

CPA FLIGHT LINES

July 2024



Telluride on March 27th. If you haven't been there you need to do it. They charge \$9.00 landing fee and have courtesy cars. Restaurants are expensive but worth it.

From Steve Menzies

President's Corner

by Adrian Nye, CPA President



Some troubling updates on the Boulder airport. Airport opponents submitted two petitions (one to close the airport and another to use the land for affordable housing) to the city in late May. Enough signatures were valid that these issues will appear on the November 2024 election ballot. Voters will likely not be told very important facts: due to grant obligations the airport must remain open until 2042 and then Boulder can ask the FAA to close the airport, which the FAA has already said will likely be denied. Litigation will delay any potential closure further. The process sounds encouraging, unfortunately there is precedent for cities closing airports by bulldozer without FAA permission and

they have gotten away with it (Chicago Meig's field). There is rumored to be a Boulder City Council vote on the issue in July, but they don't announce the agenda much in advance so it's not for sure. Expect an action alert if this happens.

I haven't yet introduced our new Social Media person - Debbie Cassel. For a long time we have needed a dedicated person to get our news out in more ways. Thanks to Debbie for stepping up. Debbie is also helping us on some sponsorship possibilities related to the Oshkosh booth we will be sharing with Colorado DOT. Speaking of that, if you will be at Oshkosh and willing to spend a few hours in the shade of Building 3 in our booth representing CPA, please get in touch!

Finally, I want to remind you that we are doing a supplemental fundraiser for the scholarship program, <https://www.gofundme.com/f/fueling-dreams-cpas-2024-scholarship-drive>

Our new Education co-chairs Michael Mayfield and Makayla Galler have been doing a great job. The applicant pool was stronger than usual and we have already awarded an additional two scholarships, making a total of 6. This fundraiser is to raise the un-budgeted amount. If you can help it's much appreciated. For details see the article elsewhere in this issue.

Cool breezes and dodge those thunder bumpers!
Adrian

NOTICE: The deadline for submissions for the August 1st issue of Flight Lines is July 20.



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) 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



Hey Boss, How About a Raise?

by Adrian Nye, CPA President

As an all-volunteer organization that is thrifty in all things, CPA doesn't spend a lot of money. Our main income comes from dues and from our mountain flying course, and our main expenses are the scholarships we give out. Our bank account has been relatively steady for several years and there is no imminent crisis.

That said, the world is more expensive now. Even though we have the same amount in our bank account as always, it is not worth as much. That is one reason I believe it would be wise to build a bigger cushion. Our dues have been \$20 per year for a long time. No one on the current board of directors even remembers when dues was last increased. And our dues is cheaper than just about any other membership organization (except AARP, which has millions of members).

At the same time, the breadth of activities of CPA has steadily increased. We have been highly active on state and local political issues this year, and this seems likely to continue. For the first time we are sharing an Oshkosh booth with Colorado DOT which will bring our mountain flying program and CPA in general some great publicity. We have new Community Relations and Social Media people and two more new people working on having more social activities. That is just the new stuff. I could go through each of our long-standing committees and tell you how impressed I am with how much they are doing and how well. Someday soon I will write that up. But for now I would like to ask your opinion on this potential dues increase and some related matters. Please take 2 minutes to let us know your opinion by clicking here:

https://coloradopilots.org/content.aspx?page_id=331&club_id=612720&item_id=34196&actr=3

You are the boss, what should we do?

Colorado Airports Awarded Bipartisan Infrastructure Law Grants

The Biden administration has awarded several AIG grants to Colorado General Aviation airports. Aspen airport received almost \$3.5 million for runway and taxiway rehabilitation. Smaller grants for apron and taxiway rehabilitation went to Delta (\$448k), Erie (\$144k), and Yuma (\$234k). These are in addition to the usual Federal AIP grants that pay for most public airport maintenance.



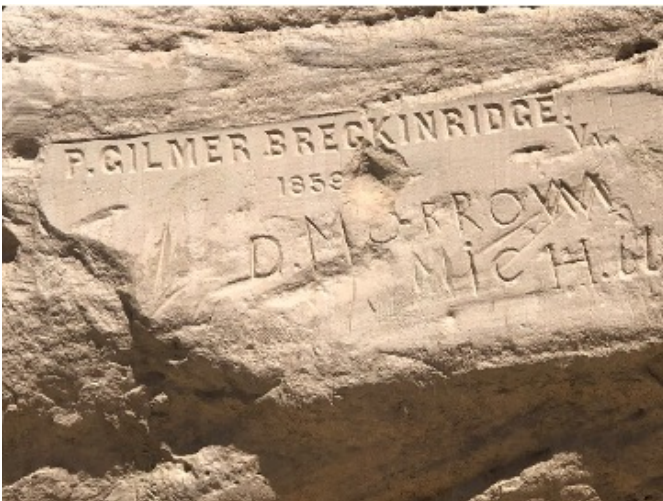
“Galluping” Was Great!

Bill Gust, host

The May 17-19 Gallup trip went very well with a large turnout of 26 people and 14 airplanes. The southbound ride from most airports on Friday from the Denver area was pretty bumpy but everyone made it in. Crosswind skills definitely came in handy as they frequently do in New Mexico in the Spring. This trip was no exception. We were on our own for dinner Friday night and enjoyed the many photos and other memorabilia on display at the historic El Rancho Hotel. Hollywood’s famous actors and actresses stayed there while creating movies in this area of classic western terrain.



El Rancho Lobby



1859 inscription

Saturday’s weather was perfect as we visited El Morro National Monument and later had a private tour of the new Navajo Code Talkers Museum. At the Monument we marveled at inscriptions carved into the rock from very early visitors passing through as they ventured into the unknowns of the desert southwest. This location had a very large pool of fresh water from natural springs and that made it a well-known stopping point for travelers.

The Code Talkers Tour was special because the museum has not yet opened to the public and we were the first to see it. One of the displays contained a list of many of the Navajo words that were used, their English translation and then their encoded actual meaning for the purpose of conveying battle information. It was incredible when originally conceived and equally fascinating now, all these decades later.



Before Happy Hour and our group dinner, we were entertained with a surprise honky-tonk piano serenade from CPA member Burl Scherler, whose playing skills we never knew! That event in the hotel lobby drew a crowd. [Video \(3\).mov](#)

Before leaving for the restaurant, we had a CPA logo merchandise give away with three lucky members getting baseball hats and one a carrying bag. Winners were chosen from results of a Gallup Trivia Contest to see who came closest to knowing some specifics about the area.

Of course, ice cream aficionados found not one but two suitable venues and had ice cream after dinner regardless of whether or not they'd ordered dessert. Doesn't ice cream normally follow dessert anyway?

Due to high forecast winds for the trip home, many opted to leave very early Sunday morning. But since we had four SUVs, getting them to the airport and headed home was no problem.

When the final group drove to the airport, we made sure no airplanes were left to depart except ours. It is not good form to leave someone behind!

As usual, everyone had a great time, met some new members, added more flight time to their logbooks and experienced things they had not previously. In anyone's book, that's a good Fly-in!



Group Dinner



CPA FLY-IN

Bentonville, Arkansas 2024

September 12 - 15

Hosted by Bob & Shawn Kinney

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) thadenfield.com, 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 KVBT by 12:00 p.m. CDT. We'll enjoy lunch at Louise Restaurant at Thaden Field. Following lunch, we'll visit the Walmart Museum and town square in downtown Bentonville prior to check-in at the Element Hotel. We have a block of 15 rooms @ \$139 per night. Reservations must be made by August 29. Phone 479-268-5010. Tell them you're with the Colorado Pilots Assoc. Next on the agenda is a quick visit to the magical Cooper Chapel cooperchapel.com on our way to Loch Lomand where we'll enjoy a relaxing dinner by the lake at the fabulous Lake Point Restaurant lakepointrestaurant.com.



Day 2: We'll make the 1 1/4 hour drive to Dogwood Canyon Nature Park 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 remarkable. Lunch at the Creekside Sandwich Shop in the woods is included with your entry fee. Following our return to Bentonville, we'll enjoy happy hour (bring Hors D'oeuvres to share), prior to BBQ dinner.



Day 3: This is our day at Crystal Bridges Museum of American Art 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 on your own that evening will follow CPA's 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.

We must limit our attendance to 30 people. August 15 is the deadline to sign up. Please mail your registration asap to ensure your spot. Cost is \$160 p.p. for transportation, Dogwood Canyon admission/tour & Friday's lunch. Those cancelling after August 15 may only receive a partial refund.

See page 27 of this newsletter for a full size copy of the registration. Please contact Bob Kinney at twinlake1@aol.com with questions.



Colorado Pilots Association Fly-in Registration Form

WANT TO GO AND JUST NEED A RIDE?			
Complete <u>only</u> 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?		Bentonville, Arkansas, September 12-15	
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: \$ ___ 160 ___ 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:

Bob Kinney (303) 887-3328 twinlake1@aol.com
8401 I 76 Service Road
Henderson, CO 80640



URANIUM FLY IN

Friday September 27th—Sunday September 29th

Plan to land at Hopkin's Field Airport (KAIB) at 3 PM where a courtesy shuttle provided by Montrose County will be waiting. Local volunteer drivers will be providing all ground transportation for the weekend.

FRIDAY 6pm

Our trip begins at the Vestal House B&B in Nucla, where all will be staying. That evening we'll visit the museum of the Rimrocker Historical Society and learn about the history of Hopkins Field Airport and the West End. Enjoy dinner on your own at one of our local food establishments in Nucla or Naturita. Spend the rest of the evening exploring these two quaint small towns at your leisure.



SATURDAY 10am

Uranium History and River Tour

Nestled where the Tabeguache Creek meets the San Miguel River, the ballpark is where the town of Uravan 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. A catered lunch will be served there at 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 now covers the former location of the once beloved town.





SATURDAY AFTERNOON

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. If road conditions allow, we will visit Petroglyphs nestled into the cliffside of the expansive valley.

SATURDAY 6pm

Your fun-filled day of adventure in the West End will be followed by Happy Hour (BYOB) and a catered dinner at Amy's Place – the Vestal House B&B. Enjoy fresh apple juice made from local apples. Spend the evening connecting with old friends and new on the beautiful patio.



SUNDAY MORNING

Sunday you will embark on your flight home, where you will fill your eyes with seasonal fall colors below and your heart with the Spell of the Tabeguache. Be sure to fly over nearby scenic Telluride while either arriving or departing.



REGISTRATION IS \$50 per person, Limited to 30 participants and INCLUDES:

Catered Saturday lunch, Saturday dinner and all tours and transportation.

Host Aimee Tooker, vestalhousenucla@gmail.com, (970) 428-7750

Please complete the registration form by September 1. Room rates range from \$89 to \$114 per night and include breakfast. Call for room layout details.

Historical tours and transportation are conducted by volunteers not associated with any professional guide services.

Donations to the Rimrocker Historical Society are always welcome.

If the weather requires it, we will substitute an alternative tour location. But September is normally wonderful!

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





Colorado Pilots Association Fly-in Registration Form

WANT TO GO 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?		Nucla, Colorado, September 27-29	
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: \$____50____ 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:

Aimee Tooker (970) 428-7750 vestalhousenucla@gmail.com
420 Main Street
Nucla, CO 81424



CPA Fly-In Alamogordo, NM October 4-6, 2024

Hosted by Bill Gust

Here's a "quick look" overview of the upcoming CPA trip to Alamogordo, NM.

Visit **White Sands National Park**. Tour a local pistachio farm and experience the world's largest pistachio (and then have some pistachio ice cream!). Tour the **New Mexico Museum of Space History** and the **Tularosa Basin Museum**.

Friday October 4: You'll arrive at Alamogordo Municipal Airport (KALM) and stay at the Holiday Inn Express. Lunch at the Airport Grille. Visit White Sands Missile Range Museum (This is on an active military base and is subject to access availability). Visiting the Toy Train Depot is an option if the museum is not available. Happy hour will be at the hotel. As usual, BYOB and snacks. Dinner is on your own at any of the numerous restaurants close by.

Saturday October 5: Morning: Drive to White Sands National Park. Tour the visitors center and then drive or hike on the dunes. You can even rent plastic discs to slide down the hills as you would on snow. Learn that the white sand in the White Sands National Park isn't really sand at all!



Afternoon: Lunch. Visit **McGinn's PistachioLand**. See the world's largest pistachio and tour the interesting and informative farm to see how this unusual tree is grown. Later, tour the **New Mexico Museum of Space History** and the **Tularosa Basin Museum**. A group dinner for that evening is being planned.



Sunday October 6: After breakfast, return to airport for the flight home.

The **Museum of Space History** and nearby **Holloman Air Force Base** have a fascinating past themselves. The museum invites all visitors to "rock in the cradle" of America's space program by celebrating space-age achievements from the time we could only look up and wonder.



In its indoor exhibits, the museum tells of New Mexico's significant role in the development of the U.S. Space Program, celebrating achievements of those who have traveled where most will never go, and commemorating aeromedical and space-related tests crucial in the development of components for NASA's mission to land on the moon.

Outdoors, the museum exhibits the Sonic Wind I rocket sled that USAF Colonel John P. Stapp rode to 632 miles per hour, and the Little Joe II, the largest rocket ever launched from New Mexico. It starts with a short commercial, but see [Col John Stapp rocket ride](#)

In the IMAX Theater and Planetarium, visitors can silently debate whether Pluto is or isn't a planet. In the Astronaut Memorial Garden, all can unite to pay respects to Apollo 1 and Space Shuttle Challenger and Columbia astronauts. In the Hubbard Space Science Research Building, the spirit of exploration thrives in a collection of New Mexico space history, Holloman Air Force Base and White Sands Missile Range information, along with NASA publications, photographs and collections.

Contact host Bill Gust at 719-482-6810 or garbona@msn.com with any trip questions you may have.

Finalized details, costs and registration information will appear in the August 1 Flight Lines issue. Be looking for it!



The Final Blast from the Past and Flight to the Future...

(Host: Bill Marvel, rv8tor@msn.com; C (310) 293 2013)

It's been a great run but after four trips during the past three years, most members who wanted to go already have.

Join this last one the weekend of October 18-20, 2024. We'll visit two venues -- Richard Branson's futuristic Spaceport America launch facility and Trinity site, where the world's first atom bomb was detonated on July 16, 1945.



On arrival at Truth or Consequences airport (KTCS) October 18, we'll head to a meeting room at the nearby Holiday Inn Express where you'll receive "event unique" name badges and lunch. A private tour bus company will then take us on a tour of the Spaceport America facility.

Afterwards, we'll return to the airport for the 50-mile flight north to Socorro, NM (KONM) where city provided transportation will take us to the hotel, to and from Trinity Site the next day and then back to the airport the morning of the 20th for departure. We'll be staying at the Holiday Inn Express near restaurants and a brew pub so all necessities will be close by.





Trinity Site is open only two days a year and is in the White Sands Missile Range within both ground and air restricted areas. We'll stand literally on ground zero and see the many artifacts brought to the site for this event. We'll also visit the McDonald house where the plutonium core was assembled. Docents are at both locations to answer our questions. One frequent question is, "was the bomb dropped on Hiroshima the one tested here?" The answer is no. The Trinity blast tested the Nagasaki bomb. The Hiroshima bomb was never tested because it was so simple, they knew it would work!

And of course, we'll have the ever-popular CPA Happy Hour events, some gift giveaways and a Saturday night group dinner in our own room at the Jackson Ranch Steak House in Socorro.

The registration form along with more details on the trip will appear in the next Flight Lines issue. If you have any questions, feel free to contact me.



Scholarship Donations Needed

In May, the CPA Education Committee launched a fund raising campaign to increase the funds available for our 2024 scholarship program. **Our goal is to raise \$4,000 by the end of June.** As of 13 June, we've raised \$1675 or 42% of our goal. We are seeking donations from our CPA membership to help achieve this goal.

Our scholarship application campaign, launched this past January, resulted in a record number of highly qualified applicants for CPA scholarships. After narrowing the pool of applicants, via virtual interviews conducted by Education Committee volunteers, we selected 8 individuals for in-person interviews conducted recently over two days during March at KBJC and KAPA.

During the May board meeting, the CPA Board approved the award of six scholarships for 2024:

Certified Flight Instructor: Sara Weaver - student at AIMS Community College who currently holds PPL, Instrument, Multi-engine, and Commercial ratings. Sara is very involved in her Women in Aviation chapter and spends her free time planning youth aviation outreach events. Ultimately, Sara would like to pursue a career as an airline pilot, and looks forward to continuing her involvement with volunteer organizations.

Certified Flight Instructor: Benjamin Garrison - Recently retired from USAF and a volunteer Civil Air Patrol Mission Pilot. He has conducted about 50 orientation flights in the last year and is working to start a new career in aviation. His goal is to become a flight instructor to help others start their careers in aviation.

Emily Howell Warner: Laura Buritica - Laura is a CFI candidate at Aspen Flying Club. She is a board member for the Mile High chapter for Women in Aviation, a National Events team lead for the Latino Pilots Association, and a senior member pilot for the Civil Air Patrol Highlander Squadron.

Emily Howell Warner: Beatriz Flageolle - By day, a full-time nanny to a 3-year old special needs child. She was raised in an aviation family where both parents were pilots. A member of Mile High Women in Aviation, WAI International, and a volunteer at Wings Over the Rockies, her true passion lies in the skies. She is currently working to complete her Instrument rating.

Private Pilot License: Illana Steele - a junior at George Washington High School in Denver and has been immersed in aviation ever since she was young and is striving to become a 3rd generation pilot in her family. She is pursuing her Private Pilot license and her Private Pilot glider license concurrently. She is a member of AOPA, CPA, Ninety-Nines, WAI, Soaring Society of America, Women Soaring Pilots Association, Soaring Society of Boulder, and founder of the George Washington High School Aerospace Club.

Private Pilot License: Elijah Huang - a junior at Jeerson Academy High School in Broomfield, Elijah is a member of the Civil Air Patrol who was recently appointed to be the Aerospace Education Officer. At 14, he took his first discovery flight and decided aviation was the career path for him. He is currently on track to get his PPL by the end of this year.

Your support of our scholarship program helps us in advancing our goal to bring more young adults, many coming from disadvantaged backgrounds, into aviation. We couldn't do it without the commitment of our members - THANK YOU!

Donations can be made via GoFundMe ([Fueling Dreams Campaign](#)) or checks can be sent to Colorado Pilots Association PO Box 200911 Denver CO 80220-0911. Please mention "2024 Scholarship Fund" on your check. Note: CPA is not a 501(c)3 non-profit; as such, your donations are not tax deductible.



News From:

COLORADO
Department of Transportation
Division of Aeronautics

June 13, 2024

www.codot.gov [@ColoradoAeronautics](https://www.facebook.com/ColoradoAeronautics) @COAeroDiv

Contacts: David Ulane, Aeronautics Division Director 303.512.5254 |
David.Ulane@state.co.us

Colorado Aeronautical Board Approves Grant Supporting Centennial Airport's Unleaded Aviation Gasoline Price Subsidy Program

WATKINS, CO - At their regular meeting held June 6th, the Colorado Aeronautical Board (CAB) unanimously approved a \$300,000 discretionary aviation grant to support a price subsidy program for unleaded aviation fuel sales at Centennial Airport (APA). This initiative aims to incentivize the transition from leaded to unleaded aviation fuels and mitigate the higher costs associated with this new unleaded fuel.

In May 2023, Centennial Airport became the first airport in Colorado to offer unleaded aviation fuel at their JetCenters of Colorado Fixed Base Operator (FBO). This move marked a critical step towards eliminating leaded fuels for piston aircraft in Colorado.

To help address the higher cost to transition to unleaded aviation fuel, in 2023, the airport developed and executed an agreement with JetCenters of Colorado to implement a subsidy program. This program allows the FBO to provide unleaded aviation fuel at nearly the same price as its low-lead counterpart and then be reimbursed by the airport for the price difference. To date the subsidy program has shown promise, as over 80% of the training aircraft operating at Centennial have been certified to safely use the currently available 94 octane unleaded aviation fuel. To broaden the program's success, Centennial Airport has allocated \$380,000 to support this innovative aviation fuel price subsidy program.



Approval of the Centennial Airport grant comes following Governor Polis' signing of [House Bill \(HB\) 24-1235](#) on May 17, 2024. This new legislation is focused on reducing the impacts of aviation on Colorado's communities and facilitating the transition to a safe, fleetwide 100 octane unleaded aviation fuel. Language included in the bill provides that the lesser of \$1.5 million or 10% of the annual Colorado Discretionary Aviation Grant (CDAG) Program be allocated to support Colorado public-use airport transition to unleaded aviation fuel. As the only Colorado airport currently offering unleaded aviation fuel, this year's price subsidy funding grant to Centennial Airport will set the precedent for potential future funding of unleaded aviation fuel subsidy programs at other Colorado airports beginning with the next grant cycle in early 2025.

"Taking Care To Get You There"

Colorado Aeronautical Board (CAB) Chair Kent Holsinger noted "the CAB and the Division of Aeronautics are excited to help facilitate our industry's transition to a safe, affordable fleetwide unleaded aviation fuel, as those fuels continue to be developed. We are committed to assisting airports with this transition through innovative programs like this, and future Division funding for unleaded fuel infrastructure."

"We are committed to protecting our clean air and keeping Coloradans healthy no matter where they live. This session we took action to keep Coloradans who live near airports safe, and this grant will help Centennial Airport continue its work to transition to unleaded fuel, protecting our clean air and environment. I look forward to seeing more airports follow Centennial's lead," said Governor Jared Polis.

"There is no safe level of lead, and HB24-1235 makes transitioning away from leaded aviation fuel a top priority. I applaud the Department of Transportation and the Division of Aeronautics for working to immediately implement this new law," said primary bill sponsor Representative Kyle Brown (HD-12). "With this grant, Centennial Airport and Arapahoe County will continue to lead the way in transitioning towards unleaded fuel. I encourage airports across Colorado to follow Centennial's lead in applying for this new funding."

Centennial Airport Executive Director Mike Fronapfel said "Centennial Airport is committed to being a global leader in sustainability and the transition to unleaded aviation fuel. We were the first airport in Colorado to offer a FAA-approved alternate unleaded fuel to our customers. This happened by listening to our communities' concerns, having a responsive airport board and elected leaders, and leveraging our strong partnerships with jetCenters of Colorado and based flight schools. With the support of the Colorado Aeronautical Board, we



can continue to facilitate the transition to unleaded aviation fuel not just at Centennial Airport, but across the state.”

According to the [2020 Economic Impact Study of Colorado Airports](#), Centennial Airport is responsible for supporting 10,341 jobs, producing over \$593 million in annual payroll, while generating \$2.1 billion in overall business revenue.

The Colorado Airport System consists of 76 public use airports that support over 345,000 jobs, provide \$16.2 billion in annual payroll, and \$48.6 billion in total business revenue for the State of Colorado.

###

“Taking Care To Get You There”



So, How Did You Become a Pilot?

By Frank Ladonne

Pretty sure I never told this story in print before. It started 55 years ago. My great (and to this day) friend, Harry Sudwischer, had his pilot's license at 17, barely old enough to get a driver's license. (Harry and I were friends before either of us was born. (Our Moms were friends.) Harry took me for my first flight in a Piper Super Cub and taught me, on that first flight, how to recover from a spin.

Despite the terror of spinning to the ground, I LOVED flying. After that, I flew with Harry several times both in the Super Cub and in gliders. So, I filed that feeling away. Then as they say, life intervened; engineering school, getting married, having kids and though I never brought it up again, I never forgot that feeling either.

One night, just after writing the last tuition check for Michelle's college (\$50,000!!!), I was having dinner with Jolene and said, "Ya know, I think I'd like to take flying lessons." Her reaction was bordering on manic. "Are you out of your mind? It's so dangerous, you'll kill yourself!" Being married a long time, I let it go. But, as they say, like water on a stone, I brought it up again about two weeks later. The reaction while still negative, wasn't quite as strong. Finally, after a couple of months of repeats, Jolene said, "Fine. Take your lessons but don't think that I'll ever get in a plane with you." To which I responded, "Okay, I'm good."

I began taking lessons once a week at 6 AM before work. Finally, after a year, I was ready for my test. Now, the test is really three tests; A 2 or so hour written test, a three-hour oral test (where you sit face to face with an FAA examiner and he/she can ask you ANYTHING from weather forecasting, to FAA regulations (a 2-inch-thick book) to how the avionics work to the physics and mechanics of the airplane itself. Then, after you're good and frazzled, he/she will say, okay, let's fly. With the examiner sitting next to you, for 1-2 hours, you get your clearance, take off and demonstrate several maneuvers; steep turns (360 degrees around at a 45 degree bank to the left then 360 degrees around to the right, all without gaining or losing altitude), full power stalls, power off stalls, turns around a point, figure eights (again without gaining or losing altitude), emergency power off landing (when the examiner pulls the engine back to idle and you demonstrate you can land with no engine power), etc. Finally, the examiner (my still great friend Gail) said, "Okay, take me back to the airport and if you don't kill us on landing, you're a pilot."

We got back to the office and I gave Jolene a thumbs up. After filling out a load of FAA paperwork, Gail said, "Well Mr. Pilot, why don't you take your wife for a ride?" I looked at Jolene and she nodded. We got in, I got my clearance, we took off and when I got to cruising altitude, I looked over and she had the biggest smile. Here we are now, 18 years later, 2,600+ hours in the air and she still has that same smile (ahem – when we're flying).

Thanks Harry, thanks Gail and



thanks Jolene, my co-pilot!

The Other *Three Four Five Six* Dumb Things I've Done...

Bill Marvel, the RV-14A guy

At the recent Gallup Fly-in (fantastic trip and very well-attended by the way!), one of the topics that came up in the usual airplane related BS in the bar was stupid pilot mistakes. I wrote about one of mine in the June 2021 issue of Flight Lines called the *Danger of Distractions* – flying all the way back from Salt Lake City to Grand Junction with the pitot cover on, including the streamer. How is that possible? And why did it take a while to figure it out? Read the article!

[Danger of Distractions](#)

A couple of other pilots chimed in with their numbskull examples but were surprised I was so willing to talk openly about my miscues as though these things are supposed to be lifelong secrets known only to a select few. Sure, they're embarrassing but they happen – both to those who admit to them and to those who don't... And how they happen can be of great value to those who have not yet flown long enough to have had such an encounter. It's only a matter of time, pardner... And by knowing in advance *the kinds* of things can happen *and how and why they happen*, one might avoid having a similar experience along the way. How does keeping these a secret help anyone?

Ever read about airplane accidents? Hopefully you do since each one carries with it a lesson for those only reading and hopefully not participating. Talking about screwups is a good way to help others avoid doing what you should never have done in the first place, but for whatever reason, you did. That reason is the all-important part! You didn't intend to do that, but you did – *WHY?*

The title of this article was initially about three other dumb things aside from my zero-airspeed flight back from SLC. While writing it, I thought of a fourth, fifth and then a sixth! Here they are in chronological order, stretching out over the 57 years I've been doing this stuff. None of these caused any damage, but each one certainly could have.

Tiger Inspection Covers

Marti and I bought our first airplane, a 1976 Grumman Tiger, in 1977. I had never owned an airplane before and like most everyone else just starting, rented from different clubs or flight schools.

It wasn't long before my interest focused on how to do things on the airplane that I could legally do. I also wanted to know what A&Ps did so I could become an involved airplane owner.

Eventually, I began participating in "owner assisted" annuals, doing the grunt work like disassembling everything for the inspection and then reassembling it later. This preceded the days of electric screwdrivers so the best I could do was a ratcheting one. And it didn't take long to realize the incentive of the A&P to hand this job off to me because it was hard on wrists, took a lot of time and was boring.



At first, I dutifully removed the round inspection plates attached to the bottom of the Tiger's wings, but the mechanic said I would save some time if I just removed three of the four screws, loosened the fourth a couple of threads and rotated the plate 180 degrees to give access to the resulting hole. Great idea! Yes and no...

What I didn't think about is that this arrangement also made the open inspection port almost invisible unless I was under the wing looking up at it. The plate was no more than a quarter of an inch away from the lower skin and a quick glance from the front of the wing did not reveal it.

This was no problem for years as I got under there on a creeper and carefully reinstalled all the screws. But during one annual I forgot the plates under the right wing were still open (I think there were four) while being distracted. It was toward the end of the day and I was going to fly the plane after I reassembled it and had the logs signed off. In short, I was in a hurry. You can guess the rest. I took off and thought the ailerons felt strange. The plane flew fine but I couldn't figure out why so headed back and landed. Because all the plates were rotated aft anyway, none of them were even bent and it took only a few minutes to reinstall the remaining screws. Lesson one – don't get distracted. Lesson two – don't rush. Lesson three – put hardware into labeled containers so you know it has all been installed and where it goes if any parts are still there. Years later I became an A&P myself and later an IA and to this day use labeled containers for all removed parts and hardware like screws. If something remains in a container, I know it belongs on the airplane and where – empennage cover, ADAHRS access, wing root fairing, nav light cover, brake caliper etc.

Tiger tow bar

Here is a real lesson involving distractions! In 1999 through 2001 I was building our RV-8A at Torrance airport. United Airlines pilots flying into LAX had a layover hotel a few miles away and some would get on a hotel bike, pedal to the airport and visit any open hangars. I met two – Tom Youngdahl, a 757 first officer based in Chicago and the other, Vic Babyak, a 777 captain based in Miami. Tom had a homebuilt Pitts and Vic was building an RV-8A at his home in Florida. This was serendipity for him because I was about six months ahead in the process so he could help me while on his layover day and learn what he would be doing later with his own plane. We got to be good friends and they loved getting away from the hotel for a day and working in my hangar. Eventually they gave me their schedules and I'd drive to the hotel and pick up one or the other when in town. Time went on and finally, I trucked the plane some 40 miles away for final assembly in Camarillo, where I would be making the first flight when it was ready. First flights were not allowed at Torrance due to houses everywhere.

On most days I flew the Tiger to Camarillo, worked all day on the -8A and then flew home. Tom and Vic each made the trip with me a couple of times, but they were never in town on the same day and had not met but knew about the other. Well, one day they were both here and the three of us were finally in the same place at the same time, heading to Camarillo to install the wings. We were excited as I pulled the Tiger out of the hangar, turned it 90 degrees down the taxi lane and we all hopped in, still talking about how much fun it was to finally be working on my plane simultaneously.

Sure enough, I forgot to remove the tow bar and neither of them saw it still attached, nor did I. We taxied only a few feet before someone ran up to the airplane banging on the fuselage and pointing to the front of the plane. I shut down, removed the device and was embarrassed at doing this in front of two airline pilots. Courageously, they both revealed stupid things they had done earlier in their flying careers and mentioned "distractions." We all shrugged it off, did a full day's work and flew back to Torrance. Distractions are poisonous in this business.

RV-8A control lock



I've always liked internal control locks instead of external ones that must be stored someplace after removal. With certified airplanes you get what the manufacturer provides but with homebuilts, that option is yours. In the tandem seat RV-8A, I installed a pivoting mechanism on the rear of the front seat back that could be rotated down and over the top of the back seat control stick, thus preventing it from moving in either pitch or roll. It worked great and the rudder centering springs I installed stiffened rudder movement sufficiently to prevent it from being pushed against control stops by anything short of hurricane winds.

One day in a hurry and by myself (distractions and hurrying – remember?), I took off with the control lock still in place. Well, I didn't really take off since I could not rotate the nose up and realized immediately what the problem was. I had lots of runway left so I just reached around the left side of my seat, grabbed the lock and rotated it upwards, releasing the control stick. Once free of the stick, I rotated the lock back down out of the way and continued with the flight. Lots of people have been killed due to control locks being in place. I wasn't one of them that day and did not even come close, but it wasn't due to good judgment.

Zenith 801 hangar door

This one is a bit strange but that's good because it indicates the scope of what can happen when you're in a hurry and distracted.

A couple of years after we moved to Grand Junction in 2006, a new friend and I decided to build his dream plane – a Zenith 801. We did that in a shop behind his home and for final assembly and test flying out of GJ kept it in my hangar along with the RV-8A. It was a tight fit. Ideally, two of us would put the 801 away with the -8A in a corner and the 801 nearest the bifold door. For it all to work, the low wing RV had to be backed in and the high wing 801 nosed in. OK so far. Now and then, Bob would fly the 801 and would put it away solo, as would I. Still no problems because we were careful.

One morning I flew the airplane by myself and was in the process of returning it to the hangar when that morning's coffee needed an exit. Before rushing to the bathroom in the rear corner of the hangar, I pushed the down button on the door and went back to empty the used coffee. When I came out shortly thereafter the 801's nose gear was about a foot off the ground and gradually climbing! The hangar door had started down and gently descended on top of the vertical stabilizer, gradually lowering the tail of the airplane and raising the nose. In my rush to put the plane away, I had left it two inches short of being in its correct position but did not realize that because I wasn't there to monitor the door's descent. No damage occurred (believe me, I checked!) and the airplane eventually went to its own hangar. But it was yet another episode of being in a hurry and distracted at the same time. This is not a good combination and yet occurs to people every day.

RV-14A static source

The next faux pas was in our current airplane, the RV-14A we built in Grand Junction, and I first flew in 2016. Curiously, it also involved the pitot/static system but this time the static portion and not the pitot, which had been the main player in my SLC trip.

The airplane had just completed its second pitot/static check at a nearby avionics shop and I taxied back to my hangar for the night.

The following morning, I wanted to fly to confirm all was again functional with the involved instruments. My hangar has only my aircraft in it now, and I have the only key, so I seldom worry about anything happening in my absence. If it was working well when I put it away, it should be the same when I come back again in the future. That's generally a reasonable belief. But not always...



The following morning, I checked the oil, confirmed adequate fuel and pushed the plane back out into the sunlight. It started as usual and ran smoothly as it idled to warm the oil. All went well for the runup and other pre-flight checks.

Acceleration down the runway was typically brisk and the airspeed increased to rotation speed. Up I went as I settled on my normal 10 degrees of pitch, which yields Vy speed. I hold this until about 1000 feet AGL when I lower the nose to 5 degrees, which gives good speed over the ground and equally good engine cooling. The only problem was that I wasn't approaching 1000 feet AGL because my altimeter showed I was still on the ground. It took about half a second to realize this was not normal and I thought the static ports were probably covered with tape. I fly primarily by pitch and power, so I know what speed a given pitch/power combination yields. And I also know what the runway is supposed to look like on approach, with or without an altimeter. So I just flew around the pattern and landed. Sure enough, the ports were both covered. I had not checked them because the airplane had been in my locked hangar and nothing could have happened to it. And nothing did happen because they never removed the tape and neither did I.

RV-14A rudder lock

The final one of the six occurred a few years ago. I picked up a friend in Colorado Springs and we flew to Front Range (yes, I still tend to think that as well as Arapahoe and Jeffco) to visit someone we knew but neither of us had seen in over 50 years. It was a fun get together for lunch, reminiscing about old times and sadly, some we knew who never came back from Southeast Asia.

We finished lunch, bid him adieu on the ramp, released the tie downs and the two of us hopped in the plane for the return flight to C-Springs. But when I taxied out, the rudder would not work. Hmmm – no surprise there as the external rudder lock (I do have one on the -14A), red streamer and all, was still in place. None of us saw it until I tried to turn out of my taxi spot and had no luck turning. Call ground, shut down, pull the lock, restart, call ground again and continue. Sheesh.

So there you are – several examples of things that would never have happened had it not been for the items that keep getting me and pilots in general in trouble time and again. They are hurrying to get something done or get into the air, not doing an adequate pre-flight (both inside and outside), becoming distracted and complacency. And the reality is that all are more likely to occur the longer you have been flying and especially when you reach the point of owning an airplane you fly all the time and no one else does. There are probably other causes but for the purpose of discussing the six events that occurred in this article, those apply.

I will say that whenever the plane is left alone out of my sight, like overnight at a Fly-in, I always do a full preflight and walk around. That's because it hasn't been in that locked hangar where I have the only key...

You'll note that most of these involved items that were easily visible if one took the time to look for them. For that reason, years ago I made a simple change that is almost foolproof. Now, even after a short stay where I am at the plane, like refueling, I always stand back to do a "far look" at the following items: oil door closed, nothing on the nose gear or ahead of the plane, chocks removed, tiedowns removed, pitot cover removed, static ports clear and external rudder lock removed. That alone covers a lot of ground in only a few seconds. Aside from a brief walk to the other side of the plane to see the second static port, the "far look" can all be done from one position. And as you will note from these examples, that alone would have prevented most of them. It's a simple and effective thing to do as you approach any airplane you intend to start, taxi or fly.

Think none of this will ever happen to you? I hope not. Keep reading, studying and learning from things like this article and you may be right. But the history of aviation continues to demonstrate the odds don't favor it.



WINGS OVER THE ROCKIES™

PRESIDENT & CEO JOHN BARRY TO RETIRE

Denver, CO (June 17, 2024) – Wings Over the Rockies (Wings) Air & Space Museum announced today its president and CEO, John L. Barry, Maj Gen, USAF (Ret), will retire. Barry has been serving in this role for both the Wings Lowry and Exploration of Flight (EOF) Centennial locations for nearly eight years. The Wings' board of directors have hired Kittleman & Associates to guide the search to fulfill this important leadership position. Barry will retire when the new president and CEO has been selected.



“Wings Over the Rockies holds a special place in my heart, since day one in taking this role on I have been committed to inspiring innovation and action for the next generation of aviation and space explorers in Colorado,” said John Barry. “I’m excited to embark on this new chapter in my life and am grateful to have had the opportunity to work with such a smart, strategic board and a wonderful team that makes the Wings museum a top-notch place.”

When Barry took over as CEO in January 2017, he was faced with the challenge to open a second site at Centennial Airport, now known as Exploration of Flight. He quickly assembled a team from the Board and staff that worked to negotiate a zero percent loan from the Walton Family Foundation for \$3.3 million that allowed the first building to be completed within 18 months.

With the challenge of getting a design, hiring contractors and coordinating with Arapahoe County, the Blue Sky Gallery, a 20,000 sq. ft. building was complete in record time. The Wings Blue Sky Aviation Gallery is a dynamic flight-focused exploration center that offers visitors interactive flight related experiences and exhibits. The 15-acre campus now has a Blue Sky Gallery for aviation, a charter middle school for over 200 students which opened in 2020 and a soon to be developed Food Hall and additional hangar by 2025. This facility put Wings on the map as one of only two Aerospace Museums in the U.S. that has one organization with two locations (the other is the Smithsonian Air & Space Museum in Washington, D.C.).

“Under John’s outstanding leadership, he worked day-in and day-out with his team to make Wings the most exciting and innovative museum and aerospace center in the United States. Wings is well on their way to accomplishing this and serving as a model on how other Air and Space Museums can operate. John’s leadership has been integral to achieving this,” said Charlie Johnson, Wings board chairman.

In addition to being CEO of Wings for almost eight years, he previously served on the board for seven years and was Chairman of the Board for an additional two more years. When the COVID-19 pandemic hit in 2020, Barry’s team approach allowed the staff and volunteers to not only get through the challenges, but to thrive in the years following. In its 30 years of existence, Wings had their most successful year ever in 2023 for attendance, events, traveling exhibits, flying students and flying teachers.



Under Barry's leadership, Wings was recognized for the past four years as one of one of the top 10 Best Aviation Museums by *USA Today* and named in the "20 Best Aviation Museums Around the World" by CNN Travel.

While serving as president and CEO, Barry has led his team to achieve many noteworthy accomplishments including: expanding the "Behind the Wings" video series on PBS airings in 100 markets and in 39 states with over 50+ million YouTube lifetime views; helped bring more than 40 new and exciting exhibits over the years; and developed new and innovative educational pathways that are unique to the nation which are at the core of Wings' mission and are designed to help prepare Colorado's youth for a career in aerospace.

In 2022, as part of Wings Aerospace Exploration Pathway, a hands-on enrichment program focused on project-based learning through the lens of aviation and space, students celebrated a feat that has been several years in the making. Students built 80% of Wings' RV-12iS aircraft spending over 1,700 hours completing the airplane, with support and help from Wings staff and volunteers. Barry flew all the test flights for certification. He was also instrumental in cultivating the next generation of private pilots in awarding hundreds of Colorado students Flight Training Scholarships worth \$1.2 million awarded since 2019 with support from the Ray Foundation.

Barry's love for aviation started as a kid growing up in the Bronx, NY and grew as he graduated with honors in 1973 from the United State Air Force Academy (USAFA) in Colorado Springs. He then launched his 30-year career with the USAF serving as a combat veteran with 270 hours of combat time, fighter pilot, Fighter Weapons School Graduate, winning team member at the international Air-to-Air William Tell Competition, White House Fellow, Military Assistant to the Secretary of Defense, and commander multiple times at the squadron, twice at the group command level and twice at the wing command level. He retired in 2004 as a Major General, and served his last tour on active duty as Board Member and Executive Director for the Space Shuttle Columbia Accident Investigation. From 2006-2013, Barry served as Superintendent of Aurora Public Schools (APS) serving 40,000 students in 59 schools with a budget that exceeded \$500 million. He was also the President/CEO of the Boys and Girls Clubs of Metro Denver (BGCMD) from 2014-2016 where he was responsible for 17 standalone and school-based sites.

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Wings Over the Rockies™, a Colorado-based non-profit organization and Colorado's official Air and Space Museum, is committed to educating, inspiring and exciting all people about aviation and space endeavors of the past, present and future. Wings is one organization with two locations. Located in Denver's historic Lowry neighborhood and established in 1994, the Museum features more than 97,000 square feet of world-class historical and educational exhibits. In addition to more than 80 impressive aircraft and spacecraft, visitors discover exciting personalities, stories, and events about every aspect of aviation and space exploration. -Exploration of Flight is located at Centennial Airport. Opened in 2018, it features 18,000 square feet of interactive experiences, aviation-focused events and actual flying aircraft. Visitors to the two locations come from all 50 states and more than 34 countries. For more information about Wings Over the Rockies, please visit WingsMuseum.org.





Colorado Pilots Association Fly-in Registration Form

WANT TO GO 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?		Bentonville, Arkansas, September 12-15	
First Name		Last Name	
Are you a CPA Member?		Yes	No
Address:			
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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: \$ ___ 160 ___ 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:

Bob Kinney (303) 887-3328 twinlake1@aol.com
8401 I 76 Service Road
Henderson, CO 80640



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