

CPA FLIGHT LINES



Paul Gordon

A rare sight, a [Beechcraft Startship](#) coming in for landing at Centennial Airport. This Colorado based airplane is one of last six airworthy Startships left.

First look at the 2022 list of CPA fly-ins and dates page 3!



Unusual Attitudes

By Marty Brophy, CPA President

I have heard that an old Chinese curse is "May you live in interesting times." It seems to me that we have had entirely too many interesting times lately with January having interesting weather, interesting politics, interesting reactions to and arguments about masks and vaccinations by frustrated people, etc. It would be fine with me to revert to uninteresting times anytime soon and I suspect many of you would agree with that. But life went on regardless, so we have that going for us!

When I passed my IFR checkride last Fall, I went into the Flying School at KFNL the next day to share the news with my last CFII Alex Coelho (a most excellent teacher if anyone in Northern Colorado is looking for one). I was surprised that he said he had reviewed my checkride on FlightAware and said it looked to him like it went smoothly from takeoff from KBJC to the RNAV 29 into KLMO, a hold at ZABNI northeast of KEIK followed by the VOR-A into that airport, and then returning to KLMO for a final ILS or LOC RWY 30R to a full stop back at KBJC.

I may have been the last pilot in Colorado to realize that [FlightAware \(https://flightaware.com/\)](https://flightaware.com/) doesn't just track airlines but does that for GA airplanes as well. So, hop on there if you want to track a friend flying in to visit. You can watch a current flight in real time, or you can check 3 months of flight history of any plane by doing the free registration as a basic member.



A similar thing I did know about and have used a lot for my flights is the "Breadcrumbs" feature of Foreflight. I suspect you all are also aware of it, but just in case some are not, will describe it a little. It traces your course with a green line on the map page. During or after the flight, you can make a screen copy for a permanent record (see figure for the one for the checkride above, BJC is the blue dot). It is a terrific way to see how you did whether on a practice flight or flying to lunch. It includes the VFR or IFR sectional map details as well and makes an excellent recording of your flight. Just turn Breadcrumbs on in the Settings window of Foreflight.

Retired airline pilot and CPA member Bev Sinclair was a good friend of Emily Howell Warner, who passed away in 2020. Emily was a Denver native and CPA Member as

well as the pathbreaking first woman airline captain in the modern era. Bev launched a successful St. Patrick's Day fundraiser last year to award two CPA scholarships named after Emily for women aiming for the airlines with advanced pilot training. She is repeating the process this year and I would urge everyone to consider supporting it! A small contribution from all of us would help us continue to help young people reach for the sky, literally in this case! Thank you!



2022 Fly-in Quick Preview

What an exciting time of year, the first look at your CPA's 2022 fly-ins. Details are being worked out by the various hosts now. Registration information for each will be forthcoming in a future Flight Lines issue and on the CPA web site. Watch for it!

April 1-3 – Tour Trinity Site, location of the world's first nuclear detonation. Visit Spaceport America, where Richard Branson will be launching future space tourists into earth orbit. We will fly into both Socorro and Truth or Consequences, NM. Group dinner in Socorro. Host Bill Marvel (310) 293-2013.

April 24 – Dragon Man Museum near Colorado Springs on 260 acres. Guided tours on Sundays. The museum houses artifacts from Nazi occupation and concentration camps up to D-Day. Artifacts from the World Wars, Vietnam and the Gulf War. Museum entry \$20 pp. Fly in to Meadow Lake (KFLY), ground transportation to the museum, lunch afterwards. Hosts Rich and Dana Barclay and Bart and Mary Jones. Rich (303) 648-3667. Bart (719) 488-0653.

May 20-22 – Page, Arizona slot canyons and ice cream. Join us for a 350 nm flight to Page, Arizona (KPGA). Friday, we will hike to Horseshoe Bend, a 1.5-mile roundtrip. Saturday we will visit more of the surrounding canyons followed by dinner at one of Page's best restaurants. Host Jan McKenzie (970) 568-6411.

June 17-19 – Spearfish/Deadwood, SD. Fly into Black Hills Clyde Ice Field (KSPF) 282 nm from KBJC. Car tour the beautiful Spearfish Canyon. Visit Kevin Costner's "Tatanka-The Story of the Buffalo". Our premier event is a bicycle ride on 16 miles of the incredible Mickelson Trail (a downhill adventure not to be missed). Enjoy concerts and Dock Dog competition at Deadwood's Wild Bill Days. Hosts: Bob & Shawn Kinney (303) 887 3328.

June 24-26 – Glenwood Springs, CO. Fly into Rifle, CO (KRIL). Ride the gondola to the top of Iron Mountain and tour the King's Row and Fairy Caves inside Iron Mountain. Raft the Glenwood Canyon Shoshone whitewater Class II-IV rapids, no previous rafting experience required. Enjoy dinner with other CPA attendees at one of the many restaurants in Glenwood Springs. Hosts: Sue Mathis & Leonard Gurule (720) 346-2398.

July 8-10 – Lander, WY. Lander is a historic western town nestled against the Wind River range, a uniquely wild and untouched wilderness. Activities include a meal at the famous Svilar's steakhouse, a hike along Popo Agie Falls trail for the fitter folks, and a visit to the Museum of the American West. Host Adrian Nye (512) 585-1015.

August 13 (one day) – Burlington, CO. Kit Carson County Carousel. This is the home of Elitch Garden's Carousel. Ride the fully restored and beautiful horses, lions, tigers. Fly into Burlington Airport (KIRT). Ground transportation to the Carousel and museum. Lunch afterwards. Hosts Rich & Dana Barclay and Bart & Mary Jones. Rich (303) 648-3667. Bart (719) 313-8591.

August 19-21 – Johnson Creek, ID - Get ready for the backcountry experience of a lifetime flying through Idaho's Sawtooth Mountains and camping at the pristine Johnson Creek Airstrip. Organized activities will include flying to breakfast at the Smiley Creek Lodge and hiking from camp at Johnson Creek to the nearby hot springs. Recommended for pilots with mountain flying experience and aircraft & pilots capable of soft field operations. Invitations are also extended to four-legged friends. Host Garth Fasano (914) 610-5226.

September 17 (one day) – Black Forest. Ute Indians lived here before us and they left behind mileposts and markers. There are no petroglyphs or pictographs but bent and twisted trees now seen as Sacred Trees in Fox Run Park in El Paso County. Land Meadowlake airfield (KFLY). Hosts Bart and Mary Jones (719) 488-0653.

October 14-16 – Trinity Site and Spaceport America weather date and likely a second fly-in there because we have a long standby list. Host Bill Marvel (310) 293-2013.



To Young Members from an Old(er) One

By Bill Marvel, the RV-14A guy

Wife Marti and I flew our RV-14A from Grand Junction to Denver early Saturday, January 15 for the annual CPA fly-in planning meeting. No secrets here – I'm 75 and she's 74. Why does that matter? As pilots say to ATC occasionally, "stand by, call you back."

At the end of the meeting, a young CPA member named Scott Wilson came up to me and introduced himself. He told me he's helping Brian Garrett with web site issues, loves to fly and tries to sell CPA to everyone on his different social media sites. He had read my article titled "Are You Invisible?" and it struck a chord with him. As I expressed in that article, he too wondered why so many CPA members -- people who actually pay to join and presumably like aviation -- do little or nothing when it comes to participation. He said one comment sometimes explained their hesitation – "those are all a bunch of old guys." Well I don't know of any solution to that general concern, but I do know that CPA is a big tent and offers activities and camaraderie sufficient to capture the interest of younger and older members alike.

Drilling down to a point I wish to make, no one I know was born old. Exactly 100% of my friends and acquaintances were once infants and over time, aged. In the process they acquired wisdom, knowledge, skills, jobs, income, savings, investments and eventually, airplanes. It takes time to do all that and the years pass by. Some are fortunate to enter aviation at a younger age; others not. My dad, a WWII vet, passed his private pilot check ride at age 68. A former Grumman Tiger owner I knew earned his instrument rating at age 90. In a moment, I'll introduce the other end of that age spectrum.

Personally, I don't remember a time when I did not love airplanes. Our family in Kansas City knew no one who owned a plane as few people did in the 1950s. My first airplane ride was in about 5th grade and I still remember where. Civil Air Patrol gave me a few additional flights and in high school my best friend and I hung around Kansas City's main airport every weekend, visited inside the control tower back when you could easily do so, talked to mechanics in the TWA maintenance hangar and frequently were allowed to sit in the cockpit of 707s and Constellations. We immersed ourselves in aviation to the extent two kids with no money could. There were no "pilot's associations" back then or other ways we could meet even one person who owned an airplane. Later on in college I took lessons in an aero club to earn my pilot's license. That was over 50 years ago and I have been flying ever since. A world of aviation opportunity has opened up since then with names like AOPA, EAA, CAF, type clubs for just about every type of aircraft and yes, C.P.A. Today, one can easily meet people who own airplanes because there are so many of them just about everywhere.

Enter Len Spina. He's a friend out here in Grand Junction who is a few years older than I am, flies his home-built RV-6A with wife Kay and continues plowing through clouds as Marti and I do when necessary as we're still flying IFR. He's also a CPA member and together, the four of us have flown to several distant destinations the past couple of years. Even now, we go somewhere in Colorado or Utah just about every weekend for breakfast with a group of other pilots out here on the western slope.

One day a couple of years ago, Len was working on his plane when another friend approached along with a young man of Asian descent. The visitor was Calvin Lin (his Americanized name), 24 years old and from Taiwan. He wanted to be an airline pilot and was here on a student visa studying aviation at Embry Riddle and instructing as a CFII in Salt Lake. Calvin would go from hangar to hangar, introducing himself to every owner he could in hopes of building flying time to reach his goal of 1000 hours to get started with a U.S. airline. He never passed an open hangar door without going in to meet and talk airplanes with anyone who was there. He had bountiful incentive. Although Mandarin is his native language, he spoke perfect English and would trade free flight instruction for flight time to build hours. He was focused and motivated and he was going to take advantage of every opportunity he could create with his enthusiasm for flight. Hmmm...we were still "a bunch of old guys" I guess, but age didn't matter to Calvin! He had a goal and darned if he wasn't going to achieve it.





Fast forward, Len and I pulled out all the stops and introduced him to the charter jet guys out here, to the owner and chief pilot of a business that modifies Twin Otters for operations all over the world, and to many private aircraft owners. He gave lots of free IPCs and BFRs as well as dual instruction in everything from first flights to preparing pilots for check rides. It didn't take long before he got his first cockpit ride in a jet and another shot at flying a turbine helicopter. Soon, pilots in Grand Junction and other nearby airports knew about Calvin from Taiwan. To be sure, not everyone took Calvin up on his free instruction offers but several owners had him ride along in their airplanes just because he had not flown in that type

before. Such was the case with the jet and turbine helicopter rides. Later, during a period of several months when he did not have to be in class, Len and Kay sort of adopted him and let him live with them in their home here in Grand Junction so he could stay and build hours. He flew all day, pretty much every day, and eventually acquired the needed flight time. Along the way, Calvin applied to, and interviewed with, several airlines. A few weeks ago, he notified Len and me of the exciting news that he had been hired by SkyWest and has a training date this summer. He's 25 now and no doubt will achieve his twin goals of becoming an international airline captain with a U.S. carrier and also a U.S. citizen.

Now back to my target readers -- you younger CPA members who commented to Scott Wilson that CPA is mostly “a bunch of old guys.” Well, yes and no. We do have younger members who cannot yet afford to own airplanes but who love aviation and want to be a part of it. Hey -- all of us were there once! And we also have a bunch of “old guys” (and actually “old gals” if I may be so bold), who also own airplanes and love to fly them. Now, what's the difference here between younger CPA members and the rest of us compared to Calvin, Len and me? Simply this -- Calvin made things happen. He did not wait for a group of young aircraft owners (of which there are few) to offer him opportunities. He took advantage of the generosity, the flying experience, and yes, the relative wealth of older pilots who could afford to own and fly airplanes and who welcomed him into their world immediately and without reservation. It's really that simple. Young and old? Male and female? It matters not as our common interest in airplanes knows nothing about either of those two irrelevant distinctions. As I said in my article about being invisible, DON'T BE! Step forward, introduce yourself, squawk ident, turn on the strobes and landing lights and make yourself known to your fellow CPA members. Ignore the gray hair and facial wrinkles! We are friendly, informative, experienced and generous across the board. You have nothing to lose except your ground bound status. And, you might just meet a member who likes to fly with you, who very likely will teach you from decades of practical flight experience, and maybe even one who might like you as a partner in his airplane. Heed the above example from a young man from another country, language and culture and wise beyond his years. Become your own version of Calvin Lin and make things happen for you in the CPA.

Airport Spotlight: [Colorado Air and Space Port KCFO](#)

Opened in 1984 and certified as a spaceport in 2018. Officially change name from Front Range Airport to Colorado Air and Space Port that year.

Learn more at its website, www.coloradoairandspaceport.com.

If you are based at Colorado Air and Space Port send us a message and tell us a little about it.



Ask The CFI

By Tammy Raines

What you need to know about Special VFR Clearance

A Special VFR Clearance can get you into or out of an airport with low ceilings and visibility. But do you know when you can use it, and *if it's even a good idea?*



Requirements For A Special VFR Clearance

To get started, let's look at normal VFR cloud clearance requirements.

FAR 91.155 (c) says that:

Except as provided in FAR 91.157, *no person may operate an aircraft beneath the ceiling under VFR within the lateral boundaries of controlled airspace designated to the surface for an airport when the ceiling is less than 1,000 feet.*

So what does that really mean? **If you're flying into or out of an airport that has Class E, D, C or B airspace to the surface, you need a minimum of 1,000' ceilings to operate under VFR. If the ceilings are less than 1,000', you're going to need an IFR clearance to get in or out...or you're going to need a Special VFR clearance.**

If an airport is reporting lower than 1,000' ceilings, but you determine you can safely fly to or from the airport, an SVFR Clearance may come in handy.

The first step is to figure out the minimum weather you need for Special VFR. According to FAR 91.157, it's:

- 1 SM flight visibility
- Clear of clouds

There's a lot of judgment that goes into flying under an SVFR clearance, and it's best used for localized weather that's hovering at or near the airport.

You should never use SVFR to scud run or push your limits in bad weather, however, if you find yourself in rapidly changing conditions, or if the airport is sitting under a small, localized cloud layer, SVFR may be a good way to get yourself safely on the ground.

Who Can Get A Special VFR Clearance?

If you're a non-instrument rated private pilot, you can use a Special VFR clearance **from sunrise to sunset.**

But what happens when the sun goes down?

Do You Have Your Instrument Rating?

SVFR is possible at night, but the requirements go up significantly: you must be qualified for instrument flight under FAR 61, and your aircraft must be equipped for instrument flight. Basically, you need to be ready to go IFR.

This makes sense, right? 1 mile of visibility at night is not a lot to work with. If you meet these qualifications and an instrument approach is available, picking up an IFR clearance is usually the safest option.



Who Should You Call For Clearance?

If you're flying into a tower controlled field, the tower is a great place to start. Depending on where you are, they may need to coordinate with an approach or center facility, but they can usually coordinate the clearance. And if you're flying into a non-towered airport, Flight Service is a great place to start. While Flight Service can't give you an SVFR clearance, they can coordinate with the Air Traffic Control facility that is in charge of the airspace where you're headed. FSS is a great place for VFR pilots to start because their frequency is marked on VFR charts, unlike center and approach control frequencies that you might have to dig for in an Airport Facility Directory or an approach chart.

When you call Flight Service, you'll ask them for a Special VFR clearance. Then, they'll call up ATC, get the clearance, and relay it back to you.



Send your questions to Ask the CFI.
Or send them to Newsletter@coloradopilots.org

Colorado Pilots Association Apparel
Get you order in now for your favorite pilot
Design your own CPA wardrobe and accessories.

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Do you have a special skill or want to volunteer to help your CPA? Let us know that you want to help!

Email president@coloradopilots.org



My Co-pilot for Life

By Frank Ladonna

When I was about 17 years old, a good friend of mine had gotten his pilot's license and took me flying. From that moment on, I knew this was something I wanted to do. Then, as they say, life intervened. I got married, we had a beautiful daughter that kept us (and our wallet) 120% occupied for the next 21 years. I never, however lost the dream. Finally, with Michelle in her senior year of college and having paid the last of the \$50,000 tuition payments, I was beginning to see the light at the end of the tunnel. I casually, over dinner one night, broached the subject of taking flying lessons. My innocent overture was met with a shriek of “**ARE YOU CRAZY; YOU'RE GONNA DIE???**” Well, as any of you who are married know, Rome wasn't built in a day. Over the next few months, like water dripping on a rock, I kept idly bringing flying into the conversation. Eventually, Jolene succumbed to the idea, sort of. Her quote was, “If that's what you want to do then go ahead but don't think I'll ever get in a plane with you!” My response, “Okay, I'm good.” I did my homework and decided to take lessons at the Stick and Rudder Flying Club, the oldest continuously operating flying club in the US. The club is peopled largely by a collection of older gentlemen (yes, even older than me) who variously “hanger fly”, enthrall others with tales of flying adventures past, criticize the flying of others, perhaps share a beverage or two while shooting the breeze and fly about 25 miles for breakfast on Sunday and then back again. I took my lessons once a week at 6 AM from easily the crotchiest of the denizens (but also a consummate airman and the club's Chief Pilot).

He peppered our lessons with unforgettable aphorisms like:

“The only time you can have too much fuel is if you're on fire.”

“You know why the birds sit on the taxiway centerline? Because they know you won't hit them.”

“Do you think we're too low?” (Me) “Uh, no.” “Then why do I feel like I'm picking branches out of my ass?”

And the frequent: “Okay, in spite of everything else that's happened during this lesson, let's at least see if we can make a good landing.”

I **LOVED** this guy, and still do.

Finally, on October 1, 2008, I took my checkride; the last step to becoming a pilot. Up until this point, neither Jolene nor I knew whether she would like flying at all but to her great credit and my everlasting gratitude, she put up with my dream, for no other reason than – it was my dream. I passed! At the conclusion of the checkride, the examiner said, “Okay, if you don't kill us on landing, you're a pilot!” As soon as the FAA examiner completed filling out the reams of paperwork, she suggested, “Now that you're a pilot, why don't you take your wife for a ride?”

Well, the two of us got in the Cessna 152 two-seat trainer plane; small enough that it was more like putting on a plane than getting in a plane. I got my clearance, lined up on the runway and took off. It was a few minutes of being busy before I could glance over and when I did, I saw the biggest smile I have ever seen. That smile, by the way, is repeated every single time we have taken off since. She **LOVED** it and still does. I was so happy that I wasn't destined to become one of the hanger rats – Jolene and I would see the world together – and boy, have we ever!



In 2010, we bought our own plane and shortly after named it Volare! Some of you older folks will remember the 1958 Domenico Modugno song. Well, for your further edification, Volare, in Italian means, “To Fly”. With the addition of the exclamation point for exuberance, the name reflects our love of flying and our Italian heritage all at the same time.

Jolene and I have gone on hundreds of flights (as of today 2022, just shy of 1,000 flights together) and spent hundreds of hours together in the cockpit while covering many tens of thousands of miles together. Jolene has become the consummate co-pilot (like being a back seat driver but in three dimensions). Now that we’ve retired to Fort Collins, we have a whole new area of the country to explore. My instructor also used to say, “Any flight that you go on where you haven’t learned something, you weren’t paying attention.”

So, what did I learn from all of our time together in the cockpit?

The lesson I learned was, don’t ever take for granted the single element that has given all of my flying so much fun and enjoyment and never fails to keep me smiling. What I learned is, don’t take your copilot (in flying and in life) for granted.



Information for Aircraft Owners

Aircraft Spruce and Specialty pays shipping for any items totaling \$350 or more and there is no sales tax collected for Colorado shipments. This includes engine oil.

A wise move for owners who do their own oil changes (and all who add oil now and then!) is to take advantage of this either by yourself or with a group of other pilots. Several CPA members have purchased cases of oil, oil filters and any other aviation items they need to avoid those two significant costs. The money you save will be your own.



Change is in the Wind!

In the twenty years Bob Kinney has been a member of the Colorado Pilots Association, he's served as vice president and president of the CPA board of directors. But his obvious love of the Association really shines when engaged in a conversation about CPA's long-standing fly-in program. Bob has spent many years, almost single-handedly, directing the activities of the fly-in program and more recently, he continued to chair the fly-in committee as it expanded to include several CPA members who also radiated the fly-in spirit.

Bob loves to tell the story of the humble beginnings of the fly-in program when less than a dozen members would meet annually at a member's home to plan their flying adventures for each approaching flying season. As simple as that process was, it developed into one of CPA's two preeminent programs, alongside the nationally-recognized mountain flying course. Today, it's not uncommon to see 40-50 members attend each January's fly-in planning meeting. Later in the year, we welcome 20-40 members at each fly-in event, with sometimes as many as a dozen events in a year. Covid's impact has reduced the number of fly-ins the past two seasons but attendance at the individual events which did occur has remained quite high. This bodes well for our future fly-in plans.



Looking to the future, Bob realized that "new blood" many times can revitalize an ailing program or, in the case of CPA's thriving fly-in program, take it well into the future with renewed energy, enthusiasm and new ideas. Have you heard of "going out while you're on top"?

Over the past two or three years, Bob recognized that one of our members in particular has repeatedly attended and hosted fly-ins with a contagious excitement for the CPA's offerings. He was obviously the guy to approach about accepting a challenge -- the challenge of managing CPA's fly-ins over the next few years. That challenge was offered and accepted, so here we stand today, on the verge of new leadership for the CPA fly-in program.

Bill Marvel, who lives in Grand Junction, has already excelled at fly-in management, exhibiting a zeal for what CPA has accomplished. He joined our fly-in committee a year or two ago so he could be involved. It's with pleasure that we introduce Bill as our new fly-in chairman as Bob happily steps aside to take on other CPA-related challenges. However, he will still remain a member of the fly-in committee due to his devotion to the program. This transition of responsibility was announced to all present at the January 15 fly-in planning meeting. You've all seen some of Bill's Flight Lines contributions. He's a great writer and his aviation background is remarkable. A GA pilot his entire flying career, Bill relates to his peers from a real grass roots level. He'll never talk down to you. He talks right at your level. You'll be thrilled the first time you meet Bill, if you haven't already. Let's welcome him with the same enthusiasm we know he'll use on our behalf to tackle his new position. It's great to have you on board, Bill!



Stepping into Huge Shoes

By Bill Marvel, Fly-In Committee Chairman

It's a trite expression, but so very true when one moves into a position previously occupied by a giant in any organization. Here the giant is Bob Kinney and I'm the new kid on the block. And believe me, I'm both humbled and excited to be ascending the learning curve that leads to my taking over Bob's prior responsibilities. Rest assured I'm going to make every effort to duplicate the upbeat approach and enthusiasm he has always brought to any CPA get-together!

At the outset, I am not going to reinvent the wheel. Change for the sake of change is not in my tool box. Bob and Shawn have done a fantastic job over the years and my wife Marti and I have been beneficiaries of it. These fly-ins are wonderful events attended by very friendly CPA members and enjoyable on many levels. I'll be lucky to do this job anywhere near as well as Bob has and will consider my new position successful if I can just keep his greased wheel rolling. True to form, Bob has been both gracious and generous with his time in aiding me during the transition and I thank him for it.



Second, I cannot do this job without you. Members step up to host our fly-ins and other members attend them. Having planned a couple of CPA events myself, I'm well aware of the effort involved. Hats off to those of you who take the time and have the motivation to create events our fellow member aviators can enjoy. Personally, I think planning and pulling off one of these fly-ins is incredibly rewarding and an absolute hoot! I encourage others to step forward and do the same. And almost as important, thanks to those of you who attend. It takes both planners and attendees to make this long-standing fly-in program work. Your participation is most welcome in both areas.

Third, aside from helping hosts plan and organize our events, I will continue working with Bob to streamline and simplify their tasks to make it easier for newer and younger members to assume this important planning role. The wider the workload is spread, the less a burden it is on any one person. Plus, we literally have CPA members all over the country. Inviting each to find new fly-in destinations in their local areas just helps our Association that much more.

And finally, I welcome your suggestions and recommendations on how I can do the job better and thus increase the benefits of your CPA membership. Yes, I will make mistakes but intend to learn from each one to improve serving you in my new role.

There it is, folks, the transfer of responsibility from one member who almost single handedly built CPA's fly-in program to another who is dedicated to continuing its success. We've flown through a couple of years of virus-generated turbulence but should break out into smooth air soon. I'm looking forward to running into as many of you as I can at future events, but here on the ground and not in the air!



Take a trip down to the Springs and visit the National Museum of World War II Aviation.

Photo by Craig Seay of Colorado Aviation Photography





Neal Ulevich

Famed aviator [Max Conrad](#) prepares to take off in ‘St. Louis Woman’ twin engine aircraft for round the world via poles flight. He departed from Lambert Field, St. Louis, Missouri in November, 1968. The epic journey came to an unfortunate end when the airplane crashed at the South Pole, where it remains today, entombed in snow and ice. Conrad was not injured in the mishap. Read about Max’s attempt at <https://www.southpolestation.com/trivia/igy2/conrad/conrad1.html>.



Steven Byers

A Piper Sarotoga doing laps in the pattern at KAPA.





Barbara Hoversten

Departure line up at Centennial Airport

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