



CPA FLIGHT LINES



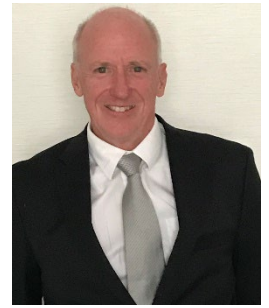
John Guzzi

F4F Wildcat from the WWII
Aviation Museum out showing
off



Unusual Attitudes

Marty Brophy, CPA President



As I write this, we have just received our first snowfall in the northern front range, as usual right around Halloween. Also as usual, it will all melt off the grass and pavement before the day is out, so won't keep us from flying in the cool Fall air and enjoying the beautiful foliage. It also signals that the year is coming into "short final" as is my third and final year as the CPA President. I have enjoyed the position, but the bylaws say three terms is the limit, so I will be passing the gavel (literally) to Adrian Nye, who will undoubtedly do a fine job.

Meanwhile, voting e-mails have gone out so please respond if you would like to indicate support for Adrian and for our current officers who will be continuing in their roles – Laurie Garrett as Recorder and Cindy Jewell as Treasurer. We are still sorting out the Vice-President position and hope to have that filled soon.

The other regular event after our fiscal year closure on 10/31 is the CPA annual membership meeting, to be held as usual in the Mt. Evans room upstairs in the terminal at KBJC on Saturday November 12 from 0830 to 1200, see the link below for details. I hope to see lots of you there!

https://coloradopilots.org/content.aspx?page_id=4002&club_id=612720&item_id=1772013

And of course, you won't want to miss the CPA Holiday party at the Bison Grill at Buffalo Run Golf Course (15700 E 112th Ave, Commerce City, CO) on Sunday December 4 at 1630 -

https://coloradopilots.org/content.aspx?page_id=4002&club_id=612720&item_id=1738936&event_date_id=255

https://www.faa.gov/data_research/aviation_data_statistics/civil_airmen_statistics/ is an FAA resource site that shows all kinds of data on pilots in the USA. As of the last survey date (12/31/2021) Colorado had 21,999 pilots of whom 6,883 are airline pilots, leaving 15,116 general aviation pilots. But less than 5% of those GA pilots are members of the CPA! Please encourage your pilot friends to join the CPA and help support general aviation in the state.

Fly early, fly often, fly safely! Keep current, keep learning, and keep introducing friends, family, young people to the joys and satisfactions of "dancing the skies on laughter-silvered wings... high in the sunlit silence" as [High Flight](#) by John Magee, Jr so memorably put it. In this, my last column, I wish you all blue skies and calm, tailwinds in both directions, and landings so slick you have to ask if you're on the ground.



Spaceport/Trinity Site October Wrap-up

By Bill Marvel, host

The 2022 CPA flying season ended literally as it began – in New Mexico with tours of both Spaceport America and Trinity Site. We had this same trip in April and due to demand, scheduled it again for October. Trinity is only open to the public



Seventeen of us entering Spaceport America

one day in each of those two months – just two days a year. And yes, I'll plan on another one in April 2023 to accommodate more CPA members.

Just as in April, we had a great group of people who were fun to be around and had a lot of interesting stories to tell. CPA members are incredible! The trip itself went well except for two bumps in the road. First was that we had a full house of 30 attendees and 12 airplanes scheduled months ahead of time. Spaceport can only take 26 at a time but Marti and I had seen it in April so that freed up two seats. Plus, Bill and Jeanette Gust only wanted to visit Trinity Site, so that accounted for our 30-member total. But very near the trip start

date, the number gradually dropped to only 21 members and 7 planes. Reasons varied but even though we have a significant standby list, cancellations came too late to fill those spaces. This event has an unusually high number of moving parts so making last minute changes is nearly impossible.

The second bump had to do with our old nemesis, weather. The long-range forecast initially looked great. The only thing predicted aside from clear skies was a system moving in from the south that was expected to drop a few showers on departure day for the trip home, Sunday October 16. But by lunchtime in Truth or Consequences on Friday, the forecast had morphed to heavy rain, thunderstorms and high winds the night before we headed home. I briefed the group of the change during lunch just prior to the Spaceport tour and mentioned the option of flying out the following day after touring Trinity Site.



The gate guardian is Virgin Galactic's spacecraft mockup

Weather Saturday afternoon and evening was just fine. Doing so meant they would miss our planned group dinner at the Jackson Ranch Steakhouse, but each had paid a non-refundable deposit for food. Although the restaurant owner would be disappointed at the loss of those 13 diners, he at least had not lost money ordering food for our group. All 7 airplanes and their 13 members opted to depart to be on the safe side, so only 8 of us remained for dinner. Those 8 had driven to the event although Marti and I had first flown to Albuquerque, left our plane there and rented one car for group use as needed. The other six drove instead of flying, again for varied reasons.



Barbara Evans heading up Virgin Galactic mission control



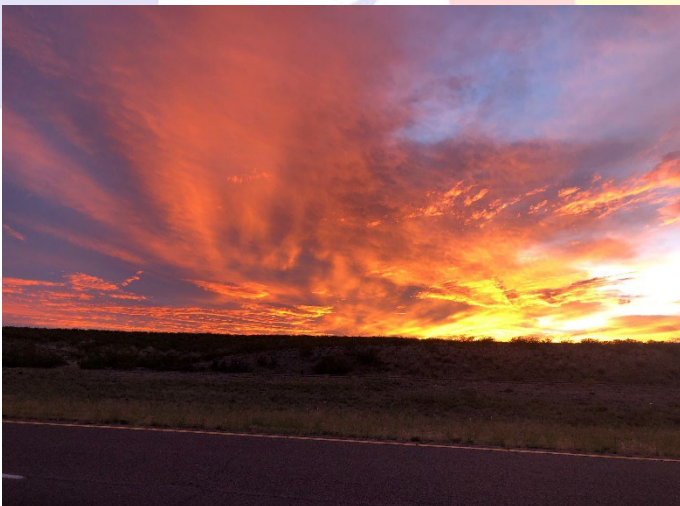
In a genuine show of good will, the Holiday Inn Express in Socorro offered all departing pilots a late checkout and also waived the cost of their second night's stay with only a three hour notice instead of the usual 24. This cost the hotel about \$1000 in lost revenue, but they didn't blink an eye when told of why people had to leave. And they certainly earned a healthy dose of customer appreciation in the process.

The group dinner Saturday night was very enjoyable as such a small number allowed talking to one another without the usual raucous noise of 21 folks at the same table. In a stroke of luck for them, it turns out I had 6 CPA logo baseball hats to give away. The original plan was to have a drawing but with the loss of so many who departed early, we had only 8 people for 6 hats. But Marti and I already had hats, so the six remaining members got one each with no drawing required! Later on, about midnight when all of us were asleep back in the hotel, rain, wind, thunder and lightning quickly replaced the solitude of dinner.

During the trip an amazing coincidence occurred that involved members Don and Barbara Evans from Arizona and Curt and Tricia Penny from Colorado. Somewhere in one of many conversations, they learned each had a hangar at Marana, Arizona, where the Pennys find occasional refuge from Colorado winters. When a few more details emerged, they realized their hangars were not only at the same airport but right next door to each other. Don and Curt had met once at the airport and spoke briefly but did not recognize their hangar neighbor at the Fly-in. Aviation is indeed a very small world!



Geza Bodor and Laura Torbert about to go on a 3G, 3-axis ride in G Shock



Friday's stunning sunset preceded Saturday night's ugly storm

Sunday morning we all headed our respective ways and Marti and I were able to fly back to Grand Junction VFR from Albuquerque with only a few course and altitude deviations from lingering storm clouds. It was a great trip for everyone and an opportunity for members to see both the history of Trinity Site and the future of growing space operations at Spaceport. Plus, we all got to meet and get to know some very nice CPA members in the process!

I'll be in touch with those on the standby list to set the trip up again for next April. We'll hope for the perfect weather we had this past April but that's very close to March and the fluky weather it can produce. So once again we'll plan, wait, hope and watch... Stand by!

Many thanks to Brian and Laurie Garrett, Geza Bodor, Bob Sneed and Mike Duggan for sending photos. By the way, based on unsolicited feedback from attendees, the "most popular" award would have gone to Geza Bodor, a physician and pathologist in Denver. Several members commented that he was a delightful and interesting man to talk with. Personally, I loved the accent he has retained from his native Hungary. Plus, he flies a beautiful V-tail Bonanza...





No one gets lost at Trinity



Ground Zero marker



The Nagasaki bomb, Fat Man, with visitors looking at memorabilia along the fence in the background



Eight of us finished the trip at the Jackson Ranch Steakhouse.
L to R: Laura Torbert, Jim Custis, Don and Barbara Evans, Bill and Marti Marvel and Tricia and Curt Penny



Anne Sneed wasted no time making dinner with chilies she bought as soon as she and Bob returned home



Mark January 7 on Your Calendars

By Bill Marvel, Fly-in committee chairman

No, it isn't to resurrect the two-year and one day anniversary of what a bunch of numbskulls did in Washington, D.C.! This January 7th is the date of the annual Fly-in planning meeting for 2023 CPA events. It will be held in the Rocky Mountain Metro (BJC) terminal building at a time to be announced later. Right now, all I ask is that you mark your calendars, plan on being there and then show up! There's always plenty of coffee, juice, pastries and other goodies to keep you well nourished.

We have many new members each year in the Association, so some may not know what this is all about. Early each January, CPA has a member-wide meeting for the specific purpose of setting the Fly-in schedule. During this meeting your fellow members step up to brief attendees on events they have planned for the year, and we then set aside specific dates on the calendar for them. Who, what, where, when and why are key items in each presentation. There is no limit on the number of events, but it generally works out to something less than 10.

These trips typically involve either relatively local destinations for one-day jaunts or three or even four-day weekend flights to locations in both Colorado and beyond. Single overnight events also occur but less frequently. To give you an idea of the scope of past Fly-ins, we've ventured to sites ranging from California to Missouri and from Texas to Montana. Volunteer members create these trips and part of the excitement is that only they know what is planned until that day in January. By the end of the planning meeting, the entire schedule is set and shortly thereafter goes out to everyone on both Flight Lines and the web site. That's when members scramble for calendars and checkbooks to arrange their CPA flying season.

If you have hosted an event before, please consider doing so again this year. I will be running another Trinity/Spaceport trip in April, for instance. But don't be shy! This past July Adrian Nye hosted a fantastic event in Wyoming but had never even attended a CPA Fly-in previously. It can be done, so let your imagination run with it and think about places you've visited that others would like to see. If you have any questions, remember that I'm at flyins@coloradopilots.org and like the FAA, I'm here to help you!

Colorado Pilots Association Gear

Visit Lands' End for all your CPA apparel. Perfect for pilots and non-pilots alike. Head on over and get your Colorado Pilots Association Sway today.



55 Years of Flying Adventures... And Still Counting

(Part 2 of 11)

By Bill Marvel, the RV-14A guy

Somewhere in the 1980s-time frame we acquired a second airplane, a very early 1969 AA1 American Yankee, serial number 0021. I did a lot of work on that airplane, had the engine overhauled and the exterior repainted. I wrote about an adventure with it in an earlier issue of *Flight Lines*, but long story short, due to good weather I ignored getting notams on my second leg from L.A. to Kansas City. That resulted in arriving with minimum fuel at a planned fuel stop in Lordsburg, NM, only to find bulldozers tearing up the runways, taxiways and ramp! I ended up going on to Deming, NM with the option of possibly landing on a highway if needed but managed to get there with only a gallon and a half fuel in one tank and the other empty. A notam had been in effect for some time advising that all surfaces were being repaved and that the airport was closed. I started looking at notams more carefully afterwards. One of many lessons learned along the way.



1969 American Yankee I restored and later sold to a new owner in Florida.

Lots of years later and (maybe?) much wiser, I flew our then RV-8A airplane from home base here in Grand Junction to Moriarty, NM in 2013 for several days to get my sailplane rating. The training went well, and it was time for my first solo a couple of days later. Apparently, the instructor in the back seat did not lock his canopy properly when he got out to hook me up to the tow plane. The canopies on that Grob 103 did not slide fore and aft but pivoted open with hinges on the right side. All went well after takeoff as I flew into the proper position behind the tow plane. Moments later there was a loud bang from behind me, a



Soaring at Moriarty, NM. Even gliders have surprises.

lot of noise and the rush of air. A quick glance over my right shoulder revealed the problem of the aft canopy swinging out there back and forth in the slipstream, a situation for which I had exactly zero training how to handle. I cannot tell you how many thoughts my brain processed in a moment of time, but I can tell you the winner. It was the thought that if the canopy came off, it could easily take out the empennage in the process and that would put me in the obituary column. There was no time to explain anything on the radio since I needed to stop the air load on the canopy immediately and no one could do that but me. A quick pull of the yellow release handle separated my aircraft from the tow plane to the great surprise of the tow pilot, at about 300 feet AGL. There were open fields all around me, but I had many training landings at that point and knew how well the plane glided. I rolled into a left turn, did a 180 and

headed back to the opposite runway from which we had departed. Even from that low altitude, I had to raise the spoilers slightly to dump lift so I could land at a point that allowed me to roll off the runway and onto a taxiway. Only minor repair work was needed on the aircraft, but I flew another one for the rest of my training.

One time in the Tiger we were coming back from Catalina Island to Torrance with Marti and one of her flying girlfriends from Pan Am aboard. Catalina was a favorite local spot as it was like landing on an aircraft carrier and had a nice little restaurant in the terminal building. I was well into my descent to Torrance when we met up with a sea gull, or at least



the sea gull managed to plant itself onto my right-wing leading edge. Not in a million years could I have repeated what happened next. Its carcass was wrapped neatly around both the top and bottom of the wing, balanced perfectly. I rolled and yawed the airplane attempting to dislodge it, but no luck. The bird finally fell onto the runway when the airplane slowed enough on rollout for the wind stream to stop supporting it. If you want a life-long flying challenge, try duplicating that!

By far, most of my aviation adventures stemmed from ferry flying I did for and with a guy I met totally by chance in the early-80s. He's the one I mentioned in the first segment in conjunction with the Cessna 421 engine failure. His name is Denny Craig and after an Air Force combat tour flying B-57s over Laos in the Viet Nam war, he started a career "moving metal" as he called it. Denny ferried all sorts of airplanes for different businesses and individual customers throughout the world. And I mean that literally as I was in Sydney, Australia waiting to depart for home on a Pan Am 747 when I met him. He arrived earlier that day in a Cessna 172, brand new from the factory in Wichita, Kansas, and was heading back to get another one. I was shocked that he could even do that, especially when I noted the cast on one of his ankles from a basketball injury. How do you fly a single engine Cessna all the way across the Pacific Ocean? We talked all night on the airline flight home about his experiences and he said he'd call me when he had an airplane big enough to carry me in addition to a fuselage full of fuel. Was he crazy for doing this flying or was I when I took him up on his offer? Or both? Your call after you read the rest of this over the next several issues.

Next – 20 hours to Honolulu, a mystery airplane, the vast, VAST Pacific Ocean, an ATC problem and a fat ferry fuel tank.

Want to help your CPA? Got a great
idea that you just know will be awesome?
Let us know! Contact Marty at:
President@coloradopilots.org



CPA Holiday Shopping time!

The CPA Store



Pride! Be proud of your CPA membership. Now you can pick out and order a multitude of CPA branded items from the Lands' End

“Company Store”. If Lands' End carries it, you can have it embroidered with the Colorado Pilots Association's logo. It's simple!

Go to the CPA website and click on the merchandise window in the center of the homepage or go to business.landsend.com; browse the huge selection of clothing and accessories, promotional items, cases, bags, totes, travel accessories, and other items too numerous to mention. Follow the easy directions to check out and enjoy home delivery of quality, Colorado Pilot Association branded items. This is way too easy! If you have a problem, the Lands' End folks are very, very helpful. Give it a try.

(Who is Lands 'End? Lands 'End is a well known, 50+ year old American clothing retailer specializing in casual clothing, luggage & home furnishings).

Save \$: Sign up for notification of Lands' End specials at the CPA Store as a great way to save big \$ on L.E. quality merchandise. They

feature different sale items very frequently.
Make sure to take advantage of the frequent L.E. specials offering

Free shipping and/or free logo application.
Lands' End has an absolutely hassle free warranty.

There's a small logo application fee for the logos that's the right size for most applications—shirts, blouses, tees, ball caps, bags, and more.

Ladies take note. . . you now have a huge selection of women's clothing to adorn with the CPA logo. You no longer have to wear a man's shirt in order to show your CPA pride.

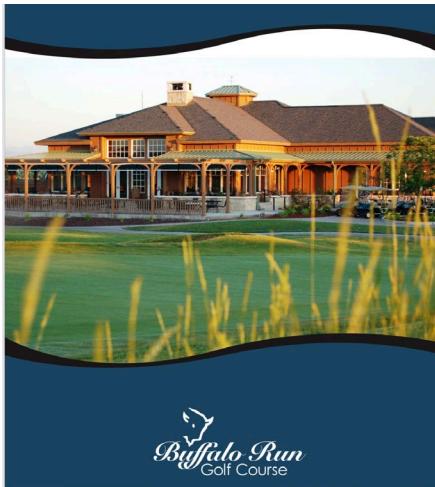
Shop Gifts! What a great place to get your aviation-related birthday and Holiday gifts!

Let's show everyone that we're proud Colorado aviators.

Please contact me if you have questions or comments. Bob Kinney twinlake1@aol.com 303-887-3328
Give the store a try right now! Check it out on the CPA homepage.



Headline! Holiday Cheer Returning to CPA



It's been three loooong years since your Colorado Pilots Association held its last Holiday dinner party. It's time to renew the tradition; put the pandemic years in our rear view mirror; and look to the future. Plan to attend our 2022 Holiday extravaganza. We're returning to a venue that we've not been to in a decade but is welcoming us with open arms. The Bison Grill at Buffalo Run Golf Course offers a cozy atmosphere that lends itself well to visiting with friends that maybe you haven't seen in awhile. We're limited on numbers so register early.

2022 CPA Holiday Dinner

When: Sunday, December 4, 2022
Where: Bison Grill @ Buffalo Run Golf Course
15700 East 112th Ave.
Commerce City, CO 80022
Time: 4:30 p.m. Cash Bar
6:00 p.m. Dinner
Cost: \$58 per person



Please fill out & return the section below to:
Bob Kinney, 8401 I-76 Service Road, Henderson, CO 80640
Include your check made out to CPA.

Registration deadline: November 23, 2022

Registration:

Name: _____ Guest: _____

Phone# _____

Number attending: ____ x \$58 = \$ _____

Menu: Mark your selection(s) with an X

NY Strip Steak	_____
Shrimp & Scallop Skewers	_____
Stuffed Chicken Cordon Bleu	_____
Vegetarian	_____



Planet Pioneers Exhibition Now Open at Wings Over the Rockies Air & Space Museum Find out what it takes to survive on another planet!

Denver, CO – Oct. 26, 2022 – Do you have what it takes to survive in a completely foreign environment? Leave Earth behind and travel interspace for an experience unlike any other in *Planet Pioneers* coming to Wings Over the Rockies Air & Space Museum now through January 8, 2023.

Created by the renowned Scitech in Perth, Australia and produced by Imagine Exhibitions, Scitech's new feature exhibition *Planet Pioneers* will challenge visitors to immigrate to a new world to explore, adapt, survive and colonize a brand-new planet.

Comprised of 17 hands-on exhibits, *Planet Pioneers* will put budding astronauts and space explorers to the test when they attempt to source their own food, shelter and solve problems in an unknown world. Colonizing the planet is no trivial task and visitors should prepare for full-body challenges including driving a 4-D Surface Exploration Vehicle, flying a virtual drone to solve environmental issues and experiencing G-Force in a spinning capsule.

Before arriving at the planet, you will need to successfully pack the right equipment for the voyage, recruit the perfect crew and learn about the surrounding planets in the solar system. Once landed, visitors can challenge themselves to find sources of water and oxygen, grow food in the foreign atmosphere and build shelter to survive the elements.

Scitech CEO Deb Hancock explained how *Planet Pioneers* was an excellent example of how Scitech's exhibitions were making a mark on STEM education internationally. "We are thrilled our exhibition will continue to inspire and engage young minds as it travels, and to develop an awareness of where STEM skills can potentially take you," Ms. Hancock said. "Having recently won an international [Business Practice Award](#) for our travelling exhibitions, Scitech is at the forefront of STEM education on a global scale and we are proud that Planet Pioneers will continue to build on this legacy."

Tom Zaller, CEO of Imagine Exhibitions shared, "Imagine Exhibitions is proud to partner with Scitech to bring *Planet Pioneers* to Wings Over the Rockies Air & Space Museum. With everything we've learned in recent years about our closest planetary neighbor, Mars, maybe one of the visitors to Wings Over the Rockies Air & Space Museum will be a future interplanetary explorer!"

Planet Pioneers is open daily to the public Monday-Saturday from 10 a.m. to 5 p.m. and Sunday from 12 p.m. to 5 p.m. for a limited engagement. Tickets are available to purchase at wingsmuseum.org.

About Wings Over the Rockies

Wings Over the Rockies is a Colorado-based non-profit organization dedicated to educating and inspiring all people about aviation and space endeavors of the past, present and future. By utilizing the Air & Space Museum in Denver's historic Lowry neighborhood to preserve the past and the Exploration of Flight Center at Centennial Airport to focus on the present and future, Wings strives to encourage the future aerospace leaders of tomorrow. For more, please visit WingsMuseum.org or ExplorationOfFlight.org.

About Imagine Exhibitions

Imagine Exhibitions is currently producing over 40 unique exhibitions globally in museums, science centers, zoos, integrated resorts, and non-traditional venues, with millions of people around the world visiting our exhibitions each year. In addition to developing successful traveling exhibitions, Imagine Exhibitions designs, opens, and operates permanent installations and venues, and consults on building, expanding, and directing museums and attractions. With decades of diverse experience in the museum and entertainment industries, Imagine Exhibitions consistently develops exhibitions that educate and excite while exceeding attendance goals. For more information, visit www.ImagineExhibitions.com or find us on [Facebook](#).

About Scitech

Explore your world through wonder! Scitech is a not-for-profit organization whose mission is to increase awareness, interest, capability and participation by all Western Australians in science, technology, engineering and mathematics. For more information visit <http://www.scitech.org.au>.





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Barbara Hoversten

F-16 From the 140th Fighter Wing Departing Buckley Space Force Base

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