliage via horseback in the San Juan National Forest, *AND* a performance by the local professional theater company. Come for the fun, stick around for the rustic charm that is - Pagosa Springs.

Fly to Stevens Field Airport (KPSO), approximately 182 miles from BJC; take note of the steep drop in altitude as you clear the mountain passes.

Schedule: Friday, September 13 – Arrive in PSO by 11 a.m. to attend lunch at the Malt Shoppe where burgers, fries and soft serve ice cream are a-plenty (read: greasy). If you wish to arrive a little later in the day, skipping the Malt Shoppe, arrive at PSO by 2 p.m. We'll check into the Healing Waters Resort & Spa, then relax and settle in, maybe even take a dip in the hot spring pools, before a combined Happy Hour/dinner. You may wish to culminate your day with an evening soak, but sleep well, Saturday is a full day.

Saturday, September 14 – Following breakfast on your own at one of many local cafes, restaurants or bakeries, we'll saddle-up for Diamond Hitch Stables for a 2-hour horseback ride through the beautiful Colorado Fall colors. We are hoping to arrange for a BBQ lunch at the stables following the trail ride. For those wishing not to horse-around, other activities can be coordinated using one or more of the rental cars. Possible activities are hiking, fishing, shopping, Farmers Market, local museums, or visit the nearby wild animal sanctuary. Saturday afternoon you'll have time to meander the streets and trails of Pagosa Springs, or soak-away any saddle soreness. Saturday evening festivities begins at Alley House Grille where an early, private dinner is planned. Alley House Grille is touted as "the" nicest restaurant in town. We then make our way to the Pagosa Springs Center for the Arts and the Thingamajig Theater <https://pagosacenter.org> to attend a performance of "Ring of Fire" which celebrates the music of "The Man in Black," – Johnny Cash. Sunday, September 15 – Following breakfast on your own we'll coordinate rides to the airport to head back home.



Call the Healing Waters Resort & Spa www.pshotsprings.com at 800-832-5523 to book a room. Tell them you are with Colorado Pilots Association for a special rate.

More important information is to come, including pricing. Continue to watch the CPA website.



CPA Fly-in Rapid City Sept 27-29



Custer State Park
Buffalo Roundup 2019
(Optional)

Ellsworth AFB, 28th
Bomb Wing, Home of
the B1B Lancer

Mount Rushmore

Social Hour & Dinner

Fly to: Rapid City Regional Airport (KRAP)

Park at: Westjet Air Center www.westjetair.com/

Westjet is offering a discount on fuel and parking. We are reserving rental cars with Hertz, via the FBO.

We need drivers and riders (4 per car)

Stay at: Best Western Ramkota, 211 N. LaCrosse St, Rapid City SD 57701, 605-737-5656. Group rate of \$99.00. **Call to reserve your room no later than August 15th.**

To register, go to the "Fly-in Events" menu on the CPA website.



**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.**

Colorado Pilots Association

**PO Box 200911
Denver, CO 80220-0911
(303) 367-0670**