

CPA FLIGHT LINES

October 2023



Bill Marvel's RV-14A passing by Mt Hood, Oregon. Photo courtesy of Barb Hanson.

President's Corner

by Adrian Nye, CPA President



Quite a bit has been happening at CPA over the past month. We finally have a FlightLines editor. Vince Otto is officially the editor but he and his wife Kay are actually doing it as a team. As you'll see in this issue they already have it down. Send them content! The editor only assembles the content that comes from you, the members.

Vince is a CPA, learned to fly at age 60, and flies an RV14 that he built. He's living proof that you can catch the flying bug at any age.

Speaking of FlightLines, we're going to start including more about what CPA is actually doing behind the scenes. For those that don't attend the monthly board meeting, you

probably don't have much idea what our committees are working on. The committees are actively working toward goals to serve you, make general aviation safer, keep you informed, keep airports open, and so forth. Most of the committees would also welcome a helping hand if you have time to spare and interest.

We now have our first chairman of our new Community Relations committee, Colin Dielmann. He holds a BS in Aeronautical Science, owns a Piper Arrow and is a CFII at Longmont and Centennial. Colin is young and has a passion for teaching young people, so I think he's going to take this role in an interesting and useful direction. We are currently working to outline the goals and projects of this new committee.

'Til next month, blue skies and tailwinds.

Adrian



The CPA **FLIGHT LINES** is BACK!!

By Vince and Kay Otto, editors

It took longer than expected, but we've finally closed the gap between the last **Flight Lines** issue published by our prior editor Nelson Wolfmeier, February 2023 and this October restart. Many thanks to CPA president Adrian Nye for publishing the March and September issues.



Having received my Private Pilot's License in June 2020, I am a relatively new pilot with 350 hours. After purchasing an RV-7 for training, my wife Kay and I completed our RV-14A with a first flight of October 2020. Sherwin-Williams featured it in their aviation calendar for May 2023. We split time between Westcliffe, Colorado and Indianapolis, Indiana where our two new grandsons and three daughters call home.

After joining CPA in 2020, I wanted to contribute to the Association and **Flight Lines** was as good a job as any to get involved. As a retired Certified Public Accountant, I know very little about assembling and publishing a newsletter but Kay always steps up and figures this stuff out. We will climb the learning curve as fast as we can and fully intend to help CPA continue the long tradition of this publication.

But we'll need your help. First and foremost, please understand that as with prior editors, I won't be writing **Flight Lines**; just assembling it. You're the ones who write it. I publish what I receive from you, the members. We are not reporters, investigators or otherwise. So, if you have

something to say to your fellow members (hopefully aviation related!), this is the place for it. We need articles, photos, questions, comments, criticisms, recommendations, and the like.

Articles on trips you are planning or have already completed, experiences you've had with airplanes or their maintenance, places you'd like to have CPA visit, lessons learned from your mistakes, hints to help our many new member pilots, etc. – those are all fair game for **Flight Lines**. Of course, we'll continue with our monthly President's Message, information about the organized fly-ins we have each year, items like the annual planning meeting and other association-wide events. There's no need to be restrictive. If you think it's interesting, others will also, and my job is to get it into print. Aircraft photos are always needed for the cover shot of each issue. Send me some!

Let's not stop with just CPA members. CPA has several affiliated entities – AOPA, EAA, CAP, Colorado Aviation Historical Society and several others. You have a place in **Flight Lines** also. Information from you on pertinent topics can be valuable for members at large. I'm easy to reach:

newsletter@coloradopilots.org.

Keep that address handy and do everyone a favor by sending me information for publication. **You** are the Colorado Pilots Association!

Want to help your CPA? Have an idea that you think we should execute? Let us know!



The Fly-in Program

By Bill Marvel, Fly-in Committee Chairman

The Association has a continually changing membership and not all new members are fully aware of one of our major benefits. CPA's annual Fly-in program, which includes both Colorado destinations as well as others in states all over the west, is it. Everywhere from Kansas City to California and to the northern and southern borders, CPA pilots have traveled in groups to various destinations and a wide variety of activities. These trips are arranged each January at a Denver meeting by volunteer member hosts who create them. All legwork is done by the hosts, so you just sign up and go!

We've been known to hike in slot canyons, ride horses, river raft, visit museums, national parks, monuments, battlefields, see live plays, stay in historic old hotels and tour mines ranging from gold to salt. We've seen deserts, lakes, bird migrations, back country grass strips on camping trips and even the site of an atom bomb detonation. Want to ride bikes, a narrow-gauge railroad, visit ancient ruins or sit in a hot pool? If you can get there by plane, we do it! And did I mention our ever-popular Happy Hour?

From about mid-March through mid-October, mixed in with many other CPA events, these Fly-ins are very well attended and much appreciated. Most are two-night trips Friday through Sunday, although some stay only one night, while others are just out and back the same day. There is literally something for everyone on every trip. Where we go and what we do is up to our member hosts, who use their own sense of adventure and desire to create events for others to enjoy. Each year is different!

Because CPA consists of pilots ranging from high time to new, and even some non-pilots, these trips also offer a great learning environment where experience is transferred from one to the other in the relative safety of a group. We help each other and are better because of it. Everyone has a great time, learns more about safely traveling in light aircraft, visits new locations and meets some wonderful fellow members along the way. Our people are super friendly, and no one is shunned or ignored for being "the new kid on the block."

In fact, we make a concerted effort on each trip to introduce those on their first CPA Fly-in and make them feel welcome. Our tent is wide and our membership diverse. We're all "airplane people" and welcome those new to the organization. What's not to like?

You've taken the first step by joining CPA. Now move on to the next one by actively participating in the Fly-in Program. Your only regret will be that you didn't do it sooner!

Check Out The Latest Colorado Pilots Association Board Minutes

Log in to <https://www.coloradopilots.org>
Select Member Benefits then Select Meeting Minutes



Alliance Fly-in — Great Weather, Great Fun

By Brent Rognlie, Event Host

It was almost as if the weather was made to order on that mid-September day when the fortunate few took flight for the short excursion to the small city of Alliance in the middle of the Nebraska panhandle, a.k.a. “An Oasis in the Sandhills.” The clear blue skies and calm smooth air with slight tailwinds are what every pilot longs for following the quenching rains from a passing cold front. Anything better would just make the time pass too quickly.

A spacious passenger van picked up the first wave of arrivals on the large, freshly refurbished ramp of the former WWII Alliance Air Base that's still well maintained today. After dropping off baggage at the hotel, the first stop of the day was for brunch at Ken & Dale's, a nice restaurant on the main drag where everyone must stop at least once for breakfast, lunch or dinner. It's hard to beat the small-town atmosphere.



Time for a full group picture at Knight Museum.



Enjoying home-made ice cream in the shade at Dobby Fall Festival.

After enjoying a satisfying meal, it was off to the Knight Museum and Sandhills Center. The museum documents the rich history of Nebraska with many artifacts from the geological conditions that formed the sandhills to the American Indians to the early railroad & ranching days. This hidden gem exists largely thanks to a generous gift from a family that lived in the area for generations and had accumulated 155,000 acres before selling the property.

The next stop on the agenda was Dobby's Frontier Town, which brought some of that history to life with its 29 buildings and many artifacts from those early days on the sandhills prairie. The trip was planned to coincide with the annual fall festival when many friendly volunteers roam the town dressed in fashions of the time. As fate would have it, some attendees were able to get their ice cream “fix” at the same time as they enjoyed home-made ice cream and good conversation in the shade of a tree.

The last stop of the one-day getaway was the famous Carhenge site that draws 87,000 visitors a year. Most people ask “why”, some evidently ask “why not”, such as Jim Reinders who along with his relatives created Carhenge three miles north of town during a family reunion in 1987. The artifacts from that reunion will be there for all to see for many generations to come.



Of course, no fly-in would be complete without the obligatory happy hour. In this case it included some brews from “Brewery 719”, the local brewery named after the steam locomotive 719, which went into service in 1903 and is now on display in this town that still heavily depends on the rail industry. The day was capped off with dinner at the Mi Ranchito Restaurant, another popular restaurant in town. Their \$1.99 margaritas were quite popular as well.

The weather on the day of departure was as lovely as on arrival and brought an end to a relaxing and enjoyable one-day escape. Great flying weather, making new friends (along with meeting up again with the “old” ones), and experiencing new places along the way... it doesn't get much better than that!



John & Linda Sue Head wonder what in the world they were thinking.



Sarsaparilla at the Saloon.

Sarsaparilla at the Saloon.



Andre Smith gets locked up in jail at his first fly in.



Kearney Fly-in: Its Success Was Up In The Air

By Bob Kinney

Read that title again. There's a lot of truth to it. Not only did most of our group of 32 CPA members fly there but the subjects of our interest were definitely up in the air.

Twice each year, the central portion of Nebraska is witness to what's considered to be one of the greatest wildlife spectacles in North America. Over one million Sandhill cranes pass through the area on their annual migration. Around 250,000 to 500,000 are visible at any one time as they leave the Platte River each morning for their daily foraging in local corn fields. Having previously tried this fly-in thirteen years ago, and canceling the fly-in due to weather, Bob & Shawn Kinney thought "Let's try it again".



Billed as a two-day event, the group gathered on a very cold Saturday morning on March 18. When hosts Bob and Shawn arrived a few hours before the main group, the wind chill was -9 degrees. Try tying an aircraft down with heavy down mittens on. It ain't easy! Despite the cold howling wind, all arrived safely and day #1 began. Following a quick lunch in town, everyone toured the Great Platte River Road Archway Monument. This unique museum spans Interstate 80 and is home to a first-class museum telling the story of the settlers who followed the Great Platte River Road westward. That evening a very nice dinner was enjoyed at the Alley Rose Restaurant prior to returning to the Fairfield Marriott Hotel where the Kinney's hosted a rousing game of the Aviation Newlywed Game. Three couples were selected to participate in this game where each couple tried to answer a series of questions and match their partner's answer. Congratulations to Mike and Tina Gugeler on winning a beautiful Lands' End tote bag. Speaking of which, the Gugelers were two of four newbies at this fly-in. We love those new folks and hope to see more of

them in the future.

Fun time! Instead of having the renowned CPA happy hour prior to Saturday's dinner we tried something entirely different. Everyone brought a dessert to share at game time following dinner. Yum! We have some great bakers in our midst.

The 5:30 a.m. departure Sunday for the Audubon Center at Rowe Sanctuary was a cold one with temperatures not a lot better than the previous morning. The big difference...no



wind! The photos speak for themselves as to the magnificence of the Sandhill Crane and Snow Goose presence. It was every bit as overwhelming as it was billed to be. Once everyone thawed out, we enjoyed a windy, but smooth, ride home later that morning.

Review the fly-in offerings for 2023 on the CPA website. There are some great events planned. You'll love the



aviation camaraderie plus you'll enjoy the great places we visit. Come join us!



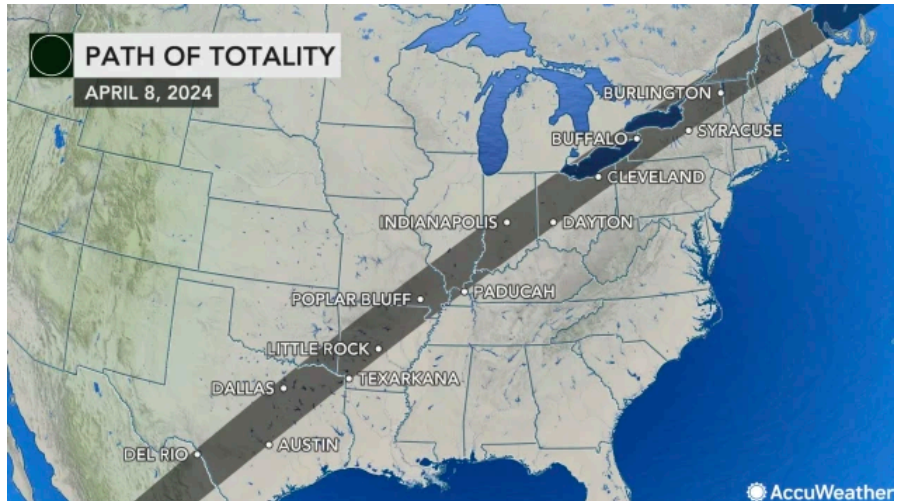
The Eclipse Won't Wait!

By Bill Marvel, Fly-in committee chairman

For those of you who have never seen one, a total eclipse of the sun is a genuine marvel of the universe (no pun intended). When you are in full sunlight and a short time later it becomes night in the middle of the day, it is absolutely stunning for about four and a half minutes until daylight starts returning. Unless you're willing to travel all over the world to experience one, you're limited to those in the U.S. and they are not all that common at any given location. The next one in Denver, for instance, will be in 2045.

On April 8, 2024 another total eclipse will be visible in southern Texas. Hotels in the area of 100% totality have been booked up for years, so don't waste your time trying to find one! But hope is not lost.

Flying airplanes is the key. Although hotels in the zone of total darkness are long since booked, hotels in towns outside that band are not. Of course, you could fly to an airport along the eclipse path on that very day but the distance from Denver is six hundred miles or more and when you arrive, aircraft parking may be full. That's a needless gamble for a rare event like this unless you wish to hedge your bet with a 2 AM departure time to arrive early enough. But then there's that flight home afterwards...



My first thought as head of the Fly-in Committee was to include this trip in our 2024 season. But doing so could involve a lot of people and setting aside a large block of rooms, plus transportation at this late date was unlikely. But there's a solution you can implement on your own.

A fellow RV aircraft owner friend out here, his wife and Marti and I have reservations for a rental car and hotel in San Angelo, TX for the nights of April 7 and 8. We'll land there, stay the night and drive the rental car to Kerrville, TX for the noon start of the event. We looked at different city pairs based on internet depictions of the eclipse path and decided on this combination. There are many others. The drive to Kerrville is a little over two hours to see an eclipse lasting 4 minutes 24 seconds. A shorter, hour and a half drive to Junction, TX, would give you three minutes and 8 seconds of totality. Like I said, there are many options but the concept is the same. Fly to an outlying city, stay overnight, rent a car and drive. You might even want to keep the car a few days and make a vacation of it, seeing an area you've possibly never visited.

Don't miss this opportunity!! If you do and just think you'll wait to see the next one that occurs before Denver in 2045, you'll have to be patient – and young. The next total eclipse in the U.S. will occur in 2044, only a year before the one visible in Denver. Yes, these are worth going out of your way to see!

Consult links for more details; https://eclipse2024.org/eclipse_cities/total/tx
<https://www.in.gov/dnr/places-to-go/events/2024-solar-eclipse/eclipse-faqs/>



54 Years of Flying Adventures... And Still Counting

(Part 5 of 11)

By Bill Marvel, the RV-14A guy

Some of the most interesting ferry flying involved a contract Denny won to move 24 ex-Israeli Air Force Cessna 206s from a joint civil/military airport near Tel Aviv to a company in South Africa. A tour business there needed them to fly tourists into remote jungle lodges to see the animals. Israel had used the aircraft to ferry personnel and material around their country and had just bought new Socata Trinidads from France as replacements. The 206s had all been sold and registered in South Africa and we were issued South African pilot licenses to legally fly them. We did not have to take any written or flight tests for these licenses and I had never even sat in a 206. Oh well, they're just airplanes. When we got them, the only avionics remaining were a com radio and a transponder. And although they were to be repainted in South Africa, all were in camouflage when we picked them up. Because we would pass through a number of countries not so friendly with Israel, any Hebrew markings and words were painted over and we carefully confirmed that. Our "story" was partly true and partly false. The story was that we had departed from Cyprus and were taking the airplanes to a



My first 206 in Larnaca, Cypress before launching across the Mediterranean for Egypt. Because of the South African registration, we named it Not Sufficient Funds.

tourist company in South Africa. Israel was never to be mentioned and we did not have our passports stamped when entering Israel for that very reason. The paint scheme was explained by saying when tourists flew into the jungle, the planes would blend in so on landing, they would not scare the animals. Silly as it was, that explanation worked for most naïve observers, like 18-year-old airport guards with AK-47s, but not for one astute French soldier at our second overnight stop in Djibouti. He was in the hotel bar having a beer with us and had seen the airplanes at the airport. I told him the "story" and he promptly said with a strong French accent and loud voice, "bool scheet, that's Israeli camo"! Busted.



One of many ancient temples around Luxor.



The route was the same for every trip, with overnight stops in Luxor, Djibouti, Nairobi and Harare prior to final delivery to National Airways Corporation in Johannesburg. Then it was airline back to Tel Aviv again for another one. We did this with such predictable regularity that when I occasionally called Marti, she would say, "Let's see, it's Wednesday so you must be in Nairobi."

In each airplane, we installed one ferry tank, hoses and valves to give them sufficient range for the legs involved. Additionally, we modified the mic and phone jacks and the push to talk switch wiring to make them compatible with our headsets. Each trip took 5 days at about 1000 NM a day. Africa is BIG! On the first leg out of Israel, we always flew to Larnaca, Cypress, since we were not allowed to fly directly from Israel to Egypt. The original intent was to spend the night in Larnaca and launch from there. But in doing so on the first trip, we encountered bureaucracy that consumed an entire day just to do the entry paperwork. We spent that one night but from then on, we landed, refueled, filed to our next destination and departed. After that initial jaunt northwest across the Mediterranean from Tel Aviv to Larnaca, we recrossed the Med southbound to enter Egypt over Alexandria and then flew overhead Cairo on the way to our first night in Luxor. On the initial trip, Denny and I used the following day to tour monuments there, including the Valley of the Kings and King Tut's tomb. On a later trip with two South African pilots, we attended the sound and light presentation at Karnak, a well-preserved temple complex nearby. Departing Luxor, we got our first glimpse of several Egyptian fighter bases in the desert, which housed Migs on alert in underground hangars.



On-alert Migs are ready to launch from these and other underground Egyptian hangars.

The second night was in Djibouti after flying a long jaunt down the middle of the Red Sea, where a special clearance into Saudi airspace was required each trip. Night three was in Nairobi, Kenya, the home of an "adult beverage," the actual name of which I don't recall, but that every pilot who flew one of the trips enjoyed. It sounded something like "Daw'wa," with accent on the first syllable.

We never had to get up early in Nairobi because the drug flights all had priority. I have no idea why, but a drug they called "the cut" was served up to villagers in the bush, and those flights left in the morning before the airport opened to anyone else. Strange stuff, but then again, T.A.B. Anyway, the fourth night was spent in Harare, Zimbabwe, where we stayed in the lap of luxury at the 5-Star Meikles Hotel. On one trip with four airplanes and four pilots, they had only two rooms left. Denny put the other two guys in the available rooms and asked if there was any sleeping space they could squeeze the two of us into. Yep, we could share the presidential suite, provided we would agree to be out by 5 AM. With no other options, we took that because the customer was paying the bill. But we also asked about the 5 AM departure. The reason was to allow time for the security team to come in and sweep our room for the next night's occupant – South African president Nelson Mandela!

We had arranged to use the showers of the other two pilots the next morning but due to our early alarm, they were not yet up. I was a runner in those days, so I put on my running duds and headed out into the streets of downtown Harare. When you have a white face in a major city in Africa, you do stand out. I probably saw 10,000 black faces on that hour run but remember only one other white one. I smiled and greeted everyone who was close by. In every country we visited, native



black Africans were very friendly and pleasant. They had big smiles and most spoke excellent English with a British accent. Many would say, “good morning, sir or good morning, master” as I jogged by. I didn’t understand the “master” comment but just thought it was a local expression. I’m certain there are plenty of bad actors of all skin colors throughout Africa, as there are everywhere, but my overall impression in every country on every trip was that of pleasant people who may have had difficult lives compared to ours, but were happy living them. None of us ever had a bad experience.

Next – Tarawa, tragedy averted, icy cold cockpit, coconut milk from a coconut and a cargo ship

ANNUAL MEETING

Colorado Pilots Association

Saturday November 11, 2023

8:30AM to 12PM (Mountain Time-Denver)

Mount Evans Room

11755 Airport Way

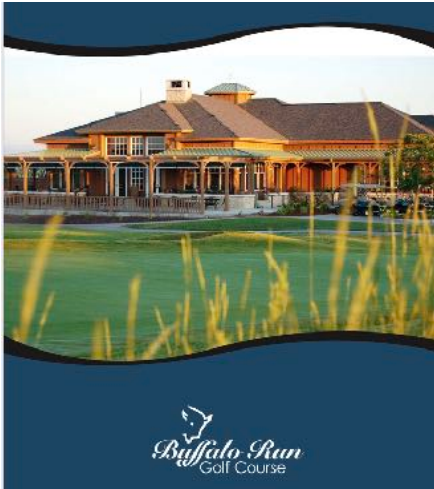
Broomfield, CO 80021

The annual meeting of the Colorado Pilots Association will include announcement of any new officer elections, a report from each committee chair on their activities during the year, and a special presentation from Paul Anslow, Airport Director, Rocky Mountain Metropolitan airport, on the status of the airport including interactions with neighborhood groups seeking to restrict activities at the airport.

Coffee and snacks will be available from 7:30 to 8:30 am before the meeting.



2023 CPA Holiday Dinner...Don't miss it!



By popular demand, we're returning to the Bison Grill for our annual holiday get-together of flying friends. Plan to attend our 2023 Holiday extravaganza. We're returning to a venue that treats us well and welcomes 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. If you haven't been to one of our holiday dinners, give it a try. We're limited on numbers so register early.



2023 CPA Holiday Dinner

When: Sunday, December 3, 2023
 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: \$60 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.
 Questions? Give Bob a call: 303-887-3328
Registration deadline: November 23, 2023

 Registration:

Name: _____ Guest: _____

Phone# _____

Number attending: ____ x \$60 = \$ _____

Menu: Mark your selection(s) with an X

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



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Colorado Pilots Association
PO Box 200911
Denver, CO 80220-0911
512-585-1015

