

CPA FLIGHT LINES



Matthew Soderquist

F-18 Hornet sitting on the ramp at Centennial.

The McDonnell Douglas F/A-18 Hornet is a twin-engine, supersonic, all-weather, carrier-capable, multirole combat jet, designed as both a fighter and attack aircraft. To learn more [click here](#).



Unusual Attitudes

By Marty Brophy, CPA President

Last month, I did something in flying that I had never done before. I only recently (last October) received my instrument rating and had never had the opportunity to fly in actual instrument conditions, only flying approaches "under the hood." As all Colorado pilots know, flying in clouds is generally ill-advised in Colorado because clouds mean thunderstorms in the summer and icing in the winter. Common knowledge is that if you are lucky, you might only get a few chances in late spring and early fall to do that.



I was starting to think I would need to travel somewhere else to fly in IFR, but I finally found a chance last week to file an instrument flight plan to fly a short IFR flight in clouds and do a few approaches. Clouds were almost solid between about 6800' and 8000' MSL and were incredibly beautiful to fly through and over. I was given good advice to not do your first real cloud flying by yourself in case you get disoriented, so my friend and CFII Jay Turnbull was in the right seat as we "joined the tumbling mirth of sun-split clouds" to quote Jon Magee, Jr's famous poem "High Flight." Can't wait to do it some more! Maybe with IMC down to 1000' AGL or so next time.

Meanwhile, the UMC (Ugly Meteorological Conditions) still hanging around much of the mountain west spoiled our long-planned Fly-in to Page, AZ. We even tried to go out a day early but had to stay put when landing winds were predicted to be high and gusty and about 90 degrees from the only open runway. Last year it was smoke, this year tempests. I hope the rest of our scheduled fly-ins have better luck!

Check out our aviation events calendar on the website to be aware of all kinds of fun reasons to fly somewhere or where to go to see warbirds, etc. Webmaster Brian Garrett does a great job of keeping it up to date. See the bottom of the home page, or a convenient monthly grid is given at https://coloradopilots.org/content.aspx?page_id=4001&club_id=612720

Summer is unofficially here now that we are past Memorial Day. So, fly early and avoid the afternoon winds and storms! 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.

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Looking Back at the Past

By Bill Marvel, the RV-14A Guy

Yep, I'm still the RV-14A guy but in January also became the head of CPA's Fly-In Committee. As most of you know, we're off to a great year of flying events, with two complete as of today (May 4) and eight more to go. By the time this comes out in the June issue of FL, the Page, AZ event should also be complete. The remaining fly-ins are all shaping up nicely and I'm very appreciative of the effort by this year's hosts, who have stepped up to make them possible.

But in my position, the job is never done and I can't just sit back and enjoy the present while hoping the future takes care of itself. Next year will come and the year after that also. Each year we need to find destinations and activities to continue with one of CPA's premiere offerings -- group trips to varied destinations.

New destinations are always nice to have, and if one comes to mind, be sure to suggest it to me. But the reality is that with a constant change in membership and new pilots joining the Association, “old” destinations are often as good as brand new because so many members have never been to them. And that includes me, a member for quite a few years! I continue to be amazed at the number of locations CPA has visited, many of which are “new” to me and to many others. The list of past fly-in locations is on the web site under the Fly-In Activities tab, in Fly-Ins of Years Past. But here's a link you can use to get there directly:

[Fly-ins of years past - Colorado Pilots Association](#)

Why am I pointing this out? Simple, really. Ever since the CPA Fly-In program started long ago, motivated members have continually stepped up to host them. I've done some myself and of course, many others are doing so this year. But next year and the year after that and the.... you get the idea, as each year we have to plan for the events which will take place. This link to fly-ins from the past is a great way to start for members who are willing to step up and follow the long line of those who did so before – thereby helping make CPA the successful organization it is.

None of fly-in hosting is rocket science and no one has to reinvent the wheel in order to host an event. Many of you have attended fly-ins previously and know in general what they entail. Sure, some work and planning are required but there is plenty of help available, both from me and from other members who have hosted previously. There are written instructions explaining what to do and when. All in all, it is basically a plug and chug procedure that winds up providing a huge benefit to membership and gives the host a great deal of personal satisfaction.

Bottom line? Like the Uncle Sam poster says, “I Need You!” If you have hosted an event before, please consider doing so again. If you have never hosted, think about stepping up and accepting that new challenge. Make Something Happen for your fellow aviators and CPA members. Host an event. Your skill set is greater than you think...

Look through the list of prior events in the link above. Especially note the 2020 events that had to be cancelled due to Covid. Is one of them a place you have never been? Is one a place you would like to visit? Is one a place you know something about and could make all of us beneficiaries of your knowledge? I know that many (most?) members have not seen those places and each one offers an opportunity to Make Something Happen. That's the punch line here. Will you step up? Please give me a call or send an email to me at flyins@coloradopilots.org.

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



Page, Arizona Wrap-up May 20-22, 2022

Inclement weather on the front range took out many of our attendees. However, Geza and Maggie Bodor and Kevin Condroski and Tabby Lei flew down a day early from the front range, despite high winds and Colleen Leppert and Carl Rand were able to make it over Friday from Durango. The six had a really great time.



On Friday we went on two short and beautiful hikes, one overlooking Horse-shoe Bend and the other to Indian Garden and that night we enjoyed happy hour and dinner at Grand Canyon Brewing Company.



Saturday we toured Antelope Canyon X Slot Canyon. The wind and dust from Friday had dissipated so we all enjoyed clear spectacular views all day. We had a guided tour through Antelope Canyon X and we all took many stunning photos. After lunch at Slackers we enjoyed a longer hike at Beehive Trail followed by a drive through the Glen Canyon National Recreation Area with pretty views of Lake Powell. Colleen and Carl made a long wish-list of future flights based on recommendations from Kevin & Tabby and Geza & Maggie.



On Sunday, Kevin and Tabby continued their adventure by heading over the the North Rim of the Grand Canyon. Geza, Maggie, Carl and Colleen spend the start of our flights listening to someone on the radio with a stuck mic! Overall a fabulous trip and a great opportunity to really get to know some fellow pilots.

There's still time to sign up! Go to the CPA website
and click on the tab for Fly In!





Federal Aviation Administration

Informational Handout:

Granby-Grand County Airport, Granby, Colorado

New Area Navigation (RNAV) (Global Positioning Satellite [GPS])-C approach procedure New JANKE ONE RNAV Obstacle Departure Procedure (ODP)

Project Background

Granby-Grand Airport (KGNB) is requesting two new RNAV procedures that would allow aircraft to arrive and depart during low visibility weather. The new arrival procedure RNAV (GPS) C, and the new departure procedure JANKE ONE RNAV ODP for the Granby-Grand County Airport located in Granby Colorado.

Purpose of Changes

The proposed procedures would enhance the utility of the airport during periods of low visibility or night-time conditions. KGNB is located Grand County, Colorado within the Rocky Mountain Range and is prone to changes in meteorological conditions which often affect aircraft operating to/from KGNB.

Project Description

The proposed RNAV (GPS) C arrival procedure from the JANKE Waypoint (WP) overflies mountainous terrain heading southeast and crossing over the Wolford Mountain Reservoir heading to the PUZEN WP. The procedure turns southeast to the PAACO WP, crossing over more mountainous terrain as well as some limited agricultural areas. From PAACO WP, the proposed flight path follows an easterly route to the VRCHK WP over hilly and mountainous terrain with limited agricultural use and overflies the town of Hot Sulphur Springs. From VRCHK WP the proposed procedure heads east continuing on approach to the airport. The proposed procedure overflies public parks, recreational areas, and residential areas near the airport. The proposed arrival procedure closely follows the current flight path of aircraft operating under VFR.

The proposed JANKE ONE ODP procedure leaves the airport heading west-northwest over mountainous terrain as well as some limited agricultural areas, until reaching the PUZEN WP. The proposed procedure overflies public parks and residential areas near the airport. Upon reaching the PUZEN WP, the procedure takes a sharp turn to the north over mountainous terrain and crossing over the Wolford Mountain Reservoir to the JANKE WP. The proposed arrival procedure closely follows the current flight path of aircraft operating under VFR.

What will Change

The proposed RNAV (GPS) C arrival procedure closely follows the current flight path of aircraft that are operating into KGNB today. No change from current operations is expected

The proposed JANKE One (RNAV) (OBSTACLE) departure procedure ODP closely follows the current flight path of aircraft operating out of KGNB today. No change from current operations is expected.

Next Steps

The RNAV (GPS)-C procedure is currently scheduled to be published and implemented on May 19, 2022, while the JANKE ODP is currently scheduled to be published and implemented on July 14, 2022. Please refer to the Instrument Flight Procedures (IFP) Information Gateway to receive the most up-to-date publication date information at https://www.faa.gov/air_traffic/flight_info/aeronav/procedures.



Janke One ODP



RNAV (GPS) C



2,465 NM – 24.8 Flying Hours in 7 Days

Oh, the places you’ll go!

By Frank Ladonne

Since we retired to Fort Collins, Colorado, we’ve planned and executed a flying trip every two weeks. Most of these are day trips. In our plane, we can easily travel 400 statute miles, do our sightseeing and return home the same day. Each year, however, we plan and complete 3-5 overnight, more ambitious trips typically with several sightseeing destinations along the way. Recently, we executed one such trip from Fort Collins round trip to Winston Salem, North Carolina and back.



As I’ve noted previously, my wife and skilled co-pilot does all the planning from the sightseeing to meals to “must sees” like the largest <fill in the blank> in the country. As she routinely tells friends, “All he does is fly the plane”.

This trip began at 6AM as we lifted off from Fort Collins and flew to Olathe, Kansas (home of all of those absurdly priced but really effective Garmin avionics “toys”). There we stopped for lunch, fuel and “bio-break” and lifted off about an hour later. Our destination for the day was Smyrna, Tennessee which is just outside Nashville (but \$2 a gallon cheaper fuel and no silly ramp/landing” facility” fees). We’ve flown to Nashville before and already had seen the Grand Old Opry, the Ryman Auditorium, the Country Music Hall of Fame, etc. On this trip, our first stop was the Tennessee State Capitol since my co-pilot views State Capitols as “must sees”. This one was impressive, as most are, but also included about 8 flights of stairs to reach the building from the parking lot.

Of course, Nashville is the home to MANY music museums, many dedicated to individual artists. Having visited many before, on this trip, we visited the Musicians Hall of Fame and Museum. Unlike most of Nashville which focuses on Country music, this one spanned from Jimi Hendrix to the Carpenters and had memorabilia from many such stars. In addition, there was a recording studio exhibit with several alcoves where one could try their hand at playing various instruments and hear the recorded results or try your hand at mixing and editing some famous musicians works.

Our next stop was the site of the Stone’s River Battle of the Civil War. As 1862 drew to a close, President Abraham Lincoln was desperate for a military victory. There was also the Emancipation Proclamation to consider. The nation needed a victory to bolster morale and support the proclamation when it went into effect on January 1, 1863. The Confederate Army of Tennessee was camped in Murfreesboro, Tennessee only 30 miles away from General William S. Rosecrans’ army in Nashville. General Braxton Bragg chose this area in order to position himself to stop any Union advances towards Chattanooga and to protect the rich farms of Middle Tennessee that were feeding his men. Union General-In-Chief Henry Halleck telegraphed Rosecrans telling him that, “... the Government demands action, and if you cannot respond to that demand someone else will be tried.” Well, by nightfall, 81,000 men converged on the town from both sides. The result was one of the bloodiest battles of the Civil War. Within 3 days, well over 23,000 men were killed, wounded or captured.

The next morning had us heading for Bristol, Tennessee. While the NEXRAD showed a line of precipitation that ordinarily wouldn’t be a concern, this time of year, the potential for icing indicates that you’re far better off using your decision-making skills than your aviating skills. Armed with a plan and several alternatives, we



set out only to find that the precip was virga or rain that was falling above but evaporating before reaching our cruising altitude. Sometimes things just work out.

Upon arriving at Bristol, Tennessee, we made a beeline for our reason for stopping here, the Birthplace of Country Music Museum.



A little background (the short form): In 1927, a recording producer named Ralph Peer, employed by the Victor Talking Machine Company (later RCA Victor), ventured to Bristol Tennessee with two recording engineers and together they set up a temporary recording studio. Now Ralph had agreed to take on this task for a salary of \$1, provided that he would own the publishing rights to all of the recordings that he made. He subsequently put the word out that he was interested in recording the music of Appalachia AND he would pay performers that he recorded \$50 (a not insignificant sum for the time and location). Performers arrived in Bristol from all over the south. These performers included Jimmy Rodgers and the Carter family. Between July 25 and August 5, 1927, Peer and his team recorded 76 songs performed by 19 performers. This subsequently became known as “The Bristol Sessions” and are widely regarded as the Big Bang or the beginning of country music. These sessions, and Peer were famous for initiating four major “firsts”:

The first recordings made with electronic equipment. Prior to that, performers had to sing or play into a large horn that then mechanically transmitted the sound to a recording lathe to produce a wax recording.

The very first-time performers were ever paid for recording music. Prior to that, it was typical for performers to pay to record their music.

The first-time performers received royalties for their recordings.

The first time a producer (instead of the performer) marketed the recordings.

AMAZING museum!

The next morning, we struck out for Winston-Salem. Upon landing, we met up with a friend that I hadn’t seen in almost 40 years. Together, we toured Reynolda. Reynolda is the home built for RJ Reynolds and his family.



This 64-room, 34,000 square foot “home”, sits on 1,067 acres and is surrounded by formal gardens and water features. It easily rivals the most opulent and magnificent homes of the Vanderbilts (and I believe we’ve been to all of the Vanderbilt homes). The home includes a massive pipe organ, shooting range, bowling alley and huge indoor pool.

After lunch with our friends, we made the pilgrimage to Mount Airy. This town was the boyhood home of Andy Griffith and served as the model for Mayberry featured on his show. The small Andy Griffith Museum was okay and interesting. The town itself...hmmm, the word cheesy comes to mind. Strike that, REALLY cheesy! Tourist trap cheesy. But hey, it was on the list. They can’t all be winners.



The next morning, the plan was to hop back into Volare! for the short sprint back to Smyrna and then fuel, food, pee, and onto Springfield, Missouri. Here’s what the weather looked like.

Working with ATC, we agreed that the wisest choice was to divert to Bowling Green, Kentucky. (Ya think!) After dinner in Springfield, the next morning we headed for the Johnny Morris Wonders of Wildlife Museum and Aquarium.



Johnny Morris is the founder and owner of Bass Pro Shops and now Cabela. He is a hunter, fisherman, wildlife enthusiast and passionate conservationist. The museum and aquarium is overwhelming to say the least. The 350,000 square foot facility consists of two major sections. The Wildlife Museum presents a series of immersive wildlife galleries containing taxidermied animals from around the world displayed in elaborate and detailed dioramas representing a variety of natural habitats, as well as historic artifacts, artwork, films, and special exhibits, including the Boone and Crockett Club’s North American Heads and Horns Collection of big game mounts. The 1.5-million-gallon Aquarium showcases 35,000 individual live fish, amphibians, reptiles, birds and mammals in a series of themed areas including an ocean shipwreck, Louisiana swamp, Ozark Forest, and the Amazon rainforest.

While there, we walked 3.5 miles, spent 4 hours and never left the building!

The next morning, we pointed west and headed back home. As we neared the Denver airspace with the view of the Rockies tantalizingly close, ATC saw fit to vector us around hither and yon for seemingly no other reason than it was Sunday and they were bored. EVENTUALLY, we landed, unpacked, fueled up Volare! And readied her for the next adventure.



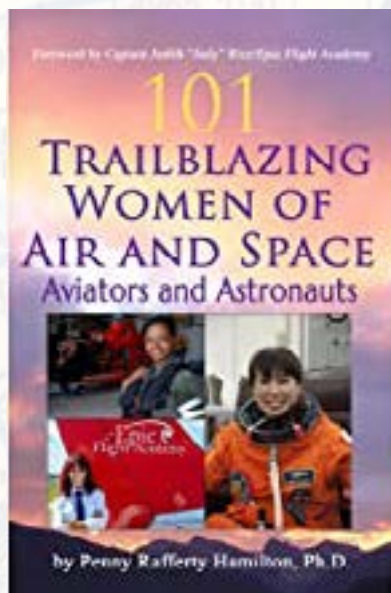
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at newsletter@coloradopilots.org



Local author’s work showcases triumphs of female aviators and astronauts

By: Meg Soryars

[Visit the story here](#)



In 1958, 19-year-old Denver resident Emily Warner took an airplane flight from her home city to Gunnison. The teenager was considering a career path as a stewardess, and this trip was to help her learn more about the job. In those days, stewardesses (now known as flight attendants) were women, and the voice over the radio announcing, “This is your captain speaking” was always a man’s. During her flight, Warner was curious to see what the cockpit looked like.

The captain showed her the control panels and the blue horizon out the window. As Warner took in the bird’s eye view, her life was changed.

“It’s so beautiful looking out of the front window instead of looking out of the sides,” she would later say. She made it her mission to take to the skies as a commercial pilot, and eventually captain.

Warner died in 2020, but her legacy lives on at the Granby airport, which bears her name. The airport is also home to the Emily Warner Field Aviation Museum, located in the airport’s former terminal.

Dr. Penny Rafferty Hamilton co-founded the museum with her husband, Bill. Hamilton is a local aviation author, photographer, historian and pilot. With her husband, she co-holds a World Aviation speed record, and is as passionate about writing as she is about flying. She has written several works on aviators like Emily Warner, whose feats have inspired future flyers. Hamilton’s latest book, “101 Trailblazing Women of Air and Space: Aviators and Astronauts,” is currently a finalist in the Colorado Authors League Awards in the nonfiction category. The book chronicles the accomplishments of historic female pilots and astronauts from around the world, including Warner.

“The book is a worldwide look at really outstanding women. Their stories are so inspiring,” Hamilton said. Female aviators, historically known as aviatrixes, were truly pioneers.

“Aviation started in 1903 with the Wright brothers, but America didn’t have a licensed woman until 1911,” Hamilton said, explaining that women were up against gender conceptions of the times.

After the Wright brothers accomplished the first controlled, sustained flight of an airplane, other air aficionados took their own flights, perfecting the plane’s aerodynamics. In the early 1910s, aerobatics captured the world’s imagination as pilots competed in



aces and arial feats such as flying upside down and looping through the air.

"In the early years, aviation was considered entertainment instead of transportation," Hamilton said. This was a male-dominated field, yet one young woman featured in Hamilton's book was inspired by these feats. Her name was Harriet Quimby.

Quimby was originally a journalist for the popular news magazine, Leslie's Illustrated Weekly. In 1910, she covered the International Aviation Tournament for Leslie's. She became instantly captivated by the sport. She approached her editors with an idea. They would pay for her flying lessons, and she would write about her flights.

Quimby became America's first licensed woman pilot after only four months of lessons. Then in 1912, she became the first female pilot to fly across the English Channel.

"Every week, readers would flock to Leslie's to read what Harriet was doing," Hamilton said. Spectators also turned up in droves to watch Quimby at aviation shows.

"They called her the China doll because she was so small," Hamilton said. "She'd wear a purple satin flying suit with pantaloons." Quimby explained to people she didn't wear a dress as traditional women did, because it would be a dangerous clothing choice while flying. Her costume, complete with a satin hood, high lace-up boots, and jewelry, celebrated femininity at a time when society considering flying a masculine sport. People were in awe of the petite woman soaring through the air in a flash of bright purple.

Quimby's iconic career was cut short in 1912, when she and a partner were flying in a two-seated monoplane at an Aviation Meeting. The plane lost balance, causing both Quimby and her partner to fall to their deaths. Quimby, like many pilots of that time, was extremely courageous, facing down risk whenever she took flight. She went down in the history books as a celebrity of aviation.

Hamilton's book also features women astronauts, such as modern-day Colorado Springs resident Susan Helms. "Helms was a Lieutenant General in the Air Force, and she's in the Colorado Hall of Fame with me," Hamilton said.

Helms was in the first class of the Air Force Academy to admit women cadets, and the first U.S. military woman to go to space. Her other milestones include being the first woman to live aboard the International Space Station, during which she completed the longest spacewalk in history, eight hours and 56 minutes. Helms' legendary accomplishments have inspired girls to pursue dreams of traveling to the last frontier, having their own chance to view earth from above.

Other women in the book include Bessie Coleman, the first Black woman pilot, who trained in France when American flight academies wouldn't accept her because of her gender and skin color, and of course, Captain Emily Warner.

Warner was America's first permanent female commercial airline pilot, then became the first female captain for Frontier Airlines in 1973. Also in 1973, Warner helped create the Granby Airport as a terminal for Rocky Mountain Airways. Warner was friends with Gordon Autry, the founder of Rocky Mountain Airways.

"She convinced Gordon to bring airline service to Granby, and that's how this terminal got built," Bill Hamilton said.

The airway's roundtrip route traveled from Jackson Hole, Wyoming, to Steamboat Springs, Granby, and then Denver.

"Once you got to (Stapleton) International, you could fly anywhere in the world," Bill said. (The route was eventually replaced during the mega-mergers of dominating airlines).

Warner frequently flew commercial flights between Granby and Denver. She eventually made her home in Granby, at the Ouray Ranch. The Emily Warner Field Aviation Museum houses a replica of Warner's captain uniform that hangs in the Smithsonian Air and Space Museum.

"But we have something they don't have," said Bill. "We have her real wings and her real name tag. ... Emily had 7,000 (flight) hours logged when she broke the glass ceiling." These accomplishments earned Warner a chapter in Hamilton's book, which is available for checkout at Grand County Libraries.

Without Warner, the Granby Airport would have never existed, and neither would the Emily Warner Field Aviation Museum. The museum holds all Grand County's unique aviation history in one place. Both experienced pilots and young children with dreams of flying can enjoy the museum.





Steve Nelson

Maid in the Shade preparing for departure after her Colorado visit.

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