

# CPA FLIGHT LINES

OCTOBER 2024

The  
“Tin Goose”



**Ford Tri-Motor**  
**Ford Tri-Motor**  
**Ford Tri-Motor**

*Located at Erie Ottawa  
Regional Airport, Port  
Clinton, OH  
-Liberty Aviation Museum*



# President's Corner – 2024 Year In review

by Adrian Nye



CPA has been busy in 2024. This is a summary on what each of our officers and committees have accomplished this year. A few of these may have happened last year - I'm losing track!

One of our goals in this newsletter is to better inform you about what CPA is doing on your behalf. I find the list below impressive especially since we are all volunteers.

President - I have done some writing for the newsletter and for local newspapers. We have created two new committees this year, Community Relations and Social, and found new chairs to lead them. We have found new chairs for the Airspace, Backcountry, Education and

Airport/Area Rep committees, a new Newsletter editor, and a new person to manage Social Media. I (with Brian Garrett) made tee-shirts and a banner for use at the first annual CPA/CDOT booth at Oshkosh. I am also the main contact for the press and have participated significantly in legislative and political activities. And of course, run the monthly board meetings.

Vice-President Brian Brieske has been the primary person behind the scenes for the Mountain Flying Program. He has obtained classroom space, registered students, and taken care of the administrative tasks for the program.

Treasurer Cindy Jewell does a lot for CPA. She:

- ✓ prepares and presents the financial statements for monthly meetings and the annual meeting.
- ✓ handles all payments and expenditures including reimbursements.
- ✓ works with each of the committee chairs to support their role, such as creating forms, gathering statistics, & reporting information.
- ✓ makes trips to the PO Box and handles all the mail.
- ✓ prepares reports for Membership Services as to the members that have paid (so that new member packets can be sent).
- ✓ monitors all our returned mail.
- ✓ prepares and files all our corporate filings, including tax returns, state and federal.
- ✓ handles all finances for the fly-ins, mountain flying, scholarships and holiday meeting.
- ✓ sends a summary report, just prior to the annual meeting, to each committee chair that has had financial activity during the year.

Recently Cindy updated and had printed the brochure that we hand out to the flying community, with input from Bill Marvel and Bob Kinney. During the year, we switched from PayPal to Stripe on our website, which improved the experience for members, but caused some changes in her processes.

Recorder Laurie Garrett maintains the list of all the board members and liaisons, prepares and sends out the agenda (with the President's input). She takes notes during the monthly board meetings and





compiles the notes so that they are available for the next meeting. Laurie is resigning at the end of this year, so we need to find a new Recorder.

Membership Services chair Gabbie Bogolin receives new memberships and mails the new member packets. She is involved in ordering new materials as needed and resolving issues with members that have difficulty with online payment.

Airport/Area Rep chair James Zucker has been working on a new video project involving Colorado airports and the activities around them. CPA once had our own airport and area reps, but we have decided it is more productive to try to fill out AOPA's ASN network instead of rolling our own.

Airspace chair David Ladd is responsible for monitoring changes in airspace and participating as a pilot advocate in the process of changing the Colorado airspace system. Lately that has involved participation in changes to airspace in the Denver area, and work toward increasing safety in the busiest airspace used for flight training.

Backcountry chair Keith Serkes has just rejoined after having this same role in the past. CPA has joined the AOPA Backcountry coalition and Keith is planning to attend their summit which of course will be held at a backcountry strip in Idaho, in October if the smoke ever clears. Keith is planning to focus on opening more backcountry strips in Colorado and the vicinity.

Community Relations chair Colin Dielmann's job is to try to reduce the friction between airports and their surrounding communities. It's not an easy job and we are still working on how to do this. So far he has chosen to work on the next generation and been involved with the Education committee in promoting aviation through schools.

Education chair Michael Mayfield runs both the scholarship program and our education outreach program where we promote aviation in schools. He has expanded the scholarship program and has big plans! This is one of the few committees that has a few helpers, including Chris Kilker, Ilana Steele, Dominic Pena and Kelly Kang.

Flight Safety chair Michael Koscielniak organizes our monthly CPA Presents video/zoom presentation, which has grown in popularity and has featured nationally famous presenters. He also attends a lot of aviation noise roundtables in the Denver area and other aviation events.

Fly-in chair Bill Marvel organizes our fly-in program every year. He runs the planning meeting, trains hosts, helps prepare promotional materials for the fly-ins, goes to many of the fly-ins and supports the hosts, and works with them to create post-flying articles for the newsletter. Bill also wrote many great articles for the newsletter and helps proof-read the newsletter every month.

Legislative Affairs chair Gary Tobey has been especially busy in 2024. We worked with other aviation organizations to modify the initial threat of HB24-1235 in the Colorado House, and the bill passed which resulted in a net benefit to aviation. In political affairs we helped turn back the citizen ballot initiative that might have closed Boulder airport. We are also monitoring various lawsuits related to aviation at KBJC, KAPA, and KBDU.

Mountain Flying chair Bill Standerfer along with assistant chair Bill Dunn lead the mountain flying program. With three or four classes a year, they continue our tradition of providing nationally



recognized mountain training that started 34 years ago, teaching more than 2,000 students the basics of flying in the Colorado Mountains. In addition, Bill Standerfer has taught a seminar at EAA AirVenture for several years encouraging nearly 2,000 pilots to get training before flying in our high country. This year the program has benefitted from a generous grant from the Colorado Division of Aeronautics to keep our equipment up to date and to improve our presentation materials. Also, this year Bill Dunn worked with the FAA and CDOT to add visual waypoints to Colorado mountain passes on the charts, and outstanding achievement!

Newsletter editor Andrew Holmes is new to the job and taking it on with energy and making improvements. So far the issues have been great! He depends on you to send in materials to publish!

Social chair Jordan Bishop is another new chair who has started to organize social and educational activities. Social Media person Deborah Cassel is a member of the social committee, and she has taken over managing our social media accounts, which have languished in the past.

Webmaster Brian Garrett maintains our website, keeps its calendar up to date, sends out weekly emails about events and sends any special emails we need to send to members. Brian was key in our transition from PayPal to Stripe which we hope will make online payment easier. Beyond the day-to-day functions he has created a new website section on Advocacy which is a work in progress but already includes an extensive library of articles on Lead, Noise, and the issues surrounding specific airports that are under threat. Brian is also our main tech guy at meetings to set up A/V and sound. All this around a day job and just completing a Sling Tsi homebuilt.

We have an impressive group working on behalf of CPA, and I'd like to thank them for their service this year. We must be doing something right, as membership has grown by about 50 members in the past year to about 730.

All of these committees could use more help, so if any of these areas seem interesting then feel free to reach out. Each committee has its own email address which is listed here: [https://coloradopilots.org/content.aspx?page\\_id=4&club\\_id=612720](https://coloradopilots.org/content.aspx?page_id=4&club_id=612720)  
If you would like to volunteer but don't know where you fit, please contact [president@coloradopilots.org](mailto:president@coloradopilots.org)

-Adrian





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**NOTICE:** The deadline for submissions for the November issue of Flight Lines is Monday, October 21.

Email your article to [newsletter@coloradopilots.org](mailto:newsletter@coloradopilots.org).



Colorado author writes aviation themed children’s books.

At a recent aviation event in Broomfield, a Colorado Pilots Association member made acquaintance with an inspiring Colorado author, Rebecca Victor of Wiggins Colorado. Rebecca has published three aviation themed children’s books. Check out her [website](#) for more information or to order books.



## **New At NoCo Regional!**

### **U.S. Customs now at Northern Colorado Regional (KFNL)**

by Scott Holst

U.S. Customs and Border Protection receives a warm welcome with the opening of the newest office in the front range area. Opening inside the Discovery Air FNL facilities at the Northern Colorado Regional (now International!) Airport, the office is open M-F

from 11am to 7pm and the officer is available for overtime as scheduled in advance. International flight clearance including regulated trash pick-up, filing 4457's and I-94 corrections are a few of the currently offered services.



This office will provide a pivotal role enhancing the trade and travel in our area and providing flights with a very convenient location to clear customs on arrival into the United States.

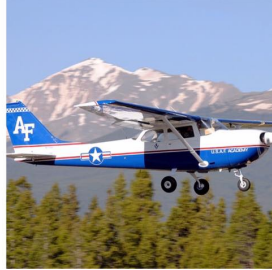
U.S. Customs and Border Protection at the Discovery Air FNL campus can be reached at 970-460-4515.

Scott Holst  
General Manager, Discovery Air @ KFNL



# USAF Academy Flying Team Scholarship Fund Donation

by Mike Mayfield



The USAFA Flying Team is a nationally ranked precision flying team.

Members of the team fly at least every other day during the academic year, in addition to flying every day during a 3-week summer period dedicated to airmanship. The team competes at the NIFA Region I SAFECON competition, which typically takes place in mid-October.

For the past 37 years the team has won this regional competition, qualifying for the National SAFECON Competition which takes place each spring. The team commonly participates in other regional competitions for practice, conducts spring break training trips, and travels to airshows. New members of the Flying Team support the USAF Thunderbirds team in May of each year during the USAFA graduation demonstration.

This past Spring, the flying team booster club organized and held a "Fly-a-Thon" to raise funds to help Colorado youth pursue their aviation dreams. ***The CPA Education Committee is pleased to announce that we have been selected to administer a donation of over \$11,000 to help fund our 2025 scholarship program.***

We are delighted and extremely thankful for this support from the young men and women of the USAFA Flying Team! For more information, please visit the USAFA Flying Team website.





## 2025 Election Nominations - Recorder needed!

by Adrian Nye

It is that time of year again when we must elect the officers of CPA: President, Vice President, Treasurer and Recorder.

Adrian Nye, the current President, is willing to continue or step down if a qualified candidate emerges. If elected for 2025, because of term limits it must be his last year, so this position will be open for 2026.

Brian Brieske, our current Vice President, is also willing to continue or step down. If re-elected he indicates 2025 will be his last year as VP, and that he does not plan to run for VP or President for 2026. If you are interested in running for President and are not already on the board, the best way is to serve as VP for a year so that you can learn what is necessary for a seamless transition.

Cindy Jewell has agreed to continue as Treasurer. Cindy has done an incredible job for many years and is an essential part of our leadership team. I highly recommend her re-election.

Laurie Garrett, our Recorder, has given notice that she will not run for 2025. Laurie has also done a great job for a long time and will be hard to replace. We need nominations or volunteers (self-nomination is ok) for the Recorder position.

What does the Recorder do? The Recorder prepares the agenda for the board meetings with the President's assistance, maintains the list of emails that the agenda goes out to (including our liaisons from other aviation organizations), takes notes at our meeting, and compiles the meeting notes for posting on our website. Attendance at all monthly meetings is important, ideally in person but remote would be ok.

Any member (or non-member willing to become a member before the election) is free to run for any of these positions. To be on the ballot, you must comply with deadlines and procedures in the bylaws, which are on our website under About Us. If you have a nomination or want to run we need to hear from you as soon as possible, by October 26 at the latest, so that ballots can be sent out on time. Please send them to [webmaster@coloradopilots.org](mailto:webmaster@coloradopilots.org)

After nominations are complete, online voting will be on the CPA website and announced by email to all members in early November. You can also vote at the annual meeting in November, and votes will be tallied and results announced there.

If you have any questions or would like to discuss running for one of these elected positions, please contact [president@coloradopilots.org](mailto:president@coloradopilots.org)

-The CPA Board of Directors



## Aviation Events Brief – October 2024

### Breakfast Fly-In @ KAPA

Saturday, October 5, 2024, from 0930 to 1230

Wings Over the Rockies Exploration of Flight, 13005 Wings Way, Englewood, CO 80112

Registration not required

### Centennial Airport Community Noise Roundtable

Wednesday, October 2, 2024, from 1830 to 2030

7565 South Peoria, Englewood, CO 80112 or GoToWebinar

Webinar Registration [here](#)

### Colorado Aviation Historical Society – Hall of Fame Banquet

Saturday, October 5, 2024, from 1100 to 1400

6800 West 10<sup>th</sup> Avenue, Lakewood, CO 80214

Registration [here](#)

### CPA – Monthly Board of Directors Meeting-ALL MEMBERS WELCOME TO ATTEND

Monday, October 7, 2024, from 1830 to 2000

The Hangar, 7565 South Peoria, Englewood, CO 80112

In Person, or Virtual Meeting link <https://bit.ly/CPABoardMeeting>

### Arapahoe County Public Airport Authority

Thursday, October 10, 2024, from 1500 to 1700

7565 South Peoria, Englewood, CO 80112

Registration not required

### CPA Scholarship Fundraiser Poker Run

Saturday, October 12, 2024

More Information [here](#)

Registration form [here](#)

### Radial Engine Roundup @ Exploration of Flight – KAPA

Saturday, October 12, from 1000 to 1400

Wings Over the Rockies Exploration of Flight, 13005 Wings Way, Englewood, CO 80112

Wings Membership Entry or Pre-Purchase Tickets [here](#)

### EAA1627 Young Eagles Rally – Pancakes and Burgers @ KBDU

Saturday, October 12, 2024, from 0830 to 1330

Journeys Aviation, 3335 Airport Road, Suite A, Boulder, CO 80301

### CPA Fly-In Truth or Consequences & Socorro, NM

October 18 -20, 2024

*Safe flights to all attendees. Wishing you blue skies and tailwinds.*

Registration closed



## Jefferson County Airport Advisory Board

Wednesday, October 9, 2024, from 1700 to 1800

RMMA Terminal, 11755 Airport Way, Broomfield, CO 80021 (Mt. Evans Room)

Registration not required. Virtual Meeting link [here](#)

## CPA Presents – Runway Stats: Advanced Airport Traffic Data Analysis

Tuesday, October 22, 2024, from 1830 to 2000

Webinar Information [here](#), Register not required

## 2024 Gallup Fly-In, Sponsored by City of Gallup Municipal Airport

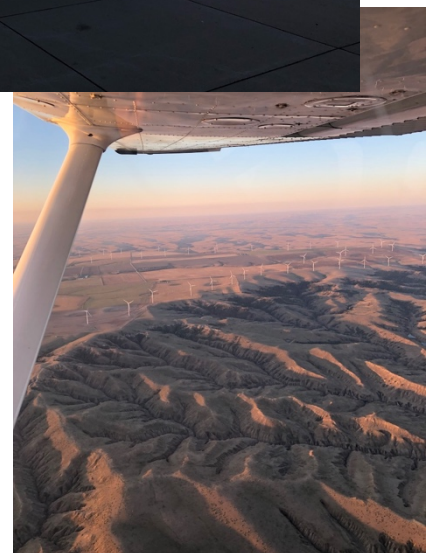
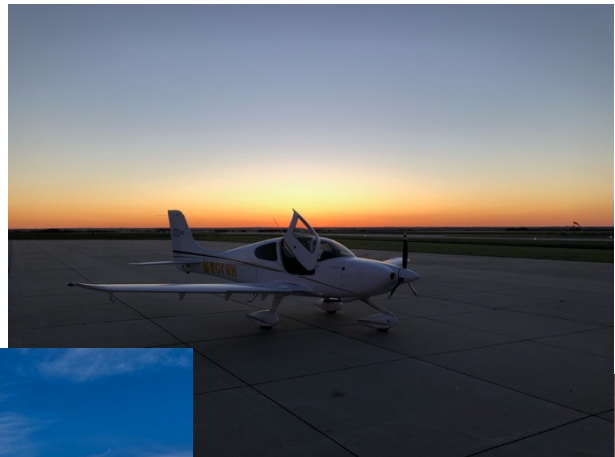
Saturday, October 26, 2024, from 0900 to 1300

2111 West Highway 66, Gallup, NM 87301 – KGUP

Tickets & Donations [here](#)

## HAVE AN AVIATION RELATED EVENT?

Contact the CPA Webmaster at [webmaster@coloradopilots.org](mailto:webmaster@coloradopilots.org) and the CPA Newsletter Editor at [newsletter@coloradopilots.org](mailto:newsletter@coloradopilots.org) to have your event published on our website calendar and in the monthly Flight Lines Aviation Events Brief!





# FROM THE LINE



## CPA MEMBER ARTICLES

**Trouble Shooting an Ignition Problem with EGT Data, by Bill Marvel**

**Stay Ahead of the Airplane (and the Fly-In Season), by Bill Marvel**

**21 Pieces of Surplus Airport Equipment**

**Find New Homes at 15 Colorado Airports, by CDOT – Division of Aeronautics**



# Trouble Shooting an Ignition Problem with EGT

Bill Marvel, the RV-14A guy

This is a continuation of the EGT introduction article in the last Flight Lines issue. It goes into more detail on one specific situation and the observations that brought it to a successful resolution.

Back in 2015, Marti and I flew our then RV-8A from Grand Junction to Kansas City on a CPA Fly-in. On the way I had an in-flight engine problem and made a precautionary landing in western Kansas to evaluate it. The problem, described below, was of my own doing and easily repairable. The symptoms, cause(s) and evaluation I went through are considerations some of you may find beneficial. Even if you don't do your own work on an airplane, simply being able to explain detailed observations to your mechanic will save you a lot of time, money and aggravation.

Before continuing, let me make sure everyone understands a very basic concept of aircraft ignition as it relates to Exhaust Gas Temperature (EGT). This is true regardless of whether you have a certificated aircraft with magnetos, a homebuilt with electronic ignition (EI) or the relatively rare, approved EI in a certified aircraft. I have found in the past that many pilots, maybe even most, do not understand this simple and powerful analytical tool.



***A typical EGT probe on the bench. The sensor is the small pin projecting into the center of the clamp.***

When the two ignition sources in our airplanes fire simultaneously as they should, two flame fronts progress across the cylinder. When the exhaust valve of that cylinder opens, the residual heat from this combustion is sensed by its EGT probe and displayed on your EGT gauge. The important thing to remember is that if either one of these flame fronts ceases for any reason, even intermittently, only one front remains. Because it will take longer for that sole remaining flame front to consume the fuel/air mixture in the cylinder, it stands to reason the slower combustion will result in a higher EGT because in effect the fuel and air are still burning when the exhaust

valve opens and the exhaust flows past the EGT sensor. The rule is that when you run up an engine and switch to single ignition operation, every cylinder's EGT should increase because you are eliminating one of the two flame fronts in all of them. This is why an all-cylinder EGT system with indicating graphics like bars is so important. It allows you to see what is taking



place in every cylinder simultaneously. You will read below how that quickly led me to the source of what turned out to be two problems, not one.

On our prior aircraft, a Van's RV-8A we built, I initially installed two conventional magnetos. After several hundred hours, I opted to leave the impulse coupled magneto on the left side and replace the right mag with Light Speed electronic ignition. With it, the cruise fuel burn was about a gallon an hour less than with dual mags because the EI efficiently changed ignition timing for one spark plug in each cylinder based on sensed RPM and manifold pressure measurements. In contrast, the mags always fired at a fixed 25 degrees no matter what. My cockpit display showed the EI system firing as much as 45 degrees for greater fuel efficiency at high altitude over the mountains. In doing so it converted more fuel into powering the propeller and less into wasted heat flowing out the exhaust. In short, it was an economical investment.



*Typical bar display with CHT on the left and EGT on the right. Numbers relatively close together are indicative of normal operation. Large differences between cylinder temperatures or between exhaust temperatures are indicators of a problem and can guide you to its source. Graphics make differences instantly obvious --- numbers less so.*

On the way to Kansas City, I noted that two of my cylinders, the front two, both had an unusually high EGT bar graph display. The engine was running fine, all the cylinder head temperatures (CHTs) were normal, and life was good. But after 1500 hours in that airplane we built, I pretty well knew where gauge indications were supposed to be. I told Marti in the back seat what I saw and that I was going to do an in-flight mag check at our IFR cruise altitude of 11,000 feet to test it. The engine might get rough in the process.

I began by shutting off the EI, which allowed the engine to operate on only the spark plugs fired by the magneto. It ran smoothly as it should. But I immediately noted two things on the EGT display. One was that the front two cylinders' EGT indications did not change at all and second was that the rear cylinders showed an increase in EGT. ***(Now would be a good time to reread the fourth paragraph because what follows is a classic example of its use).***

My initial suspicion based on EGT behavior was that the portion of the EI system that powered the front two cylinders was not working but was working properly for the rear two. Why? When I selected magneto only operation, EGT on all four cylinders should have increased because I shut off one of the flame fronts. But that did not happen on the front two cylinders. It did happen on the rear two. Hmmm. This told me only one flame front existed on the front two cylinders, and it was coming from the magneto. Because the EGT did increase on the rear two cylinders, it appeared that the EI was working fine there and





with it shut off, the now single flame front from the magneto-fired plugs caused the expected increase in EGT. **Read through this paragraph again to follow the logic as it can be very helpful to you in the future.**

The next step should surprise no one. When I selected EI only operation by shutting off the magneto and leaving EI on, the engine ran very rough and the EGT indications on the front two cylinders dropped dramatically. The engine would run smoothly for a moment, get rough and then become smooth again. Something was wrong with the EI on the front two cylinders, and I was pretty sure I knew what it was. But as you will see shortly, I was wrong.

We were near Hays, Kansas and with a new clearance to land there, I checked both ignition sources several times during descent. Sometimes the engine was rough and sometimes it was smooth. Intermittent problems are no fun to troubleshoot, but I had both a likely cause and a solution in mind.

When I bought the EI system in 2008 to replace the second magneto, I asked the manufacturer what component was most likely to fail. He said the coil. There are two identical coils involved with my system – one fires the front two cylinders and the other fires the rear two. I was certain the front coil failed and that is exactly why I had been toting a spare all over the country for 7 years. Each coil is held in place on top of the engine by two bolts and has slide-on wire connectors. Talk about a simple fix.

Well, what a surprise when I removed the primary leads from the back of the problem coil. One wire separated from its crimp connector almost immediately, and it was a crimp I made



***This mounted probe from a different manufacturer features cooling fins to dissipate some of the incredible heat the sensor experiences.***

myself when installing the system. That explained the intermittent operation on descent and led to my revised conclusion that the coil was not the problem in the first place; a poor electrical wire crimp connection to it was the culprit. Fortunately, my aircraft tool kit has wire strippers, several types of connectors and crimpers so the fix was an easy one. A quick ground run showed all was well and we continued to our Kansas City destination with no problems. I decided that upon return to GJT I would replace the entire wire I had repaired just to be sure it was done properly even though the field repair seemed fine.



I did that work a week later when I returned home and pulled the airplane out of the hangar for a test run. It started on the EI system fine and idled smoothly. But on runup I noted the two **rear** cylinders now had unusually high EGT levels! A mag check showed the engine ran fine on the magneto but that the problem with the EI was now appearing on the rear two cylinders, which are fired by a different coil. When I selected EI operation only, the EGT levels on the rear cylinders dropped significantly and the engine ran very rough. I then knew there was a problem with the rear coil but fortunately still had that spare one in the baggage compartment. The wire leads and crimp connections all checked out, so I installed the spare coil, ran the engine on the ground and then took the airplane up to 18,000 feet, switching ignition sources now and then during the climb and subsequent descent. Operation was normal on both the magneto and EI every time. A check of the removed coil on the ground showed it passed all resistance tests but a call to the manufacturer confirmed this is a common failure mode of spark coils. They can function at low power but not at runup or higher power. That coil was just at the end of its life, and it happened to fail after I got home instead of on the trip.

I ordered two new coils – one for a spare and one to replace the still functioning coil that fired the front two cylinders. In that entire evaluation process, I used nothing more than knowledge of EGT indications to determine exactly where the problem was. And now, you can too!



## Support our Corporate Members

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AOPA**



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**Aspen Flying Club  
BAS Part Sales LLC**



**Depot Avionics**



**Discovery Air (KFNL)**

**The Flying School**

**Lost Paddle Rafting**

**Wings Over The Rockies**



**Learn more, [click here!](#)**



# Staying Ahead of the Airplane (and the Fly-In season...)

by Bill Marvel, Fly-in Committee Chairman

We've all heard this article's title many times stated as an important admonition about flying. Staying mentally in front of your airplane's current location is mandatory if you are going to be a true pilot in command and safely arrive at the desired destination. But the same holds true in many other aspects of life, and in my case that's often CPA.

As I write this in early July 2024, we've completed just one of the nine different Fly-ins scheduled for this year. Eight to go. You might think we've got a long time until the 2025 planning meeting next January at BJC. But not me...

October of each year generally marks the final CPA Fly-in of the season. When the October 1 Flight Lines issue is published, I start to worry, not about where we'll be going in 2025 but who will host those events. There are hundreds of possible destinations, some of which we've been to before, but which most members have not seen due to our continually changing membership rolls. They're all available to us but someone must first step forward and offer to host one or else none of these many destinations will ever arrive under our aircraft's tires.

CPA only has members, not employees, and it is through the effort of some of them that our Fly-ins exist at all. There has never been a designated group who does this and hence from year to year I have no way to know who, if anyone, will step forward. While we have several members who have hosted in the past, and they are **greatly** appreciated, we need several new folks to give it a try and expand our destinations and flying opportunities.

The planning process is all well documented in a step-by-step manner, so no one must reinvent the wheel. For the most part, it's, follow the planning documents and you're there. And if you do encounter a problem, that's why I'm here! I work closely with each host every year to keep everything moving smoothly forward right through the event.

Anyone who has attended a CPA Fly-in even once has a good idea of how they are organized. It isn't that hard to step forward and run one yourself. That's how all hosts got started – with planning their first one. If you're interested and wish to know more, I could use your help and your fellow CPA members will be the beneficiaries. I'm always available at [flyins@coloradopilots.org](mailto:flyins@coloradopilots.org) and am more than happy to talk with possible hosts at any time. It's your organization. Please help it continue to prosper and offer aviation benefits to its members. Remember this -- without hosts, there are no Fly-ins!





## 21 Pieces of Surplus Airport Equipment Find New Homes at 15 Colorado Airports

Originally published by CDOT - Division of Aeronautics

The 2024 Colorado Surplus Airport Equipment Sale, held on August 29th, was another great success. Fifteen Colorado public-use airport managers and sponsors scored significant bargains on high-quality, used airport-specific equipment. This event is organized through a longstanding partnership with Denver International Airport (DEN).

A total of 21 well-maintained pieces of airport equipment were sold to 15 airports, totaling \$817,500. Through funding allocated by the Colorado Aeronautical Board (CAB), the Division of Aeronautics contributed \$582,000 in aviation grants towards this total, significantly reducing purchase costs for local Colorado airport sponsors. It is estimated that buying all this equipment new would have cost over \$10 million. This year, equipment was made available for sale by two Colorado airports. Denver International Airport (DEN) sold 19 pieces and Colorado Springs Municipal Airport (COS) sold two.



**2024  
SALE RESULTS**

**Pieces Sold: 21**

**Participating Airports: 15**

**Total Sales: \$817,500**

**State Funding: \$582,000**

**Local Funding: \$235,500**

**Selling Airports: DEN (19), COS (2)**

**Surplus Airport  
Equipment Program**

CDOT

Eagle County Regional Airport (EGE) acquired three multi-function snow removal units that will increase efficiency during the winter snow season in the Colorado Rocky Mountains. “The multifunction units will allow us to use less equipment during snow removal operations which could lead to a decrease in fuel, wear and tear on our older equipment and help when we have staffing issues”, said EGE Maintenance Manager Wallace Oliveira. “The economic benefit is huge due to the impact that it would have if we needed to purchase these units brand new. By going through the surplus sale, we are able to update our fleet and hold





excess funds for other projects at the airport”, Oliveira added.

Fremont County Airport (1V6) in Canon City added two large dump trucks and a runway snowplow to their fleet to support the airport’s needs. “Participating in the Colorado Surplus Sale gives us access to valuable equipment that we might not otherwise have at our disposal. It’s an incredible opportunity to enhance our capabilities without stretching our limited budget”, said Fremont County Airport Manager Wesley Brandt.

Led by the Division's Kaitlyn Westendorf, the Colorado Surplus Airport Equipment Program remains the Division’s largest and longest-running statewide initiative. For over 20 years, this program has enabled numerous airports to affordably acquire essential airport equipment, significantly enhancing the safety and efficiency of Colorado’s Airport System.

“The success of the Surplus Airport Equipment program has helped improve the unfunded need for equipment at airports around the state by tens of millions of dollars. We have rehomed equipment to airports of all sizes and budgets all around the state, in turn, helping the safety and efficiency of Colorado's flying public”, said Aeronautics Division Surplus Program Manager Kaitlyn Westendorf.

Colorado legislation was created in 1991 to develop and maintain the Colorado Aviation System through taxes collected on aviation fuel sold within the state. No general funds are used to meet the needs of the Colorado Aviation System. The Colorado Aviation System is funded solely through the taxes collected by those using the aviation system.

The Colorado Airport System comprises 76 public-use airports that support over 345,661 jobs, provide \$16.2 billion in annual payroll, \$27.0 billion in value-added, and \$48.6 billion in total annual business revenue for the State of Colorado.



# THAT'S A WRAP



## CPA FLY-IN DEBRIEFS

**Bentonville, Arkansas – September 12-15, 2024**



## A Flight to “Deliverance”... The Saga of a Fly-In to Remember

by Bob Kinney

There are good fly-ins and there are just okay fly-ins. There are long fly-ins and there are very short, one day fly-ins. There are long distance fly-ins and right in your neighborhood fly-ins. All-in-all, if you can think of it, there's a fly-in to suit just about anyone in our flying association.



The recent CPA pilgrimage to Arkansas proved to be a challenge for long-time fly-in hosts, Bob & Shawn Kinney, and a reasonably challenging journey for our members who made the moderately lengthy flight. Regardless, those who attended the four-day event were amazed at

this part of the country that surrendered its identity to the whims of the 1970 movie “Deliverance”. Although set in the state of Georgia, many have equated the term



Hillbillies and the backwoods feeling in that movie to areas like the state of Arkansas. Our fly-in attendees soon learned the truth of this much overlooked portion of the Razorback state. Enjoy the account of this glorious mid-September 2024 fly-in to Bentonville, Arkansas.



Although perfect flying weather had settled in for a long stay through the middle part of the country for weeks before our September 12 scheduled arrival at Bentonville's Louise Thaden Field, mother nature had other plans. Hurricane Francine raised its ugly head a couple of days before our arrival and proved a nuisance throughout our stay. Fortunately, all but three of our original registrants arrived safely by mid-day Thursday. Two had to cancel due to a wildfire on their ranch and one due to illness. Twenty-eight







Colorado Pilot Association members, spouses, and friends graced the unique Thaden Field cul-de-sac aircraft parking area by mid-day.

Following lunch at the wonderful restaurant located in the FBO's building, the group loaded into our two 15 passenger vans and headed to downtown Bentonville for a quick tour of the town square and a small museum dedicated to the Walmart Corporation. (The main museum, which is a major attraction, was still closed due to ongoing remodeling. Darn! Bentonville is the home of the Walmart dynasty). Mid-afternoon check-in at the very comfortable Element by Westin hotel provided a welcome respite following the long flight to northwest Arkansas. (We had members fly from as far west as Grand Junction and as far east as Ohio and Indiana).

Late that afternoon, the group stopped for a short visit at the remarkably picturesque Mildred B. Cooper Memorial Chapel in the woods on our way to a memorable dinner at Loch Lomand which is located a few short miles northwest of Bentonville. The Lake Point Restaurant, located on a hillside overlooking Loch Lomand, offered a warm welcome and helped close out our first day in the area. A gorgeous sunset provided the perfect backdrop to our group as we enjoyed a delicious meal.





Oh, what a day Friday turned out to be! A 1¼ hour drive took us to Missouri's Dogwood Canyon Nature Park which was founded by Bass Pro Outdoor World Shop's Johnny Morris. This 10,000-acre park alone was worth the flight. Our CPA group was treated like royalty as we toured this outdoor paradise in our CPA-dedicated private trams. Bison and elk roam freely, and numerous spectacular waterfalls splash their way into the trout-filled creek that graces the bottom of the canyon. At noon, we had a very-tasty lunch in the woods prior to a visit at the gift shop before loading up for the beautiful ride back to our hotel. Yes, we had a happy hour! As is almost always the case, fly-in attendees have come to expect a pre-dinner happy hour which we laugh about as being "world renowned". Several Colorado Pilot Association logo'd swag items were presented as gifts to lucky winners. After happy hour we had a great BBQ dinner and then headed to bed. Whew! What a day!

Saturday morning intrepid early risers made an early morning visit to the famous Civil War battlefield at Pea Ridge which is only a twenty-minute drive north of Bentonville. Following our loop tour of the Pea Ridge National Military Park we returned to the Element hotel to gather the rest of our troops to head to the main attraction for the day. Crystal



Bridges Museum of American Art. The day was spent at Crystal Bridges which is in downtown Bentonville. Main attractions being, of course, galleries filled with fine art, outstanding

grounds surrounding the modern architecture of the many museum buildings, and a home designed by Frank Lloyd Wright. How do you fit it all in, in just one day? Next came happy hour prior to dinner at a local brew pub and then, once again, it was time to collapse into bed and go into a deep coma.







All-in-all, it was a great gathering of aviation-related friends. The hurricane stayed at bay, but just barely. The locals were the most welcoming and friendly folks one could ask to deal with. Our group was treated like VIPs everywhere we went from the moment we stepped foot on the red carpeted tarmac until our wheels broke ground on Sunday morning. And



the countryside was spectacular. We've had numerous requests to repeat this adventure. Considering the many attractions in that area, it must be considered. There's much more to do.



Special thanks to Ron and Linda Gray for introducing us to this remarkable region and for spending time with our group. They moved to this area from Colorado a very few short years ago. Ron flew with the CPA to many Wednesday lunches over the years.





# ON THE HORIZON



## CPA FLY-IN LISTINGS

**October brings a close to the 2024 CPA Fly-In season with the Alamogordo (October 4-6, 2024) and Truth or Consequences (October 18-20, 2024) fly-ins. Thank you to everyone who has participated or is still yet to participate in this year's CPA fly-in events. An enormous thank you to the Fly-In Hosts. CPA Fly-Ins would not be possible without the heavy lifting and behind the scenes work of our amazing hosts.**

**Stay tuned for an exciting 2025 CPA Fly-In season!**



*Boulder - looking west*





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