

# **CPA FLIGHT LINES**

*June 2024*



**Tecnam 2010 MKII, 215 HP, Lycoming 390, G100 NXI, 4 seats, 3 doors, 3 blade prop, 60 gallons, ceiling 18,000, 135 knot cruise**

**John Barry, Owner**

# President's Corner

by Adrian Nye, CPA President



Today (May 17) I'm attending Governor Polis signing Colorado HB-1235, "Reduce Aviation Impacts on Communities". The final bill is an acceptable compromise and the best we could have expected given the political realities. There is a tax credit for unleaded fuel STCs, and support for airports to transition to unleaded fuel. It does not force that transition before a replacement fuel is available. There is no tax on 100LL unlike the original draft. There are two new governor-appointed positions on the Colorado Aeronautical Board effectively for neighbors of KAPA and KBJC. Let's hope they will work constructively with the existing board which is very productive. There are restrictions on airport grants requiring compliance with aviation easements that could be problematic for KBJC, given that a court has already found it in non-compliance with a few signed long ago. KBJC should never have signed those easements in the first place. It was giving

away rights it did not have. The FAA controls all airspace, so the idea that an airport needs permission from its neighbors is probably invalid. But to my knowledge there is no definitive case law on that issue. I once lived within sight of Interstate 25, and it was noisy. Could a neighbor like me complain that traffic has increased and expect someone to stop people driving by? Fat chance!

The FAA reauthorization bill (funding the FAA for 5 years) will be signed by Biden this week. It is said to be quite GA friendly. Among other things it prevents airports from restricting sale of 100LL before 2030 or when an approved unleaded replacement compatible with "nearly all piston-engine aircraft and engine models" is for sale on the airport. Hopefully this will stop communities from following the Reid-Hillview pattern of just banning 100LL without regard to the consequences.

Elsewhere in this issue you'll see a couple articles from our new Backcountry Chair, Keith Serkes. He's certainly one of the most experienced backcountry pilots in Colorado and worked with CPA in the past. We're lucky to have him involved again. Please give him a warm welcome by touching base with him and letting him know what you would like to see CPA do in the backcountry vein.

On a personal note I am grounded again. As some of you know I fainted at a concert in March 2023 and ended up paralyzed with a broken neck. I've come a long way back and look nearly normal now. I have no trouble controlling an airplane and have been gliding and doing CFI work with pilots qualified as PIC. Unfortunately while at the Colorado capitol waiting to testify at the Senate hearing on HB-1235, I passed out. Fortunately for me I was surrounded by CPA members who ensured I got on the ground safely and one of them, John Ogle, is an ER doc. For the first time someone qualified was next to me when this happened. John determined that my heart rate was abnormally slow, around 30 bpm. It seems I have an electrical heart rhythm issue that probably can be solved by a pacemaker. I'm now awaiting an appointment with a cardiology specialist in heart rhythm and I hope this will be the final answer to this frustrating issue. In the meantime I don't feel comfortable flying even with another pilot because it could be ugly dealing with my carcass in flight, and I also don't know what would happen to me medically if unable to get horizontal. So, drat.

Anyway I hope you are enjoying the beautiful weather and getting airborne.

Adrian



## BREWERY TOURS — FORT COLLINS

### FLY-IN/DRIVE-IN

### AUGUST 3, 2024



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 private tours 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, or 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 \$15 cost of the tour. Hosts are Jan McKenzie, [jan.mckenzie99@gmail.com](mailto:jan.mckenzie99@gmail.com) or 970-568-6411 and

Marty Brophy, [drgaas@aol.com](mailto:drgaas@aol.com) or 970-215-1916. More information will be forthcoming to registrants but for now, plan on landing no later than 11 AM and prepared to leave the airport by 11:20.

The registration form follows this Flyer. Plan on attending Fort Collins on August 3, 2024. And sign up early! We are limited to 18 people + the 2 of us.





## Colorado Pilots Association Fly-in Registration Form

### WANT TO GO AND JUST NEED A RIDE?

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

Name: \_\_\_\_\_ Area code (    ) \_\_\_\_\_ Phone: \_\_\_\_\_ Email: \_\_\_\_\_ # Seats: \_\_\_\_\_

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

|                                                                     |                             |                           |    |
|---------------------------------------------------------------------|-----------------------------|---------------------------|----|
| Which event are you registering for?                                |                             | Ft. Collins Brewery Tours |    |
| 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: \$ __ 15.00 __ times total in party ____ = \$      |                             |                           |    |
| Is this your first CPA Fly-in?                                      |                             | Yes                       | No |

Please send a check for the above amount, **made out to the Colorado Pilots Association**, to the Fly-in host:

**Jan McKenzie    (970) 568-6411    jan.mckenzie99@gmail.com**  
**40697 Remington Road**  
**Ft. Collins, CO 80524**



# Hypoxia, Disorientation, Land and Water Survival Training in Oklahoma City!

Host Bill Marvel, 310-293-2013, [rv8tor@msn.com](mailto:rv8tor@msn.com)

It took a while to set this one up but we're on for two days of free training at the FAA's Mike Monroney Aeronautical Center. The dates are **July 9 and 10**. I have blocked rooms at the Fairfield Inn and Suites, where we stayed for this same course in 2019. Their shuttle bus provides transportation.

The two days will encompass 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've never encountered.



It all starts in the classroom.

up to flip a switch, look down to pick up a dropped pencil, reset a transponder code and the like. But each of these movements is specifically created, in conjunction with the sim's pre-programmed motion, to cause disorientation. And it works! None of this "cover your eyes" stuff while the instructor honks the airplane around the sky to disorient you. This is serious disorientation of the sort that kills pilots each year. You will be flying instruments accurately, but your inner ear will say 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!

**The disorientation trainer alone is worth the trip!** This enclosed simulator has full controls and instruments that respond correctly to your control inputs. You can't peek outside because there are no windows. It doesn't matter if you are an IFR or VFR pilot as both suffer disorientation accidents. Aside from controls working properly, all semblance of normality ends there. Once the sim door is closed it begins a slow motion, undetectable by you, which is designed to affect your inner ear. You're briefed in advance that you will be asked through your headset to fly straight and level, make different turns and climbs and do things like reach



*The disorientation simulator really works!*

Our rooms at the Fairfield Inn are at a corporate rate of \$92 per night for either one King or two Queens. They are under the name Colorado Pilots and you can call the hotel to reserve one under your name and credit card at (405) 604-3223.

Plan on flying into nearby Sundance (KHSD), Page (KRCE) or Wiley Post (KPWA). In any case, you will take Uber to the hotel at 4521 SW 15<sup>th</sup> Street. I verified Uber service at all three, but you might want to call your arrival airport to confirm. Plan to arrive on **Wednesday July 8, staying the 8<sup>th</sup>, 9<sup>th</sup>**



**and 10<sup>th</sup>, leaving on the 11<sup>th</sup>.** If you wish, you can skip the last night and depart after our second day of training. If you choose to arrive commercially, both the hotel and FAA training center are near the main airport – Will Rogers (KOKC).

For this event, there is no registration cost. However, I need your registration forms ASAP.

I strongly recommend seeing the Murrah Building memorial and museum ([memorialmuseum.com](http://memorialmuseum.com)) where Timothy McVeigh detonated a huge truck bomb in 1995. It is extremely well done and worth your time. Marti and I saw it in 2019 and will again, taking an Uber from the hotel and back. It's quite incredible. A good time to attend is after the second day's training on the 10<sup>th</sup>.

For any questions, email me at [rv8tor@msn.com](mailto:rv8tor@msn.com) or cell 310 293 2013.



We'll be in this fuselage at 10 degrees F.



*A unique way to start a fire in an emergency.*

*We'll also learn how to use a signal mirror and a laser flare.  
And, the altitude and smoke chambers will be waiting for us too...*



*We'll wear flight suits in the warm indoor pool.*

*Getting into an empty life raft is harder than it looks!*





## 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?                                         |                             | Oklahoma City   |    |
| 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 ____N/A____ = \$ ZERO |                             |                 |    |
| Is this your first CPA Fly-in?                                               |                             | Yes             | No |

Please email your completed registration to me or postal mail it to my address, both below.

**Bill Marvel (310) 293-2013 rv8tor@msn.com**

**492 Escondido Circle**

**Grand Junction, CO 81507**



# **CPA FLY-IN**

## **Bentonville, Arkansas 2024**

### **September 12 - 15**

Bob Kinney, Host

This will be a four day outing, arriving on Thursday, September 12 and returning on Sunday, September 15. The destination airport is the Bentonville Municipal Airport (KVBT) which is 550 nm from the Denver area. This fly-in will be a fun-filled and active several days in one of America's most beautiful regions. Although it's a bit longer flight than we usually do, we promise you, the trip will be worth it.

Day 1: Arrive VBT by 12:00 p.m. CDT. We'll enjoy lunch at Cafe Louise at Thaden Field [thadenfield.com](http://thadenfield.com). Following lunch, we'll visit the Walmart Museum and town square in downtown Bentonville prior to hotel check-in. Next on the



agenda is a quick visit to the magical Cooper Chapel [cooperchapel.com](http://cooperchapel.com) on our way to Loch Lomand where we'll enjoy a relaxing dinner on the lake at the fabulous Lake Point Restaurant [lakepointrestaurant.com](http://lakepointrestaurant.com).



Day 2: We'll make the 1 1/4 hour drive to Dogwood Canyon Nature Park [dogwoodcanyon.org](http://dogwoodcanyon.org) in southern Missouri to spend the day at this 10,000 acre paradise in the Ozark Mountains. Touring by tram and on foot is really remarkable. We'll eat

lunch at the Creekside Sandwich Shop in the woods. Following our return to Bentonville, we'll enjoy happy hour with Hors D'oeuvres prior to BBQ dinner.

Day 3: This is our day at Crystal Bridges Art Museum of American Art [crystalbridges.org](http://crystalbridges.org) which is a combination world-class art museum and nature area with associated walking trails. This museum is spectacular and **not to be missed**. The architecture of the museum itself is enough to entertain for hours. There is no admission fee for this museum. Lunch will be on your own at the museum restaurant. Dinner that evening will follow CPA's world famous happy hour.



Day 4: Sunday departure for the flight home.

Note: If you've not been to this region, you're in for a real treat. Check out the enclosed links to prep yourself for the experience that awaits you.

The official flyer and registration will be in the July issue of FLIGHT LINES with an August 15 deadline to sign up. Please contact Bob Kinney at [twinlake1@aol.com](mailto:twinlake1@aol.com) to reserve your space. Attendance is limited to 30 members.



# URANIUM FLY IN!

Aimee Tooker, Host

Be sure to set aside the weekend of **Friday September 27<sup>th</sup> to Sunday September 29<sup>th</sup>** for this first ever CPA trip to the West End – the spectacular red canyon southwest corner of Colorado.

You'll be arriving at Hopkin's Field Airport (KAIB) on Friday, where a courtesy shuttle provided by Montrose County will pick you up. Local volunteer drivers will handle your transportation needs for the weekend.



Start your trip on arrival day at Amy's Place -- the Vestal House B&B on Main Street in Nucla, where everyone will be staying for the weekend. That evening, we'll visit the museum of the Rimrocker Historical Society. You will learn about the history of Hopkins Field Airport and the West End. Enjoy dinner at one of our local food establishments in Nucla and Naturita. Spend the rest of the evening exploring these two quaint small towns at your leisure.

Following breakfast Saturday morning at Vestal House, we'll depart from the Rimrocker Museum on the Uravan History and River Tour.

Nestled where the Tabeguache Creek (pronounced tab-a-wash) meets the San Miguel River, the ballpark is where the town of Uravan (an abbreviation for Uranium and Vanadium) had their baseball fields and town picnics. It is now a campground and day use area maintained and operated by the Rimrocker Historical Society. Shade structures, BBQs, benches and picnic tables are all sponsored by previous residents.

The Uravan mineral belt was one of the uranium mining sites for The Manhattan Project. Past residents get together at the [Ball Park](#) annually to reconnect and share beloved memories. While there you'll have a catered lunch at the "Shady Place 4U."

Your guides will take you on an adventure through time with pictures and narrations of the once thriving company town. Visit mine sites and the big pile of rock that covers the former location of the long gone but still beloved town that was once the centerpiece of the area.

Tour the Hanging Flume -- a gold flume built along the cliff wall and follow it below along the San Miguel River. Continue to the confluence of the San Miguel and Dolores Rivers. After leaving the steep river canyon, your guide will take you through the expansive Paradox Valley. It is named Paradox because the Dolores River flows across the valley instead of through it. It is truly a beautiful and breathtaking sight. Road conditions permitting, we will visit Petroglyphs nestled on valley cliffsides.



After a fun-filled day of adventure in the West End, you'll return to the B&B for a catered dinner. Beforehand, enjoy Happy Hour with your own beverages followed by dinner which includes fresh, locally-made apple juice. Spend the evening connecting with both old friends and new on the beautiful patio. You can even talk about airplanes if you wish!

Sunday morning you'll be returned to the airport for your flight home, where you'll fill your eyes with seasonal fall colors below and your heart with the Spell of the Tabeguache. On your way in or out, be sure to fly over the nearby and very scenic Telluride ski area. And don't miss the majestic Little and Lone Cones dormant volcanos for which the Cones VOR is named.

Registration forms will appear in the July 1 Flight Lines issue. The registration cost is \$50 per person and includes all transportation, tours and the catered Saturday lunch and dinner. Lunch and dinner limit the total attendance to 30.

The Vestal House B&B can accommodate 12-15 people. Room rates range from \$89 to \$114 per night and include breakfast. Other accommodations nearby are also available if Vestal House is full. Feel free to contact host Aimee Tooker at (970) 428-7750 or [vestalhouseucla@gmail.com](mailto:vestalhouseucla@gmail.com).

Historical tours and transportation are conducted by volunteers and are not associated with any professional guide services. Donations to the [Rimrocker Historical Society](#) are always welcome.

If weather requires it, we will substitute a different tour itinerary, but September is normally spectacular!

Please let us know if anyone has dietary or allergy restrictions.

*(Ed note: Host Aimee Tooker is neither a CPA member nor a pilot. She is a long-time resident of Nucla and is devoted to the support and way of life in her community.)*



# Another Eclipse...

Bill Marvel, the RV-14A guy

I know that many of you traveled to different states two months ago to see the total solar eclipse that traversed the U.S. on April 8. We did too, flying to Texas for that celestial rarity. That was the second one for us and the next is unlikely given that it's 24 years away. Some of the younger members reading this may see it since the path is over Colorado but for most of us, that's not in the game plan.

The photo below has been hanging on my office wall for over 50 years and not many people have seen it. I should have published this article in Flight Lines before the April eclipse to be timelier, but just never got around to it. I think you'll find this of interest.

Quick summary: this is a visual spectrum photo taken back in about 1972 by an Air Force satellite I was working with at the time. It was a surprise to all of us on that program when the photo was captured because we had no idea a total eclipse of the sun was going to happen, let alone the fact that one of our cameras would inadvertently capture it over the Sahara Desert. Of what interest was an African eclipse back then to someone living in California with neither the time nor money to chase it? You can clearly see the Mediterranean Sea, Italy, Spain, Portugal, France and the islands of Corsica, Sardinia and Sicily to the east of the Italian peninsula. But the satellite wasn't in orbit to look for eclipses...

Back in those days the two U.S. photo reconnaissance spacecraft of the era, Corona and Gambit, used actual film that was then parachuted from orbit via reentry capsules referred to as "buckets." Incredibly, these were captured during their parachute descent by specialized Air Force cargo aircraft that would fly right over their parachutes, snatching and reeling them in over the ocean north of Hawaii. There was a limited supply of film and only two return capsules on each satellite. Since the orbits were so low that satellite lifetime was only a week or two before they burned up, this film was precious. Capsules were then loaded onto a USAF cargo jet in Honolulu for a quick trip to D.C. where three-letter agencies poured over them for details on what the bad guys were up to. You can imagine the angst when the returned photos were developed only to reveal close-up details of cloud tops below instead of objects of interest.

Hence a third satellite program was developed, the one that took this picture, with much lower resolution, much higher orbit and much longer lifetime. It had the initial nondescript name of Program 417. Photos could be encrypted and radioed back to a control center since they were not at the level of detail that required film and its complex collection process. This gave 24/7 coverage of the world below. Program 417's purpose was primarily to determine if areas of interest on the planet were free of clouds for the next overhead pass of a reconnaissance satellite. If so, the recon cameras could be turned on to expose their film only if the target area looked cloud free.

We always operated two of these satellites, launching replacements as necessary. Both were sent into 450-mile-high circular polar orbits from California but the control center was in Omaha, Nebraska. Our program office was in Los Angeles near LAX and I was single then, living two blocks from the beach! Both orbits were designed to drift in space at the same rate the Earth revolves around the sun. Practically speaking, what this provided was a view of the scene below at a local time of noon and midnight in one orbit and dawn and dusk in the other. These continuous images were saved in recorders on the satellite and when downlinked to us appeared in the form of an

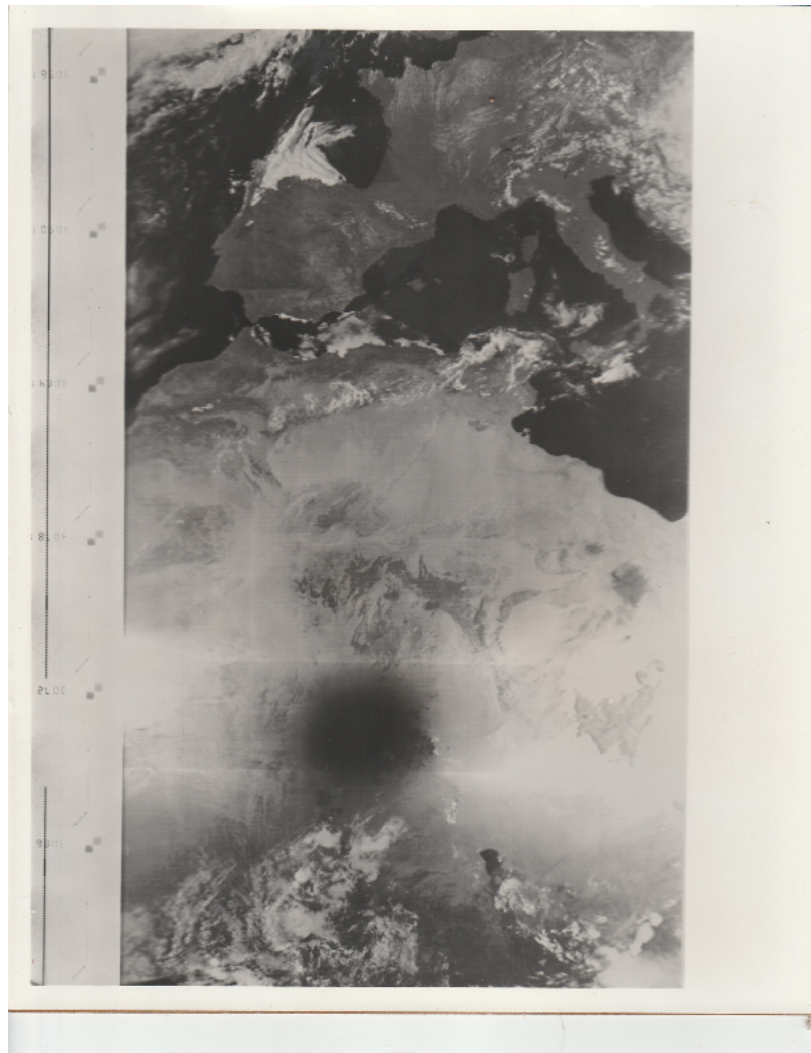


endless roll of film depicting the scene below. This gave the specialists in Nebraska an opportunity to view weather development four times a day for any location on earth – dawn, noon, dusk and midnight. All of this was highly classified at the time but none of it is now.

A secondary function was for each satellite to send photos of local areas below directly to military ships and bases around the world so meteorologists could have access to current weather information in their part of the planet. None of these received worldwide data but only that for their immediate locale. This was done extensively during the Viet Nam war when planning large scale air attacks like the infamous Christmas bombing raids over Hanoi in 1972. I well remember it because a former roommate of mine was killed then when his B-52 was one of several lost to air defenses.

Three different scanners were on board to take the photos – visual spectrum, infrared and a higher resolution visual one for more detail in specific areas. The higher resolution scanner was only operated when needed but the other two ran continually, providing an endless look at what was below, orbit by orbit, day and night.

It was during that continuing worldwide surveillance that this one satellite, operating in the noon/midnight orbit, just happened to be northbound at local noon at the very time the shadow of the moon was being cast onto the Sahara Desert below. It did not see any of the eclipse on the orbit prior to this one or the one after – it was just an amazing coincidence that the perfect alignment of the Earth, Sun and Moon occurred at the exact time the satellite was there to capture it.



# Pilots volunteer to transport patients

## impacted by bridge closure

By DAN WEST [Dan.West@gjsentinel.com](mailto:Dan.West@gjsentinel.com)

*Reprint from Grand Junction Sentinel Fri 05/10/2024*

A group of Western Slope pilots are offering their assistance in transporting patients that are impacted by the closure of the U.S. Highway 50 bridge across Blue Mesa Reservoir in Gunnison County.

Grand Junction-based pilot Steve Menzies said people in Gunnison and communities east of the closure that have a need to get to a hospital or medical office in Montrose or Grand Junction are left with few good options because of the closure.

"I saw a need," Menzies said. "We have the ability to do it and it gives back to the community and to people in need. You know, we're pilots. We like to fly and we just thought why not volunteer some of our time and do it and see what happens."

The bridge has been under an indefinite closure since April 19 when a safety inspection found a crack in the bridge girder. There are two detour routes of more than 300 miles that take more than six hours. A pilot car through a local access route is available, but only at certain times of day and can also add 30 minutes or more to the trip.

"I've heard it's anywhere from upwards of six hours for the detour to get out of Gunnison and get to Montrose," Menzies said. "It takes us 45 minutes."

Menzies said around eight pilots from around the region have volunteered to transport patients using their own planes and fuel. Some are also volunteering with Angel Flight West, a California-based nonprofit that pairs volunteer pilots with patients in need of medical transportation.

Pilot Steve Menzies is part of a group of aviators who have volunteered their flying services and planes to transport patients affected by the closure of the U.S. Highway 50 bridge across Blue Mesa Reservoir in Gunnison County.

Steve Menzies poses inside his plane at Grand Junction Regional Airport on Thursday. Menzies and several other pilots around the area are offering their assistance to people in Gunnison and communities east of the closure of the U.S. Highway 50 bridge across Blue Mesa Reservoir that have a need to get to a hospital or medical office in Montrose or Grand Junction.

"We're based out of Grand Junction, Delta, Nucla. I'm in Grand Junction," Menzies said. "These are your private airplanes, single engine. We fly during the day VFR (Visual Flight Rules) conditions, not instrument conditions. If the weather is good, we can do it."



“Typically we can fly one person or upwards of three depending on what has to go,” Menzies said. “They can call me if they want and I’ll have a list of names and numbers.”

The Colorado Department of Transportation does not have an estimated date to reopen the bridge. It recommends drivers use cotrip.org to plan trips through that area.

group has not transported patients yet. Menzies said they are just starting to get the word out that they are available. He has a list of the pilots that have volunteered and encouraged anyone in need of their service to call him at [970-640-5637](tel:970-640-5637).

**EAA CHAPTER 43's  
FIRST ANNUAL**

**FOOD**

**TRUCK**

**FLY-IN**

**SATURDAY  
JUNE 15, 2024**

**ROCKY MOUNTAIN  
METRO AIRPORT**

**118 CORPORATE WAY  
BROOMFIELD, CO**

Food Trucks, Vintage Airplanes,  
Gliders, and General Aviation  
Bring your family and friends for  
an afternoon of fun & community

Pilots flying in:  
please taxi to west  
ramp parking near  
self-serve fuel pumps



# Backcountry Airstrips

By Keith Serkes, CPA Backcountry Chair

Everyone seems to be interested in back country airports/airstrips. I'm especially interested since I have just been appointed to head the back country airport committee.

This is a long standing committee that I was active in many years ago. Some of you may remember Bruce Hulley. Bruce was a pilot educator and headed this committee maybe 15-20 years ago.

During that period I assisted Bruce in locating a few strips that were not well known. I operated out of Gunnison, Crested Butte and Grand Junction during the boom days doing crew hauls. Did twice a day crew haul into Marble in C402 and BN2A for 2 summers. Twice a day to the oil fields out of GJT.

I knew where many of these old strips were located: Taylor Park, VC lodge, Telluride, Avon, several near Center, some in Sagauche area, 2-3 near Red Feather lakes, among others.

There were also a couple ranch strips that we actually did some flyins to and did a bit of maintenance for the owners.

It seems that we have done a flyin to Marble a few times but not much in the development or use of other existing strips.

Recreational Aviation Foundation (RAF) has been active in this effort in many parts of the country, but not so much here. Should we support them or do it as a CPA effort?

So the question to our membership is what should we as the CPA be doing? What do you want me to do? Anyone interested in helping?

Contact Keith Serkes. My info is on the CPA website. Give me a direction!  
[Cessna185@att.net](mailto:Cessna185@att.net)



# AIRPORT SUPPORT

By Keith Serkes, CPA Backcountry Chair

Airports? Nice to have, a necessity? We all use them and need them. Certainly many of the issues at airports on the front range are in the news everyday, but there are similar problems on the Western Slope.

AOPA has had an Airport Support Network (ASN) for 26 years. Over 2500 volunteers are working at airports around the country. There are 7 regional paid managers that assist in airport issues.

In addition to the airport volunteers there are 7 of us (volunteers) that assist and advise the 7 regional managers and other staff at AOPA headquarters and Washington DC offices. I volunteer at my local Colorado airport and also at the national level.

Our goal is to have an ASN volunteer at every public use airport in the US.

## **Volunteers:**

- Engage with airport management and local officials.
- Promote airport values in the community.
- Protect our airports.

## **What does it take to volunteer?**

- Be an AOPA member (If not, you get a discount to join).
- Be involved at your home airport.
- Be an advocate for your airport.

## **What does a volunteer do?**

- Be a liaison to pilots, pilot groups, airport management and elected officials.
- Monitor and report to AOPA on city/county meetings.
- Report on issues or pending problems.
- Notify AOPA of any questionable operating limitations.
- Assist in direct/indirect promotion of airport.
- Educate local officials and community about value of the airport.
- Provide news clippings to AOPA ASN Staff.
- Help on the regional level if you have time.

## **What do I get for being a volunteer?**

- Satisfaction for helping your airport.
- Invitations to special AOPA events for ASN volunteers.
- Access to ASN only section of AOPA website.
- Listing on AOPA website.
- Email alerts on important issues.

Colorado has about 76 airports. We have 46 ASNs. Help me fill the 30 vacant positions. Go to the AOPA.ORG website and sign up or contact me directly with questions or assistance.

Keith Serkes  
[Cessna185@att.net](mailto:Cessna185@att.net)

**Colorado airports without an ASN on following page.**  
**If you are indeed interested in being an ASN, please**  
**fill out a volunteer form [here](#)**



| <b><u>Airport ID</u></b> | <b><u>Airport Name</u></b>        |
|--------------------------|-----------------------------------|
| 1V6                      | Fremont County Airport            |
| 2V5                      | Wray Municipal Airport            |
| 4V1                      | Spanish Peaks Airfield            |
| 5V4                      | Calhan Airport                    |
| 7V5                      | Brush Municipal Airport           |
| 7V8                      | Julesburg Municipal Airport       |
| 8V6                      | Dove Creek Airport                |
| 8V7                      | Springfield Municipal Airport     |
| 9V7                      | Eads Municipal Airport            |
| 04V                      | Saguache Municipal Airport        |
| 05V                      | Blanca Airport                    |
| 07V                      | Cuchara Valley At La Veta Airport |
| 13R                      | Kenney Reservoir Seaplane Base    |
| 17V                      | Haxtun Municipal Airport          |
| TEX                      | Telluride Regional Airport        |

|     |                                        |  |  |  |
|-----|----------------------------------------|--|--|--|
| AJZ | Blake Field                            |  |  |  |
| AKO | Colorado Plains Regional Airport       |  |  |  |
| ALS | San Luis Valley Regional/Bergman Field |  |  |  |
| CAG | Craig-Moffat Airport                   |  |  |  |
| CO1 | Lake Meredith Seaplane Base            |  |  |  |
| CO4 | Colorado Springs East Airport          |  |  |  |
| D17 | Westwinds Airport                      |  |  |  |
| EEO | Meeker Coulter Field                   |  |  |  |
| HDN | Yampa Valley Airport                   |  |  |  |
| HEQ | Holyoke Airport                        |  |  |  |
| K08 | Holly Airport                          |  |  |  |
| LAA | Southeast Colorado Regional Airport    |  |  |  |
| MVI | Monte Vista Municipal Airport          |  |  |  |
| RCV | Astronaut Kent Rominger Airport        |  |  |  |





**WINGS  
OVER THE ROCKIES.**  
EXPLORATION OF FLIGHT

# FAA PROTE

Portable Reduced Oxygen Training Enclosure

Wings Over The Rockies™ Exploration of Flight  
13005 Wings Way | Englewood, CO  
At the Centennial Airport (Drive there or fly in)

Experience and determine your unique hypoxia symptoms while being safely monitored by the FAA CAMI Aerospace & Aviation Physiology & Survival Team.

Free training at no cost to you as a pilot or student pilot.

PROTE "flights" are every 30 minutes June 19-21 from 8 a.m. - 3:30 p.m., and June 22 from 8 - 11:00 a.m., to include 5 pilots/student pilots per flight. Must be 18 years old. Must have a current FAA 1st, 2nd, 3rd, or BasicMed medical that day. Sign up and/or volunteer at [Coloradopilots.org](https://coloradopilots.org).



This hypoxia event could not take place without the generous hospitality of Wings Over the Rockies, and the help of volunteers from Colorado's awesome pilot organizations like CPA, WAI, 99s, CABA, USAF CAP, EAA, CAHS, CAAO, AFV.

Queries contact **Trimbi Szabo**, the Colorado Aeronautical Board's State Representative for Pilot Organizations  
(720) 254-8909 | [Trimbi.szabo@state.co.us](mailto:Trimbi.szabo@state.co.us)




# Boulder Airport News

courtesy of the Boulder Airport Association

There were 18 attendees at the BAA meeting on Wednesday May 15, and although we touched lightly on the subject of the airport budget, the majority of the discussion was about saving the airport. Everyone was informed about the on-going efforts by a handful of Boulder residents who are circulating petitions for two November ballot measures. The first measure would permanently close the airport and the second would require that affordable housing be built on the property.

It was speculated that the proponents of these ballot measures had gathered a little less than one-thousand signatures of the 3,401 needed by May 29th. A couple attendees who had seen signature gatherers were concerned that the gatherers were not forthcoming about closing the airport as they tended to speak only about the affordable housing.

The discussions then turned to the efforts being spearheaded by the BAA to counter the anti-airport petition drive, and prepare for the anticipated decision of the City Council scheduled for July 18th. The BAA has engaged the services of a PR firm to coordinate the publication of the benefits and community engagement at our airport. This includes several websites, social media, and communications with City Council and the general public.

Over the next two weeks the BAA and the PR firm will address the misleading narratives from the anti-airport drive, and broadcast the very serious consequences of losing the airport. Additionally our organizations will continue to lobby City Council and provide information, documents, testimonials and legal analysis prior to the July 18th Council meeting.

If you are interested in helping, supporters can:

1. Write to City Council - <https://bouldercolorado.gov/contact-city-council-and-staff>
2. Speak at City Council meeting - <https://bouldercolorado.gov/services/participate-city-council-meetings>
3. Write to the Daily Camera - <https://www.dailycamera.com/submit/>
4. Write to the Boulder Weekly - <https://boulderweekly.com/about-us/contact-us/>
5. Like on Facebook - Facebook - <https://www.facebook.com/boulderairportkbdu>
6. DONATE -

If donating \$100 or less, it can be easily accomplished through the DONATE buttons on these websites:

<https://boulderaviationassociation.com/>

<http://boulder-airport.com/>

If donating more than \$100, please use a check to avoid the high processing fees for on-line donations. You can mail a check to:

Boulder Airport Association  
1467 Patton Drive  
Boulder, CO 80303



# The Invisible Hand

by Adrian Nye

Air is a strange and wonderful thing. It supports us on our magic carpet ride, but also tries to push us where we don't want to go. There's been an evolution in my attitude about the challenges of the invisible hand.

Though wind is reported using such simple numbers like 270@15G20, I've come to believe that 20 knots here is not always the same as 20 knots there. Subjective factors such as terrain, turbulence, and gust direction are as important as the numbers.

I live near Boulder, Colorado. The canyons just to our west focus the wind and cause huge wind variations over short times and distances. Multiple times I've launched into calm conditions and returned in high winds, sometimes diverting to a nearby airport where it's still calm. The prevailing wind at Boulder airport is easterly, while at Rocky Mountain Metro airport only nine miles away it is westerly. I'm no meteorologist, so I can only explain it with one word - microclimate.

I did a check ride in 30 knot wind in the flatlands of Kansas, almost straight down the runway. It felt like pushing it for that airplane, but check rides are so hard to schedule I went. In a 172, near vertical takeoffs and landings are fun! The hardest thing was taxiing, since you definitely can flip or hit the prop if you use the wrong controls and/or hit the brakes at the wrong time and let the wind get under you. Here's a video of a taxiing 182 flipping in 30 knots at Las Vegas (with jet blast the deciding factor).



I've landed in strong winds enough times that 30 knots can seem routine, as long as it's reasonably aligned with the runway. In the Great Plains, the Texas panhandle, or Wyoming, almost every day is 30 knots so you'd better get used to it! Then came the landing in 20 knots in the Hill Country of Texas, west of Austin. Those little hills made for fiendish turbulence down low. The lower I got the worse it became. I'm stubborn and I kept thinking

it's just 20 knots, and I'm a CFI (beating chest). Until I was porpoising down the runway like a first-time student. I went around the pattern a few times but finally got a clue and decided to go elsewhere. Hmm, maybe even 20 knots isn't always routine.

Later on I flew an Angel Flight from Denver to Rock Springs, Wyoming in a Mooney M20J. The rule around the mountain west is do your summer flying early, because of thunderstorms almost every afternoon. But the patient was hours late and I found myself returning late in the afternoon. It was fun doing over 200 knots groundspeed over Rawlins until I realized a solid wall of thunderstorms had formed between me and home, and there were 35 knot winds below. What to do? I could turn tail but things were not much better back further west. In hindsight I should have stayed in Rock



Springs, but too late for that now. I have flown Mooneys a lot and a low wing helps. So I decided to try the approach, and see how it felt. A low approach couldn't break anything. The landing turned out routine, and I waited out the thunderstorms and made it home that night. Hmm, sometimes 35 knots is easier than 20?

Several times I've landed smoothly in a strong crosswind, then had trouble keeping the airplane on the runway. I approach using the wing low method. As soon as all three wheels are on the runway, only the wheels are counteracting the side force from the wind. In those first few moments after touchdown, not much weight is on the wheels so there's not much side force. You get a skipping motion, sideways toward the downwind runway edge. I've never gone off, knock on wood (my own head). The flying is not always the hard part.

In a left crosswind you need right rudder during your sideslip, then once on the ground you need left rudder to correct for the skipping and keep the aircraft centered. I finally learned to time the change of rudder direction better, straight as the nose wheel touches the ground, then as needed to stay upwind. When possible I like to land diagonal on a wide runway, which takes away some of the crosswind and reduces skipping.

Which brings up a point about gusty crosswinds. Gusts are not always in the same direction as the reported wind. Gust direction is only reported if it varies from the steady wind by 60 degrees. Some say that in the northern hemisphere gusts are from a direction further clockwise than the steady wind, but that is debated by meteorologists. More likely it's random. The gust direction can make a crosswind worse, or better. A 45 degree crosswind from the right plus a 20 degree gust that is even further right makes for a tough roll-out. Since gust direction is so unpredictable this worries me when conditions are difficult.

Gusts also lead to an element of luck, which can affect your judgment. Just because you landed once in some tiny airplane in a crazy wind, does not mean you could succeed every time. The critical part of the landing may have occurred during a lull, so maybe you just got lucky. How do you know? We take pride in landing in tough conditions, but maybe all it really says is we used poor judgment in trying!

Here in Colorado most pilots know that flying over the mountains is a serious undertaking. The rule of thumb is 25 knots at ridge top level is the maximum, otherwise turbulence and downdrafts will be hazardous. Many a pilot has come to grief in supposedly high-performance aircraft by not respecting the reduced climb performance. Hmm, sometimes 25 knots is harder than 35?

The bottom line is wind is more than a number. A low number does not guarantee a success, and a higher number does not guarantee a failure (within reason). Everything depends on those other factors.

For landing my approach now is ask myself first whether the ground handling will be safe in this aircraft. If so, then I will try a low approach and see if the air handling feels safe. If I have enough rudder to stay aligned with the centerline, and the airplane feels under control, and the gust factor is reasonable, I'll try the landing. If anything goes bad even during the rollout, I am ready to go around. Fly it all the way to the chocks.

If there's anything else I've learned, it's that over-confidence is another hazardous attitude. The invisible hand deserves respect, or it will smite thee.





U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Northwest Mountain Region  
Colorado · Idaho · Montana · Oregon · Utah  
Washington · Wyoming

Denver Airports District Office  
26805 E. 68th Ave., Suite 224  
Denver, CO 80249

March 20, 2024

Ms. Nuria Rivera-Vandermyde  
City Manager  
City of Boulder Transportation and Mobility  
1777 Broadway  
Boulder Colorado 80302

Dear Ms. Rivera-Vandermyde

This letter is in response to your letter regarding the federal obligations related to airport land and property interests acquired with federal assistance at the Boulder Municipal Airport (BDU). You have raised questions related to a scenario in which the City of Boulder is considering a proposal to close the airport and repurpose the site for residential development.

Since 1946, the FAA has administered several federal airport financial assistance programs including the Federal Aid to Airports Program (FAAP), the Airport Development Aid Program (ADAP), and the Airport Improvement Program (AIP). Accepting financial assistance under these programs requires airport sponsors to agree to certain assurances linked to the authorizing legislation of the grant programs. The City of Boulder has accepted financial assistance for land acquisition and an easement under FAAP, ADAP, and AIP grant programs. These FAA programs require that land interests must be used for the originally intended purpose for which they were acquired. In addition, the associated federal obligations remain in effect in perpetuity unless released by the Federal Government.

Our responses to your specific questions are as follows:

**City of Boulder Question 1.** - Tracts 1, 4-I and 5-I (as labeled on the Airport's most recent Exhibit "A" / Airport Property Map) were acquired with federal assistance provided under grant programs that preceded the Airport Improvement Program, in 1959, 1977, and 1963, respectively. Each of the grant agreements associated with these acquisitions provided that their duration would not exceed twenty years. Nevertheless, in recent discussions with City staff, the FAA asserted that these grant agreements never expire. Please explain.

**FAA Response 1.** – Grant assurances associated with land purchased with Federal aid do not expire and the land must be used in perpetuity for its originally intended purpose. See FAA Order 5190.6B, *Airport Compliance Manual*, para. 4.3.a., pp, 4-2 – 4-3; 14 CFR part 152, Appendix D, Grant Assurance 17. This regulatory and policy requirement, which was noticed in the Federal Register, 45 Fed. Reg. 34782 (May 22, 1980), stated:

Assurance 17 has been revised to provide that the 20 year limitation on the effectiveness of the assurances does not apply to those affecting the use of real property acquired with



Federal funds. This is consistent with attachment N, Property Management Standards of OMB Circular A-102 which requires that grantee use the property for the authorized purposes of the original grant as long as it is needed.

As such, an airport sponsor who accepted an FAAP, ADAP, or AIP grant agreed that the covenants on real property acquired with Federal funds are in perpetuity unless released by the Federal Government. See FAA Order 5190.6B, para. 4.3.a., pp. 4-2 - 4-3.

**City of Boulder Question 2.** - Tract 12 is a narrow “construction easement” which was acquired with federal assistance provided under the Airport Improvement Program. The underlying grant agreement provides, “[T]here shall be no limit on the duration of the . . . assurances with respect to real property acquired with Federal funds.” Please indicate whether the FAA considers a construction easement to constitute “real property” subject to the foregoing provision.

**FAA Response 2.** - The easement was acquired in 1991 to facilitate construction access and remains in effect today. The FAA is not aware of any time limits or expiration of the easement in question and the easement runs with the land. The grant assurances associated with the easement also run with the land.

**City of Boulder Question 3.** If the FAA asserts that the grant agreements underlying Tracts 1, 4-I, 5-I, and/or 12 do not expire, please explain the procedure the City would be required to satisfy to seek a release from the assurances in such grant agreements that would allow the Airport to close.

**FAA Response 3.** - There are nuances with individual airport closures, but our general guidance can be found in FAA Order 5190.6B, *Airport Compliance Manual*, Chapter 22. The general closure package requirements outlined in FAA Order 5190.6B paragraphs 22.23-22.26, pp. 22-15 – 22-17, are included in Enclosure A of this letter.

As you review this information, it is important to note that it is the FAA’s policy to strengthen the national airports system and not to support the closure of public airports. The FAA has rarely approved an application to close a federally obligated airport. Such approvals were granted only in highly unusual circumstances where closing the airport provided a benefit to civil aviation such as funding a replacement airport in the community.

When requesting the release of the entire airport FAA Order 5190.6B paragraph 22.20 applies. Paragraph 22.20(a) Approval Authority states:

The FAA Associate Administrator for Airports (ARP-1) [i.e., the Associate Administrator for Airports] is the FAA approving official for a sponsor’s request to be released from its federal obligations for the purposes of abandoning or disposing of an entire airport before disposal can occur. That authority is not delegated. A copy of the sponsor’s request, including related exhibits and documents, and a copy of the FAA Airports regional statement supporting and justifying the proposed action shall be provided to ARP-1.

The evaluation performed by the FAA Regional office and Airports District Office will consider, among other things, information about the airport including operations, based aircraft, and the



current and future overall benefit provided to civil aviation. We will also examine any potential benefits and justification provided by the sponsor to demonstrate how the closure of the airport will benefit civil aviation.

Today, Boulder Municipal Airport is a general aviation (GA) airport with over 150 based aircraft, according to the airport manager, and has approximately 56,000 annual operations. It also has a hangar waiting list with over 250 individuals seeking access to the airport. This is a healthy activity level for a GA airport in the National Plan of Integrated Airport Systems (NPIAS). Boulder Municipal Airport continues to greatly benefit civil aviation as a GA airport, with the FAA investing \$12,400,999.80 in AIP funds since 1982. Based on what we know today, it appears highly unlikely the regional office could provide the Associate Administrator for Airports with a statement supporting and justifying a proposed action to close the airport.

**City of Boulder Question 4.** - If the FAA asserts that the grant agreements underlying Tracts 1, 4-I, 5-I, and/or 12 do not expire, and assuming that the FAA were willing to grant the City a release from the assurances that allowed the Airport to close, please explain whether the City would be required to remit any proceeds from the disposition of these Tracts to the FAA.

**FAA Response 4.** - Yes, at a minimum, fair market value (FMV) compensation of the federal share is required for the disposal of all airport real property acquired with federal funds. If the City was allowed to close the airport, the current FMV, at highest and best use, of Tracts 1, 4-I, 5-I, and 12 would be required to be reinvested or repaid to the FAA. See FAA Order 5190.6B para. 22.19(b), pp. 22-13.

This letter serves to inform the City of Boulder, an obligated airport sponsor of the Boulder Municipal Airport, as to its responsibilities under the FAA's grant assurances, policy, and guidance. It also serves to clarify the length or terms of said grant assurances. This letter does not constitute a final agency decision judicially reviewable under 49 U.S.C. section 46110, as to whether or not the FAA would approve or disapprove an application for airport closure.

If you have any questions regarding your obligations or this letter, please feel free to contact me directly.

Regards,



John P. Bauer  
Manager, Denver Airports District Office

cc: Ms. Natalie Stiffler, Director of Transportation and Mobility – City of Boulder  
Mr. John Kinney, Airport Manager - City of Boulder  
Steven L Osit, Partner - Kaplan Kirsch & Rockwell

enclosure





*WHEREAS, general aviation and community airports play a critical role in the lives of our citizens, as well as in the operation of our businesses and farms; and*

*WHEREAS, Colorado has a significant interest in the continued vitality of general aviation, aerospace, aircraft manufacturing, educational institutions, aviation organizations, community airports and airport operators; and*

*WHEREAS, Colorado is home to 76 airports, which serve 21,000 pilots and 6,900 general aviation aircrafts; and*

*WHEREAS, Colorado's community airports, not including Denver International Airport, contribute \$48 billion to the state's economy yearly; and*

*WHEREAS, general aviation plays a vital role in the State's response to emergencies, including the COVID-19 global pandemic, wildfires, and natural disasters; and*

*WHEREAS, general aviation sustains 345,000 jobs and a payroll of nearly \$16 billion which increases substantially when factoring in general aviation jobs at commercial-service airports across the state; and*

*WHEREAS, Colorado is home to 33 charter flight companies, 75 repair stations, 4,400 flight instructors, 7,775 student pilots and 141 flight schools, and 70 fixed-based operators and 447 heliports; and*

*WHEREAS, Colorado depends on general aviation and community airports for the continued flow of commerce, tourists, and visitors to our communities;*

*THEREFORE, I, Jared Polis, Governor of the State of Colorado, do hereby proclaim the month of May 2024, as*

#### **GENERAL AVIATION APPRECIATION MONTH**

*in the State of Colorado.*

*GIVEN under my hand and the Executive Seal of the State of Colorado, this first day of May, 2024*



A handwritten signature in blue ink that reads "Jared Polis".

*Jared Polis  
Governor*

Caption



## Please Read This!

### SEEKING CPA FLIGHT LINES EDITOR

CPA is once again in need of a member who is willing to become the editor of our monthly newsletter, Flight Lines. Our current editor, Vince Otto, has done a great job but he and his wife Kay are grandparents with homes in both Colorado and Indiana where the kids and grandkids live. He's tapped out on available time to do this given his other obligations and is spending more and more time with family matters.

Flight Lines is an online newsletter that follows a standard format each month. Information in it comes from member submitted articles and photos, including a monthly commentary by the CPA president. It is our primary means of communicating with members because it arrives directly in their email inbox each month. In turn, it also gives members access to everyone else with articles they wish to submit. Many of these articles are in support of our annual Fly-in program, which is one of the major benefits of being a CPA member. The website is also a key means of communication but requires members to visit it for specific information and is not intended to serve the general newsletter function as is Flight Lines.

What does becoming the editor involve? It primarily requires receiving electronic submissions like text and photos each month and laying them out in the standard format of Flight Lines. The editor is certainly welcome (and encouraged!) to write editorials in addition, but that's not required. Once assembled, the issue is emailed to all CPA members, where a single click on a link opens it.

Vince is willing and able to help anyone new to the position come up to speed on it, so the transition should not be difficult. Almost any member with basic computer skills can do this job but it does take dedication to set aside time each month to assemble the issue. Motivation is everything! This is an important, high visibility position in the Association that also bestows Board membership on the selected individual. We're certain the right person is out there but we have to see a hand raised in the audience to know who it is!

Please contact President Adrian Nye ([president@coloradopilots.org](mailto:president@coloradopilots.org)) if you would consider becoming the next Flight Lines editor.

---

## Check Out The Latest Colorado Pilots Association Board Minutes

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



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**Linked**The LinkedIn logo, featuring the word 'in' in white on a blue square background.

*The content in **Flight Lines** is for general information only and may or may not be accurate. Pilots and aircraft owners and operators must refer to FAA regulations and manufacturers' instructions and maintenance and operating handbooks for authoritative information. The writings herein present the opinions and advice of the authors only and do not reflect the position of the Colorado Pilots Association, Inc. or its officers and directors.*

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