

CPA FLIGHT LINES

May 2024



My 206 is the perfect perch to enjoy the beauty of the mountains at sunset from over the prairie in Eastern Colorado.

Evan Anderman
Evan Anderman Photography LLC
www.EvanAnderman.com

President's Corner

by Adrian Nye, CPA President



First an update on the three political battles we are actively monitoring.

Colorado House Bill 24-1235, which creates a tax credit for unleaded fuel STCs and adds two noise advocates to the Colorado Aviation Board, passed the house as amended and now moves to a Senate committee. We remain in a "amend" position in case any of the previous objectionable language is added back in. But for now things seem to be moving in an acceptable direction. Our legislative committee is watching closely and we will announce if further action is needed on your part.

In KBJC lawsuit news, airport activist Brad Walker has made a series of amazing discoveries. First he used a Freedom of Information Act request to force Superior to reveal that it conducted secret air and surface testing for lead near KBJC and found none. Then Brad was able to obtain their noise study which they also tried to hide. The study doesn't show anything surprising about noise, but it does reveal that Superior has developed a system to collect ADSB data, correct the altitude information for current barometric pressure, and correlate the N numbers with FAA records to obtain owner information. We believe the purpose is to select targets for a future lawsuit against pilots and aviation businesses based at KBJC.

Turning to the latest news on the Boulder airport political situation. Some city council members want to close the airport ostensibly to use the land for affordable housing. There is an important city council vote tentatively scheduled for July. There is an anti-airport person running the airport. Boulder has turned down state and federal grants to maintain the airport, believing that doing so would start the 20-year clock and allow closure of the airport without FAA approval somewhere around the year 2042. But on March 20 the FAA (Denver District Office) wrote a letter responding to a series of questions from the Boulder City Manager regarding grant obligations resulting from FAA money used to purchase land for portions of the airport (in 1959, 1963, and 1977). The letter (which is now on the CPA website) references the Airport Compliance Manual that was updated in 1980 to read:

"In regard to land acquired with federal assistance (e.g., FAAP, ADAP, AIP), so long as the airport sponsor has taken an ADAP or AIP grant since May 1980, the federal obligations on the acquired land remain in effect until released by the FAA."

KBDU airport applied for and received many AIP (Airport Improvement Program) grants after 1980, so the FAA claims control over KBDU in perpetuity even if no more grants are accepted. So Boulder's refusal of grants to maintain the airport will not start any clock - it will only allow the airport to decay, unless the city of Boulder uses its own funds for maintenance.

A coalition of aviation groups is now in the planning stages toward an effort to prevent the slow decay or possible closure. AOPA organized a meeting April 18 with representatives of various groups and stakeholders to identify next steps. First is a PR campaign to make sure that the city



council and voters understand the FAA's position and the importance of KBDU. Two attendees of the meeting immediately donated \$5000 each to seed that PR campaign!

The emphasis of the campaign is still to be decided. Boulder residents are tired of traffic and might not want thousands of new homes in north Boulder. Over 10,000 new units are already expected elsewhere around the city in the next 20 years, so the airport land is not really needed. Voters also might not realize that Boulder airport is protecting the city from overflights from busier airports such as Rocky Mountain Metro.

On a lighter note, I'm happy to report we have two volunteers who will be heading up social activities for the CPA, Jordan Bishop and Frank Grochowski. Some of these will be purely social, others educational such as tower tours and aircraft business tours. They've already scheduled some events which are on the CPA calendar and will appear in the CPA weekly emails as they get closer. Thanks to Jordan and Frank for stepping up!

I recently completed my Glider rating and now I'm enjoying some spring powered flying with other pilots at the Bell Ornithopters flying club at KBJC. Best kept secret!

Blue skies and tailwinds,
Adrian

Check Out The Latest Colorado Pilots Association Board Minutes

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



It's Time To Sign Up for Pueblo!

Host Bill Marvel, rv8tor@msn.com, 310 293 2013

Join our first ever tour of both the USAF Initial Flight Training Facility and the United Launch Alliance Propulsion Test Shop. It's a one-day trip to the Pueblo, CO airport (KPUB) for tours that are rarely given, and you can easily drive to get there. Between the two tours, we'll have lunch at Peter's In and Out right at the airport. The date is Friday, July 19.

USAF Initial Flight Training (IFT) Facility



With few exceptions, every future USAF pilot now starts training here. This initial program puts students in a military structured environment using the same procedures that will occur later at pilot training bases around the country. The company responsible for this training, CAE, is a government contractor for the USAF and the facility is on CAE property. All flying takes place in Katana DA-20 two-seat aircraft using the call sign "Tiger". Students are typically new second lieutenants just

out of college and undergoing training that in part screens out those who cannot achieve basic flying skills. We'll receive an introductory briefing followed by a tour of every aspect of the facility. The names of each attendee must be provided at least 48 hours in



advance, and everyone will go through security. If you've ever wondered about those "Tiger" call signs along the front range or what happens in Pueblo, this is your chance to find out!



United Launch Alliance Propulsion Test Shop

ULA is a joint venture of Boeing and Lockheed Martin in designing, building and launching space vehicles for both NASA and the Defense Department.



The ULA Pueblo site is proprietary, and no photos or videos are allowed. This is not a public tour that is normally given but one we were able to schedule for interested CPA members.

We will be touring their propulsion test shop, which involves an ever-expanding array of responsibilities as ULA's primary testing house for rocket components.

It began with small test articles such as check valves, electrical disconnects, and other tiny pneumatic components and serves the rapid testing needs for ULA.

The shop has grown over the last several years and now includes test setups which simulate the rocket liftoff and simultaneous separation of all ground fuel and interface umbilicals. Other tests mimic filling fuel tanks and testing large vent valves and fill drain valves in the ullage space above the fuel level. The propulsion shop is more capable than ever and is ULA's one-stop place to go to for cryogenic, pneumatic, hydraulics, electrical, and development and qualification testing.



Plan to arrive at the FBO no later than 8 AM on Friday July 19. We'll drive to the USAF facility where we are scheduled at 8:45 for security and a 9 AM start. You will need your ID, so don't forget that.

The registration form follows this Flyer so be sure to complete it. Murphy's Law is ever present -- getting the ducks in a row earlier is far better than playing catchup later...

It's going to be a busy day but definitely rewarding. Don't miss it!





Colorado Pilots Association Fly-in Registration Form

WANT TO GO BUT NO AIRPLANE AND JUST NEED A RIDE?

Complete only this blue section and mail to the Fly-in host address below

Name: _____ Area code () _____ Phone: _____ Email: _____ # Seats: _____

**PILOTS FLYING TO THIS EVENT, PLEASE
COMPLETE THE FOLLOWING SECTION**

Which event are you registering for?		Pueblo, Colorado	
First Name		Last Name	
Are you a CPA Member?		Yes	No
Address:			
Cell Phone:			
Email:			
Emergency Contact name and phone of someone not traveling with you:			
Aircraft type:		N number:	
Do you have a seat to share in your plane?		Yes – How many?	No
Do you have any guests joining you?		Yes	No
If so, how many?	Their first and last names:		
Cost per person: \$ ____ None! ____ times total in party ____ = \$			
Is this your first CPA Fly-in?		Yes	No
How did you hear about this Fly-in?			

Please complete this registration form and email it to the Fly-in host:

Bill Marvel (310) 293-2013 rv8tor@msn.com
492 Escondido Circle
Grand Junction, CO 81507



OKLAHOMA CITY IS ON

Host Bill Marvel, 310 293 2013, rv8tor@msn.com

It's been a rough trail ride in setting up the Oklahoma City trip for two free days of training at FAA's Mike Monroney Center. We started with a series of confusing emails as to who was responsible for setting up this year's programs now that Covid is in the rear-view mirror. Eventually we were advised they would not know their July schedule for certain until May 1. Then just days before publication of this issue, we were given confirmed dates of July 9 and 10. I'll start in on transportation and hotel rooms now that we are on the calendar.

I attended this trip back in 2019 and it's incredible. The two full days involve hypoxia and disorientation training as well as land and water survival training (no, they don't drop you off in the boonies and ask you to find your way back!). You can't beat the price and you'll learn and experience things you likely have not encountered before.

I have the names of several interested members already and have been in touch with all of them via a group email list. If you wish to be kept up to date on developments, **please contact me at flyins@coloradopilots.org**. That way I can add you to the attendance list and reach you immediately when the dates are known. The registration form will appear in the next issue, but being ahead of things is far better than being behind. Plus, it will give me an idea of how many rooms to block and the number of attendees to pass on to the FAA.

The disorientation trainer alone is worth the entire trip. You're in a closed simulator that has full controls and instruments. You cannot see out. It does not matter whether you are an IFR or VFR pilot as both suffer disorientation accidents. Every instrument responds to your control inputs exactly as it would in a real airplane. But all semblance of normality ends there. Once in the sim and the door is closed it begins a slow motion that you cannot feel but is designed to affect your inner ear. You are briefed ahead of time that you will be asked through the headset to fly straight and level, make different turns and climbs and to also do things like reach up to flip a switch, look down to pick up a dropped pencil, reset a transponder code and the like. But each of these motions is specifically designed, in conjunction with the sim's motion that you cannot detect, to cause disorientation. And it works! None of this "cover your eyes" while the instructor honks the airplane around the sky stuff. Frankly, that has never disoriented me in training. But this is *serious* disorientation of the sort that kills pilots each year. You are flying instruments accurately, but your brain and inner ear are saying no, you're not. And it is very challenging to fight this off just as you would in a real airplane. The experience is a life saver!

Below are some photos and captions from our prior trip that will give you an idea of what it has to offer. One thing I did not photograph for some reason is the correct use of a signal mirror to draw attention to you on the ground. That, too, is taught along with many other tricks.



It all starts in the classroom





The Barany Chair demonstrates inner ear confusion



But the simulator takes it to another level!



We'll spend some "quality" time in this fuselage at 10 degrees F



In an airliner before the smoke starts



A nine-volt battery, cotton ball and chapstick starts a fire



The indoor pool is nice and warm and you'll wear a flight suit. Getting into an empty life raft is harder than it looks!



News From the Education Committee

By Michael Mayfield Co-Chair CPA Education Committee

The Education Committee and our volunteers have had a busy start to 2024.

With the support of Jeff Hinkle, our previous Education Committee Chairman, and with thanks for his many years of leadership on the Education Committee, Makayla Galler and Michael Mayfield, our new Education Committee Co-Chairs, have embarked on a plan to expand the volume of scholarship applicants and increase our participation in student outreach events.

On February 15, Makayla led our engagement at the Jefferson Academy Career Fair. We also launched an email marketing campaign to Colorado-based flight schools and aviation related businesses marketing the CPA and Wings Over the Rockies (WOTR) Scholarship programs. By mid-February, we received 13 applicants for the Wings Over the Rockies scholarship.

With support from Chris Kilker, a member of the Education Committee, we selected 6 WOTR applicants for in-person interviews on March 16th. The finalists represented the best and brightest young people from across Colorado. In the end, we selected Nineveh Delaney, an outstanding young woman who currently attends Fountain Fort Carson High School in Colorado Springs. Nineveh is ranked #1 out of 450 students at her high school. Additionally, she is a member of the first all-girl drum team this year, participates in the Speech and Debate club, and is a member of Women in Aviation. As a “military child” born in Germany, her ambition is to become a USAF fighter pilot so she can “go extremely fast”. Our choice was made difficult by the quality of the competition for this scholarship.

Chris has also been active in reaching out to the school districts in the North Metro area of Denver. Specifically, he has initiated a relationship with the Westminster School District CTE team. WSD has invested \$20M so far in refurbishing their Ranum Campus with one of their pathways focused on Aerospace Engineering and Aviation. In the Fall, WSD will have a bond issue on the ballot requesting another \$80M to build a dedicated facility on the campus completely focused on Aerospace and Aviation. Mike has helped recruit the involvement of AOPA, CAB, and Colin Deilmann, our Community Relations Committee Chair, to assist them in launching their Flight Training Curriculum for the 2024-2025 school year. Additionally, he has been able to convince Debra Wilcox, Chairperson of the Colorado Space Business Roundtable, to serve on the Ranum Campus Advisory Board.

The application deadline for our CPA Scholarship Program was on March 31st. At present, we are screening 12 applicants for our PPL, CFI, and EHW awards. We are planning in-person interviews on April 27th with our winners being notified in May so they can take advantage of the summer flying session.



I hope you had a chance to log into Makayla's "Introduction to Flight Training Scholarships" FAASTeam webinar on April 15th. Makayla continues to inspire us all with her commitment and devotion to the Aviation Community. And finally, thanks to all who have volunteered to assist with our student outreach efforts – we appreciate the help and enthusiasm!

Michael Mayfield, Education Committee Co-Chair
Makayla Galler, Education Committee Co-Chair
Chris Kilker, Education Committee Member
Cindy Carter, Education Committee Volunteer

Chris Kilker helped arrange our participation in the Brighton School District Career Fair on April 12. With support from Makayla, Mike and Cindy Carter, who volunteered to support this event, we evangelized the Aviation Industry and CPA to over 400+ students.



Shot Gunning

By Bill Marvel, the RV-14A Guy

No, this isn't an article about hunting or skeet shooting! It's about you as an aircraft owner and the costs you incur as a result.

When something goes haywire in an aircraft, and anyone who owns an airplane knows this, it can drive you nuts for a while. In the ideal world, you investigate, test, reinvestigate and retest until the culprit is known and then fix it. Oh, if only it was that simple!

Sometimes it is and the reward of finding the problem and correcting it is uplifting – even if expensive. But at other times, finding the cause of the problem, as opposed to just experiencing its symptoms, can be so befuddling you just say to yourself, or your mechanic – “to heck with it – just start replacing things until it's fixed. This is shot gunning.

I don't recommend this for two reasons. First, it can be enormously costly in terms of downtime and the price of item after item as you attempt to identify the problem component. Second, it prevents you from gaining a learning experience in the process of using logic and cause and effect relationships to reason your way through understanding what the devil is going on. And often a new set of eyes on the problem can solve what other eyeballs just never saw.

Case in point. I have a friend who owns a homebuilt aircraft that has electronic ignition. The airplane is not based here so I learned of what happened below only after the fact. He had a problem – it was intermittent (I hate those!), electrical in nature, and involved the ignition system. Specifically, sometimes during runup on the ground, one of the ignitions produced a rough running engine. Never the other one. And not always, only sometimes. Without getting into the weeds on details, suffice it to say that each of his ignitions is similar to a magneto but creates a spark by a different process.

Over a period of time, he lived with this, flying when it worked and not flying if the engine continued to run rough during runup. It never seemed to fail during flight so that gave him confidence that it was OK except that sometimes it acted up on the ground. If it did, he just put the airplane back in the hangar.

Fast forward, he finally got tired of this and asked a local friend to troubleshoot the problem with him. They tested everything they could think of, focusing on the likely problem area – the intermittent electronic ignition. They checked and finally replaced all the spark plugs associated with that ignition. No luck. Then they changed the spark plug wires that led to those same plugs. No luck. They disconnected different wires looking for some sort of occasional open circuit that could explain it. No luck. They called the manufacturer of the system for some more suggested tests and performed them. No luck. Finally, they replaced the two high tension coils that sat between the ignition boxes and the spark plugs. No luck. By that point they had burned up many hours of many days (fortunately at no labor cost because a mechanic was not involved) but at the expense of some pricey hardware. Aside from discarding the entire expensive electronic ignition system and replacing it with 1940s technology magnetos, which the owner considered, they had shot gunned everything. Well, almost everything.

After having exhausted what they thought were all their options, the owner called in yet another local friend for advice and he listened to everything they had done to identify the cause of the problem. He then asked a simple question. Have you done a complete end to end test of the ignition system? The owner said he wasn't sure what was meant by an end-to-end test, but they had checked everything they could think of. The response was that an end-to-end test involves looking at each and every component involved in the system, both prior to and after the ignitions themselves. And therein lay the answer to the entire dilemma.

In doing the next ground test, they played with the ignition switch. Sometimes the runup was good and sometimes bad. More playing. What they eventually discovered is that with only one key in the switch it worked fine. But with several keys on a ring hanging in the switch, it would sometimes fail. They could duplicate the problem by jiggling the keys. So at the cost of a \$65 switch they had never looked at, they finally solved the problem. But hey – at least they didn't install a new engine!



The Air Race Classic

By Gretchen L. Jahn

The Air Race Classic (ARC), a 4-day, cross-country, handicapped speed race for women pilots, takes place annually in June. While the route changes every year, this year we are fortunate that the terminus is in our own backyard at the Northern Colorado Regional Airport KFNL in Loveland, Colorado. Women pilots from across the United States and around the world will take off Tuesday, June 18, from Southern Illinois Airport KMDH in Carbondale, Illinois, for a 2,628-statute mile competition across 11 states that ends Friday, June 21, at KFNL.

The oldest race of its kind in the nation, the ARC traces its roots to the 1929 Women's Air Derby, aka the Powder Puff Derby, in which Amelia Earhart and 19 other daring female pilots raced from Santa Monica, California, to Cleveland, Ohio. This year's 47th ARC celebrates the 95th anniversary of that historic 1929 competition, which marked the beginning of women's air racing in the United States. Today, the ARC is the epicenter of women's air racing, the ultimate test of piloting skill and aviation decision-making for female pilots of all ages and from all walks of life.

Forty-nine teams are registered to compete this year. It is thrilling that there are SIX teams competing with racers who live in Colorado!!

Here's the lineup:

Team 4 The Blonde Bombers – Alaina Bravo (Thornton) and Amanda Willson (Broomfield)

This is Alaina and Amanda's first air race. Having won the Pumpkin Drop contest at the fly in at Wray last fall, and being blonde, their team name "Blonde Bombers" is a natural fit. They race to have fun while seeing the US, learning more and becoming better pilots.

Team 6 Kiwi Express – Dee Bond (Pukekohe, New Zealand) and Jan McKenzie (Fort Collins)

Dee hails from New Zealand, while Jan is a long time Colorado Chapter member. They got to know each other while members of the 99s International Board of Directors. Having completed their board terms with "free time" on their hands, racing together is the natural next step. Dee has raced 8 times and Jan has raced 3 times.

Team 13 The Helotes Hellions – Rebecca Carroll (Aurora) and Gretchen Jahn (Broomfield)

When Rebecca first raced in 2019, her college team was Gretchen's "Baby Bird". Rebecca has now completed 4 ARC races, flies commercially for Frontier Airlines, and will be team pilot this year. Gretchen has flown 26 ARC races - each race is a new adventure with new challenges and new places to go.

Team 23 Jetlaw – Robin Laws (Denver) and Kali Hague (Washington, DC)

Both Robin and Kali began racing as members of collegiate teams. Over the years Robin has raced 4 times and Kali three times. Last year they challenged the elements in a Luscombe. Their mastery of juggling fuel, weather and crew coordination rewarded them with a 10th place finish.



Team 27 Mach .182 – Logan Nissen (Berthoud) and Kelly Hansen (El Dorado Hills, CA)

Logan and Kelly are also first-time racers. Currently students at Embry-Riddle Aeronautical University in Prescott, AZ, they aspire to aviation careers. The race is an opportunity to stretch their piloting and navigation skills while seeing the country – and going as fast as possible.

Team 46 Barnstorming Belles – Kate Yorga (Lakewood) and Roxy Kruse (Denver)

This is also Kate and Roxy's first race. They are students at Metro State University in Denver, and will be representing the school in the new Intercollegiate Class. Kate is a CFI at Western at BJC, while Roxy is working on her CFII. They look forward to using their pilot skills for this ultimate cross-country flight.

Teams will begin departing Southern Illinois Airport at 8 a.m. Tuesday, June 18, taking off one after another approximately 60 seconds apart. From there, the field will spread out as faster airplanes move ahead or as racers use their own strategy for when to fly. Faster airplanes may complete the route in only two days; slower airplanes may not arrive at the Terminus in Loveland, CO, until moments before the arrival deadline at 5 p.m. on Friday, June 21.

Intermediate airports along the route are in La Porte, IN; Cadillac, MI; Newark, OH; Monee, IL; Owatonna, MN; Moberly, MO; Bartlesville, OK; and Dodge City, KS. Teams will execute highspeed flybys over a timing line at each of these intermediate airports where they may also land for fuel, a break, or an overnight stay.

Teams consisting of at least two female pilots will complete the course flying normally aspirated, piston-powered airplanes in visual flight conditions during daylight hours. Pilots and copilots must have at least a private pilot certificate and a minimum of 100 hours as pilot-in-command to qualify for the race; one of them must have at least 500 hours as pilot-in-command or a current instrument rating. Teams may include additional female teammates who must hold at least a student pilot certificate.

Because each plane receives a unique handicap, teams are racing against their own best time, not against one another. This creates a level playing field, so slower planes can compete against faster planes on an equal basis. Teams strategize to play the elements, holding out for better weather or seeking more favorable winds, to beat their handicap by the greatest margin.

Official standings aren't determined until after the last team has crossed the finish line – the last arrival at the Terminus may, in fact, be the winner!

Everyone is welcome to come to KFNL to celebrate the team arrivals on Friday June 21. Tickets for the race terminus events, including the Meltdown Party (6:00 p.m. Friday June 21) and Awards Banquet (6:00 p.m. Sunday June 23), are now on sale through June 5 on the [Air Race Classic website](#). We look forward to seeing you there.





Team 6 Dee Bond and Jan McKenzie



Team 4 Alaina Bravo and Amanda Willson



Team 23 Robin Laws and Kali Hague



Team 13 Rebecca Carroll and Gretchen Jahn





Team 27 Logan Nissen and Kelly Hansen



Team 46 Kate Yorga and Roxy Kruse



Excellent Breweries in Fort Collins!

Hosts: Jan McKenzie and Marty Brophy, jan.mckenzie99@gmail.com, 970-568-6411 and drgaas@aol.com, 970-215-1916



Don't miss the **August 3, 2024** Drive-in / Fly-in to Fort Collins for two brewery tours. Fort Collins is well known as a great place for beer lovers. Fly into KFNL (Northern Colorado Regional) or drive to Fort Collins (if you would like to partake of the samples) for tours of two of Fort Collins' finest breweries.

After a group lunch, we will take a private tour at a small brewery, Gilded Goat, and at a larger brewery, New Belgium, home of the world-famous Fat Tire Amber Ale.



Following the second tour, you have several options. We can take you back to KFNL for your flight home, you can leisurely drive home, or, if you choose to select your own hotel for one night, you are invited to Marty and Jan's house for Happy Hour and Dinner. Registration cost will only be the cost of the tour.

Registration will be available in the June Flight Lines issue. For right now, be sure to put Fort Collins on **August 3, 2024**, into your calendar. And sign up early! We are limited to 18 people + the 2 of us.

Please contact Jan McKenzie at jan.mckenzie99@gmail.com to reserve your space.



Little History on Boulder Municipal KBDU

BMA Executive Brief, Revised January 2020

Editors note. This is a summary reprint of a great article with priceless pictures. Please review link to see total article.....its well worth it!

<https://tinyurl.com/4f2atnzc>

For once you have tasted flight you will walk the earth with your eyes turned skywards, for there you have been and there you will long to return." Leonardo da Vinci

On Feb. 20, 1934, the Boulder City Council adopted a motion to establish the *City of Boulder Municipal Air Port*, located at Hayden Airfield, and procure a Works Progress Administration grant "for the construction of a Federal Aid Air Port." Boulder Municipal Airport (BMA) is the oldest continually operating municipal airport in the state of Colorado.

In 1923, Charles Lindberg landed at Hayden Field to accept a \$1,000, ill-conceived dare to land an airplane on the St. Vrain Glacier. Nov. 6, 1937, a crowd of 8,000 gathered at Hayden Field in great anticipation to witness the spectacle of Miss Billie Jones of 926 11th St., perform a parachute leap from a speeding aircraft at a height of 3,000 feet above the airfield.

During WWII, the airport was mobilized by the Roosevelt administration to train pilots for the U.S. Navy and the Civilian Pilot Training Program. Boulder schoolboy Earl Bolton worked at BMA as a line-boy and later became an aviation cadet. Entrepreneurs Alton "Toots" Hogue and Jack Euler had an ambitious dream to create an innovative monoplane at a time when most conventional aircraft designs were biplane. They formed the Silver Wing Aircraft Company at Boulder to construct a prototype aircraft that was successfully test flown from the airfield in 1928.

Boulderite Clara Lemons was Colorado's first licensed aviatrix after taking flying lessons at BMA. She later became an active member of the Colorado Flying Farmers and the first International Flying Farmers Queen. The Lemons Family Ranch airstrip still exists near 55th and Baseline Road.

In 1948, Dave Stacey brought a sailplane to BMA to take advantage of the wave atmospheric conditions produced by the Continental Divide. Formed in 1959, the Soaring Society of Boulder is among the oldest soaring club's in the United States and consistently ranks among the top three clubs in the nation. SSB members are credited with world and national sailplane competition wins and records including a 44,100-foot flight into the stratosphere. Local gliders have also been employed by NOAA and NSF for important weather research work. The Boulder area is internationally recognized as a premier location for sailplane flight and one of the few where year-round soaring is practical. This status brings people from around the world to Boulder.

In November of 1971, two University of Colorado Boulder students dropped anti-war leaflets over Folsom Field from a small airplane during the CU/Air Force Academy football game. Chipper Melton, Buck Kelly and other rat pack members of the local chapter of the International Aerobatic Club, racked up an impressive series of world competition wins. Women's aerobatic champions of the 1970's, Kit Heacock and Betty Everest, also called BMA home base. At the time, 29-year-old Betty was both the youngest and only female member of the U.S. Aerobatic Team.



Pete Bartoe, a CU graduate and President of local Ball Research Corporation - now Ball Aerospace - created a ground-breaking research aircraft called the Ball-Bartoe Jet Wing. The Jet Wing is now on display at the Wings Over the Rockies Air Museum. He also created the renowned Skyote sport airplane.

The 1980's and 90's were the heyday for BMA and a high point for the number of based aircraft and activity. BMA was a busy airport with multiple flight schools, aircraft sales, flying events and nearly more based aircraft than could fit on the airport. Aircraft operations were over 100,000 per year as compared with 50,000 today and the airport had double the number of based aircraft. NASA was so impressed with former BMA Airport Manager, T.K. Gwin that he was hired to manage the Shuttle Landing Facility at Cape Kennedy

Airports are secure and convenient channels for dignitaries and airport facilities are often an important factor for them when deciding upon a community to visit. 1954, President Dwight Eisenhower visited Boulder to dedicate the newly constructed National Institute of Standards and Technology (NIST) campus. The president was likely conveyed from his Summer White House at Lowry AFB, to BMA in an Air Force liaison aircraft.

Arriving by airplane in May 1962, Astronaut Scott Carpenter returned to his Boulder hometown for a hero's welcome following his historic space flight earlier that month.

BMA has been an essential temporary facility during times of civil emergency. When time is of the essence, the airport has the critical infrastructure available at a moment's notice for emergency response assets. In this decade alone, BMA was an essential staging area for the Fourmile, Flagstaff, Cold Springs and Sunshine wildfires. On April 12, 2012, BMA was secured to receive the presidential helicopter, Marine One, carrying President Obama from Buckley AFB to BMA where he later spoke to CU students. Notably, thanks to the time efficiency of air travel the President even had time to stop by The Sink restaurant.

It was on the eve of the airport's 80th anniversary when the Boulder Municipal Airport day of days came. The greatest flood in the history of Colorado occurred in September 2013 and Boulder was at it's epicenter. In response to this cataclysmic disaster, the BMA was immediately commandeered as an emergency command center and staging area for federal, state and local rescue operators. The proximity of the airport to affected communities, ample airport facilities and the ability to immediately receive rescue personnel and equipment is considered a key component in affecting the quick evacuation to safety of over 1,200 stranded county residents.

Today BMA boasts a great diversity of aviation; aircraft, flight schools, clubs, non-profits, research and high- tech companies. BMA is home to several tenants that utilize aircraft for climate work. The National Ecological Observatory Network (NEON) utilizes a city owned hangar to house aircraft that carry Airborne Observation Platforms (AOP). Three payloads of AOP sensors are calibrated and validated each spring at the airport AOP lab. The AOPs are then installed into aircrafts and prepped for the flight season which typically runs from May to October.

Scientific Aviation utilizes small aircraft and UAVs to conduct atmospheric research for a broad clientele. Their mission is to address climate change by providing rapid and accurate airborne quantification of greenhouse gas emissions. They have partnered with organizations all over the world, including the United Nations, the Environmental Defense Fund, the European Bank for Reconstruction and Development, ConocoPhillips, and many others.



BMA is a community airport. Young Eagles, CU STEM Summer Camp, Airport Open House, the nationally recognized 1940's Ball, fly-ins, Flying Paws and the Rockies to Reefs fundraiser are examples of community outreach and events hosted by the airport.

A significant portion of BMA's 178 acres are open ground and will remain that way and will not contribute to additional transportation congestion, light pollution and similar concerns. The Cottonwood Trailhead is located on airport property.

This is the story of the Boulder Municipal Airport, a story of people and community; they just happen to organize around their love of aviation. In so many ways BMA and its people share and contribute to the larger Boulder community and it costs the city nothing. The airport is self-sustaining and in fact contributes around 10% of airport revenue into the city general fund. Public Works, OSMP, Police, non-profits, NGO's, Search & Rescue, Civil Air Patrol, National Guard and others all use the airport at no charge. For the average citizen, the local weather they see on their smartphone comes from the airport and BMA is part of a larger aviation eco-system that shrinks the world, connects cultures and delivers their fresh produce, medicine and flowers in winter.

One mile of highway can take you exactly one mile; one mile of runway can take you anywhere in the world

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