

CPA FLIGHT LINES

December 2023



*Nice night under the stars. Mexican Mountain, Utah
American Champion Citabria 7GCBC
Philip Berggren*

President's Corner

by Adrian Nye, CPA President



Spreading the Word

Two of CPA's goals are to increase our membership and to increase readership of this newsletter, ***Flight Lines***.

I figure, why not work on these two things together? Since the September 2023 issue and going forward, reading the newsletter no longer requires logging in to a CPA account. That means anyone with the link to the newsletter can read it. Please forward any newsletter emails to your pilot friends.

You don't need to go out on a limb and sell your friends to become members. I think most pilots are members of CPA not because

of what they get. They are members because they believe in the dream of aviation and want to support organizations working to share and defend the dream of aviation. Either way, we want to get the word out about all CPA does and how we'd love to have more pilots participate, as members or volunteers. I believe the newsletter is our best marketing tool.

Of the 19,000 certificated pilots living in Colorado, only about 675 are CPA members. Let's face it, it's still the best \$20 you can spend in aviation! The number of members represents our strength and our influence. A friend of mine told me, all pilots should be members of CPA, EAA and AOPA - because we care.

Finally, our Education chair Jeff Hinkle has given notice that he will be stepping down January 1. He has given long service to CPA running the scholarship program and attending many career fairs and other youth events where we encourage kids to consider aviation. He was instrumental in the purchase of our Redbird simulator (paid for with a grant from the Colorado DOT) that kids use in our booth. Thank you Jeff for your service to aviation.

We are trying to find two co-chairs of the Education committee next year, because many hands make light work. If you are interested please reach out to me at president@coloradopilots.org. If the co-chair position seems like too much commitment we always need volunteers to help man the booth and run the sim at those career fairs. I've done it myself and it's a lot of fun. You will meet kids that make landing look easy and others wildly over-controlling! Show them how to do a roll without crashing!

Keep the frost off!

Adrian



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

By Vince Otto, Editor

The **Flight Lines** views were up for November to 255 from 193 in October....up but still puzzling as we have 650ish members.

After my pleading last month, I received a number of emails with thoughts about the low readership and as a result Flight Lines is now available to everyone....no need to log on to the website or be a Member. As such, please forward the **Flight Lines** notice you receive to all your friends and encourage them to join the CPA. Brochures highlighting the Colorado Pilots Association are available to you to help spread the word. Request brochures from atlarge@coloradopilots.org or treasurer@coloradopilots.org.



In addition to recruiting new members and using **Flight Lines** to spread the word, I can always use help with articles and pictures. Share your thoughts and experiences with others through **Flight Lines**. Some topics which might resonate with you on articles you might share.

1. Your experience on a CPA fly-in trip
2. Places to go on future fly-in adventures
3. Share your sacred spots for that \$100 hamburger
4. The closest I've come to having an accident.
5. A great fuel stop you experienced on a cross-country flight
6. My worst landing -- when, where, aircraft and circumstances
7. An unexpected maintenance problem
8. The trip from hell
9. Something stupid I did when flying
10. One time when I was really scared
11. A trip I'd like to fly but haven't
12. The biggest surprise I've had in an airplane
13. My greatest challenge in learning to fly
14. Why I built an airplane

Please share your thoughts regarding increasing readership of **Flight Lines**. In addition, send me your articles and photos. I appreciate all your input.....please don't hesitate to send me a note. Share your thoughts at newsletter@coloradopilots.org



Membership Recruiting. . .Will You Help?

by Bob Kinney

Oh, come on! You know you want to help recruit new members for the Colorado Pilots Association. If you're a conscientious member, you've probably described your relationship with CPA to others several times. Whether to educate them about your Association or trying to draft them as a new member, don't you wish you had a comprehensive brochure that you could have used to back up your claims that the CPA is one of the nation's finest aviation-related groups? Your wait is over. The CPA Board of Directors recently developed a new, full color, tri-fold pamphlet to educate the flying public and encourage new membership.

Now it's your turn! Help distribute these flyers. You can become a "CPA warrior" and distribute hundreds around airports, much like our fly-in chairman, Bill Marvel, did in the past with our old flyers, or you can just ensure that you have a handful in your flight bag for when you run into someone who's never heard of the Colorado Pilots Association and you think they'd make a great new member. I recently handed out a number of these beautiful brochures at the Shiprock, N.M., airstrip during the October annular eclipse. They were very well received. It can be as simple as that! Please help us get the CPA word out. We're a great organization, have a lot to offer, and love to spread the word among our flying friends. All you have to do is contact me via email and I'd be happy to arrange for the number of brochures you need. Email Bob Kinney at twinlake1@aol.com.

Take a look. What do you think? Are these flyers well thought out or what? Remember, these are "tri-fold" flyers thus, the format that you see below which is difficult to present in this newsletter. Give it a try. We need your help to ensure that every pilot in Colorado knows who we are and has the opportunity to join if they desire.

Note: If you have ideas of how else we can get the word out via these brochures, contact me at the email address above.



Membership Application

I hereby apply for membership in Colorado Pilots Association, Inc., and agree to comply with the Constitution and Bylaws of CPA.

☐ New Membership ☐ Renewal ☐ Corporate

Name: _____

Spouse: _____

Address: _____

City: _____

State/ZIP: _____

Phone(H): () _____

Phone(W): () _____

Mobile: () _____

Email: _____

Profession: _____

Pilot Rated? ☐ Yes ☐ No ☐ Student

Principal Airport: _____

AIRCRAFT OWNED:

N _____

Make: _____ Model: _____

ASSOCIATION DUES:

- 1 Year: \$20
- 2 Years: \$38
- 3 Years: \$55
- Corporate: \$100/year

Check Amount: \$ _____

Mail Application and Payment to:
Colorado Pilots Association, Inc.
P.O. Box 200911
Denver, Colorado 80220-0911

CPA Benefits & Activities

- Membership in an organization that will actively represent your interest.
- Variety of aviation-oriented activities and organized annual fly-ins in Colorado and throughout the West.
- Up-to-date local, state and national general aviation news.
- Calendar of Aviation Events and Roster.
- Airmanship and safety programs.
- Mountain Flying - High Altitude Operations Seminars
- Free placement of non-commercial aviation-related ads in 'For Sale' or 'Wanted' section of **FLIGHT LINES** and on the CPA Website.
- CPA Products (shirts, hats, lapel pins, decals) sporting the CPA wings logo.
- Representation at local, state and national levels on General Aviation issues.
- Liaison with other state and national aviation organizations.
- Free distribution of flyers for CPA and other organizations/airport aviation events.
- Opportunity to participate on a number of challenging and rewarding CPA committees.


Colorado Pilots Association
www.ColoradoPilots.org

COLORADO



Pilots Association














General Aviation Leader

About Our Association



Founded 1972

The Colorado Pilots Association is an organization dedicated to helping member pilots and would-be pilots expand their skills and experiences flying in one of the most beautiful settings in the country. Objectives of the organization include promoting aviation and flying safety, protecting the rights of pilots, and being of assistance to the general public in aviation matters.

Most organizational activities are currently coordinated from central offices located in the Denver area. A dedicated group of Regional & Airport Representatives located around the state act as membership and information contacts.

In 1996 CPA affiliated with the Colorado Aviation Alliance. This statewide group of general aviation user and provider organizations was created for the purpose of improving communication among member organizations and creating a unified voice in protection of aviation interests. CPA has board membership in the group and shares in its leadership.

Revised May, 2021

Membership Types

Individual Memberships

Individual Memberships include 12 monthly issues of **CPA Flight Lines**, lapel pin, and decal. You will also receive full CPA benefits and voting rights.

Dues:

1 Year: \$20.00
2 Year: \$38.00
3 Year: \$55.00

Corporate Membership - \$100/Year

- Corporate Memberships include 12 monthly issues of **CPA Flight Lines** and two half-page advertisements in **Flight Lines**.
- Banner advertising on our website.
- Corporate membership is allowed one vote in organizational matters.

For additional details and to purchase merchandise with our CPA Logo, Please visit our website at:

www.ColoradoPilots.org


Colorado Pilots Association

Membership Questionnaire

I am interested in serving on the following committees:

- ☐ Airspace
- ☐ Education
- ☐ Flight Safety
- ☐ Legislative Affairs
- ☐ Membership
- ☐ Newsletter
- ☐ Programs
- ☐ Public Affairs
- ☐ Fly-in Planning
- ☐ Backcountry Airstrips
- ☐ Other (please describe below): _____

CPA activities of interest to you:

- ☐ Aviation Events
- ☐ Fly-ins
- ☐ Mountain Flying Courses
- ☐ Aircraft Maintenance
- ☐ Safety Seminars
- ☐ Other (please describe below): _____



The January Fly-in Planning Meeting

By Bill Marvel, Fly-in committee chairman

Meeting January 6, 2024 BJC



My apologies to the U.S. Army for “borrowing” their ad, but it does express my thoughts well!

The many highlights of annual CPA membership begin in January each year with the annual Fly-in planning meeting. It is here where volunteer member hosts get together with all attendees to lay out the events of the flying season. Many members attend these fly-ins each year and while some are old hats who have enjoyed them for a long time, other newer members have yet to discover this exciting aspect of the CPA.

For those wishing to host an event, we have a virtual “paint by numbers” written procedure established to guide you through the planning phase. While some hosts each year have hosted previously, we almost always have new members stepping up to the plate to run one themselves. There is no select group of “fly-in planners.” Nope – hosts are just regular folks who do the job and, in the process, create a great time for themselves and their fellow members.

Apprehensive about mountain flying? Making long trips? Going into airports you have never seen before? Welcome to the party! That is precisely one of the reasons you should join in and attend as many fly-ins as you can. There’s no better or safer way to travel and learn than

with a group of fellow aviators who’ve “been there and done that” and can help you the entire time. And since every event is planned for you, all that’s left is to set aside the necessary funds and time and then pack. It’s push button simple, but you have to attend to experience it! And in the process, you’ll meet some wonderful fellow members who each bring fascinating life experiences and backgrounds to each event.

Have you been to one before but have this question, “why don’t we go to XYZ?” Well, maybe it’s time to step up and Make Something Happen. Take us to XYZ!

On the other hand, there are many locations we have visited in the past but long enough ago that few of our existing members (including me) have seen them. We have a list of these locations and they serve as a great starting point for those who want to jump in and help with the Fly-in program. The way to begin is simply contact me and express an interest. I work closely with all the hosts each year in ironing out schedules and helping with details, so you’re never alone when doing this.

Please understand there’s no pressure or arm twisting involved here. I’m not going to badger you but would like to hear from those who are willing to do something for the Association that both you and your fellow members will enjoy. I’m always available at flyins@coloradopilots.org and I answer every email right away. And remember – we have out and back day events as well as one- and two-night weekend events, so you can easily step into one that fits your comfort level.

For all members, please save the date and attend the annual January planning meeting, which is held in the upstairs conference room in the terminal at BJC. This year it is set for Saturday, January 6. (Oh, no – not another January 6...!) Coffee and pastries start at 8:30 followed by the meeting at 9:00. During the meeting, hosts will present their planned events for the year, including destination and activities. We’ll set the dates for each at that time, so everyone attending will have a head start on this information before it goes out to the website and **Flight Lines** afterwards. Mark your calendars to attend by driving or flying to BJC. Bring your appetite, ideas, suggestions, plans, etc. but mostly bring yourself! It’s a great way to kick off the New Year and to plan how your passion for flying will fit into it.



From The Colorado Aviation and Historical Society

By David W. Kempa

CAHS Director & Proud Sponsor and President, Air Denver, INC

Hello CAHS Member. The Society has launched a GoFundMe Campaign to acquire an original Steen Skybolt to display at the Wings Over the Rockies Air & Space Museum. The aircraft is an aerobatic bi-wing tail-dragger. It was designed as a student engineering project in 1970 by a Denver Public High School teacher, Lamar Steen. The aircraft we are trying to save belonged to our beloved Colonel Jack Wilhite, who was amongst our founding fathers of the Society as well as a past CAHS President, and a WWII, Korea and Vietnam military veteran. Jack and his wife Bea were also instrumental in the founding of the Wings Over the Rockies Air & Space Museum. Jack and Bea with their Red Storm Airshow raised over \$400,000 for charities using this aircraft.

This aircraft needs to remain in Denver at the Wings Over the Rockies Air & Space Museum so that future generations can see what a High School project can produce! This is a home grown Colorado aircraft.

The Society needs \$35,000 to purchase the aircraft. Won't you help?

Click on <https://gofund.me/ef03edd9> to see the Campaign

Thank you,

Dave...



Rocky Mountain Metropolitan Airport to switch to unleaded aviation fuel 3 years ahead of deadline

Rocky Mountain Metropolitan Airport says it is on track to make the switch to unleaded aviation fuel three years ahead of the FAA deadline. RMMA is the fastest-growing airport in Colorado with three flight schools and 50 businesses.



RMMA director Paul Anslow said the chance to buy a used tanker truck really put them on the fast track. He also said this is a change the industry is embracing.



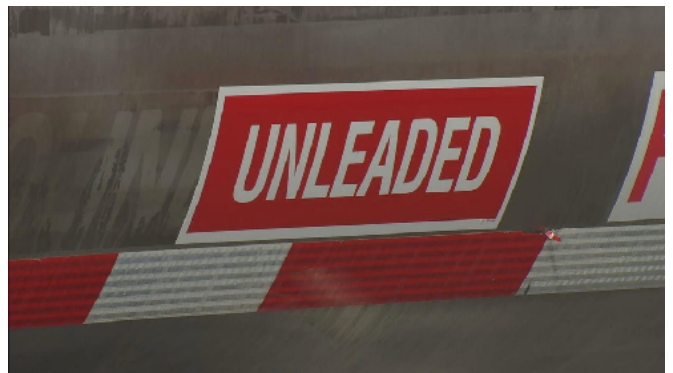
"The reality is, everybody in the industry wants to switch over. We want to be good stewards and we want to be good neighbors. Nobody is saying we want to stick with leaded fuel... everybody wants to switch over," said Anslow.

"This is a huge, proactive step by RMMA and Jefferson County to help the general aviation industry make the switch to fully unleaded fuel," said Adrian Nye, President of the Colorado Pilots Association in a

statement. "Colorado's general aviation pilots and community are proud to be helping lead this effort nationwide, and look forward to a safe, responsible transition over the next few years."

Anslow said the price of that fuel has come down as RMMA joins Centennial Airport in using unleaded fuel. He believes the price will continue to drop as more airports make the switch.

"Colorado has a long, proud history of pioneering aviation advancements, and today's announcement is in keeping with that tradition," said Brad Elliott, Board Chairman of the Colorado Aviation Business Association in a statement. "There are still considerable supply, infrastructure, and certification challenges to overcome in making the fleetwide transition to unleaded fuel, but today's action by RMMA and JeffCo is a great step forward, and CABA will continue to work with our elected officials to advance policies to prudently and safely help that transition."



Right now, the plan at RMMA is to be completely lead-free by fall of next year. The FAA has a 2030 target date for the full elimination of leaded aviation gas.



Citing Valve Damage, UND Drops Unleaded Fuel And Returns To 100LL (Updated)

By David Ulane, A.A.E., FRAeS Aeronautics Director Colorado Department of Transportation

Published: November 9, 2023

After an extensive trial, the University of North Dakota's flight school has dropped Swift UL94 fuel and resumed use of 100LL. The school said ongoing maintenance monitoring of aircraft using UL94—almost exclusively Lycoming-powered Piper Archers and Seminole—resulted in measurable exhaust valve recession. The school made the switch back to 100LL on Oct. 27.

Partly because students were interested in a less-polluting fuel, the school switched to Swift Fuel's ASTM-spec UL94 in late June. In four months of flying totaling 46,000 hours, the school found evidence of significant valve recession in some of the Archers. The school's director of maintenance, Dan Kasowski, told *AVweb* Wednesday (Nov. 8) that the total number of aircraft impacted isn't known yet because the data is still being collected. The data is being forwarded to Lycoming for analysis. "The fuel is on-spec, so that's not a problem. I don't want to speculate on what it could be. We're waiting for Lycoming to tell us," Kasowski said.

Valve seat recession was a known problem when unleaded fuels were introduced in the automotive market starting in the 1970s. As explained in this [AVweb video](#), the precise mechanism is debatable, but hardened valve seats and cylinder heads tamped down recession damage. Lycoming addressed this issue in its cylinders during the 1990s and was believed to have valve seats and guides suited for unleaded fuels. Lycoming said it was "proactively evaluating" the data received from UND and would provide appropriate guidance based on its analysis. As of today's deadline, Swift's Chris D'Acosta confirmed that Lycoming is looking at materials, pilot operating methods, flight telemetry and additional data to understand the findings at UND. "The comment attributed to equivalent spark plug fouling and replacement vs. 100LL is generally not consistent with our own experience with UL94. This may be an indication of different operating methods at UND than elsewhere," D'Acosta said.

UND's Jeremy Roesler said when the school made the switch in June, it did so only after setting up a maintenance monitoring program to track potential issues with UL94. "We are overcautious," he said. "When we started finding these issues, we needed to ask ourselves how bad does it have to get before we switch back to 100LL?" he said. With intense daily flight operations, aircraft down for maintenance were a worry for UND. "We're big on how it affects our students. It is causing some delays. So it's not in our best interest to accelerate back to UL94," he added.

To monitor for cylinder wear, the school conducted regular compression checks on its fleet of Archers and also did the so-called "dry tappet" check. This involves removing and cleaning the tappets and reinstalling them with the pushrods in place. The clearance between the rocker arm and the valve stem is then checked. If the valve seat is recessing, this clearance will progressively diminish as the valve recedes farther into the cylinder head. Kasowski said the Lycoming specified minimum clearance is 0.028 inch and some of the cylinders exceeded this limit. If the recession is deep enough, the valve won't close against the seat and power loss or burned valves can result. Recession was measured only on exhaust valves, not intake valves.

In addition to data sent to Lycoming, UND is also sending both cylinders and engines for further analysis. Kasowski said after 46,000 flight hours, the school had about the same replacement rate for spark plugs as on 100LL, nor was spark plug fouling noticeably reduced.

Another operator we've been monitoring for more than two years is Rabbit Aviation Services in San Carlos, California. The company oversees maintenance and fueling of a pair of flying clubs totaling nearly 10,000 hours of flight per year. Rabbit CEO Dan DeMeo said experience with UL94 has been universally positive with less spark plug fouling and cleaner oil. Rabbit has been offering UL94 for two and a half years.

We'll update the story as more information becomes available.



Northern Colorado Regional Airport Remote Tower Project Paused Controlled Air Space to Continue

By David Ulane, A.A.E., FRAeS Aeronautics Director Colorado Department of Transportation

LOVELAND – Since 2015, the Colorado Department of Transportation's (CDOT) Division of Aeronautics (State), the Northern Colorado Regional Airport (FNL), and the Federal Aviation Administration (FAA) have been collaborating on an innovative effort to bring remote air traffic control tower technology to FNL and Colorado. This technology uses video cameras and other sensing technologies to emulate the operational safety and efficiency benefits of a traditional air traffic control tower but with additional flexibility and capabilities at a much lower capital and operational cost than a traditional air traffic control tower.

In 2018, the FAA selected Searidge Technologies of Ottawa, Canada to be the remote tower technology provider at FNL, and in March 2020, a mobile air traffic control tower was installed in advance of a structured testing and evaluation program to eventually certify and operate a permanent remote tower at FNL. Unfortunately, a number of circumstances have occurred that have impacted the program, including the COVID-19 pandemic and related multi-year FAA travel restrictions, as well as continually changing FAA standards for remote tower certification. As a result, Searidge Technologies has advised the FAA that they will terminate work on the FNL remote tower program.

As this transition occurs over the next several weeks, the state, FNL, and the FAA will collaborate on a new path forward that preserves existing air traffic control services at FNL for the foreseeable future. During this time, future options will be evaluated for continued development of the remote tower facility at FNL as well as potential options for a traditional air traffic control tower. Significant interest exists from other remote tower technology providers to continue development at FNL, and the state and FNL will be working closely with the FAA to explore this option as the preferred alternative.

"While we are disappointed to see Searidge leave the remote tower program, we remain optimistic that the cost-effective benefits of remote tower technology will have tremendous value to Colorado's future aviation system, and we intend to vigorously support future development of the technology" said CDOT's Aeronautics Director David Ulane.

"Taking Care To Get You There"

"FNL has a well-deserved reputation for innovation, safety, and development and the Remote Tower is a great example of that focus. The Remote Tower has already provided an exceptional, innovative pathway to meet the operational demands of our growing airport in a safe, cost effective, and timely way," said David Ruppel, Northern Colorado Regional Airport interim director. "While this news is unfortunate, we are confident that with the FAA's ongoing support, CDOT's commitment to this project and our airport, as well as interest from other highly qualified vendors, we will be able to carry this effort forward."

Under the direction of the Colorado Aeronautical Board, the Colorado Department of Transportation's Division of Aeronautics supports Colorado's multi-modal transportation system by advancing a safe, efficient, and effective statewide air and space system through collaboration, investment and advocacy. In partnership with the Federal Aviation Administration, 76 public-use airports and a diverse group of aviation system users, the Division also works to promote aviation safety and education through the efficient administration of the Colorado Aviation Fund. For more information, check us out on [YouTube](#), like us on [Facebook](#) and follow us on [Twitter](#).

FNL is a commercially certified regional airport supporting over 110,000 annual flight operations, with over 200 hangars and over 300 based aircraft. It is one of 14 commercial airports in Colorado and has not only supported numerous commercial airlines in the past but with the addition of a new Terminal, wider runways, and the future certification of the Remote Tower system will continue to be the transportation hub for Northern Colorado. FNL supports over 1,072 jobs, \$51,914,000 in annual payroll, and \$160,874,000 in Business revenue



The Trinity/Spaceport Continuum...

In what was likely the last of our series of CPA trips to this joint destination, we could not have ordered better weather. Clear skies, calm wind and comfortable temperature characterized the entire three days.



Night visit to the Riverbed Hot Springs was stunning!

The second add-on event came about due to the willingness of members Jim Pigeon and John McGrath to fly into Albuquerque and rent SUVs there in order to accommodate more people. Following the Trinity tour, their two SUVs and our one CPA rental car headed to the Very Large Array, about an hour drive west of Socorro. The VLA is a collection of 28 huge radio telescopes that peer into the cosmos 24/7 seeking knowledge of our universe. The program combines everyone from PhD level astrophysicists to researchers to skilled technicians who all collaborate to use and maintain these monstrous devices and all the electronics involved with their operation. At some 230 tons each and an 80-foot antenna diameter, it is stunning to watch all of them slowly slew in unison from one target star or constellation to another as they electronically probe the unknown vastness which surrounds our tiny planet. A visit to the VLA is worth a trip in itself...



The Very Large Array exploring unknowns of our universe.





Replica of the Nagasaki bomb

gain entry. Many cars lined up the day before and spent the night in line! Some reports were that the line was 7 miles long at one point.

Spaceport included the ever-popular ride in G-Shock, a roll, pitch and yaw simulator used for passengers who will fly aboard Virgin Galactic's spaceship. Virgin Galactic, owned by Richard Branson, is the major tenant at Spaceport but there are others, all working on some venture involving space testing and most highly proprietary.



Full size mockup of the Virgin Galactic spaceship

Earlier in the year 34 people had signed up for this fly-in but last-minute maintenance problems grounded two airplanes carrying four members and a flu bug did likewise with the fifth.

Of the 29 who attended in 12 different airplanes and two SUVs, we also had the first CPA gyrocopter participate in one of our events. This one is owned by Mark Wilson and arrived from its home base of Double Eagle II airport west of Albuquerque. It is an impressive aircraft but to his dismay, some referred to it as cute!



G-Shock is a wild ride





Mark Wilson's gyrocopter from Albuquerque in Truth or Consequences

Due to the size of our group, Marti and I opted not to attend the tours so more people could be accommodated given limited transportation. We'd toured both Spaceport and Trinity previously, as well as the VLA, and had other things to do in the background to support the event.

And what a group it was! We always manage to have a fun and interesting bunch of folks at every one of these fly-ins and they bring many different backgrounds with them. This time 16 attendees had never attended a CPA fly-in previously. All merged right in with everyone else just perfectly as we go out of our way to make sure new members and visitors feel at home from the very start.

This trip included three group meals - one on each day. Those who arrived a day early on Thursday all went to a nearby Mexica restaurant in Truth or Consequences for dinner. The next day everyone else arrived and the tour buses drove them from the airport to our Holiday Inn Express for a catered lunch and briefing prior to the Spaceport tour. And on the final evening we enjoyed the ever-popular CPA happy hour with our fellow members and guests, where we gave away several CPA logo baseball hats and a logo carrying bag. Afterwards we walked a short distance to the Jackson Ranch Steakhouse for a very filling dinner. All in all, a great trip with another group of friendly members!



CPA's banner at Friday Lunch

This event normally wraps up the flying season and so it was again for 2023. But fret not, as more fly-ins will be coming next year along with groups of amiable and interesting fellow members. Stand by to see what the future holds and be prepared to step in and enjoy some of it!



(Many thanks to attendees Kent Holsinger, Gary Justus, Rob Hunter, Bret Heidcamp, Nick Cirincione, Mark Wilson and Jim Pigeon for sending me photos of the tours.)

Group dinner at Jackson Ranch Steakhouse in Socorro



He Delivered the First Nuclear Bomb – Luckily I Did Not Deliver One of Thousands That Might Have Been Delivered Thereafter

Marion A. Harrison, 1913-1985, and Los Alamos

By: Barbara Harrison Richardson, his daughter, 7/28/2023

In 1944, World War II was in full swing. Marion was 31 years old, a husband and father, experienced heavy equipment operator, and the owner of the Caton general store. Most men at that age were not drafted, but in February 1944 he was drafted and sent to Ft. Belvoir, Virginia for 8 weeks of basic training. At the end of that tour, he called home and said the next morning he and 4,000 other soldiers would be boarding a troop ship in New York for deployment to France (for what became D-Day). He said all 4,000 names of the soldiers would be announced as they boarded the ship, and we could hear this on the radio. Mom (Edna) and I (Barbara, age 8) spent the day with grandparents listening for his name to be announced. However, at 9 p.m. as the last name was announced, we had not heard his name.

Two days later, he called home from Ft. Belvoir and said that for some reason, he had been kept there and would do 8 more weeks of basic training. He was able to come home once during that 8-week period. At the end of the 8 weeks, the FBI called my mother and said he was being shipped somewhere in the USA and would get ahold of her as soon as he could. (We found out later that the FBI had been all over Caton questioning people about Marion's character and heavy equipment expertise). Two weeks went by and finally he called and said he was in New Mexico working on a very secret project (which turned out to be the Manhattan Project – subject of the Oppenheimer movie). He was able to correspond with us but could give no details.

One morning in July 1945, he was awakened, asked if he felt ok (he did), and given a great breakfast. He was told he would be running his crane (his specialty) and placing something on the top of a tower, and he could not make a mistake. It turned out to be the test atomic bomb. He placed it with no problem. The next day it was exploded. The troops there (only about 33 Army men) and scientists were in quarantine there for many months because of the radiation fallout. This, however, was a mistake because they should have been taken away from the area. Most developed serious health problems from the radiation. Marion did – uncontrolled diabetes, bladder cancer, and heart problems. There is a museum in Los Alamos, New Mexico, documenting the test project of the atomic bomb.

The rest of the story – Marion was my cousin who sold his store to his first cousin, my mother, Iva Harrison Tobey, and my father, Guilford Tobey, in 1946. I lived over the store for my growing up years, in the big town of Caton, New York – about 140 people. Marion lived in the new house he built, about 50 yards from the store. Twenty years later, I became a Navy attack pilot whose primary mission was to deliver a hydrogen bomb (70 times the power of Hiroshima) some place within range of the aircraft carrier. I never knew his nuclear weapon story and he never knew mine. Gary Harrison Tobey, 10/25/2023



Marion A. Harrison, second from left with three of his Army buddies, in front of their bulldozers, Los Alamos, New Mexico, 1944-1945



A Trinity/Spaceport Fly-in Question

By Bill Marvel, Event Sponsor

Anyone Else for Trinity/Spaceport?

The last issue (reprinted below) had a short article asking if any other members are interested in the Trinity/Spaceport trip in the future. This trip has been run four times since 2020 due to high demand and I assume most wishing to attend probably already have.

Only five responded to that request and that isn't enough to meet the minimum needed for the trip. If you are interested, host Bill Marvel may run it again, but you will have to contact him directly. He's at flyins@coloradopilots.org and will respond promptly to everyone who emails him.

REPRINT OF NOVEMBER ARTICLE. What I had planned as my final trip to this venue occurred last month as it appeared just about everyone who wanted to attend already had. Thus my intent was to host events at other locations in the future. However, CPA experiences a continuous influx of new members so before I pull that plug, I want to know I'm not doing so prematurely.

Here's the bottom line. If you would like to participate in this event in the future (it occurs twice a year because Trinity Site is open to the public only two days a year), please let me know. If enough members express an interest, I'll host it again. But the only way I can know that is by you telling me.

If this event is one you would like to attend, please send me an email with your phone number and the number of people in your party. Remember that you can always drive if the weather does not cooperate or if you don't have access to an airplane. I'm at flyins@coloradopilots.org and will respond to everyone who contacts me when I make the decision.

Check Out The Latest Colorado Pilots Association Board Minutes

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



Get a Jump on CPA Christmas Shopping!

The CPA Store



Lands' End Store Open for CPA Business!

by Bob Kinney

Maybe you didn't win one of the CPA logo'd giveaways at one of fly-ins or one of the other CPA events earlier this year. That doesn't mean you have to go without looking sharp in a Lands' End shirt, blouse, ball cap, or any number of great Lands' End products that can be made to look even sharper by the addition of a CPA logo.

You're a CPA member. . .let it show! Since its inception, the Colorado Pilots Association has made logo'd shirts and ball caps available for purchase by its members. Members have worn these items to local aviation events, during their daily activities, and to the many CPA-sponsored fly-ins held each flying season. Logo'd items served us well, putting the Colorado Pilots Association name before both the flying and non-flying public.



A few years ago we phased out our old clothing line, which was pretty limited in its offerings, in favor of a new program offered by Lands' End. This new program got off to a great start with many members taking advantage of the highly-varied selection of this well-known clothing company. Not only is their entire clothing line available for the addition of the iconic CPA wings logo, but they offer a whole department that specializes in promotional products—water bottles, backpacks, utility bags, coffee mugs and literally dozens of other items to which our beloved logo can be added.

Recently, there's been little fanfare associated with CPA's individualized Lands' End Company Store that features a direct link to all that Lands' End offers our members. Oh sure, Bob Kinney writes a short reminder a couple of times each year in our **FLIGHT LINES** newsletter, and Brian Garrett ensures a presence on the website, but generally, it's up to our members to take the initiative and go after what they want. Christmas is just around the corner. What a time to get an early jump on your Christmas buying! We love to see our logo proudly displayed by our members, spouses, and friends, whether visiting the grocery store, having lunch with flying friends at the airport or enjoying a fly-in happy hour.



It's a relatively easy process to select items on the Lands' End website, choose the CPA wings logo that you'd like applied to your item, and have that item shipped direct to you. Lands' End has a great backup if you have difficulty making your order. They have support personnel who do a wonderful job of assisting you if you encounter difficulties. Let's walk you through the process so you can order your aviator spouse a special surprise. What a great birthday, Christmas, or "just because I love you" gift! You can even order yourself something.

How this works: Go to the CPA website coloradopilots.org and sign in. Under "About Us" in the upper left hand portion of the site, click on "CPA Logo Merchandise". (Note: Much of the time the CPA storefront has a presence right on the main website where you can't miss it). You can even go direct at business.LandsEnd.com. You'll be taken directly to CPA's Lands' End storefront where you can browse their entire clothing and promotional products line. If you haven't visited their site before, you'll be asked to create an account which gets you daily discounts and catalog mailings so you can shop at your leisure.

The process: Let's walk through the procedure to order a logo'd baseball cap. Under "Promotional Products" select "Baseball Caps" under "Hats & Visors". Select from one of the over two dozen available cap styles. Select a color followed by the quantity you want. Click "Apply Logo(s)" and select the logo size you'd like. (In this case, there is a specific size listed that works best for ball caps). Note: You have the option to change logo colors in case the selected logo doesn't work well on the color cap you've chosen. Choose the location where you want the logo applied. (In the case of caps, you can choose either the front or the back). Select "Apply Logo" and then "Add to Bag". You can then "Proceed to Check Out". It's that simple. You'll find that most of Lands' End merchandise is this easy to order.



A few notes of interest here. 1. Once you've created an account, you'll receive frequent merchandise, logo, and shipping discount offers. You can save a bunch if you watch for these discounts when they're emailed to you. 2. Some items, especially under Promotional Products, have minimum quantities which is off-putting to some but a little searching will usually help you find items offered in any quantity to satisfy you. 3. Don't hesitate to ask for help from a L. E. customer support person. They really can help the process along.

If you have any trouble or concerns when you try to order from the Lands' End CPA store front or their website, please contact Bob Kinney at twinlakes1@aol.com or cell phone 303-887-3328.



54 Years of Flying Adventures... And Still Counting

(Part 7 of 11)

By Bill Marvel, the RV-14A guy

Returning to where I left off in Africa with the 206s again, sometimes a trip was only Denny and me in two airplanes. One trip had three and still others had four. A few South African pilots came up to participate, since flying the length of Africa was unusual and interesting for them also. One of those four-ship trips included our stay in Mandela's room (or actually, his stay in ours...). But it was also notable for another reason. Leaving Luxor in loose formation, and climbing eastward into the rising sun, I saw a puff of what looked like Denny tossing a bit of drinking water out the window every 30 seconds or so. That seemed pretty strange so I called on the radio to let him

know what I saw. He said he was doing nothing of the sort and not to worry about it because it was probably just a small oil leak. Oh well, two hours later he started losing oil pressure over the Red Sea on the way to Djibouti and needed to land to add more oil. Since my airplane contained the only extra oil, I had to do the same and the only available runway anywhere near was at Assab, Eritrea. No luck with radio calls because they were in the midst of a civil war and we were flying camouflage airplanes! The airport was apparently abandoned as several burned and shot up aircraft were scattered around. A quick landing, some very fast oil replenishment on the runway and an even quicker launch got us into Djibouti fine. The excuse the first two planes gave air traffic control,

that we had to slow down to conserve fuel, seemed to work. We said nothing to ATC at the time because nothing good would come out of it. After all, T.A.B. and you do not want to make anything more complicated than needed. In Africa, you just don't land at any old airport without lots of prior paperwork, approvals, fees and delays. If you do, you'll be there in custody for a while until someone intervenes on your behalf. It ain't like the states. Turns out the problem was oil slowly dripping from a leaking rocker cover gasket onto the hot exhaust below. Once found, the gasket was easily replaced by a local mechanic. We named the airplane "Puff the Magic Dragon" and wrote that on the side of the cowl.



Puff the Magic Dragon after repair



Djibouti was the only airport on the 206 trips where we had to pump our own fuel—literally by a hand pump



In Djibouti, we always stayed at the Sheraton, as did Air France crews. But this one wasn't quite like any Sheraton you think of just about anywhere else in the world. During breakfast on our first trip, a rat fell out of the ceiling of the dining room and they beat it to death with a broom handle. Then the waitress could not get a container of milk open at our table with her fingers and instead resorted to Plan B – tearing it open with her teeth. You might say the norm there just wasn't the same as the norm here. But then again, T.A.B.



The Sheraton Djibouti was much nicer on the outside than on the inside

Along that line, we once took a King Air 200 from the U.S. to Gaborone, Botswana, a country just north of South Africa. The new owners were elated to get it for their business and had a big dinner party scheduled for them, their employees, Denny and me. We ate, drank, laughed, talked airplanes and drank some more. Finally, it got to be time to call it a night and get some sleep. We expected that someone would drive us to the hotel. No, they had a car for us to drive ourselves because the rest of them lived in the opposite direction. Denny and I were in no condition to drive. But we were given the keys and told how to get there. Well, in Botswana they drive on the left from the right side of the car and there were several roundabouts on the way. I had mastered those challenges previously in England and Australia. But not the stick shift transmission... I don't know how I got selected as the driver but they assured me it was just fine due to local laws. Drinking and driving was legal in Botswana, as was driving drunk, but it was illegal to hit anyone! We managed to safely arrive but I don't remember how. I'm pretty sure I slept well but I don't remember that, either.

Are you gradually gaining a better understanding of T.A.B.?

On a different 206 trip into Djibouti, a South African pilot was in another airplane along with me and his portable GPS had failed. We always flew on flight plans in what was called controlled VFR – sort of like non-radar IFR with position reports and time estimates required for each fix. Denny arranged for all of the requisite overflight permits for the different countries whose airspace we traversed. The weather was mostly VFR except in spots. When clouds got in the way, you just flew through them. When we arrived in Djibouti, it was supposed to be clear but was 1500 overcast. Aside from my aircraft's com and transponder, all I had was a simple hand-held GPS with no moving map and only distance and bearing to the next waypoint. I used it on every trip and on this trip, it took the two of us, with no clearance, on a DME arc to a VOR approach and step downs into Djibouti. We all had the instrument plates for every airport even though we couldn't really fly them due to lack of avionics. He hung onto me in the clouds like glue.

Departing Djibouti the next morning, one aircraft's starter would not work. We fiddled with it to no avail. But Africa being Africa, two airport guys came out there with a truck and a rope. They had seen this before with other airplanes and had a solution. They parked parallel to the right wing and just in front of it. Then they wrapped about two turns around the prop and spinner and tied the other end to the rear bumper. With the 206's engine primed, ignition on, throttle, prop, mixture and brakes set, a thumbs up from the pilot got the truck moving quickly and the prop turning. It worked perfectly.

Next - El Al, Pakistani corruption, Denny's non-aviation skills, exhaustion and a very bad burger.



HIGH WIND WARNING

By Carol Taylor

*I'd sure like to take my little Cessna and go,
To a place where the wind doesn't constantly blow,
To know what it's like to lift up off the ground,
Without checking to make sure that one wing is down!*

*To arise in the a.m. and open the drapes,
Without seeing clouds in lenticular shapes,
To dial Flight Service some beautiful morning,
Get a briefing that's minus a high wind warning!*

*Updrafts and downdrafts like the water in fountains,
That's what it's like to fly over the mountains,
A sharp drop in altitude, then as quickly a rise,
Don't watch the VSI, you'll become hypnotized!*

*Fly out of the mountains to the east for a look,
And end up in a downslope wind called a chinook,
Even if you manage to stay out of a stall,
You're still going to feel like that red paddleball!*

*Don't get me wrong, Colorado is great!
I happen to claim it as my native state,
They say learn to fly here, you can fly anywhere,
Does knowing this make it all easier to bear?*

*I do know to fly here you must have the right stuff,
Because all this turbulence can really get rough!
I'd still like to take off someday and just try it,
Go find me a place to fly where it's quiet!*

My wife, Carol Taylor, was a 50 plus grandmother when she decided to learn to fly to overcome her fear of flying. She earned her Private Pilot certificate in June, 1991 and was active in the Colorado 99's and the United Airlines Flight Without Fear program until she passed away in 2012. I was proud to be her instructor. James Taylor



I SIT RIGHT SEAT

by Shawn Kinney

It was the summer of 2002 and Colorado was in the worst drought of my lifetime. Our landscape company was suffering due to limited water availability for landscapes. My father had just died and my caregiving skills were no longer required. With extra time on our hands, my husband Bob decided that the time was right to purchase a faster airplane to replace our trusty Cessna 182.

As luck would have it, that summer we also attended a general aviation event at Wings Over the Rockies. The event featured many suppliers and booths supporting aviation and many of those were trying to lure new customers. One booth in particular caught my eye. It was the Colorado Pilots Association. Initially, it was the beautiful CPA logo that drew me in, but then I met Sarah Dolliver who would later become a lifelong friend. She was so enthusiastic about this organization and everything it had to offer. I then spotted a brochure for a fly-in to Los Alamos that was planned for later that summer. I asked her what it was all about and as she explained it further, things came into focus, and I realized that this organization was my ticket to ride! As a spouse of a pilot, I had become weary of the flights to Greeley for breakfast and occasional local flights for Bob to build time. I needed a new reason to fly and that \$20 that we handed over for our dues to become a member of CPA was one of the best investments we have ever made.



I sit right seat. I am not a pilot nor have I ever had the passion that I believe it takes to become a good one, but I love to fly.

We purchased our (new to us) Bonanza and signed up for our first fly-in to Grand Junction for a wine tasting weekend. It was the first of, what I can count through photos, journals, and the CPA website, what would be 67 fly-ins that I have attended in those 20 years. Every one holds a special memory, not only of the destination, but of the close connections to the people we've met and those we continue to call our friends. The destination is not the reason that I go. It's the love of the flight and the social interactions. Don't get me wrong—the destinations are awesome! The sponsors of each event dedicate their time and abilities to find unique places to go. I've been in a salt mine, an observatory, a slot canyon, national parks, airplane museums, forts, tulip fields, a gun manufacturer, lakes, monuments, Death Valley, the National Weather Service, and have seen 2 eclipses—all with the CPA! In addition to those I've been camping, floating, hiking, ridden on a train, and ridden atvs, bicycles and rafts. I've had delicious meals, happy hours with shared food and ice cream. There is ALWAYS ice cream!

All destinations, meals, and activities are thought out and planned by volunteer members. Bob and I try to plan at least one fly-in per year and find the job not just fun, but rewarding when the weather cooperates and everyone has a good time. I think we are up to 22 fly-ins that we've sponsored. We both work on the logistics. His is on the flight details and where we will get ice cream. Mine is more of the ground work, but I think this makes us a good team.





I have never been to a fly-in where instruments were required to get there. Some folks fly that way but most times it's not needed. As a group, I've always enjoyed the camaraderie that attendees have while in the air, chatting about winds, altitudes, turbulence and other matters while conversing on the air-to-air channel. This group effort to provide information back and forth has kept us safer and out of some of the rough air and headwinds up there.

Going through my computer photos to write this article I found that some of our most memorable pictures from the last 21 years are the photos of the fly-ins that we have attended. Please don't tell my family that! I just can't fully explain the

love I have for these events and the life-long friends and connections that have been made.

Every January there is a fly-in planning meeting where sponsors and members gather to plan the events and set the calendar for the year. Bob calls this day his second Christmas! He is always so excited to see where we will be flying during the year. Next year's meeting is slated for Saturday, January 6, 2024 at BJC. I would encourage any of you interested to come and see what it is all about.

This last March, Bob and I planned a fly-in to Kearney Nebraska to view the migrating sandhill cranes. It was -9 degree windchill when we all landed and interestingly, we had no cancellations. Everyone signed up was determined to see the cranes! We hiked into an Audubon bird blind before dawn and had to remain pretty quiet and stationary until the sun came up and the birds flew. During this dark and COLD period of waiting, Laurie Garrett who is a board member of CPA, came up to me and whispered, "Thank you Shawn for making us do these crazy things you plan". I was so touched to know that our efforts through the years have made a difference in people's lives.

If you've ever thought about attending one of the CPA fly-ins, I encourage you to take the leap and join us. Some fly-ins are just one day and many are overnights for longer destinations. Some you can actually just drive to if you don't have an airplane or yours is not cooperating at the moment. We also have an option to sign up for a ride with another pilot and plane that might have extra seats. Also, don't just make your decision based on the destination of the fly-in. There are fun things to do and see wherever you go! Come and meet the friendly and fun members of the CPA. We'd would love to meet you.....





*Nice night under the stars. Mexican Mountain, Utah
American Champion Citabria 7GCBC
Philip Berggren*



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LinkedThe LinkedIn logo, featuring the word 'in' in white on a blue square background.

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