

CPA FLIGHT LINES

AUGUST 2024



TBM Avenger at National Museum of World War II Aviation, Colorado Springs, CO
(photo credit: Bill Marvel)

President's Corner

by Adrian Nye



First this month I want to congratulate and thank CPA Mountain Flying instructors Bill Standerfer and Bill Dunn for getting some important Colorado mountain passes added as waypoints on the sectional chart and in navigation databases. This will be a major contribution to mountain flying safety by making those passes easier to find and add to flight plans.

Second I'd like to thank Vince Otto and his wife Kay for editing FlightLines over the last year. They did a wonderful job especially by expanding the coverage of aviation news and brought in many compliments from members.

I'd like to welcome our new FlightLines editor, Andy Holmes. Andy is a former police officer now working toward becoming a professional pilot. Thank you Andy for stepping up.

Late in July, CPA and CDOT Aviation Division teamed up to man a booth at AirVenture Oshkosh for the first time, to promote Colorado flying and the CPA Mountain Flying course. The booth was 3407 in hangar C. Since this is the August issue Oshkosh will likely be complete before you read this. If you were at Oshkosh, I hope you dropped by the booth or volunteered a couple hours. Also, CPA Mountain Flying instructor Bill Standerfer presented his usual hour-long description of mountain flying hazards and why taking a thorough course is so important. It's really convincing and we need to keep passing this message because pilots keep doing dumb things in the mountains. Lately a CFI rented a Cessna 152 from Metro airport and was caught on video (taken by hikers) very nearly killing himself trying to reach Rollins pass. Eye opening.

Also, at Oshkosh CPA member Brad Walker gave a presentation on airport politics - How to Defend Your Airport. He has been very active on the Front Range and has used Freedom of Information Act requests to uncover the secret activities of local government working against airports.

Also, yours truly published a long article in the Oshkosh edition of the NAFI (National Association of Flight Instructors) newsletter. It's called "Separation Anxiety - Best Practices to Avoid other Aircraft in Busy Airspace." It was written primarily for flight instructors but reach out if you want a digital copy.

I'm about to embark on a cruise to Alaska - and the forecast is for seven solid days of rain. I'm missing sunny Colorado already.

Adrian



In This Issue...

<i><u>President's Corner</u></i>	2
<i><u>New Board Member Introduction</u></i>	4
<i><u>Celebrate National Aviation Day – August 19</u></i>	5
<i><u>CPA Poker Run – October 12</u></i>	6
<i>That's A Wrap</i>	
<i><u>Gunnison/Crested Butte</u></i>	9
<i><u>Oklahoma City</u></i>	11
<i>On The Horizon</i>	
<i><u>Alamogordo, New Mexico</u></i>	21
<i><u>Spaceport & Trinity, New Mexico</u></i>	23
<i>From The Line</i>	
<i><u>Going for the Record</u></i>	26
<i><u>Apples, Oranges and Backcountry</u></i>	28
<i><u>Volunteer Opportunities</u></i>	29
<i>Fly-In Registrations</i>	
<i><u>Alamogordo, New Mexico</u></i>	30
<i><u>Spaceport America & Trinity, New Mexico</u></i>	31

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

Email your article to newsletter@coloradopilots.org.



New Board Member Introduction

Hello to all the members and liaisons of the Colorado Pilots Association! I am Andy Holmes, the newest board member of the Colorado Pilot's Association. I am thrilled to be part of this respected organization and to serve as a board member. My priority task on the board is to ensure you all receive and hopefully read CPA's Flight Lines monthly newsletter, starting with this month's edition. I hope to engage with members and readers through the work of developing, assembling, and editing the newsletter. And I encourage you to write aviation-related articles for publication in Flight Lines.



I grew up in the flatlands of northcentral Kansas. I moved to Colorado in 2005 and have called it home ever since, except for 3 years in Boston. I live north of Centennial (KAPA) airport under an extended downwind for runway 17R. It's a beautiful neighborhood, and I enjoy looking up to see my fellow aviators flying overhead.

I began flying in 2018 at Aspen Flying Club (KAPA) and earned my private pilot certificate later that year. I primarily enjoy flying around Colorado and traveling out of state to see family and sites. I have logged about 400 hours and look forward to more general aviation flying to new places across the United States. I am not

an airplane owner, so most of my flying is in Aspen Flying Club planes. Outside of aviation, I enjoy the outdoors, camping, hiking, fitness, and playing the rad sport of pickleball.

For me, like many of you, aviation is a passion. I have not found an activity I am more interested in than flying. There is no better feeling than being at the controls in flight. So, I am trading out the mid-rise office view, which wasn't all that bad, for a new office view - the best one - as I transition careers from law to professional pilot. Before law, I was a law enforcement officer for 11 years, working in various roles, including detentions, patrol, investigations, and special operations community support. I have enjoyed each of my careers for different reasons, but I finally feel like I found where I belong - aviation. I am working toward my certified flight instructor certificate after obtaining my instrument rating and commercial certificate within the last year.



I am eager and excited to contribute what I can to support the voice of general aviation. I look forward to working on the board of the Colorado Pilots Association for many reasons. The foremost reasons are to meet members, hear their stories, connect with the broader general aviation community in Colorado and beyond, and enjoy the unmatched camaraderie within general aviation. I am here to serve you and the association and am open to your ideas and suggestions regarding the newsletter and how we can strengthen the general aviation community.





Celebrate National Aviation Day – August 19

by Andy Holmes

National Aviation Day was established 85 years ago on August 19, 1939, by President Franklin Delano Roosevelt to honor the birthday of aviation pioneer Orville Wright. It is a day dedicated to celebrating aviation and fostering public interest in aviation. How do you plan to celebrate and encourage interest in aviation this year? Need some inspiration? Here are some ideas to demonstrate your passion for and appreciation of aviation:

Watch an aviation documentary, like the new, *The Blue Angels*.

Experience the Pikes Peak Regional Airshow on August 17 or 18 and bring your family or friends.

Watch an aviation themed movie.

Visit an aviation museum. We have several in Colorado: Wings Over the Rockies Air & Space in Denver, Exploration of Flight located on the field at Centennial Airport, National Museum of World War II Aviation in Colorado Springs, Pueblo Weisbrod Aircraft Museum in Pueblo, and Edward J Peterson Air and Space Museum in Colorado Springs.

Schedule a flight with one of the Colorado-based Commemorative Air Force Wings in a TBM Avenger (Rocky Mountain Wing), or a Twin Beechcraft 18 SNB-5 (Mile High Wing).

Share the experience of flight with someone new – a friend or family member.

Go Fly.

Spread the word about the benefit and necessity of general aviation. Educate the community.

Spread your aviation interest on social media. Be sure to @coloradopilotsassociation and #NationalAviationDay

Start reading a book that will have a positive impact on the safety of your flights.

Ask the Colorado Pilots Association how you can support general aviation in Colorado.

Donate to the Colorado Pilots Association Scholarship Fund. <https://gofund.me/a73d3c67>

Convince your flying friends to join Colorado Pilots Association if they are not already members or to renew their membership if they are inactive.

Sign up for a Colorado Pilots Association Fly-In or Event.

Volunteer to bring a non-owner pilot or a non-pilot to a Colorado Pilots Association Fly-In or Event.





CPA Scholarship Fundraiser Poker Run Saturday, October 12th, 7am – 12pm

We are looking for some adventurous pilots to help raise funds for our scholarship program. The CPA Education Committee is organizing a Poker Run with the goal to raise \$2,000. Space is limited to the 1st 20 participants, *get your registration in today!*



The process is simple:

1. Complete the Poker Run registration form and submit a \$100 registration fee.
2. Upon receipt of your registration, we will provide you with your first two (2) cards via text.
3. On Saturday morning, October 12th, fly to 3-5 airports of your choice.
4. At each airport, take a photo to provide “evidence” of your arrival. An additional playing card will be returned to you via text for each airport arrival.
5. When you’ve completed your run, send us a text summarizing your winning hand.
6. The 1st, 2nd, and 3rd place winners will receive CPA SWAG.

We will also have CPA memorabilia available for you to receive at KGXY, KLMO, KEIK, KBJC, and 18V ... although the choice of airports for your Poker Run is totally up to you!

For further information, please reach out to Mike Mayfield (mp.mayfield@gmail.com, 719-440-9836) or Deborah Cassel (deborahcassel@comcast.net).

Thanks in advance for your continued support of the CPA Education Committee and our Scholarship Program!





CPA Education Committee Poker Run Registration Form

Name:	
Address:	
City / State / ZIP:	
Phone Number:	
eMail Address:	
CPA Member: (Yes / No):	
Airports you Plan to Visit:	
Aircraft Type:	
Aircraft N Number:	

Please email your registration form to: mp.mayfield@gmail.com.

The \$100 registration fee can be sent to our Scholarship Fund GoFundMe campaign:

[CPA SCHOLARSHIP CAMPAIGN](#)

OR ... a check can be sent to Colorado Pilots Association PO Box 200911 Denver CO 80220-0911.
Please mention "2024 Scholarship Fund" on your check.



THAT'S A WRAP



CPA FLY-IN DEBRIEFS

Gunnison/Crested Butte – June 28-30, 2024

FAA/Oklahoma City, Oklahoma – July 9-10, 2024



Gunnison/Crested Butte Fly-in 2024

by David Ladd, event host

The 2024 Gunnison Fly-in was held June 28-30 with 21 people attending. All arrived on Friday to join in a fun weekend of rafting, hiking, dining and great camaraderie!

After collecting everyone in Gunnison we headed up to Almont to float the Gunnison River. No one in the group departed the rafts on the trip, though there was enough splash to soak several adventurers. On the trip down the river, we were accompanied by a Blue Heron as well as several other birds.

After a change to dry clothes, we enjoyed beer and BBQ at 3 Rivers Smokehouse.



Saturday morning, we were off to hike up to the Umbrella Bar. It's a mellow hike from the base of the Crested Butte ski area at 9200' to the Umbrella Bar at about 10,100'. The views are spectacular, and the beer and lunch were enjoyable. Nothing like a bit of hypoxia to stimulate the appetite! (On the ground, of course)



Saturday afternoon people visited Crested Butte, hung out in Gunnison, or just took a rest before driving up to our home up above the valley for a proper Fly-in Happy Hour and dinner. We had plenty of food, wine and views. It was also a great evening to catch up and/or get to know our fellow CPA members, discuss the weekend's adventures and tell a few flying stories.



Sunday morning dawned a bit murky but not enough so to affect everyone's departure. All arrived home safely after a successful weekend. Thanks to all for being such a fun and interesting group!



Oklahoma City FAA Training, Round Two of ??

by Bill Marvel, event host

Back in 2019 a CPA group of about eight or nine members attended this training and I was one of them. But the following year it was shut down for Covid and only recently resumed. We are fortunate to have been the second group of CPA members to attend.



Back to school. It all starts in the classroom

All fourteen CPAers at this year's aviation physiology, hypoxia, disorientation and survival training in Oklahoma City came away with rave reviews of the program. It included experiencing *real* spatial disorientation in an enclosed cockpit with no outside references. Of course, we also enjoyed a nice, smooth flight at 25,000 feet

without oxygen, gradually losing brain and vision functions to some degree as each person learned his own hypoxia symptoms. And more fun was added as we evacuated from the pilot seat of a submerged aircraft while restrained by both seatbelt and shoulder harness while upside down – and with our eyes closed. We escaped a truly smoke-filled Beech King Air prior to jumping into the water from the wing, having left an emergency overwing exit prior to inflating our life vests much as is described on airline flights.

The land survival portion was built on the scenario of a crash landing in a remote area at nightfall in the winter. It taught us the best place to keep survival gear in the airplane and demonstrated examples of specific items to have with us and how to use them. We learned how to reliably start a fire with a nine-volt battery and steel wool. Or, with a cotton ball and ChapStick and a small device that creates sparks. We were taught how to use a signal



mirror to summon help in daylight and at night to use a battery powered laser flare which projects a broad laser line instead of just a tiny dot to alert overflying aircraft.

That and much, much more were featured in our July 9-10 training session at the Mike Monroney Aeronautical Center immediately adjacent to the main Oklahoma City airport. Everyone who flies should take this training, which is free to pilots of all ratings and offers both life-saving knowledge and hands-on experience you cannot acquire anywhere else. The weather cooperated nicely but there were two early hiccups. First was that the intended FBO for most of us – Jetset at Wiley Post – had exactly zero tie down locations installed on their ramp. And this is a large GA reliever airport only a few miles from the main one. The adjacent FBO, Metrea, had only six and all of them needed dirt to be removed from their steel fittings below the ramp surface. Fortunately, some planes went into hangars and a couple of others were large enough to just be parked and chocked given the benign weather.



Our two Dodge Challenger hot rods

A second problem was that the two Enterprise cars we reserved turned out to be two-door Dodge Challengers more appropriate for a young student studying race car design than the 4 door, 5 pax sedans we ordered. They did have an impressive throaty exhaust roar and tons of power and torque, but we could barely squeeze four of us into each, let alone the

desired five. No, we didn't have any drag races but had the right cars for it.





Instructor JR Brown uses an inner ear model on the Barany chair to demonstrate the ear's contribution to disorientation.

As I've mentioned to several others in the past, to me the disorientation portion alone justified attending. A thorough description of the inner ear and how it operates as a sensory system, using a large plastic model, was followed by one individual riding in a rotating Barany chair, eyes and ears covered, to demonstrate the concepts taught. This demo also explains head as opposed to eye movement alone and shows what moving

your head can do to exacerbate any disorientation problem you might be experiencing. But the so-called "E-ticket ride" (from long ago Disneyland days), is the simulator.

In this enclosed device which moves in yaw, pitch and roll, you fly an aircraft on instruments to create the human body sensations that lead to disorientation. By following a few commands to move your head and eyes in a certain manner, given through your headset, disorientation is instantaneous and unavoidable! In my case I recall being established in a half standard rate left turn in level flight and told to move my head to look down and pick up a pencil from the



Carl Rand dons visual and audio blocking devices to shut down two of his senses prior to experiencing and demonstrating to all of us how the inner ear can become confused while flying.

floor. My brain detected a **violent** pitch down that vanished soon after I glanced at the panel to see the level left turn still progressing nicely. This was followed by the same sequence but using my eyes to focus on the panel as I slowly moved my head while leaning down to get the pencil. What a difference! And this critical experience is known to almost



no one in the GA community because it has not been taught and experienced at any point in flight training!



Colleen Leppert in the disorientation simulator before the door is closed and the confusion begins!

The following photos add additional insight into what we experienced and will give you an indication of the scope of this training. The FAA packs a lot into two days but with a mixture of examples, videos, humor and information, make it easy for students to understand.

Oh yes -- as to that familiar FAA expression we have all heard. In this case they really are here to help you!

Because of the value of this course and the recency of my having set it up this year, I may host the same thing again given that each class is ideally designed for only 12 people. In our case we were allowed as many as 16, which we could probably arrange again. CPA has a lot of pilots and if even a small portion of them attended this course, it would take many trips to accommodate everyone.



Gradually getting loopy at 25,000 feet without oxygen are (L to R) Vic Toce, Chris Metscher, Bill Gust, Jim Kasic, Colleen Leppert and Lynn McCullough. An instructor is in the foreground, monitoring everyone.





Looks are deceiving...John Head isn't making an obscene gesture here but using two fingers as a sighting device to aim his signal mirror's solar



First time CPA Fly-in attendees. (L or R) Chris Metscher, Laura Herrmann, Vic Toce and Marc Breen. Laura flew her Cessna 182 to OKC from Minnesota to attend and Vic's Cessna Columbia 400 rocket ship brought him in from Texas. Yes, the course is that good!





An always smiling Jim Kasic uses a small spark generating device to set dry grass on fire. Yes, it worked.



But it wasn't all work. Here's our first night's dinner at a local brew pub.
Jim found it on arrival day...





Bill Gust and Joanne Brown when both still had dry hair. That would soon change.

Water survival began with vacating a smoke-filled King Air 200 through the over wing exit. Yes, four of us are in there and no, you can't see very much!



As the "captain" on our plane, I was the last one out.





Lynn McCullough learns how to flip over an inverted life raft.



Carl Rand (L) and Marc Breen haul in Jaime Hayden, who for training is pretending to be a helpless survivor. Getting yourself or someone else into a raft is not easy!



Jaime gets a helicopter lift to safety.



Joanne prepares, mentally and physically, before being inverted while strapped into the pilot seat of a simulated aircraft. A deep breath, eyes closed, and a head nod is all it takes. The procedure is explained in detail and a dry run completed before the actual event.

She's having fun now! Two safety divers are there in case of a problem, but no one had any difficulty with maintaining awareness of position, removing the belt and harness and exiting to the surface.



ON THE HORIZON



CPA FLY-IN LISTINGS

Alamogordo, New Mexico – October 4-6, 2024

Spaceport America & Trinity Site, New Mexico – October 18-20, 2024

See fly-in information on pages 21 through 24.

See registrations forms on pages 30-31.

Alamogordo registration ([click here](#))

Spaceport America & Trinity Site registration ([click here](#))



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

Hosted by Bill Gust, garbona@msn.com, 719-482-6810

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.

I do need a couple of volunteer drivers.

Friday October 4: Arrive at Alamogordo Municipal Airport (KALM) by 11AM. We'll have lunch at a nearby restaurant. After lunch, visit White Sands Missile Range Museum on Holloman AFB. (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. Stay at the Marriott Fairfield \$150.00/night, including a full hot breakfast. 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 Pistachio Land. 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. We'll be having a group dinner that night.

The **Museum of Space History** and nearby Holloman Air Force Base have a fascinating past themselves. The museum features several floors of inside exhibits and a wide variety of outside



displays which show the contributions of the local area to both aircraft and spacecraft development over many decades.



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 moon landings.

Outdoors, among many other displays, 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.

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

Ten hotel rooms have been blocked for the Colorado Pilots Association until September 4, when they will be released. Reserve yours by calling 575-437-4000, select the front deck option and tell them you wish to reserve one of our blocked rooms.

To attend this event, complete the registration form and mail it as indicated, along with a check for \$60 per person, made out to the Colorado Pilots Association. The registration fee covers rental cars, fuel and a group tour. The last day to register is September 3, but it helps greatly to do so ASAP.



CPA Fly-In

Spaceport America & The Trinity Site, NM

October 18-20, 2024

Hosted by Bill Marvel, rv8tor@msn.com, C (310) 293 2013

A Blast from the Past and a Flight to the Future

Join our trip both back in time and forward into the future the weekend of **October 18-20, 2024**. We will be visiting two venues -- Richard Branson's futuristic Spaceport America launch facility from which space tourists will venture into earth orbit, 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, you'll receive "event unique" name badges and will be met by a private tour bus company for a group lunch followed by a tour of Spaceport America. Their tour buses hold 13 passengers, and the two available for us can only accommodate 26. We will have one rental car plus the airport's courtesy car, which can increase the total to 36. Our buses will be dedicated to CPA members only.

Afterwards, the buses will return us 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. There are no rental or courtesy cars available in Socorro, but we will have one from Albuquerque just in case there is a need for ground transportation in the event of an aircraft maintenance problem (or a run to the liquor store...).

However, we'll be staying at the Holiday Inn Express near restaurants and a brew pub so all necessities will be close by. Our Colorado Pilots Association group room rate is \$134 a night, pre-tax.



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. It is



located several miles from the blast site. 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 as well as a Saturday night group dinner in our own room at the Jackson Ranch Steak House in Socorro.

The registration cost for all the group expenses is \$150 per person. It covers one rental car, the arrival lunch and private meeting room in Truth or Consequences, the Spaceport tour and two tour buses, the private room for our group dinner in Socorro and the dinner itself, including tax and tip. I will be paying the above costs from registration fees.

Many people contacted me earlier in the year about their interest in this event because it was mentioned in both the Quick Preview and in an earlier article in Flight Lines. It will be full or close to full. To attend, complete the registration form, write a check made out to CPA for \$150 per person and mail both to me at:

Bill Marvel
492 Escondido Circle
Grand Junction, CO 81507

More details, including hotel information and dinner menu choices, will be forthcoming to all attendees once I receive their registration forms and checks. Some items are still in work.



FROM THE LINE



CPA MEMBER ARTICLES

Going for the Record?, by Frank Ladonne

Apples, Oranges, and Backcountry, by Bill Marvel



Going for the Record?

by Frank Ladonne

Perhaps I'm wrong but I suspect that when Bill Marvel wrote his fabulous article in the July Flight Lines; **The Other ~~Three Four Five Six~~ Dumb Things I've Done...**, he wasn't intending in starting a contest for dopest pilot tricks but, as my first instructor used to say, "Any flight where you haven't learned something, you weren't paying attention." So, I offer my faux pas (I thankfully only have two that I can recall as being noteworthy but I'm relatively young and have (hopefully) years yet to go) so that others may learn.

Dopey Pilot Trick One – Many years ago when I was still a very new and inexperienced pilot, I was based in Waukegan, Illinois at KUGN. Our hangar was a clamshell type made of Quonset hut style corrugated steel sheets, and it leaked like a sieve. (Just before we left Illinois to retire to Colorado, it blew down in a windstorm.) Well, one winter morning, my wife and co-pilot (same person) drove to the airport with the intention of flying to Indianapolis for some sightseeing for the day. When we opened the hangar, we discovered that it had rained the night before and all the rain that leaked into the hangar had now frozen all three wheels of our plane solidly to the ground. Well, despite all the pushing and pulling and rocking that our flight crew could muster, the plane remained solidly locked to the ground. A wiser man than I would have abandoned the trip and gone home but wisdom was not to prevail on THAT day. Being an engineer, I mentally ran through my options and came up with this brainstorm. I told Jolene to stand to the side in view and I would start the plane and taxi it out of the hangar. Anybody who has thought of trying this, DON'T! Starting your plane in the hangar and (worse) revving the engine, puts the entire contents of the hangar into a tornado like maelstrom. However, undeterred, I continued until, with a lurch, I broke free of the ice. I shut down, closed the hangar and off we went. The flight to Indianapolis was uneventful and the landing similarly so except Jolene thought she heard an unfamiliar sound upon landing which I quickly brushed off to her obviously less experienced flying imagination. Well, we did our sightseeing, returned to the airport for the return trip home. As we were paying for our fuel, the line guy asked how long we had that curl on our prop tip. Immediately, I thought they had damaged the prop while towing the plane to parking. Then he mentioned that they found a tow bar next to the runway and could it be mine. Now the "funny" sound Jolene heard made some sense. Apparently, we flew from Waukegan to Indianapolis with the tow bar hanging on the nose wheel and when we landed, the tow bar popped up, the prop caught it and winged it off to the side. When I looked at the prop, it was only the last quarter inch of the prop tip that had curled but we left the plane



and drove our rental car home. To make a long story somewhat shorter, the prop shop overhauled the governor, deemed the prop salvageable. Putting the prop guys in touch with our insurance company and sending numerous pictures, the insurance company concluded that an engine tear down wasn't necessary so three weeks later we were back in business. Turns out, that engine ran another thousand hours to 3,000 hours and still had great compressions (though it was going through lots of oil) but, as our mechanic said, "Someday the engine will fail and, in my experience, it won't fail on the ground." Taking the hint, we replaced the engine.

Dopey Pilot Trick Two – Shortly after retiring to Colorado, we naively thought we'd rent a hangar at KFNL. After all, we lived only 12 minutes by car, and it would be REALLY convenient. Yeah, good luck with that, the waiting list for similarly minded folks was longer than the Magna Carta. So, we opted to rent a hangar at KGXY. At the time, what struck me, on a positive note, about KGXY was that they had four runways. (On a negative note, being non towered, it was not uncommon for cowboy pilots to be landing on at least three of them at the same time. But beggars can't be choosers.) One day after returning from a flight, we put our plane into the hangar, and I hit the switch to lower the door. Unfortunately, the plane was somewhat more forward than its designated resting place. As the door began to come down, I realized that, if it continued, it would hit the spinner. In a panic, I flipped the door switch from down to up. Now, here's a lesson about motors (which being an electrical engineer I knew but being panicked, I forgot). If a bidirectional motor is spinning in one direction and you hit the switch to reverse its direction, it will continue spinning in the original direction until it comes to a stop before reversing. ...Which it did. Additionally, if you simply flip the switch on a hangar door from down to off (the neutral position), depending on the gearing of the door, it will coast awhile under the weight of the door before coming to a stop. ...Which it did. So, what did stop the door? The spinner. A few weeks (and an expensive spinner and backing plate and paint job) later and we were back in the air.

Well, those are my two. Undoubtedly, as a variation on the saying for landing gear up goes. If you're a pilot and you haven't yet done anything dopey, you will. Just don't repeat mine. Come up with something original...and dopey.



Apples, Oranges and Back Country...

by Bill Marvel, Fly-in committee chairman

Now that seems like a strange title. But it really isn't since everyone has heard a variation of the expression, "we're comparing apples and oranges here" when discussing two similar items that are actually different. And what could be more different than two interpretations of the term, back country.

As head of the Fly-in committee, my focus is coordinating with CPA member hosts in producing the annual list of flying destinations our members enjoy each year. Given our location here in Colorado, an obvious choice of destinations includes some of the unpaved, remote air strips in Colorado, nearby Utah and in Idaho. From my perspective, that's what back country means – flying into those strips and enjoying the incredible scenery, all while using the utility of our aircraft to get there.

Enter Keith Serkes. Keith is a long-time CPA member who has been involved with the organization since long before my spinner poked its nose over the western horizon when we moved to Colorado years ago. When he was announced as head of the Back Country committee, my first thought was back country in the sense of having some of our Fly-ins there. But enter apples and oranges. Unknown to me at the time, Keith's passion was not hosting Fly-ins but doing the all-important work of opening, reopening and maintaining those strips. Needless to say, without back country strips, there are no back country Fly-ins!

Kudos to Keith for taking on this essential task but it still leaves me without a member who is willing to host and run a CPA Fly-in, preferably annually, to a suitable destination. My favorite, one I can fly my RV-14A into, is Johnson Creek, ID. It could easily be an annual event for us because of great facilities, super smooth grass runway, easy in and out with no superior pilot skills needed, beautiful and free! But I do need someone to pick up the ball and make it happen. Interested? I'm at flyins@coloradopilots.org all the time.



Volunteer Opportunities



The CPA Education Committee is seeking volunteers for an upcoming event:

Aims Community College Aviation Day and Static Aircraft Display
September 14th from 8am to 5pm at 6350 Aviation Circle, Loveland, CO 80538
Northern Colorado Regional airport (KFNL)

The Aims Aviation Day is geared towards educating the public about aviation and the opportunities that are available in aviation. It also raises money for scholarships for Aims Aviation students and the local Women in Aviation Chapter. There will be live music from "The Burroughs" along with a beer garden between the hours of 2:30pm -5:00pm. Several vendors such as SkyWest, Frontier Airlines, United, and several local companies are hosting booths.

- a) We need a couple of volunteers to staff the Colorado Pilots Association booth. If interested in staffing our booth, please respond via email to Education@ColoradoPilots.org.
- b) Aims CC would like to have a few aircraft (4-6) on static display. This is an opportunity for any members with unique or rare aircraft who would be willing to put their aircraft on a static display that day. If interested, please reach out directly to the event organizer to discuss this opportunity: Will Faulkner, Assistant Chief Flight Instructor, 970.378.3703, will.faulkner@aims.edu.





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?		Alamogordo, NM, October 4-6	
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: \$___60___ 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:

Bill Gust (719) 482 6810 garbona@msn.com
3150 Mt. Herman Road
Monument, CO 80132





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: _____

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

Which event are you registering for?		Trinity/Spaceport, October 18-20	
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: \$ 150 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:

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





Stay up to date with Colorado aviation events here:

<https://bit.ly/COAEvents>



Check Out the Latest Colorado Pilots Association Board Minutes

Log in to <https://www.coloradopilots.org>

select CPA Member Benefits, then select Meeting Minutes

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LinkedIn

*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.*

Colorado Pilots Association

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