

CPA **FLIGHT LINES**

HAPPY HALLOWEEN



Luis A. Ramirez

C-17 Passing Pikes Peak



Unusual Attitudes

By Marty Brophy, CPA President



No way can it be October already! Except I do see Halloween things displayed in my local King Soopers, so pumpkins and skeletons don't lie, I guess! As strange as these last 19 months have been, we got through them (most of us, anyway) and “Hope Springs Eternal” as they say, so better things are coming, even if it is only much quicker bug clean after flights...



Another sign of the season is our annual meeting, to be held this plague year in the usual second floor Mount Evans conference room in KBJC's terminal on Saturday, November 6 from 8:30 – 12:00 with breakfast and socializing for the first half-hour or so. So, fly in and join us, or drive if you insist (but where's the fun in that?).

A very old Wendy's commercial featured a disappointed older lady named Clara Peller looking at her hamburger and saying, “Where's the Beef?”. Some of you may be saying “Where's the Roster?” since it is indeed late a-comin' this year. But (as the guy laying it out) I report that the data is all mashed into shape and will go to the printer and mailer within a week or so and you all will get your rosters shortly after that. Please do let us know if you don't want a paper copy (president@coloradopilots.org will work) so we can save our funds, better used for scholarships.

Do you have ideas for how the CPA could better serve its members? Or how we can appeal to more Colorado pilots? Changes or additions to scholarships? Speakers we might get for our zoom seminars? We are actively seeking more member involvement for a new marketing committee and for existing committees like website/social media, member retention, safety, and any other committees/activities you would like to improve or expand. Please get involved and let's keep our association growing and getting better! If you have executive ability and would like to be president some day (I can only do one more year per our bylaws) contact me – I still need a Vice-president for next year, presumably to move up to president the year after that. Learn how the organization works for a year and go on from there! My e-mail is above or call me at 970-215-1916 to discuss. Or call the committee chair for the activity you are interested in improving. Contact information is on our website at https://coloradopilots.org/content.aspx?page_id=4&club_id=612720.

Meanwhile, our previously smokey skies have lately been beautifully blue and clear so get up in the air and check out those Fall colors. Winter weather is around the corner so fly while we have “blue skies, nothing but blue skies for right now” to paraphrase an old song!



Worried About an Engine Failure



By Bill Marvel, the RV-14A guy

In an earlier article, I wrote about night flying out here in western Colorado where ground lights are few, dark is really dark, terrain ranges from rugged to vertical and for those reasons, many pilots with single engine airplanes tend not to fly after sundown. That's the norm and is fully understandable given human nature. It is also one of the reasons night flight is so enjoyable – you own the sky, it is generally smooth and you can see any traffic far away. But in the back of your mind (or maybe in the front of it!) lurks that nagging, gut wrenching, emotion driven question, "what if the engine quits?"



Most have heard the expression "the slow boat to China" at one time or another. Above is the slow airplane version of that expression.

I will never forget the first time that gut wrenching question crossed my mind. An American pilot I met in Sydney, Australia had just ferried a new Cessna 172 there from the factory in Wichita. I was fascinated he could even do that and we talked all night about his adventures while on the 747 headed back to the states.

Not long afterwards he called me from his home in Vacaville, CA, near Nut Tree airport where he was based. He had just won a contract to ferry a Britten Norman Islander from the U.S. to Formosa Airlines in Taipei, Taiwan. With three large fuselage ferry tanks needed in addition to standard wing tank fuel, only the right front seat remained and it was mine if I wanted it. I did.

Long story short, we took off at 9 PM from Nut Tree, cruised at 6000 feet all the way to Honolulu in that

110-knot airplane and landed 20 hours and 15 minutes later. There was no autopilot so we traded off flying in pitch black with no moon. It took the first 8 hours of flying with both engines running to allow us to burn off enough fuel just to be down to full certified gross weight. There was no possibility of maintaining flight if one engine quit until we were most of the way across because of the heavy weight.

Sixty flying hours and several days later, we delivered the airplane to the customer and I just stood there looking at those two Lycoming O-540 engines that never missed a beat all the way across the Pacific. (Actually, they both quit every time we burned out a ferry tank, but then started again once they got fuel. You can't blame the engines for that).

Denny and I flew many more ferry trips all over the world for the next several years and he's still out there doing it. That flying was one of the highlights of my life. But to the point of this article, the trip to Taipei changed my view of engines. And that and subsequent trips taught me a lot about fuel management.

An aircraft engine is not a human being with a brain and emotions. It has no idea whether outside the cowl-ing is day or night, land or water, a 10,000-foot runway or a rugged mountain range. It just runs. Why does it run? What causes it not to run? What influence do you have in preventing it from failing? Let's take a moment to think about it. In this analysis, I am assuming a genuine aircraft piston engine and not an experimental auto conversion, a two-cycle snow mobile engine or some other power plant with little proven history in an aviation application. Those have their role, but high reliability has not been one of their attributes.

It takes a little thought, but in doing so I came up with six things an air-cooled aircraft engine needs in order to operate. These apply regardless of whether you are flying a certified aircraft or a homebuilt experimental or



any other type of piston engine powered aircraft. In no particular order they are fuel, combustion air, ignition, cooling air, lubricating oil and structural integrity. The first five of those are either totally or largely within your control. The sixth is partially within your control if you own the airplane you are flying and especially so if you are the one doing some of the maintenance on it. More on that later. But now, let's look further into all six of them and see if some of your concerns about engine reliability can be allayed.

1. Fuel. Without researching any statistics, I am almost certain the majority of engine failures in GA aircraft are simply due to pilots running out of fuel. I would say “enough said” is the appropriate comment here but it isn't.

More needs to be said. First, forget the 30-minute and 45-minute rules for fuel remaining at destination and go for a full hour. That's an easy number to remember. Pay attention to your fuel gauges and to your fuel totalizer and set aside money to install the latter if you don't have one. Periodically in flight, compare what each says as they should closely agree.



Always know where your fuel is. During the 29 years we owned our Grumman Tiger, or in our current RV-14A, or in any other airplane when I am doing a maximum endurance leg, I'll manage fuel so as to burn one tank out because I then know for certain where all of my remaining fuel is – in the other one! How many times have you read of an airplane crashing short of the runway out of fuel when another tank still had 15 gallons in it? I'll go out on a limb here and even recommend you do something few others will suggest. In cruise flight, turn the fuel valve to OFF and let the engine quit. Then turn the fuel valve on and note how long it takes to restore power. It won't be more than a few seconds and will give you the confidence to use all available fuel in a tank if you need to. Landing with each tank on 1/8 without knowing how accurate your fuel gauges are is scary. Just how close is that 1/8 to 0/8? You won't know unless you have burned a tank out first to see for sure.

With experimental aircraft in Phase 1 testing, I always burn each tank dry (but not on the same flight!) and then refuel it to see how much usable fuel there actually is. I note what the fuel level says when burnout occurs, whether I get a low fuel level or low fuel pressure annunciation from installed equipment and note whether the engine quits abruptly or coughs and sputters first. In ferry flying, it was standard practice to burn a ferry tank dry, as in the engine quitting, to know you had used all the fuel in it. If you see you're going to be into that last hour of fuel before you arrive due to head winds or any other reason, just stop and refuel! You'd feel very foolish if you didn't, arrived at your destination with minimal fuel on board and found the airport closed because of a gear up landing on the only runway 10 minutes previously. LAND with one-hour fuel remaining and with the fuel selector on a tank that you positively know has fuel in it. Do this and you will never have a fuel exhaustion event. Unless someone is shooting holes in your tanks in flight, a fuel cap comes off, or a fuel line is significantly leaking, that one hour is going to prevent you from arriving at ground level prior to the runway. Comparing fuel tank quantity with totalizer quantity will assure that all of the fuel you should have on board is still there. Now, that's enough said and it will prevent your having a fuel problem of your own making. Doing so is both inexcusable and avoidable.

2. Ignition. There are two independent ignition systems in every piston aircraft engine. Turbines are a different beast but few of us operate them. You check both systems during runup prior to each flight and you don't go if either one has a problem. Each system will get you to an airport if the other one fails. Checking both prior to departure, plus doing whatever periodic maintenance is required, will eliminate this concern. Opening





The beach towel is optional, but removing and looking inside your mags every few hundred hours is a good idea.

up your mags every few hundred hours just for a look and some basic health checks will do wonders for reliability. Many internal problems are obvious and an A&P can point them out while you watch and learn. You can never know enough about this because you are the one in the pilot seat, not the guy doing your annual inspection.

3. Combustion Air. The engine needs air to mix with fuel prior to ignition taking place. Each engine has two sources of this combustion air – primary and secondary. Primary air comes through a filtration system prior to becoming mixed with fuel. This flow path (via the cowling air inlets) is checked visually during pre-flight. You control the application of secondary combustion air via either a carb heat or alternate air system, depending on the engine.

Neither one of those is needed routinely but each is available to you as a backup, if necessary. Between the primary and secondary flow paths, you control combustion air.

4. Cooling Air. Cooling air is ram air coming in over the cylinders and continuing past them and through the oil cooler, or vice versa in some airframes. If this path is clear during a pre-flight inspection, it is almost impossible for it to become restricted during flight unless you happen to hit a large bird in exactly the right place on the cowling so as to block flow – a daunting task even if you tried. This applies whether the engine is entirely air cooled or if it has some component of liquid cooling. Even liquid cooling transfers heat to an air stream eventually. It is virtually impossible to block cooling air if the flow path is clear before takeoff.



Don't ignore the air inlets behind the propeller. These seemingly simple holes provide fully 50% of the items critical to your engine's operation. Those are engine combustion air, engine cooling air and oil cooling air in most airframes. Take away any of those, let alone all three, and you're going down...



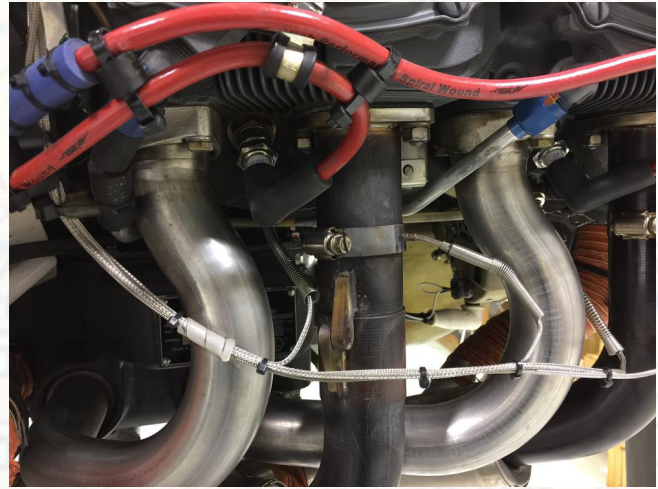
5. Lubricating Oil. Oil provides both lubrication and cooling since it carries a good deal of engine heat with it. Oil transfers that heat to the passing air stream via the oil cooler discussed above. You check oil quantity prior to each engine start and you know there is little change in quantity from one start to the next. If there is, you see it on the dipstick and can stay on the ground to find out why. In flight, oil is consumed at a low rate in normal operation. But even if there is unusually high consumption, say from a broken piston ring, the chance you will run out of oil prior to running out of fuel is remote. You would see increasing oil temperature



and decreasing oil pressure well before the engine seizes. In short, if you have sufficient oil at the start of a flight (and remember to replace the dipstick...), there is nothing you can do during flight to exhaust it.

6. Structural Integrity. The one thing somewhat out of your control is structural integrity. If the engine's crankshaft breaks in two or a piston rod goes through the case, you're simply out of luck and in an emergency situation. Handle it as best you can – you won't be the first or the last to encounter it. But if you failed to pay attention to oil quantity and oil consumption, you may have actually missed an opportunity to prevent that crank break or rod throw from occurring in the first place.

I said earlier in this article we'd come back to maintenance and we're now there. Some of this structural integrity category is in your control if you perform even the most basic of owner maintenance as allowed by the FARs. Just removing the cowling every 25 hours and inspecting the engine with a flashlight and mirror is very helpful. This alone will allow you to look for something as insidious as chafing of fuel and oil hoses as well as ignition leads. It is surprising how often chafing issues occur under the cowling. By changing the oil, monitoring oil consumption rate, opening and inspecting oil filters, having oil samples done and watching for evidence of case or cylinder cracks like oil seeps and exhaust stains, you might avoid even this last failure cause of the six I pointed out. And don't forget that big fan bolted to the engine. Without it, the engine is worthless except for weight and balance. Any appearance of cracks, dents, nicks, grease, oil and the like on the prop blades or prop hub are all caution flags that warrant further investigation. The more you know about your aircraft and the more you see, the better you will be in helping your A&P maintain it. Even if you are in a joint ownership situation (and maybe especially so!), take the time to do this. Rest assured not all owners are hands on and thus something you find that is a potential problem likely will not be found or even noticed by another owner/partner. And leaving that perusal to an IA just once a year is asking to encounter a problem between annuals that a 25 hour look/see can easily prevent.



Have an A&P take you on a tour of your engine compartment. knowing what is there, where it is and what it does will give you a great deal of insight about what is normal and what is not.

And please -- don't do any of this inspection and evaluation with a radio or TV on, people talking with you or with any other distractions nearby. Making sure you have a reliable engine is serious business and you need to focus your full attention and all your senses on what you are doing. Ask any mechanic about the danger of distractions. There are horror stories! Want to chit chat with a buddy? Great. Go out and have lunch or coffee, talk all you want and then come back to continue...alone. I once did a final inspection on a homebuilt aircraft owned by a friend prior to first flight. I got the key to his hangar because I started at 4 AM. I wanted to be alone and with absolutely zero distractions of any sort.

There you have it, blow by blow. When I got to Taiwan in the Islander, I wondered why I was at all concerned about flying over the mountains day or night provided killer issues like ice and high winds aloft were not present. I realized that the biggest threat of all was not the engine in the cowling but the imagination between the ears.

When engine reliability is broken down like this, you realize the odds of having a complete engine failure just when you happen to be flying at night or over bad terrain are near zero. But you can increase them considerably by your own negligence or failure to pay attention to obvious risks like running out of fuel or oil or not



seeing the chafing on an ignition lead under the cowl.

Now, go out and develop some renewed confidence by fueling up and flying to lunch somewhere. Flying is the best thing you can do for your engine even though it has no idea what you are doing or why. And be sure to mark your aircraft maintenance calendar, starting right now, for the next 25-hour cowl removal and engine inspection. Hire an A&P to take you through the engine and accessories and have him explain what you are seeing, what it does, and some things to look at during your 25-hour inspections. I absolutely guarantee that if you do a few of these, you will identify issues that need repair before the next flight and you will increase your confidence in the airplane significantly.

Are you Social?

The CPA is looking for folks to help with their online presence in the social media space. The purpose of this role (or if done individually) is to help further the online presence of the Colorado Pilots Association and provide a path of communication of what is going on within the CPA itself. Right now we need help with all of the social media aspects, Facebook, Twitter, Instagram, LinkedIn and if you're a budding videographer, we'd love to get into the YouTube space a bit more. These are volunteer positions helping to move aviation in Colorado forward.

So if you are savvy in one or more of these areas, please let us know at webmaster@coloradopilots.org and we'll be happy to chat with you.

Colorado Pilots Association Apparel
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Scary Airplane stories.

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Ask the CFI

By Tammy Raines

Is the 100 hour maintenance based off of hobbs or tach time?

Whats the difference?

Hobbs Time Explained

The Hobbs meter measures the hours the aircraft is being operated, and it was invented in 1938 by John Weston Hobbs. The switch controlling the Hobbs meter can be set to turn on when the Master switch is turned on, via oil pressure after the engine is started, or multiple other methods. The Hobbs meter records time as hours and tenths of hours, and it is a true measurement of how long the airplane is being operated. In other words, when an hour passes on your watch, an hour has passed on the Hobbs meter. Pilots should use Hobbs meter time when logging flight hours.

Tach Time Explained

Tach time is measured via the tachometer and can be compared to a car's odometer. However, instead of measuring tire revolutions, the tachometer measures the number of propeller revolutions. The tachometer's primary use is to measure engine hours, which are recorded in your airplane's engine logbooks and used to determine when your airplane needs its 50 and 100-hour inspections.

Hobbs Time Measures Flight Time

As a student, pilot or flight instructor, you always want to use Hobbs time when you make entries into your pilot logbook as Hobbs time is a true measure of the time you were flying the aircraft, which is essential when building your flight time for your private pilot's license and additional pilot certificates and ratings. If you use the tach time for your pilot logbooks entries, you could be shorting yourself on your flight hours because tach time can be as much as 20 percent lower than the Hobbs time.

Tach Time Measures Engine Time

The tachometer only matches the Hobbs meter when the aircraft is operating at cruise. When you pull back the throttle and lean the mixture, the propeller's RPM slows, which slows the tachometer. The difference between the Hobbs meter and tachometer is greatest when descending and landing. In an effort to reduce engine wear and tear from students and pilots, some FBOs and flight schools charge by the tachometer hour instead of the Hobbs meter hour.

Tach Time and Aircraft Maintenance

Aircraft that are operated for hire are required to have 50 and 100-hour inspections. The timing of these inspections is calculated via the tachometer. For example, if your last 100-hour inspection was performed when the tachometer read 2,500 hours, you would need your next inspection would need to be performed at 2,600 hours. The FAA gives an additional 10 tachometer hours to travel to a certified aircraft maintenance center.

As an alternative, some aircraft owners opt to get progressive inspections, which can be done every 25 tachometer hours. These inspections are often much shorter than the traditional 50 and 100-hour inspections and can result in your airplane sitting in the hangar for less time, which means you'll have more time to fly.

Aircraft Requirements for Tachometers and Hobbs Meters

General aviation aircraft are not required to have a Hobbs meter, but many aircraft used for hire and rental have them installed. If the aircraft does not have a Hobbs meter installed, the tachometer usually includes an hour meter.



***Send your questions to
Ask the CFI.***



Long Island - The rest of the story

By Frank Ladonne

Well, here we are on Long Island, New York after a wonderful 6-hour flight from Chicago. So, we get settled in, have a great dinner and begin making plans to fly our good friends Ed and Jill to Montauk Point for lunch. Montauk Point, the end of Long Island and thanks to Montauk captain Frank Mundus' catching of a 4,550-pound white shark in 1964, the inspiration for the novel Jaws. This will just be a quick 25-minute flight (as opposed to what we're used to, 2+ hours in a car in bumper-to-bumper Hampton's traffic) and a good chance for all of us to see the Long Island where we spent the first 45 years of our lives.

The weather wasn't great with a few low-level clouds, gusty winds and gray skies but what the heck; Ed and Jill are troopers, aren't they? So, off we go. Our route takes us along the South shore past some of the homes of the celebrities. How'd you like to live here?



Notice the tall hedges so no one can look in. Hah, didn't stop us.

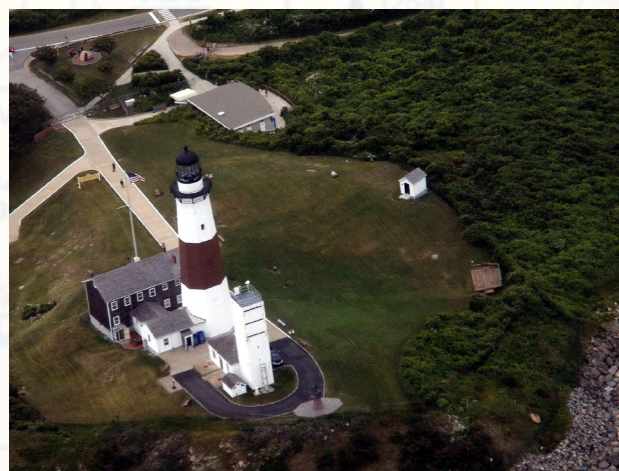
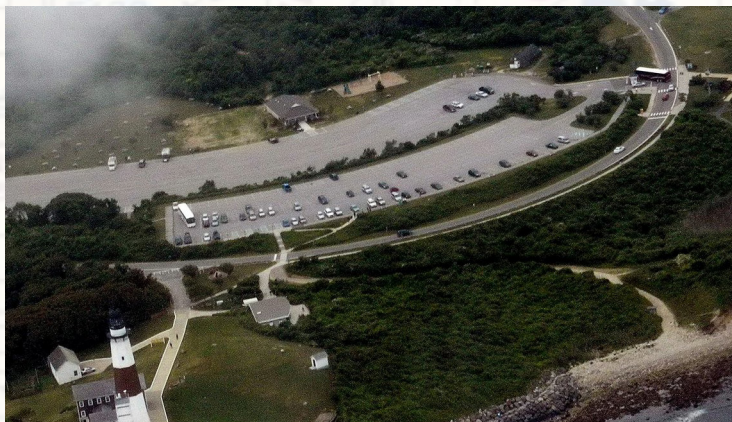
Before you know it, we're at Montauk. Here's Gosman's dock. This is where the deep-sea fishing boats leave and where you can pay some astronomical money for Montauk souvenirs.



Here we are approaching Montauk Point airport. This is a pretty underwhelming airport. Calling it an asphalt runway is being generous. It is about half asphalt and about half sand and beach grass poking through. It is however provided with a shack the size of a Porta Potty that houses a genial looking enough guy who holds out his hand for the \$10 "landing fee" for which he points out which way to walk to get to the restaurants PIC After a great lunch (fish, what else) we took off for the return trip. Of course, we had to fly around Montauk



Point lighthouse.



Montauk Point light, the end of Long Island, last stop before England. The Second United States Congress under President George Washington commissioned the Montauk Point lighthouse in 1792. It was worth a close-up.



A few minutes later and we're back at Islip Macarthur airport. Where our friends hugged each other and posed for this picture (right after getting out and kissing the ground).

Our second day of the Long Island trip and the reason for coming in the first place was my brother Tom's Half Century birthday! The next day, we were all sitting around recuperating from the party when the talk came around to our sightseeing flight of two days before. Both Tom and his father-in-law sounded pretty excited so I suggested, "Hey, why don't we drive to the airport and go for a ride." (Ain't this just the beauty of having your own plane?)

Well, we took off and headed along the North shore. Before long, we reached the site of the Shoreham Nuclear Power Station (SNPS). Well, at least that's what it once was.



Back in 1973, the Long Island Lighting Company (Lilco), Long Island's utility, decided to build a nuclear power plant to generate cheap electrical power. A whole cacophony of issues doomed this plant. Foremost among these was that Lilco decided to manage the project themselves (with absolutely no experience). Add to that the changing Federal requirements and the Three Mile Island incident and the coincident release of the movie, "The China Syndrome" in 1979 and this project dragged on through 1984. This gave the many environmental activists on Long Island time to organize and protest and organize and protest they did. The media caught on to all of the gloom and doom scenarios being tossed around in spite of the facts that not a single person has ever been killed by a nuclear power plant accident in the United States but annually over 24,000 people have their demise hastened by coal. To make a long and dramatic story shorter, the SNPS was decommissioned without ever generating a single commercially sold watt of power, leaving Long Island residents with a 6-billion-dollar bill (in 1989 dollars) which even today forms the basis for some of the most expensive electrical power sold in the US.

When we reached the fork of Long Island, we turned South and crossed the Island to the South shore. There



we passed Fire Island lighthouse and then finally Jones Beach Tower.



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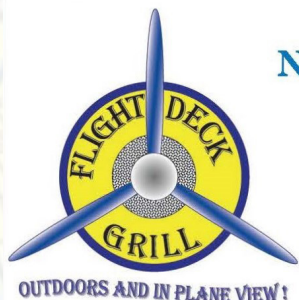


Jones Beach (along with Northern and Southern State Parkways, running East and West along Long Island) was designed and constructed in the 1920's by master engineer and builder Robert Moses.

Finally, we contacted those friendly ATC folks at Islip Macarthur, began our approach and were back home.



My brother and his father-in-law both thanked me for the ride (right after getting out and kissing the taxiway (must be a NY thing).



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**CPA members get
A Free Refill**

Flight Deck Grill @KLMO will be wrapping up their 13th season on Sunday, 10/17. As CPA Corporate Members, they have enjoyed your support and smiling faces over the years. Let's be sure to get in a few more breakfast or lunch fixes with them before closing day.



Schnagelfratz!

By Bill Marvel, the RV-14A guy

I'm not sure if that is a word or not, but at least it expresses my frustration in a family friendly term!

I had to cancel the Trinity event two days prior due to a persistent low-pressure area between CA and AZ the last several days. Moisture has been pushed north right along the flight corridor from Colorado to Trinity Site. While Denver and Trinity weather is forecast to be flyable, enroute there are extensive areas of IFR and low IFR weather that are expected to remain the same well into our scheduled trip. Given the large number of attendees and the related scheduling of hotels, buses and meals, there just wasn't an option of having a few people show up at the last minute when plans had been made for a larger number. The only option was to cancel and then reschedule.

And that is the reason for this article.... I fully intend to run this trip twice next year, once in April and once in October, to accommodate all CPA members who wish to attend. Because the Trinity open house only occurs twice a year, I can specify those dates right now. They will be April 1-3 and Sept 30-Oct 2, 2022. I will give people who were on this year's trip list and standby list priority because there were enough of those to justify two separate trips to the same venue. But that is a long way off and more information will be forthcoming after the January fly-in planning meeting.



CPA Board Position Openings

Marketing Committee Chair

This position is responsible for recruiting and leading a small team to improve our efforts to increase membership by more effectively reaching out to Colorado pilots and Aviation Professionals. Suggest improved member benefits and policies, such as improving advertising, on-line marketing, and social media presence.

Membership Retention Chair

This chair, with a small team as needed and working with Membership Services, would create strategies to remind members when they need to renew and encourage them to do so. Determine why members do not renew and develop strategies for improving retention of current members.

[Please Contact Marty Brophy at President@coloradopilots.org if interested or know someone who might be.](mailto:President@coloradopilots.org)

This year our annual meeting will be held on Saturday November 6 from 0800-1200 or so in the Mt. Evans room on the second floor of the terminal at KBJC. The results of the elections for 2022 will be announced and the board of directors (elected officers and committee chairs) will briefly review actions and accomplishments over the last fiscal year. All members are encouraged to attend and to bring any topics for discussion. A light breakfast and coffee will be provided for attendees then the business meeting will start at 0900. Why not fly in on a Saturday morning and support your CPA organization.



Cody...Third time's a charm!

It only took Bob & Shawn Kinney three years to complete the CPA fly-in to Cody, Wyoming but due to perseverance and good luck, CPA members, friends, spouses and a couple of aviation enthusiasts from New Mexico enjoyed three delightful days in Cody, Wyoming. The Kinneys originally proposed this venue as a CPA-sponsored event several years ago but due to scheduling conflicts, bad weather, and a worldwide pandemic in 2020, it took till September 10 - 12, 2021 to complete the task. Even though we finally made it happen, the threat of wildfire smoke threatened this year's plans. It was all worth it though in the long run, as the registration list was a healthy one with the arrival of fourteen aircraft carrying 30 people looking to have a good time in Cody.

Day 1: Friday, September 10 dawned bright and clear in Buffalo Bill's Cody, Wyoming. Everyone's non-commercial flights were pretty much on schedule allowing for a trip to downtown Cody to Annie's Soda Saloon for a great light lunch. Even though this restaurant was closed for this three day period, the owner readily agreed to open just for the Colorado Pilots Association. It was well worth the visit. Our happy group then loaded into our cars and headed 15 minutes north of Cody to the Heart Mountain Interpretive Center and Museum. This was the regional location where many West Coast Japanese Americans were forcibly relocated for the duration of WWII. Several members of our group were unaware of this event and thus, were enlightened about the process and the politics of the time and how it affected this portion of our population. Later Friday afternoon, most in the group made a quick visit to a remarkable dam site and reservoir only a few minutes west of town. The Buffalo Bill Dam and visitor's center is a remarkable structure that was completed in 1910 and was, at the time, the tallest dam in the world. Today, you'd recognize it as a mini Hoover Dam. A quick check-in to our cozy individual cabins (anyone can stay in a fancy hotel room), preceded CPA's world famous happy hour back out at the airport. Everyone had a great time visiting and catching up since fly-ins have been few and far between for the past two years. The sun set on our serendipitous crew as most headed back to town to grab a meal of their choice before calling it a night.

Day 2: Saturday, September 11 greeted us with a clear sunrise as we all headed back to Cody's Yellowstone Regional Airport as guests of the local EAA chapter for a wonderful pancake breakfast with donations supporting their chapter's scholarship fund. We toured local hangars which housed several under-construction aircraft prior to heading back to town for the day's highlight event—The Buffalo Bill Center of the West. This complex of five museums includes the Buffalo Bill Museum, the Plains Indians Museum, the Whitney Western Art Museum, the Draper Natural History Museum, and the unforgettable Cody Firearms Museum. Founded in 1917 to preserve the legacy and vision of William F. “Buffalo Bill” Cody, this center is the oldest and most comprehensive museum complex of the West. Very recently renovated, this complex of museums did not disappoint! It was a remarkable day for all of us. A warm and friendly happy hour outside of our cabins proved the perfect wind down prior to a buffet dinner at Buffalo Bill's Irma Hotel/Restaurant & Saloon. We were immersed in Buffalo Bill history from the minute we set foot on the tarmac at the airport until our wheels left the pavement to head home.

Day 3: Sunday, September 12 slapped us in the face yet again, with reasonably clear skies for the relaxing flight back to our home bases all over Colorado and New Mexico. Did we mention that we were graced with a number of new fly-in attendees? That is the “icing on the cake” for us. We love new faces at all of our CPA fly-ins.

Also worth mentioning are the very moving tributes/memorials on display at both Annie's Soda Saloon and at the Irma Hotel Bar. Thirteen of our military will not be returning to their families from Afghanistan and Cody residents want you to know it. At the Irma Hotel bar they placed thirteen pairs of military boots on the bar at thirteen bar stools and at Annie's they filled thirteen places at their soda bar with red/white/blue drinks, American flags, and name plates for each of the lost military personnel.





[See all the rest of the photos from Cody online.](#)





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F-18 from VAQ-130 departing Centennial.

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