

CPA FLIGHT LINES



NOVEMBER 2024



Airports of the 2024 CPA Fly-Ins



Annual Meeting November 16, 2024 @ 8:30 AM
Rocky Mountain Metro Terminal Building

President's Corner

by Adrian Nye



It's time to start considering the priorities for my final year as President in 2025 (term limit is 3 years). One important one will be to find my successor. If you have an interest in leading this organization please let me know. It's easy and fun. ;-)

The last couple of years we have held an informal meeting the first Monday night in December, to brainstorm possible improvements to what we do and new projects. If you have ideas please feel free to send them to me at

president@coloradopilots.org or attend this meeting, which will be announced by email as usual.

I am happy to report that we have a volunteer to take on the important position of Recorder, Patrick Brennan. Patrick worked as a multi-unit restaurant franchise operator, began flying in 2023 as a career change, and is already a flight instructor with over 400 hours. He has served in executive positions at various clubs and associations including the position of secretary. We look forward to working with Patrick (assuming he is elected in November, not a stretch since he's unopposed).

A big thanks to Laurie Garrett for her long and dedicated service to CPA as Recorder. The annual meeting will be her last as Recorder. I've enjoyed working with her and appreciate all the help she's given me in running the monthly meetings. I've also enjoyed various flying adventures with her including a trip to Oshkosh and a trip to Dallas for the eclipse. I hope those will continue!

As the year winds down, I wish you a happy holiday season and great cool-weather flying.

Adrian



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NOTICE: The deadline for submissions for the December issue of Flight Lines is November 20.

Email your article to newsletter@coloradopilots.org.



CPA NOTAMs

Elections for 2025

Voting begins Nov 1 and will conclude at the CPA Annual Meeting on Nov 16. You can vote either on our website (<https://tinyurl.com/CPA-Elections>) or on paper at the meeting.

The candidates for President (Adrian Nye), Vice-President (Brian Brieske), and Treasurer (Cindy Jewell) are continuing. The only new candidate is Patrick Brennan, running for Recorder to replace Laurie Garrett who is resigning for personal reasons. Patrick is a flight instructor and working on a new career in aviation and has experience as Secretary in other organizations.

Feel free to write in another candidate by choosing "Other" and filling in the name.

2024 Annual Meeting

Please join us Saturday November 16th from 8:30 AM to noonish in the KBJC terminal building, upstairs in the Flatirons room (same location as previous years, the room was renamed).

Light refreshments will be served. The first half hour is for coffee and social time. Then we'll have a business meeting featuring reports from our committee chairs on their activities in 2024 and plans for 2025. Paper ballots will be available for those that haven't voted online in our officer election. We'll take a break at the conclusion of the business meeting for more socializing and tally the votes. After the break we'll announce the results of the election, and present our featured speaker Gary Tobey, who will speak about his 188 carrier-based missions as a U.S. Navy fighter pilot over Vietnam.

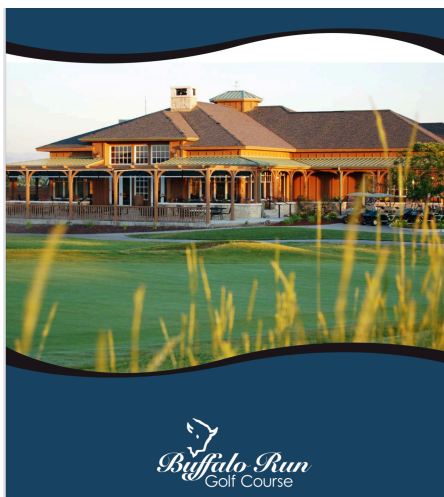
The meeting is open to members and guests, and we look forward to seeing you.

2025 Fly-In Planning Meeting – Keep January Open

The 2025 Fly-in planning meeting will take place on January 11 from 8 AM to Noon in the Flatirons meeting room in the terminal at BJC. This is when our events for the 2025 flying season will be announced by hosts and the dates set. Food and drinks are a part of it, and we always welcome member participation. Be there and get a head start on next year's flying season!



2024 CPA Holiday Dinner...Mark your calendars!



We're returning to Buffalo Run Golf Course's Bison Grill for our annual holiday get-together of flying friends. Plan to attend our 2024 holiday extravaganza. We're returning to a venue that treats us well and welcomes us with open arms. The Bison Grill at Buffalo Run offers a cozy atmosphere that lends itself well to visiting with friends that maybe you haven't seen in a while. If you haven't been to one of our holiday dinners, give it a try.

We're limited on numbers, so register early.

2024 CPA Holiday Dinner

When: Sunday, December 8, 2024
 Where: Bison Grill @ Buffalo Run Golf Course
 15700 East 112th Ave.
 Commerce City, CO 80022
 Time: 5:00 p.m. Cash Bar
 6:30 p.m. Dinner
 Cost: \$60 per person

Please fill out & return the section below to:
 Bob Kinney, 8401 I-76 Service Road, Henderson, CO 80640
 Include your check made out to CPA.
 Questions? Give Bob a call: 303-887-3328

Registration deadline: December 1, 2024



Registration:

Name: _____ Guest: _____

Phone#: _____

Number attending: ____ x \$60 = \$ _____

Menu: Mark your selection(s) with an X.

NY Strip Steak _____

Shrimp & Scallop Skewers _____

Stuffed Chicken Cordon Bleu _____

Vegetarian _____



Aviation Events Brief – November 2024

Breakfast Fly-In – KAPA

Saturday, November 2, 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, November 6, 2024, from 1830 to 2030

7565 South Peoria, Englewood, CO 80112 or GoToWebinar

Webinar Registration [here](#)

Jefferson County Airport Advisory Board

Wednesday, November 13, 2024, from 1700 to 1800

RMMA Terminal, 11755 Airport Way, Broomfield, CO 80021 (Flatirons Room)

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

Arapahoe County Public Airport Authority

Thursday, November 14, 2024, from 1500 to 1700

7565 South Peoria, Englewood, CO 80112

Registration not required

Navajo Christmas Airlift – KGUP

November 14-16, 2024

40th Annual, Information [here](#)

EAA301 Young Eagles Rally – KAPA

Saturday, November 16, 2024, from 0700 to 1130

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

CPA – Annual Membership Meeting-ALL MEMBERS ENCOURAGED TO ATTEND

Saturday, November 16, 2024, from 0830 to 1200

Rocky Mountain Metro Airport (Flatirons Rm), 11755 Airport Way, Broomfield, CO 80021

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

HAVE AN AVIATION RELATED EVENT?

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



CELEBRATION OF LIFE FOR LONG TIME CPA MEMBER!

Tim Roberts

July 22, 1959 – September 23, 2024



Join us for a gathering of aviation friends of Tim Roberts 07/22/59 - 09/23/24.

Tim enjoyed many years participating in CPA events including its annual Air Classic and many fly-in events. Those who knew him enjoyed his effervescent nature and loved his good-natured attitude toward life. If you knew him, you loved him. Come and share your memories of Tim.

When: Friday, November 15, 2015, from 2:00 p.m. to 5:00 p.m.

Where: Colorado Air & Space Port terminal building

Light snacks & drinks will be served.

We miss you Tim!



FROM THE LINE



CPA MEMBER ARTICLES

I Flew Zero Missions in Support of the PUEBLO, by Gary Tobey

Dopey Pilot Tricks, part 3, by Adrian Nye

The Waaaayback Machine, by Bill Marvel



I Flew Zero Missions in Support of the *PUEBLO*

by Gary Tobey, then LT, USN, now COL, CAP

In January of 1968, I was ready to attack North Korea in support of the *USS Pueblo*. I flew 188 combat missions over North Vietnam, but here was my **Pueblo Crisis**.

I was a Navy attack pilot aboard the aircraft carrier *USS Enterprise*. This massive ship had just crossed through a vicious North Pacific storm with “green water” over the bow normally 60 feet above the water line – right through the jet engines of aircraft on the flight deck. After liberty in Sasebo, Japan, we departed for Southeast Asia.

Suddenly, the ship turned north heading through the Strait of Tsushima into the frigid Sea of Japan. What was going on?

“General Quarters, General Quarters, all hands man your battle stations.” The North Koreans have captured a U.S. ship. We are going to help. The air temperature was 0 degrees, the water temperature 30 degrees, chill factor “to the bone.”

The order: “Launch test flights of aircraft that took salt water through the engines” -- 200-foot overcast with solid clouds to above 30,000 feet. In the cold water, hands become useless in about 40 seconds. I catapulted into the murk. Upon cat shot, my single-engine, single-seat A-4 Skyhawk went into manual tail. I had no hydraulic boost for the up-and-down control of the aircraft.

To get me out of the way, flight controllers vectored me north to orbit in the clouds until planned recovery. Then, “Champ 405, vector 010, climb to 25,000 feet to intercept Bear Bomber inbound from Vladivostok.” What? What about the fighters? They were south, not in position. So, I was vectored in behind the Bear – I never saw a thing but clouds. Maybe the Russians in the Bear worried about me, but they flew right over the *Enterprise*, no bombs dropped. Yes, I made a successful carrier landing.

As we steamed north, we planned attacks on Wonson and North Korea both with conventional weapons and with nuclear weapons. My fine squadron “Skipper,” Dick Seymour, was selected to lead the 40 or 50 aircraft in the conventional attack. He selected me to be his wingman – an honor. I would be number 2 conventional, or number 4 in the nuclear attack. We were ready. Our return was not likely.



And then, intelligence said the *Pueblo* was tied up in Wonson long ago, nobody knew where the crew was. It was futile. The attack was called off. We sailed directly to the Gulf of Tonkin and into the fight defeating the 1968 Tet Offensive in Vietnam.

Years later. I met a retired Navy Captain who had been on the staff of the Admiral of the Pacific Fleet who absolutely was going to attack. For a sleepless day and a half, the staff argued, weighed the probable losses, the fate of the *Pueblo* crew, and finally convinced the Admiral and Washington not to attack.

Luckily, I flew zero missions in support of the *Pueblo*.



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ALTIVATION
AIRCRAFT SALES & ACQUISITIONS



Dopey Pilot Tricks, part 3

by Adrian Nye

I hope that Bill Marvel's and Frank Ladonne's articles from previous issues will start a trend. Fess up! What have you done that is bone-headed or funny or educational, that you don't mind admitting for the benefit of your fellow bone-headed aviators? Write it up and send it in. It's good for the soul.

Here's one (or two, depending on how you count) from my thick file of personal errors.

It was my multi-engine commercial check ride in a Beech Duchess. You try to be on top of your game. But given the expense of that aircraft plus instructor, you're trying to finish it with as few actual aircraft hours as possible (there is no minimum). A fellow CFI and friend Vance and I figured we could accelerate the process by each flying in the back seat while the other took instruction. Learning from each other's mistakes. Which worked I think. We both felt ready in under 10 hours, not bad for old guys.

As always, getting a check ride scheduled was quite difficult and we settled on a DPE from the mountains who comes to Denver for multiple rides per day. Check ride day came, and Vance sailed through his test with flying colors in the afternoon, but I ran out of luck as the winds increased and dark approached, so I elected to postpone.

A few weeks went by before my test could be scheduled. I flew another hour with the CFI in preparation to brush up and felt ready again. I passed the ground portion and pre-flighted, not too well it turned out. We jumped in and headed out to the active runway. At the runup area the instructor pointed out that the oil filler door on his side was still open. I turned red and wondered if I'd already failed before even taking off. That would be a speed record for check ride failure. But I shut down the right engine, asked him to hold the brakes, got out to close the oil filler door, got back in, started up again, took a deep breath, and off we went.

The check ride itself went fine and I did everything perfectly until the last possible second. Every commercial check ride includes a precision landing where you must land within 200 feet after a specified point. Not before. I was flaring and feeling for the ground in this still unfamiliar airplane, and just barely touched the ground before the specified point. Automatic failure.

I almost had the earliest check ride failure of all time, and I'm in the running for the latest check ride failure too. But I heard about a guy who flew a perfect multi-engine



check ride all the way through landing then raised the gear while still rolling when he meant the flaps. Two new engines...

One hour of touch-and-gos, and a few weeks later I had the world's fastest check ride retake of 0.3 hours, one trip around the pattern to a successful precision landing and I was the proud holder of a multi-engine add-on.

All told that premature squeak of the tires cost me over \$1000 due to retraining, DPE retake fee, DPE travel fee, and the airplane itself. All three multi check rides the day I took it were failures, so all three of us got to pay that. Ouch.

The only take away from the oil door fiasco is to adopt Bill Marvel's philosophy. Always, always, always do a walk around or scan for anything obviously wrong on the outside of the airplane before you get in. As to why I left it open, I have no idea.

The takeaway from the check ride failure is don't skimp on training for precision landings! They can be difficult. But it's a lifesaving skill that's worth being good at. Secondly, it's one of the few instant-failure check ride skills. Almost everything in the multi-engine curriculum is about handling single-engine operation. I think we did mention once how quickly a multi-engine airplane decelerates and settles when at idle, with two massive airbrake windmills out there, but I did not focus on that idea enough to have a reliable strategy for the precision landing. Live and learn.



The *Waaayback* Machine

by Bill Marvel, the RV-14A guy

This is a bit dated, from all the way back in mid-1986. But since most of you are airplane nerds to one degree or another, I thought it would be of interest to CPA members.

I was on our sailboat in Cherry Cove on Catalina Island with friends when a ship to shore call came in from wife Marti, who was at home. (Believe it or not, there was a time when cell phones did not exist or were so rare, large and costly that few had them.) Her call stemmed from a news break about a secret military airplane's crash in the mountains east of Bakersfield, CA and it was so sensitive that the airspace above it was closed. Man, that was right down my alley!

As backdrop, in the early 1970s I was an Air Force officer working on spacecraft launches at Vandenberg AFB in California. In February 1970 one of the launch vehicles carrying a then Top-Secret Ruff Nofoin (but now declassified) Corona photo reconnaissance satellite to orbit exploded about 40 seconds after liftoff. Later, I would be assigned to that program and briefed on it but at the time of this event I had no idea what it was. Several launch complexes at Vandenberg involved classified programs no one talked about except by rumor and innuendo because the few who knew for sure weren't talking. It reminded me of a briefing in Okinawa when I was an Air Force Academy cadet headed to an air base in Thailand for two weeks in the summer of 1968. All of us going to southeast Asia were briefed on goings on in Okinawa at a fuel stop and we asked about the SR-71s we saw on the ramp. The briefing was classified but evidently had limits. The answer to the SR-71 question was, "what SR-71s?" We got the hint.

Long story short (er), after the launch vehicle impact site (in a very remote area on base property) was opened again, my roommate Dave Lewis and I hiked out there to see what we could find. Like me, Dave was not involved with that program. We found lots of launch vehicle junk and a large crater and after kicking around in the dirt for a while we came up with a buried, battered, cylindrical object that when cleaned off and then opened, contained what appeared to be 4 rolls of 35mm clear film strips running on a bunch of sprockets. (I also came up with a horrible case of poison ivy for my efforts but that isn't part of the story.) Ultimately, after word got around the base, we learned the device was one of the items they were searching for and could not find – the orbital programmer for the Lockheed Agena upper stage that remained with the satellite on orbit and served as its stable platform and command and control bus.



And yes, “they” came by to pick up the device, which we never saw or heard about again.

In short, that was my introduction to this “spook stuff” which I found fascinating and formed the basis for my interest, along with Dave Lewis again, in visiting the F-117 crash site before the plane’s existence was revealed to the public. But despite the unknowns involving the actual aircraft, the news media already referred to it as the F-19 Stealth Fighter, and Testor’s company even made a plastic model of it.



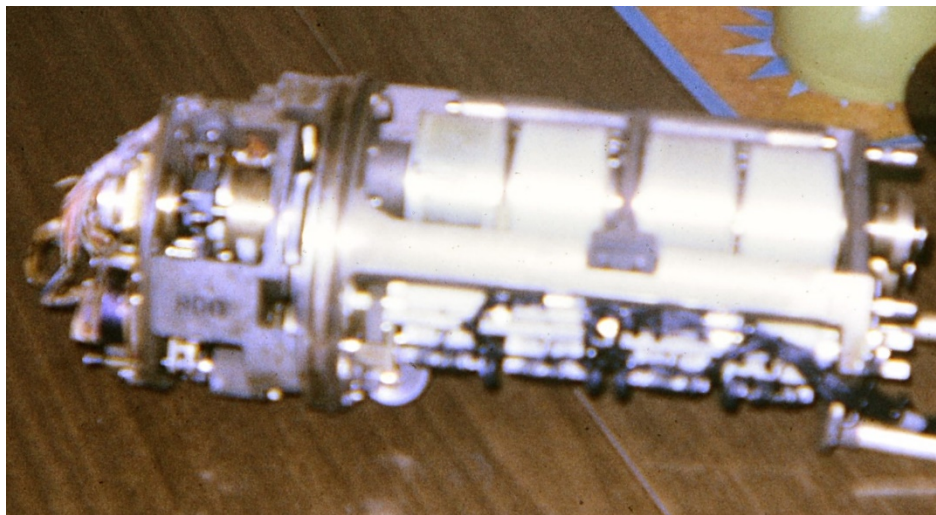
The “F-19” as imagined by Testors before the aircraft was finally revealed to the public as the F-117.

With that background, I apologize that I don’t have a better image of the Los Angeles Times article that covered our discovery or any copy of the front-page Wall Street Journal article that did the same thing. All I was able to cobble up is an old pdf scan of the article from the Times that Andy Holmes was able to publish on the next couple of pages. Immediately below are photos you might find interesting.

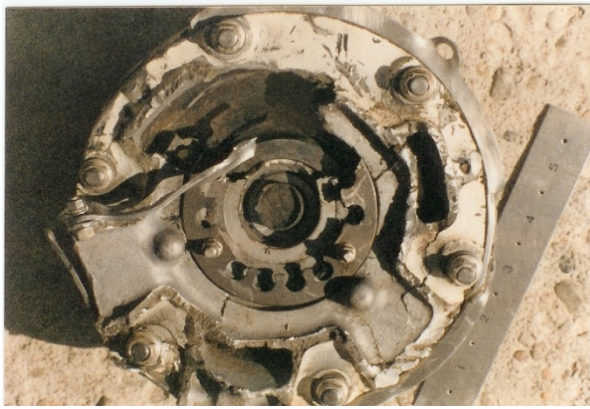




My then 53-year "younger than now" roommate Dave Lewis at the impact site of the launch vehicle. It departed from the pad on left in the background. The pad on the right was the departure point for another photo reconnaissance satellite called Gambit, also now declassified.



A poorly focused photo I took of the Agena orbital programmer on our dining room table before "higher authorities" dropped by to take it away.



The part we located at the F-117 crash site. And yes, "they" came by to repossess it also and like the orbital programmer, we never saw or heard about it again. It looks like a wheel, but why the turbine?

Below is the article from the LA Times on our F-117 adventure.

Finding What Doesn't Exist

Captain Marvel Unearths a Part of Stealth Jet Puzzle

By BOB WILLIAMS, Times Staff Writer

Ex-Air Force Capt. Bill Marvel of San Pedro says he is fascinated by anything cloaked in secrecy.

And what could be more secret than an aircraft that doesn't officially exist—even when it crashes into the side of a mountain?

"I just felt an insatiable curiosity about it," said Marvel, referring to the Air Force plane, believed to be a top-secret stealth jet fighter, that crashed and burned in rugged terrain near Bakersfield in July, killing the pilot.

"Here is something that's not supposed to exist, yet it does. It flies through the air, it uses fuel, it has a pilot. I had to get up there and take a look."

So the 40-year-old Marvel, in a feat worthy of his comic-book namesake, located the crash site in his private plane, backpacked into the Sierra Nevada with a buddy and found what he believes is a part from the phantom jet's engine.

That happened after the military, working behind an extraordinary news blackout, had spent nearly a month scouring the site for pieces of the aircraft, identified by congressional and other sources as Lockheed's radar-evading F-19 stealth fighter.

The aircraft reportedly exploded before plunging into a mountain-side, leaving little wreckage for the searchers to find.

Marvel, who once worked on super-secret military projects himself, said his piece appears to be from a jet engine. He said it weighs about six pounds, measures seven inches in diameter and appears to be made of titanium, aluminum and steel.

"So now I know," he said. "It still doesn't exist, but you can hold it in your hands."

The Air Force wants to take it out of his hands as soon as possible. Lt. Col. Jerry F. Guess said last week that he would make a special trip down from Edwards Air Force Base to pick up the component.

Marvel, who said he didn't expect to keep his chunk of metal anyway, offered to fly it up to Edwards or deliver it to the Air Force station in El Segundo, where he worked years ago as a spacecraft engineer.

"But the colonel was pretty insistent," said Marvel, who left the Air Force in 1976 to go into real estate. "He didn't want anybody

Please see STEALTH, Page 8

Bill Marvel with part he found at site of Air Force jet crash.

MIKE SINGER / Los Angeles Times



8 Sunday, November 23, 1986/Bay

STEALTH: Captain Marvel's Discovery

Continued from Page 1
else to touch it."

Guess said Marvel's object would have to be examined by Air Force experts "before we really know what he's got. But if it is from the aircraft, it might help determine the cause of the crash."

Marvel said he had no difficulty in locating the remote crash site on the western slope of the Sierra Nevada, despite an Air Force order, issued immediately after the accident, banning flights lower than 8,500 feet in the area.

All he had to do, he said, was call the Federal Aviation Administration and say he planned to fly over that general area.

"They told me where the restricted airspace was," he said, "and that was the same as telling me where the plane crashed."

Two days after the crash, Marvel said, he and Dave Lewis, 42, of Manhattan Beach took off from the Hawthorne Airport in Marvel's four-seat Grumman Tiger.

"Dave and I have been friends since our Air Force days," Marvel said. "We both desperately wanted to be pilots, but we didn't have the 20-20 vision you need to fulfill that dream. So we became engineers."

Flew at High Altitude

Marvel said he made a high-altitude pass over the crash site, storing the exact location in his navigation computer, then returned in early September after the military restrictions were lifted for a low-level flight to map out a route for reaching it on foot.

"We couldn't find a safe way across the Kern River the first time," he said. "The Forest Service told us they were still looking for the bodies of five other people who tried their luck on the rapids and didn't make it." The missing people apparently were rafting the Kern River and not involved in a search for the crash site.

In mid-October, the two friends returned again with an inflatable boat. After crossing the river, Marvel said, they backpacked for two hours to the crash site.

"There was an extensive burn area at the bottom of this canyon,"

he said, "and up this hill a ways, there was a 20-foot-high [American] flag, planted in the middle of nowhere. It must be a memorial to the pilot who died."

At first, the pair found only tiny fragments of titanium and aluminum, Marvel said. Then, as they expanded their search, Marvel found the larger piece, embedded in the dirt.

"I'll tell you, we were excited," he said. "We never expected to find anything that big. Maybe it was totally covered over with dirt when the Air Force was in there scouring every inch, and then maybe the rain washed away just enough dirt for me to see it."

During their search, Marvel said, an Air Force helicopter suddenly flew in low and appeared about to land.

"We hid real fast," he said.

But after hovering for a few minutes, the chopper raised its landing gear and flew off, he said.

Marvel said he and Lewis never had any intention of compromising military security.

Moved by Curiosity

"It's just our curiosity about something that's surrounded by such incredible secrecy," he said. "And the fact is, they couldn't find that missing piece, but we did."

And if the piece fits into the Air Force puzzle of what went wrong, that will be an extra source of satisfaction, Marvel said.

Marvel and the public probably will be kept guessing about whether the piece fits or helps unravel the mystery crash. In line with Air Force policy, Guess declined to discuss the alleged existence of anything called stealth.

Finally, in the link below scroll all the way down to **F-117A Losses** in red in the center column on the last page. Click on #81-792 (7/11/86) as that is the crash site we explored. It contains a writeup with additional details about the accident and then a section with photos from Dave and me that we submitted to the F-117 website.

f-117a.com: The Black Jet Website



Aviation Themed Children's Books

by Rebecca Victor, guest



Meet the Author



Rebecca Victor
BOOKS

www.rebeccavictorbooks.com

From the modest beginning in a little farmhouse to the soaring skies in her stories, Rebecca Victor's farm life upbringing instilled values of hard work, imagination, and ultimately helped to lay the foundation for her books. Growing up and now raising her daughters in Wiggins, Colorado, Rebecca has written, and self-published three children's airplane books inspired by her daughters, her life in rural Northeastern Colorado, and her love for literacy.

After months of writing, editing, and waiting on her illustrator Penny Weber to get everything put together, in 2023, Rebecca was finally able to publish all three of her books. "I feel like it's so important to share the love of books, especially in our current world where we, but especially our children, are bombarded with electronics and imaginations aren't being fostered like they were when we were kids without all of that," Rebecca said. "If I can help one child fall in love with one of my characters or stories, or even better inspire them to create their own story, then I feel like that's a big win!"

How did you get into writing children's books?

I've always wanted to write a children's book, and if you ask my husband Ronnie, that is one of the things he remembers from first meeting me all those years ago! Even though I've been a dental hygienist since 2006, I chose to write about airplanes first after our daughter Tessa's love for modes of transportation blossomed.

Why did you choose airplanes as your main characters in your stories?



I often get asked why I chose airplanes specifically for the main characters in my books, and there are several reasons,” Rebecca said. “The first reason is my daughter Tessa. She has always loved toys that reflect modes of transportation: planes, trains, cars, monster trucks. Secondly, I feel like aviation, more than any other invention in history, has always had room for women. Since the beginning women have been a part of the history of flight. And finally, I’ve been surrounded by strong, determined women my whole life, and with the Lord’s daily help, my husband and I are raising our girls to be creative, passionate, graceful, and humble God-fearing little women, so I was drawn to reflecting those character traits through my female airplane characters.

[How did you come up with Mya Learns To Count Her Blessings?](#)

Although Rebecca is a third generation Colorado native and was raised in Wiggins, Ronnie was born and raised on the Caribbean Island of Trinidad. In Mya Learns To Count Her Blessings, Rebecca wanted to highlight another culture and was inspired after finding a blog about an abandoned aircraft that was supposed to be a restaurant but was ultimately left to the vines of Curacao instead, Mya’s story started to take shape. What I love about Mya’s story is the message that my grandpa Paul would remind me of every time we would chat and that was to remember to count your blessings. I think that message of hope and gratefulness is so important, and maybe now more than ever, when life is tough or doesn’t go the way you’d planned it to, don’t forget to take the time to stop, count your blessings, and thank God for what’s good in your life. We experienced that firsthand after a distracted driver hit us at 65mph while we were stopped at a redlight on Hwy 34, five years ago. Mya suffered a moderate brain injury, and we all had to find a new normal and remember to count our blessings every day!

[What is unique about Tessa The Air Tanker Finds Her Courage?](#)

In Tessa The Air Tanker Finds Her Courage Rebecca wanted to be sure one of her books highlighted our beautiful state of Colorado and of course our brave firefighters both on the ground and in the air. Rebecca also wanted to share some of her daughter Tessa’s story with others. Our daughter Tessa is on the autism spectrum, so in Tessa’s story, there’s also a nod to autism and some of the characteristics and struggles that she deals with like being brave, whispering under her breath, spinning in circles to regulate herself. There’s also a road sign Look and Find at the end of the story to encourage the reader to go back and look for those in the story! I know everyone’s experiences and struggles with special needs are different, but I’m hoping to be able to open discussion and support around that too.

[What has been your most successful book so far? And do you have other books in the making?](#)

Ellie The Crop Duster Saves The Farm has been my most successful story and I’m not sure if it’s the agriculture component or because it was my first published story, or both! I do plan on continuing to highlight agriculture in my next book with Ellie as a secondary character and a grumpy tractor on a dairy farm as the main character for this story. It’s still in the works, but I’m really excited about it! I’d also like to write one featuring World War 2 aircraft, but self-publishing is expensive, so I’m still working on the story and saving up for it!



What has been one of your favorite parts about writing and publishing children's books?

I think one of my favorite things about writing and publishing my books has been school visits! It's so fun to read to the groups and hear their questions, see their little minds working! They've all been so welcoming and interested. In fact, in my Merino school visits, I was there for Ellie's book and the next school year to share Tessa and Mya's stories, and Mrs. Stumpf just called me again to arrange to come back this school year! At my last visit, she mentioned that she wasn't going to invite the upper grades, but they were insistent that they were there to hear my new stories. That really warmed my heart! If you're interested in me coming to your school for a visit, please email me and I'd love to give you more information: rebeccavictorbooks@gmail.com

Is there anything else you'd like us to know?

Of course, it's every author's dream to see your books on every bookshelf worldwide, so if you're interested in learning more or purchasing my books, you can do that on my website at www.rebeccavictorbooks.com. My website offers books and gift sets for the upcoming holiday season, perfect for your little readers and aviation enthusiasts.

I also love creating educational opportunities, so there are free printable activities I've created for each story and if you're interested, there's also a recording of me reading the books on my website too!

I'm always open and looking for more ways to connect with airplane fans, so please reach out if you have something in mind! I'd love to be a part of fly-ins or airplane related events, so if that's something you'd like me to be a part of, please reach out! I'm excited to have recently joined the Women in Aviation International group and was invited to do a book signing at their conference next spring in Denver!



THAT'S A WRAP



CPA FLY-IN DEBRIEFS

Uranium/Nucla, Colorado – September 27-29, 2024

Truth or Consequences & Socorro, New Mexico - October 18-20, 2024



URANIUM FLY-IN

by Aimee Tooker, host, written from the viewpoint of an attendee

We couldn't have asked for more beautiful weather for the first CPA Fly-in event to Hopkin's Field Airport. Although a little warm on the tarmac, Montrose County provided cold drinks and snacks inside the very welcoming air-conditioned terminal.



Friday evening was spent learning about the history of the West End and Hopkin's Field Airport at the museum of the Rimrocker Historical Society or more affectionately called the hysterical society. The Catt sisters' (Jane and Sharon) presentation was a back-and-forth duo of entertainment in itself! Friday evening dinner

was at our leisure and split between Saucy Mama's Food Truck and the 5th Avenue Grill; both within walking distance of our accommodations at the Vestal House B&B.

Saturday was a fun and heat-filled day starting at Uravan -- the town that once held 1000 residents and was later disassembled and buried on a nearby mountainside due to contamination by radioactive materials. Jane and Sharon shared stories of their childhood, growing up in the once thriving company town that was involved in the production of Uranium yellow cake for the Manhattan Project. Its name is a

combination of the two primary elements its residents mined – Uranium and Vanadium. Lunch at the former townsite was provided by Saucy Mama's, and we happened to be there at the same time as a cowboy singing group, so we were serenaded with music as we ate under the large shade structure built with love by a previous resident of Uravan.





We continued our warm journey through the steep canyon along the San Miguel and Dolores River to the Hanging Flume, which is a gold sluice built along the cliff side and is an engineering marvel. Through the canyon and past the confluence of the rivers it opened to the expansive Paradox Valley, so named because the Dolores River carves across the Valley instead of through it. Ice cream at the Bedrock Store was a welcome cool down before heading east to the

Paradox Petroglyphs. That same store served outlaws like Butch Cassidy 100 years ago in the wild west. Our guide Glade Hadden is a previous employee of the Bureau of Land Management and very knowledgeable about the meanings behind the Petroglyph drawings. His secret spots are only known to him, and we would not be able to find our way back there if we tried!



Saturday evening ended with a beautiful and scrumptious dinner catered by Wild Gal's Market, with cold beverages from Spirits of the Tabeguache. Freshly squeezed local apple juice was a sweet treat! The evening

sunset couldn't have been any more beautiful and was a perfect ending to a perfect day.



Sunday morning's departures from Hopkin's Field Airport occurred in ideal flying weather as we took home our memories of this pristine Colorado location previously unknown to most of us.





Commentary by Fly-in Committee chairman: Host Aimee Tooker is not a CPA member or pilot but a devoted proponent of her small town and community. She assembled a fantastic team of very friendly local citizens who volunteered to give all of us an experience we'd not previously imagined. The information, food, accommodations and personalities were all top notch and likely will lead to other flying activities there in the "Wild West End" of Montrose County.



Wacko Weather Wins (partially anyway)!

by Bill Marvel, event host

We know there are 26 letters in the alphabet, 12 inches to the foot and 5280 feet per mile. But does anyone know how many versions of Murphy's Law there are? The fifth and final Trinity/Spaceport trip involved the one that says, "when you have two weeks of good weather prior to an event and at least a full week of forecast good weather after it, the event weather itself will be excluded." That marked the October 18-20 trip this year. It featured a combination of rain, wind, thunder and lightning that caused our attendance numbers to drop from 28 two days prior to only 17 in attendance for the two major events and down to 13 at our group dinner Saturday night. But what a weekend it was!



Four aircraft arrived in New Mexico on Thursday October 17 and several other attendees elected to drive. The latter folks made this event work because we were able to move people on the ground when flight wasn't safely feasible. Kudos in particular go to Howard Janzen, whose TBM from Centennial brought in not only Howard and his son, but two members who had no access to an airplane of their own. My thanks also go to Rick Turley, whose four one-hour trips on the highway between Truth or Consequences (T or C) and Socorro within 24 hours had to set some kind of record. Because of Rick's generosity, we were able to move two aircraft from T or C on Friday morning to Socorro before the 42-knot afternoon wind that kicked in later. One of those was a Cirrus and the other a 172 that had braved headwinds on a 9-hour jaunt from Newton, Kansas. Our RV-14A was already tied down in Albuquerque before the high winds arrived and Howard's TBM really didn't care how hard the wind blew! It operated as if in dead calm conditions.

Fortunately, the rain, thunder and lightning only appeared during night hours when we were in our rooms and the planes were firmly attached to terra firma.



Thursday night in T or C kicked it off with a magical one-hour soak in any or all the numerous pools at the Riverbend Hot Springs. Thanks again to Rick Turley for setting it up. Night lighting there and soft background music nicely set the stage for that relaxing soak on the banks of the Rio Grande River under a full moon.



Friday began in T or C with the TBM's arrival and a group lunch/meeting in our hotel to start off the Spaceport America trip with Final Frontier Tours. That noon start time is what allowed us to reposition the two airplanes mentioned above so they did not have to fly in the afternoon to Socorro and land there at the second airport involved in the trip. The TBM did fly that route in the

afternoon but had no problem either arriving or departing in the blast of southerly wind that pummeled the area.



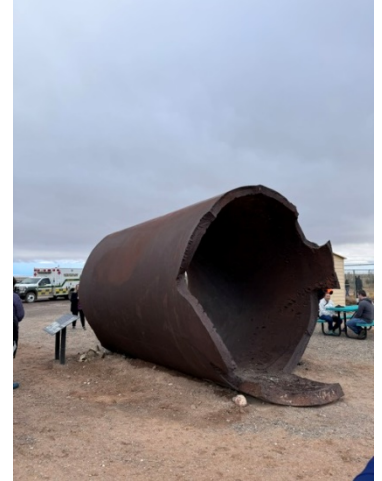
Both major events, the tour of Spaceport and of Trinity site the following day, went off well with only minor weather impact. Marti and I did not go on either of them since we've been on both twice in the past and stayed behind to take care of a few logistical issues at each venue. Rick Turley and a few others visited the Very Large Array on their own in the afternoon before the usual CPA happy hour, which was followed by our group dinner at the Jackson Ranch Steak House.



One thing I never mentioned to anyone involved the tour at Spaceport. The tenants in that facility are involved in numerous ventures that are proprietary, including Richard Branson's Virgin Galactic operation to fly paying customers into space. Several of those flights have occurred, but the tour of Spaceport is of the facility itself and nothing involving the tenants. It took a bit of doing but early this year I got in touch with two of the spacecraft pilots who had flown passengers already and asked about a tour of their facility, including the mother ship, spacecraft and simulator. The initial response in March was optimistic but one of them later retired in June and



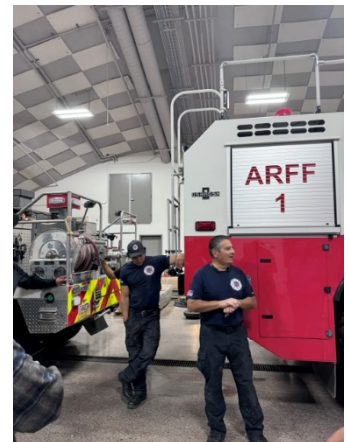
was thus out of the corporate loop. The other was involved that day with the large air show in Las Cruces and since most of the staff were working on the new spacecraft in both Arizona and California, there wasn't anyone available at Spaceport. After much effort, they concluded they were not going to be able to get us on a tour that most would have loved to see. I'm never hesitant to ask about things like this because I'm a firm believer that "the worst they can do is say no". That almost worked this time as it has before, but almost wasn't close enough.



I've run this popular event five times now and this was the last one. Two reasons led to that decision – one is that just about everyone who wanted to attend has. The other is that the weather has frequently been problematic. One trip was cancelled entirely due to weather, and another was considerably downsized at the last minute for the same reason. This one shrank dramatically at the end as well, again due to weather. The two days a year Trinity site opens to the public occur in April and October. Although October is generally good flying weather in most of the country, it has been spotty in the southwest desert. And as Coloradans, most of us are aware that April can be a real mess for light aircraft flying around the mountains. This trip is also unusually complex compared to most CPA events in that it involves two airports on the same day with no ground transportation except for the one rental car we get in Albuquerque. No others are available locally. Thus, any small problem can become a large one very quickly. Furthermore, several items must be paid in full two weeks prior to the event and are not refundable. That's because we choose to travel by air, which makes it



much more likely we will cancel than would most people who arrive by car. We can't expect that financial risk to be absorbed by providers of services we reserve, thereby excluding others who are almost always going to attend. The solution is for us to pay in advance, so vendors do not sustain any financial loss due to last-minute cancellations on our part. That means those who cancel forfeit much of their registration fees – not a pleasant outcome but the only way to reserve things for a group in our situation.



Despite some last-minute weather changes to our schedule and some fast footwork needed to pull them off with short notice, everyone there was friendly and cooperative throughout as we worked through it. That's been the norm at every event I've



attended over the years, whether they went off like clockwork or not. It's typical of CPA members who are there to have a good time and readily willing to help when needed.



Aaron McCary (L) and Mark Ekerberg flew a STOL Cessna 172 nine hours from Newton, Kansas.

Only 13 of us were there for the Saturday night dinner at the Jackson Ranch Steakhouse.



As usual, the line of cars waiting to enter Trinity Site disappeared over both horizons





Remains of JUMBO, after an unsuccessful test.

Entry to Spaceport



ON THE HORIZON



CPA FLY-IN LISTINGS

The Colorado Pilots Association 2024 Fly-In schedule was a successful season of fly-ins filled with good times, education, camaraderie, plenty of cheers, new locations, and new friends. Thanks to all participants and a big round of applause to all the wonderful hosts.

Here's an article to keep CPA Fly-Ins fresh in mind. Soon enough the 2025 fly-in season will return to 'On The Horizon'. Until then - stay proficient, use good ADM, and may you always have blue skies and tailwinds!

Check out: [Fly-Ins, Fly-Ins, and more Fly-Ins!](#), by Bill Marvel



Fly-ins, Fly-ins and more Fly-ins!

by Bill Marvel, Fly-in Committee chairman

One of the problems I NEVER have in my CPA position is finding the time to go to Fly-ins. I love these things for three primary reasons:

1. There's nothing better for my airplane or my pilot skills than flying frequently on cross country trips to different destinations.
2. Our members attending are always friendly, helpful and fun to be around. Many have fascinating backgrounds. And they're appreciative!
3. I have yet to attend a single venue that didn't have interesting things to see and do.

The flip side is that my toughest challenge is finding members to host events. Some prior hosts are super at coming through each year, but I can't expect them to do that indefinitely. One of the comments I receive from possible hosts is, "I don't know where to go." My response is a bit of an exaggeration, but you can almost throw a dart at a map, pick the nearest town with an airport, call the FBO or airport manager to get some information on the area and then make it happen! I haven't done that yet myself but may try it at some future date just for fun. Almost every town with an airport fills the bill, and smaller venues invariably have much lower costs for hotel rooms and restaurants than do name brand destinations like Telluride, Aspen, Bozeman, Coeur d'Alene and Sedona.

However, without dart throwing there are a lot of candidate venues, some of which we've previously visited and others not. But that distinction hardly matters because we have new members all the time who have never been to any of them! Here in Colorado, for example, I'm looking at both Delta/Montrose and Meeker. Other venues where airport managers have told me they would love to have us are Kremmling and Buena Vista. There's also Salida and Canon City that come to mind. So do Alamosa, Durango, Pagosa Springs, Cortez and several others out here on the west slope. I'm not sure of locations on the plains east of the front range but am confident something there would qualify, if even just for an out and back one day trip.

Beyond Colorado borders, what about the entire state of North Dakota, which I don't believe CPA has ever visited. Or Cottonwood, Tucson, Flagstaff, Sierra Vista or Prescott, AZ? Meteor crater and the Petrified Forest? Maybe Roswell, Los Alamos, Carlsbad Caverns, Taos or Las Cruces, NM? Hutchinson, KS has an incredible aviation museum which among many other things displays one of the actual first



stage rocket engines, recovered from the ocean floor, that took Apollo 11 to the moon. There's also a deep underground salt mine used today to store Hollywood movie memorabilia plus much more in that controlled climate. Dodge City? Aside from old cowboy movies and Boot Hill, I know nothing about it. How about the aviation mecca of Wichita? There are many others, all waiting for us to show up.

In Utah, there's Bryce Canyon, Ogden, Vernal, Cedar City, Canyonlands National Park, Dinosaur National Monument and a slew of towns up and down I-15. Wyoming features Devil's Tower National Monument along with Cheyenne and Laramie plus several others we've visited before. Ever seen Sheridan, WY? Me neither. That's another location worth exploring, as may be Gillette. Montana also contains past venues, as well as others we have not visited. How about Great Falls, Helena, Butte or Dillon? The combined nuclear weapons museum and test site tour north of Las Vegas are also candidates that I saw about 30 years ago. Fascinating! In fact, just our immediate surrounding states of NE, KS, OK, NM, UT and WY offer plenty of possibilities for those who want to take a shot at it. Still puzzled? Try throwing a dart at a map -- seriously!

And of course, I'd still like to see an annual back country trip to any of the many locations in Utah and Idaho. We've had two to Johnson Creek, ID and they worked well. There are a couple of possible locations here in Colorado, but nowhere near the number in those two other states. For these events the planning task is reduced considerably since no rental cars or hotels are required.

You can very easily see a complete list of CPA Fly-in destinations back to 2005 by logging into our website, www.coloradopilots.org, selecting the Fly-In Activities pull down menu followed by Fly-ins of years past. You'd be amazed at the destinations!

As to the overall Fly-in program, venue options are almost unlimited and with our step-by-step Fly-in planning documents, now easier to host than ever. Plus, there's help every step of the way.

And speaking of steps, would you consider stepping up to host one?? If I had a group of individuals who would reliably run just one event a year, we'd be overwhelmed with trips from which to choose.

I'm not hard to reach! Try me at flyins@coloradopilots.org.





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