

CPA FLIGHT LINES



Barbara Hoversten

B-29 “Doc” arrives at Centennial Airport for visit



Unusual Attitudes

By Marty Brophy, CPA President

As a native New Englander, I have always liked the old and often-told story about the city guy in the backwoods of Maine. He was lost and stopped to ask a local "How do I get to Moose Lake from here?" The local pondered the question awhile, then replied "You can't get there from here."

Funny for terrestrial travel, but sometimes really true for air travel, especially in small planes. There are just days when you can't "get there from here." And we all know that "get-there-itis" has proved fatal for many GA pilots. IFR magazine has stated, "No" can be the most powerful word in aviation. But I recently succumbed to a variant that I call "get-up-there-itis" when a simple "no" would have been better.



We have had an extremely inhospitable month for flying. Winds have been so gusty and strong that flying in a small plane was out of the question for much of the time, at least for me in a Cessna 182. After a week or more of being grounded by winds, the forecast one day was for a milder winds in the morning and I needed to get "up there." The weather was sunny and only mildly windy when I got to the airport, but the wind increased some as I pre-flighted and taxied out.

I thought I would just slip the surly bonds of earth briefly before the afternoon winds arrived. It quickly became obvious that I should have been on the ground wishing I were flying rather than where I was. The wind came in a lot earlier than predicted and was gusty, swirly, and right out of the west which does not fit well with Runway 15/33 at KFNL. I crabbed in on the ILS 33 then ruddered the nose straight as I got close to the runway, and the wind did something nasty and blew me all the way across the runway and a little on to the grass. No one hurt, no metal bent, no runway lights hit, but it was a scary experience I do not need to ever have again. Lots of things I could have done right, but that wasn't one of them. So, don't do that! Listen to that little voice that tells you "Today is not a day to fly."

Meanwhile, other bad omens keep popping up. High winds continue, fire season has started in April, so we have smoke in the air impeding visibility, and the Airmet Tango we have had off and on over northern Colorado for months is back, accompanied by strong surface wind or wind shear warnings. Patience will be called for a lot this summer!

The next Fly-In is coming in about 2.5 weeks to Page, Arizona. I am one of the hosts for that event. The room block and activities have been sold out, so let's hope for a let up in flying conditions to VFR and CAVU so we all can get there!

Meanwhile, please remember to check out your information on the website so it will be correct in the roster. See last month's Unusual Attitudes for info on how to do that.

Fly early and often and most of all safely! And as ever, let me know if you have any ideas on how we can improve the CPA experience for our members. You can e-mail me at president@coloradopilots.org with inputs.



Trinity/Spaceport Wrap-up

By Bill Marvel, Host

Wow! What a trip we had April 1-3 to both Spaceport America and Trinity Site. It took beating a cancellation for Covid the first year and another cancellation for poor flying weather the second, but perseverance finally paid off for 25 CPA members who were able to attend this two-venue event. And about those members – another great bunch of people like I run into every time I participate in a CPA fly-in. Friendly, endlessly offering their help, interesting, diverse in their flying backgrounds and immersed in aviation.

Despite dismal weather forecasts for the front range a week prior to our event, the weather improved nicely and the entire sequence of planned activities unfolded as scheduled. Marti and I flew into Albuquerque’s Double Eagle airport a day early and rented a car at the FBO for the two-hour drive to Truth or Consequences (T or C to locals). We did this in case of any potential problems during the trip, since no ground transportation was available aside from our tour buses. Having a car was valuable in giving us flexibility that would not have been possible otherwise.



All eleven airplanes on the T or C ramp arrival day and all topped off since the airport kept a lower fuel price for us



It was thus to our great surprise on arrival in T or C that the airport had just acquired a courtesy car and it wasn’t the usual beater cop car. No, this one was a Lexus! The second car helped greatly as four other members also came down a day early. Luck stayed with us since absolutely nothing went wrong and no aircraft, buses or participants were late for any event. That said, we did have two last-minute cancellations – one from a flu bug and another due to local weather, but fate worked in our favor once again. Frank and Lynn Niehus just happened to be returning from wintering in Arizona and were in the area. Frank called to ask if there was any room available on the tour, and due to the cancellations, I said yes! Could not

have planned for such a coincidence but I was glad to have it.

All 11 aircraft arrived on Friday half an hour early and the buses from Spaceport showed up at the T or C airport right on time. The airport kept a lower fuel price for us prior to a planned increase after our departure, so everyone topped off to enjoy the savings.

Off we went to the in-town visitor center for lunch and a quick briefing before heading out on the one-hour drive to Spaceport and its 12,000 foot long, 200 foot wide, 4 feet thick private runway. The tour included a few stops and presentations along the way, and once through the security gate and armed guards, to the facility itself. One thing we learned is that although Spaceport is owned by just two New Mexico counties, access to different projects is highly restricted by the various tenants, the largest of which is Virgin Galactic of Richard Branson fame. Although the huge V. G. mother ship was in California at the time, we were able to “see” one of the spaceships - the same one used in last year’s first flight with Sir Richard on board. I say “see” in quotes



Lunch stop at the Visitor Center. No one left hungry!





Full scale mockup of the Virgin Galactic spaceship

because a window into the hangar bay has the ability to be clear or obscured depending on what proprietary work is being done at the time. In our case, much of the view was obscured but an interesting strobe lighting system was turned on, enabling us to see the spacecraft for only a split second at a time. How we gained access to that facility was one of the biggest surprises of the day and will remain so in this article so as not to alert the next CPA visitors in October! But rest assured, it will capture your attention.



Bob Kenney gets a tour while Colleen Leppert and Carl Rand buckle in for a wild ride in G Shock, where up or down is in every direction!



Once inside, several intrepid members (not me!) opted to strap into G Shock, a training device that rolled, yawed and pitched 360 degrees in all axes simultaneously and pulled up to 3 G's if one wanted. This was for volunteers only (!) and no one got sick. We'll have a video of that on the web site, but rest assured, it isn't for the faint (or weak) of heart...

We visited several areas on site and received briefings at each. Two proprietary projects we would love to have seen were, unfortunately, not accessible to us. One was spin launch, which involves rotating an object to about Mach 5 in a device at Spaceport and then literally throwing it into sub orbital flight. Several of these have been launched from there and one in the near future will include the ignition of a rocket kick motor at apogee to place the object in orbit after most of the needed energy has been imparted by spinning created here on the earth's surface.



Scott and Eileen Fifield from Buena Vista happy not to be riding G Shock!



The other was a ten-engine flying wing that can remain in flight four months at a time to bring internet service to remote areas of the globe. Very high-tech aerospace research is being done there, but for company proprietary reasons is not available to visitors on the tour. Work is going on at Spaceport which would be fascinating to know but simply unavailable to those of us on the outside.

Trinity site is a busy place on open house day and an early arrival is recommended



We eventually had to leave in order to get pilots back into their planes in time to reach the next day’s location, Socorro, to meet the buses waiting there for us. All that timing worked well and once again transportation showed up right on time. Marti and I, in our rental car, waited until all aircraft were in the air before we headed to Socorro ourselves.

Arrival in Socorro was met with a common problem these days. Due to low staffing, several restaurants were closing at 8 PM with a 40-minute wait and we arrived 40 minutes before closing. Some members went to fast food restaurants as a result while others took Brian Brieske’s suggestion to hit a local brew pub and managed to have a beer while ordering takeout. Flexibility was key in getting something to eat that night but hopefully by the October trip, some sense of normality will return. (Yes, the beer was good...).

Departure for Trinity Site occurred right on time at 7 the following morning and it did not take long once there to realize why the early hour. The line waiting for an 8 AM opening into the restricted area was longer than the eye could see and would only get worse. Security came aboard both of our buses to look at everyone’s ID, but for the life of us we could not fathom what difference it made if we had a driver’s license when it came to viewing this site – that we could control the bus if the driver keeled over? Sheesh... The requirement from two weeks previously that we all show vax cards had been removed by then and would have made a long check in that much longer had it still been in effect.

The drive from entry gate to the Ground Zero was interesting in that it is still in the middle of nowhere and remained that way the further we went. One can easily see, even today, why this site was chosen for the bomb test due to its inaccessibility. Everything was done very efficiently when we arrived at the parking lot with raised security observation lifts, many guards helping cars and buses park, lots of porta potties and missile range buses taking us between Ground Zero and McDonald Ranch house, which is about 3 miles away and where the plutonium core was assembled. When the blast occurred, all the windows in the house were broken but it was vacated for more distant viewing areas for the test.



McDonald Ranch House



Green Trinitite still remains on the ground at the secured blast site

Two locations at Trinity site are open to the public – the aforementioned McDonald Ranch house and Ground Zero, which is surrounded by a security fence that is opened for visitors. Many of the photos that I recall seeing in the McDonald Ranch house years ago during a prior visit are now fastened to the security fence. Doing so reduces congestion in the small house and gives easier access to the photos and captions by the large crowds which visit twice a year. The old windmill and water storage tank used by scientists and technicians at the house in 1945 as a swimming pool are still present but in a state of disrepair.

Careful viewing of the surface inside the security fence revealed some remaining green Trinitite, the material that was created by the blast decades ago. Numerous docents were also inside the fence, and at one location that had a Geiger counter, showed us the small but still existing radioactivity in the Trinitite particles. Actual size and weight replicas of the plutonium core were also on display. The docents were very knowledgeable and could answer just about every question asked. Three hours at Trinity was plenty of time to see and read everything on display, so it was time to head back to the hotel.

The Holiday Inn Express was great. They started breakfast for us at 6 AM instead of the normal 7:00 both mornings and the facility was quiet, clean and fairly new. Most important, they let us take over the entire breakfast room for happy hour – a CPA tradition! But true to form, we brought way too much food given



that immediately afterwards, it was off to the Jackson Ranch Steak House for our group dinner. The restaurant worked well since it was only a five-minute walk away and while there, all of us talked about the things we'd seen and done, as well as look carefully at weather the next morning. Once again, the rental car came in handy as several people wanted to leave earlier than the planned 7 AM departure from the hotel on buses. Most left at 7:00 and several others at 7:30.



The Nagasaki bomb, code name “gadget”, is always a popular attraction

Marti and I drove to the airport after the last bus left to once again make sure all aircraft got into the air and headed home before we aimed the little Toyota back north to reclaim our magic carpet up in Albuquerque.

Flying weather was just fine on the way back to home base here in Grand Junction. We were happy the event had gone so well despite having many moving parts and a great deal of coordination needed to make them play well together.

What are my thoughts now that this first fly-in of the year is complete? What a great group of CPA members this was, that we got to see two very unique and historic places and that everyone enjoyed the trip. When you're hosting a fly-in, that's your goal and this time it was achieved. But there's another Trinity/Spaceport trip coming in October and I know full well that Mr. Murphy will still be lurking out there somewhere trying to get me...



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](mailto:president@coloradopilots.org)



Glenwood Springs, CO Fly-in via (KRIL)

June 24-26, 2022

Join us in Glenwood Springs, CO for two days of adventure, fun and relaxation with friends.

This Fly-in will be as action packed or as relaxing as you choose:

Spelunking, adrenaline rides, shooting the rapids or just strolling through downtown Glenwood Springs, relaxing in the Hot Springs and dinning with CPA friends.

What more could you ask for?



Hosts: Sue Mathis and Leonard Gurule, Contact Leonard at 720 346-2398 or lcgurule@gmail.com with questions.

How to reserve your spot: The registration form and instructions can be found at Coloradopilots.org, click on the Fly-In Activities tab, select 2022 CPA Fly-In Events and scroll to the event of interest to you.

Colorado Pilots Association Apparel
Get your order in now for your favorite pilot
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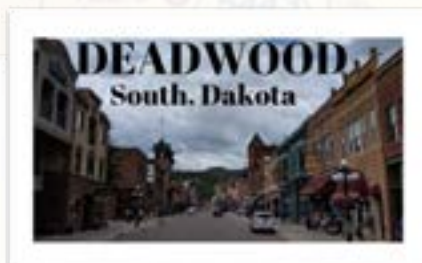
Go to [Lands' End](http://LandsEnd.com) today.



Spearfish/Deadwood Fly-in

June 17 - 19, 2022

Your hosts: Bob & Shawn Kinney



It's been just shy of 20 years since our last visit to the Spearfish/Deadwood region to bicycle the Dumont Trail portion of the George S. Mickelson trail. One mile uphill and 16 downhill. Can't beat that! We really plan to fully enjoy the beauty of this region as we also car-tour some of the area to visit local eateries. Shoot, a visit to Kevin Costner's "Tatanka-The Story of the Bison" bronze sculpture is even on the itinerary. Lodging is at the fabulous Spearfish Holiday Inn Convention Center. Call 800-999-3541 or go online at www.holiday-inn.com/spearfishsd, before May 15 for special CPA rates—\$129 a night for standard and \$159 a night for a suite. Call now to secure one of our block of 15 rooms.

Friday, June 17: Arrive at Black Hills Clyde Ice Field (KSPK), (Eagle Aviation)(281 nm from BJC), by 10:00 a.m. Chat w/ fellow CPA en-route air-to-air on 122.75. Enjoy a scenic drive down Spearfish Canyon for lunch at Cheyenne Crossing followed by a stop at Kevin Costner's tribute to the American Bison. Head to the hotel for check-in, then everyone is on their own until we meet at the hotel's pool area for Happy Hour at 4:30 p.m. followed by our group dinner at a local restaurant.

Saturday, June 18: After breakfast, we'll drive to Deadwood to catch our shuttle to the Dumont trailhead. Our bike ride will include a stop for lunch at Lewie's Burgers & Brews (We'll be thirsty & hungry). Following lunch we'll complete our ride to the Axbow Bike Rentals, turn in our trusty steeds, and hop the trolley to downtown Deadwood to finish off the afternoon enjoying Wild Bill Days including the Dock Dog Contest, open air concerts, and anything else that strikes our fancy. Our 5:00 p.m. happy hour will be followed by dinner on your own if you're hungry after all those shareable snacks everyone will be bringing to happy hour.

Sunday, June 19: It's time to make that scenic flight back to Colorado following breakfast. Departure times to be determined later.

Special Notes: We must have your height sent to us via the registration form in order to have your bike pre-adjusted prior to our arrival.

If we have to cancel the entire event after May 17, there's a non-refundable \$8 pp deposit on each bike.

We have five cars/minivans rented. The cost is \$45 per person for car & fuel.



No personal bikes this trip as we have no way to transport them to the trailhead.

No landing or tie down fees @ KSTK

BYOB for two happy hours plus a snack to share at Saturday's happy hour

Registration Fee: Transportation, Bike rental, Trail pass = \$99 per person



REGISTRATION DEADLINE: May 15, 2022 Links www.holiday-inn.com/spearfishsd , www.spearfish-chamber.org , www.deadwood.com , oxbowrentals.com
Questions? Call Bob or Shawn Kinney 303-887-3328 or twinlake1@aol.com
Register on the CPA website: www.coloradopilots.org

Go to the CPA website and click
on the tab for Fly In!



Don't Think You Have to Fly to a Fly-in!

By Bill Marvel, Fly-in Chairman

Yes, we are the Colorado Pilots Association and we fly airplanes. And a big part of that flying involves travel to our annual fly-in events. In fact, these events are a major reason members join.

But that is hardly the end of the story. While many of our events occur in locations too far to reasonably drive for a weekend, others are within automobile range. And when they are, don't feel like driving is not an option because it is!

Unlike some aviation get togethers where the activities at a destination involve flying, ours do not. The airplanes get us there and back, but once on the ground they stay put. At events, we're busy doing local tours or hikes, sitting in hot spas, riding horses, looking through museums, rafting rivers, fishing, seeing plays, enjoying Happy Hour and of course, eating! Or, one can just lounge around under the shade of a large tree, kick back and enjoy the view. None of that requires an airplane but airplane talk is definitely part of most informal discussions that pop up when airplane people get together.

Why do I mention this? Clarification for one. Maybe some members don't know they are welcome to drive. Participation for another. You pay dues to be a member of the Association, so why not take part in its benefits? Contact with aircraft owners is a third. Maybe you are unable to afford an airplane right now. Or maybe you've lost your medical and can't fly for that reason. How about by chance meeting a CPA member who flew in and just happens to be thinking about acquiring a partner for his airplane to cut costs? Or, who knows just such a person? I could go on but you get the point. "Stuff happens" and if you are there and engaged, it could well be beneficial to the very aviation interests you have.

This year CPA has three one-day events that are fairly close to members on the front range. I hope to continue that in future years. One-day events cannot be very far away due to the time limitation. Then too, we live in a spectacular state where it is not at all unreasonable to drive to a weekend event right here in Colorado. One is scheduled this year in Glenwood Springs and we'll have more in the future because we are the Colorado Pilots Association, after all.

Bottom line -- don't think you must own an airplane to participate in CPA events. But participation may just get you into an airplane because that's sometimes how fate works...

If you have any questions about our fly-ins or maybe recommendations for locations, feel free to call me at any time. I'm at (310) 293 2013.



Drangon Man Fly In 2022





Bonnie Vickers

Doc departs Centennial Airport to continue on to his next mission

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