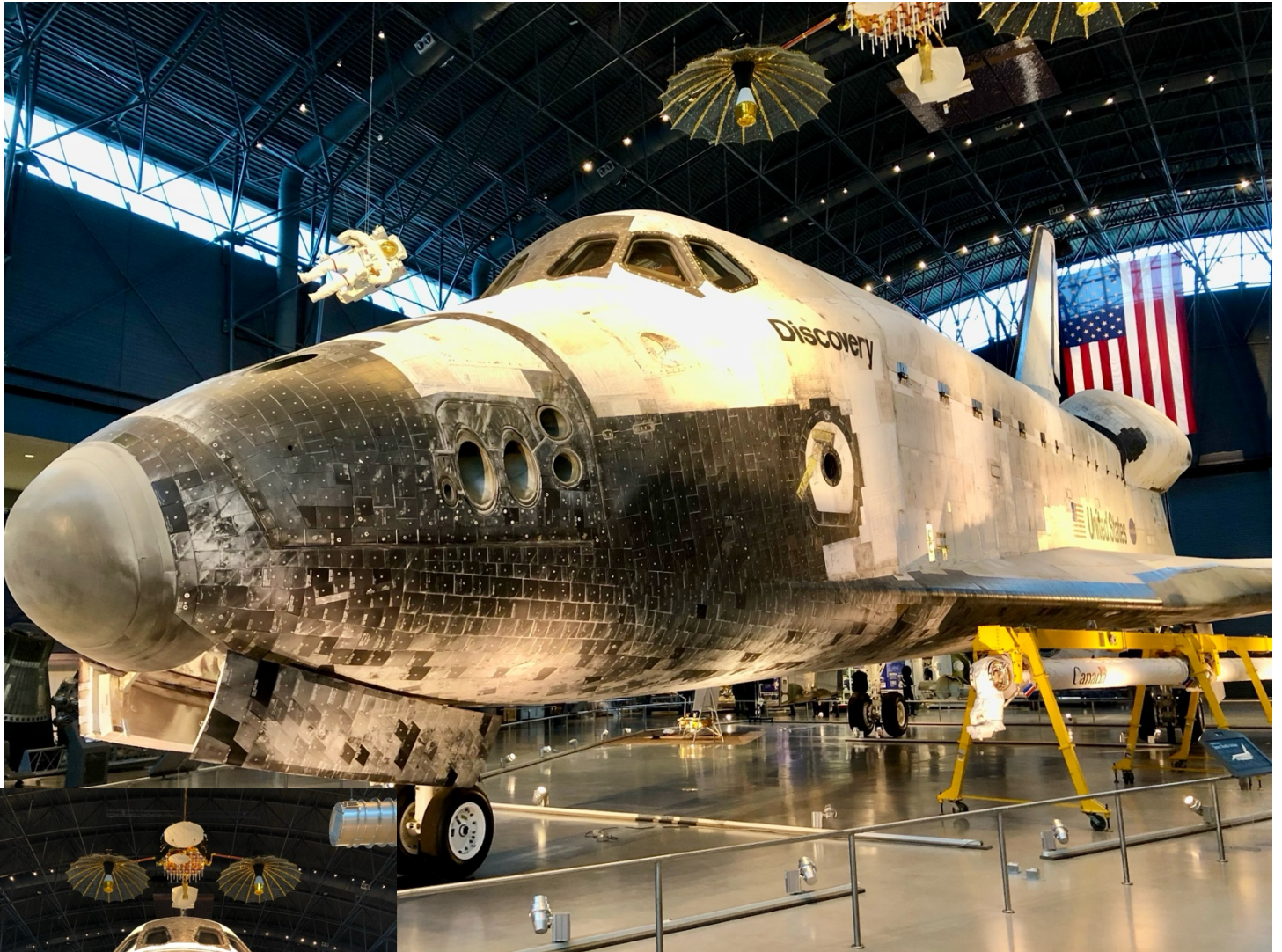


CPA FLIGHT LINES

JANUARY 2025



Space Shuttle Discovery at National Air and Space Museum Steven F. Udvar-Hazy Center



Photo credits: Andy Holmes

Happy New Year!

We hope general aviation leads you to the
discovery of something new in 2025!



President's Corner

by Adrian Nye



2025 will be my last year as President and VP Brian Brieske has decided he'd rather not take over in 2026. So, we are looking for new leaders for our organization. Why am I talking about a new President and VP a year before we need them? Because we need time to find them and transition knowledge.

Members of the board would seem good candidates because they already know how we work and could take over without much transition. But all do valuable work and would be difficult to replace in their current roles. We have a well-oiled machine going. In addition, none have expressed interest in taking over as

President or VP. So, I believe we are looking for people who are not currently on the board. They could be CPA members or not.

So, what is involved in being President? Basically, I run the monthly board meetings, and I write this monthly message for the newsletter. Decisions come up from time to time, and you coordinate things to keep the organization running smoothly. Beyond that it is up to you. As in all roles in CPA, you can do whatever you think advances the cause for GA pilots in Colorado or makes CPA stronger. For bigger or more expensive initiatives of course you'll need board approval.

As for the VP, this role is a backup and counselor for the President. The idea is that the VP becomes the President after the President has served out his/her term or resigns.

The main responsibility of the VP is to learn everything that the organization does (and President does) so he or she is ready to take over as President. Also, sometimes the VP will be called on to run a meeting when the President is unavailable. It became clear how important the VP is when I landed in the hospital last year, and Brian Brieske took over for me for several months.

Overall, both roles can be less time consuming than what some of the committee chairs have chosen to take on. I've enjoyed being President and I've learned and grown. I was recently retired and looking for a new challenge and something to keep my mind active. It has even helped me through a tough time in my life.

If you are curious about either role, or want to recommend someone, contact me at president@coloradopilots.org.

Blue skies,
Adrian



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NOTICE: Submission deadline for the February 2025 issue is January 20.

Email your article to newsletter@coloradopilots.org.



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!

HAVE CO AVIATION RELATED INFORMATION FOR GA PILOTS?

Contact the CPA Newsletter Editor at newsletter@coloradopilots.org to have the information featured in the monthly Flight Lines CPA NOTAMs



CPA NOTAMs

2025 Fly-In Planning Meeting – Keep January Open

The 2025 Fly-in planning meeting will take place on January 11, 2025, from 8 AM to 12 PM 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!

36th Annual Women in Aviation International Conference

The high-profile conference event is coming to Denver for the first time and is scheduled for March 27-29, 2025, at Gaylord Rockies Resort and Conference Center. The Colorado Pilots Association will be co-exhibiting with the Colorado Department of Transportation, much the same as we did at Oshkosh 2024. More to come regarding the logistics of exhibiting at the conference.



CO Aviation Events Brief – January 2025

WOTR Speaker Series: Commercial Aviation in Colorado

Saturday, January 4, 2025, from 1100 to 1230

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

Exploration of Flight Museum Ticket Required. Check out the presentation details [here](#).

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

Monday, January 6, 2025, from 1830 to 2030

SheltAir BJC, 9107 Rocky Road, Broomfield, CO 80021

In Person, or CPA website link or at <https://bit.ly/CPABoardMeeting>

Breakfast Fly-In – KAPA

Saturday, January 11, 2025, from 0930 to 1230

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

Registration not required. Fly in or stop by to check out the museum and enjoy a local food truck.

CPA – Fly-In Planning Meeting @ KBJC

Saturday, January 11, 2025, from 0800 to 1200

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

Jefferson County Airport Advisory Board ([link to Agenda and Minutes](#))

Wednesday, January 8, 2025, from 1700 to 1800

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

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

Centennial Airport Community Noise Roundtable

NO JANUARY MEETING, Next meeting is February 5, 2025, from 1830 to 2030

7565 South Peoria, Englewood, CO 80112 or GoToWebinar

Webinar Registration [here](#)

Arapahoe County Public Airport Authority ([link to Agenda and Minutes](#))

NO JANUARY MEETING, Next Meeting is February 13, 2025, from 1500 to 1700

7565 South Peoria, Englewood, CO 80112

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

Glenwood Springs Sumers Airpark Airport Annual Mtg and Membership Party

Wednesday, January 15, 2025, beginning at 1730

Glenwood Springs Community Center, 100 Wulfsohn Rd, Glenwood Springs, CO 81601

CPA Presents: Meet FFAST Program Manager-Operations, CO and WY

Monday, January 27, 2025, from 1830 to 2000

Webinar Information [here](#). Registration not required.

Colorado Aeronautical Board Meeting, Grant Hearing + Winter Conference

Tuesday, January 28, 2025, begins at 1000

Sonesta Denver Downtown, 1450 Glenarm Pl, Denver, CO 80202

Conference Registration [here](#).





The Colorado Division of Aeronautics Welcomes Five New Members to the Colorado Aeronautical Board

The Colorado Department of Transportation (CDOT) Division of Aeronautics announces the appointment of five new members to the Colorado Aeronautical Board (CAB). Appointed by Colorado Governor Jared Polis, the new members are Grand Junction Regional Airport Executive Director Angela Padalecki, representing western slope governments; Arapahoe County Commissioner Leslie Summey, representing eastern slope governments; Brianna Lehman of Lafayette, community representative; Kevin Ryan of Superior, community representative; and Clay Clarke, representing the Colorado Department of Public Health and Environment (CDPHE). Burlington Airport Director Daniel Melia was reappointed to represent eastern slope governments.

The appointments expand the CAB roster from seven to nine voting members, following Colorado Governor Jared Polis' signing of House Bill 24-1235 – Reduce Aviation Impacts on Communities on May 17, 2024. The bill's provisions include the appointment of three additional board members; two community representatives who are residents of communities affected by general aviation airport activity, and an ex officio, nonvoting member represented by the CDPHE.

The CAB oversees the operation of the Colorado Division of Aeronautics, whose mission is to support Colorado's multi-modal transportation system by advancing a safe, efficient, and effective state-wide aviation system through collaboration, investment and advocacy. The CAB collaborates with public and private stakeholders to enhance safety, efficiency, and sustainability of the Colorado aviation system. The CAB also oversees the distribution of discretionary aviation grants funded by state aviation fuel sales taxes.

"Aviation is critically important to Colorado and the nation, and I look forward to working with the new board members to further the board's vital mission and advance the latest innovative aviation technologies for the benefit of all Coloradans," said CAB Chair Kent Holsinger.

The newly appointed members will participate in their first board meeting on January 28, 2025, during the Colorado Airport Operators Association (CAOA) Winter Conference. They will join the existing CAB members in guiding Colorado's aviation programs and ensuring the effective use of resources to benefit the state's communities and economy.



According to the [2020 Economic Impact Study of Colorado Airports](#), the Colorado Airport System consists of 76 public use airports that support over 345,000 jobs, provide \$16.2 billion in annual payroll, and \$48.6 billion in total business revenue for the State of Colorado.

For more information about the Colorado Aeronautical Board and its initiatives, please visit Colorado-Aeronautics.org.



ADS-B Privacy

There have been recent policy/program changes and updates to the FAA's Privacy ICAO Address (PIA) program. Privacy concerns over ADS-B real-time position information is not a novel issue. If you're unfamiliar, many aircraft owners and operators expressed privacy concerns over access to ADS-B information by non-government entities and persons since the initial rules concerning ADS-B were rolled out. The FAA acknowledged the concern and created the Privacy ICAO Address (PIA) program in 2019. The program was created in an effort for aircraft owners and operators to maintain privacy, while ensuring the FAA and other governmental agencies and contractors, especially those with respect to Air Traffic Control were not adversely affected.

"To address privacy concerns, the FAA offers the Privacy International Civil Aviation Organizations (ICAO) Address (PIA) program to improve the privacy of the following eligible aircraft:

- U.S registered
- 1090 MHz ADS-B equipped
- Using a third-party call sign
- Flying in U.S. managed flight information regions

The PIA program enables interested aircraft owners to request an alternate, temporary ICAO aircraft address, which will not be assigned to the owner in the Civil Aircraft Registry (CAR)." *Quoting FAA statement on ADS-B Privacy.*

The FAA has a relatively straight forward process to request, obtain, and install for use, a third-party call sign. The FAA created a helpful user guide to assist owners and operators in determining eligibility and to provide instruction and guidance on installation and verification of such installation. See "Equip ADS-B PIA User Guide," https://www.faa.gov/air_traffic/technology/equipadsb/privacy

As one might imagine, use of a PIA comes with a list of conditions and limitations, which are also outlined in an easy read from the FAA. See "PIA Articles of Use," https://www.faa.gov/air_traffic/technology/equipadsb/privacy

The summary of recent changes are as follows:

- 1) PIA can be used in conjunction with Controller Pilot Data Link Communications. Detailed instructions can be found at the website above under '**Documents**' by clicking "**Using CPDLC with PIA.**"
- 2) FAA's aircraft information associated with a PIA is exempt from Freedom of Information Act Requests.
- 3) New PIA may be requested any time after a 20-day period from a previous PIA assignment.



A Question I Have For **YOU!**

by Bill Marvel, Fly-in committee chairman

The CPA's Fly-in program is based on members who step up each January to make a brief presentation at the annual planning meeting of the event they wish to host. That puts it on the calendar and afterwards the hosts get started on details. It's a bit of a shot in the dark for them in that most (if not all) hosts have no idea at that time if their event will be popular and well attended or not. It's potluck because these events are planned "open loop" by the hosts, who have little to no advance input from members who may wish to attend.

Historically this has worked quite well since all of us like to fly and from that standpoint almost any destination is a good one. But there are undoubtedly members who are not up to the task of planning an event themselves but still have someplace they would like to visit as an Association event.

And that leads to my question for each of you. Although I cannot guarantee that any given suggestion for a trip destination will be selected, I can guarantee that I'll evaluate them to see if there's any possibility of accommodating the request. But without knowing that request, I can't invent it!

With over 700 members in the CPA, the reality is that you collectively have a far wider view of possible Fly-in venues than do I or a dozen or so people who typically host them. Of course, ideally someone who finds an interesting venue would also host it but if that isn't in your game plan, your suggestions for venues are still valuable to us. I'm always available at flyins@coloradopilots.org and answer emails right away.

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BAS Part Sales LLC

Depot Avionics

Discovery Air (KFNL)

The Flying School

Lost Paddle Rafting

Wings Over The Rockies

Become a Corporate

Member Today, [click here!](#)



ALTIVATION
AIRCRAFT SALES & ACQUISITIONS



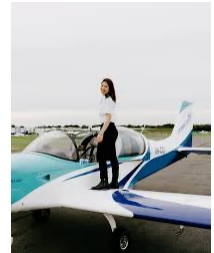
Announcing CPA's 2025 Scholarship Program

Soar to New Heights with the 2025 CPA Pilot Training Scholarship Program!

The Colorado Pilots Association (CPA) is proud to announce the opening of applications for our **2025 Pilot Training Scholarship Program**. This year, we're awarding **four scholarships** to deserving Coloradans with a passion for aviation.

Why Apply?

Earn your Private Pilot's License: Two scholarships, up to \$5,000 each, will be awarded to students aged 16-22 selected through a competitive application process.



Advance your Skills: Two \$5,000 Emily Howell Warner Scholarships will be awarded to support female pilots with Private Pilot certificates or higher pursuing their Instrument Rating, Commercial Certificate, or Multi-Engine Ratings.

Born in Denver, Emily Joyce Howell Warner was the 1st woman captain of a scheduled US airline. Her career has been recognized by multiple halls of fame, including the [National Aviation Hall of Fame](#) and [National Women's Hall of Fame](#). Her pilot's uniform is on display at the [Smithsonian's National Air and Space Museum](#). CPA is pleased to offer two scholarships in her honor.

Wings Over the Rockies Partnership: CPA is an official scholarship selection partner with Wings Over the Rockies. As such, we can recommend one individual for a Private Pilot or Glider training scholarship awarded through Wings Over the Rockies.

When you access the WOTR scholarship application (see link below), selecting CPA as the entity that directed you to this scholarship opportunity effectively doubles your chance to receive an award! *Please note: WOTR has an earlier application deadline: [February 14, 2025](#).*



How to Apply:

Applications are now open through **March 31, 2025**. Each applicant will need to submit an Essay and a Letter of Recommendation from their Certified Flight Instructor.

Apply:

- **CPA Scholarships:** [CPA Scholarships](#)
 - Requires membership to CPA and must be logged into CPA account (student membership is free)
- **Wings Over the Rockies Scholarship:** [WOTR Scholarships](#)

Stipulations:

- **Eligibility:** Applicants must be Colorado residents.
- **Flight Training Location:** Training must be completed at a Colorado flight school.
- **Partial Funding:** The scholarship may not fully cover the cost of training. Awardees are responsible for any remaining balance.

Selection Process:

1. **Application Review:** Initial evaluation of the online application form, essay, and CFI letter of recommendation.
2. **Academic Achievement:** Preference may be given to applicants who have completed ground school and passed the Aeronautical Knowledge Exam.
3. **Interview:** Selected applicants will be interviewed, either in person at Rocky Mountain Metropolitan or Centennial Airport, or virtually.

Key Dates:

- **January 1:** CPA Application period opens.
- **March 31:** CPA Application period closes.
- **April 15-30:** CPA Interviews conducted.
- **May 15:** CPA Awardees announced.
- **May 31:** CPA Funds released to awardee's flight school.

Spread the Word!

Help us reach deserving candidates! Please share this announcement with interested students and encourage them to apply. ***Thank you for your support in making this program a success!*** For questions, please reach out to the CPA Education Committee at: scholarships@coloradopilots.org



FROM THE LINE



CPA MEMBER ARTICLES

2024 CPA Holiday Dinner a Success!, by Bob Kinney

Experience Won't Move a Mountain, by Bill Marvel

Death, Taxes, and Paint?, by Bill Marvel



Digitize Old Flight Lines?

I have received donations of two extensive libraries of paper Flight Lines issues, one from Walt and Terry Barbo and the other from Gretchen Jahn and Karl Sutterfield. I believe we may have just about every issue ever published, throughout the CPA's 52-year history.

They are fun to read. It's possible we could get this digitized and made available for viewing online. Would you be interested in that?

There are many details to work out, such as what format it should be in, how it will be viewed online, and whether it needs to be digitized in a way that is searchable (using OCR) as text or just scanned into another digital format. The choices affect the potential costs. If you have expertise in this area please reach out to president@coloradopilots.org.



2024 CPA Holiday Dinner a Success!

by Bob Kinney



The annual Colorado Pilot Association's holiday dinner was held Sunday, December 8, 2024, at the Buffalo Run Golf Course's Bison Grill. For the past several years the great folks at Bison Grill have treated our group like royalty. The atmosphere is very quaint and comfortable for our size group. This year, however, despite a very good early sign-up for the dinner of just shy of 60 members and guests, illness took its toll, and we lost 15 attendees in the day or two leading up to the dinner. Despite the reduced number of people, it was a great dinner with wonderful long-time and new members enjoying conversations in front of the crackling fireplace. Everyone had a fantastic time during the lead up happy hour festivities and Bison Grill once again performed flawlessly in providing scrumptious meals for all. We all look forward to next

year as word spreads among our members of the great time with aviation friends.



Even 50,000 Flying Hours of Experience Won't Move a Mountain

by Bill Marvel, the RV-14A guy

All of us in aviation build flight time and along with it, experience. That experience ideally carries forward into our future flying, hopefully preventing the types of errors that continue to kill pilots -- errors to which all of us are always susceptible. The reason for this article in Flight Lines is yet another reminder of that reality, but this one is personal.

I still have the email I received from a ferry pilot friend in New Zealand notifying me of the fatal crash in the Italian Alps involving a mutual friend of ours. I received it not long after the accident, which occurred on March 11, 2022. Killed in the SR-22 ferry flight from South Africa back to the U.S. was our friend Denny Craig, who was probably the single most experienced international ferry pilot on the planet. I had flown with and for Denny for 17 years all over the world and without question he was the most skilled pilot I knew. He was also a great and trusted friend and fantastic individual. But at the time of the accident, he was 79 years old, and we wondered if somehow a medical event was involved. If not, then what happened? The accident report would hopefully reveal that, but because it would come from Italy, we had no idea how long the investigation or publication of the report would take.

After learning of the accident, my first call was to Denny's wife to express my condolences and see how she was

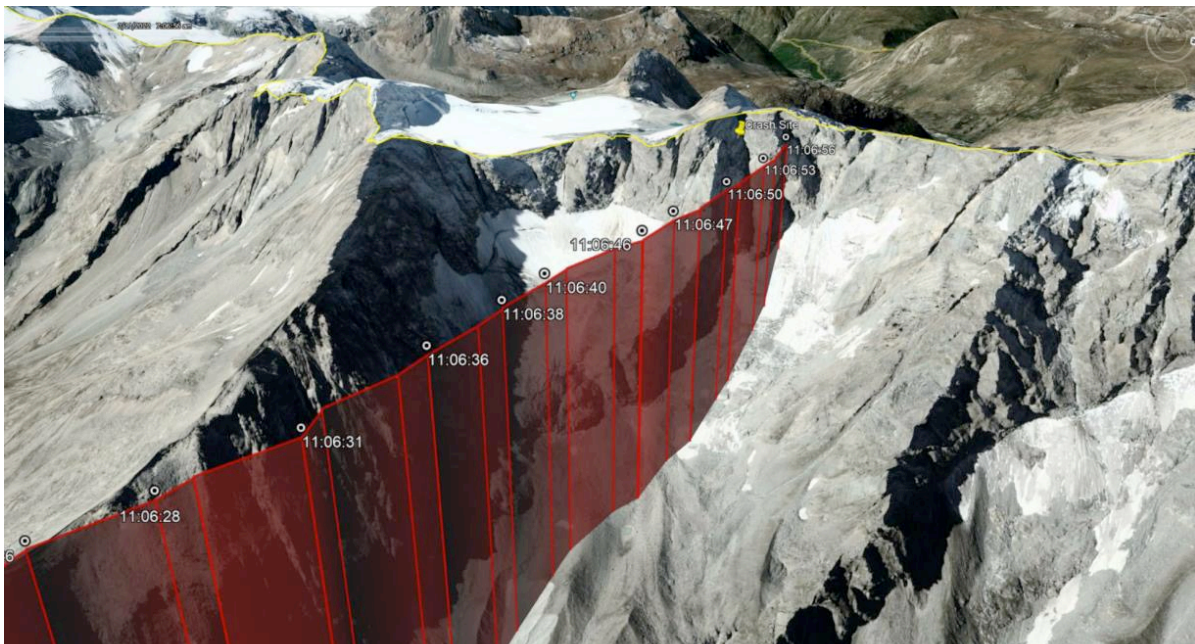


The exact same South African registered airplane Denny was flying

doing. Despite the shock, her major concern at the time was the complexity of going through the U.S. embassy to have his remains cremated and returned to the U.S. My second "call" sometime later was an email to the U.S. National Transportation Safety Board, in the hope they might have some information. Incredibly, the investigator assigned to it called me from his home that same night.



What I learned from him was not much. Since Italy was going to investigate the crash due to the accident's location, he would not be directly involved and have only limited knowledge of it. What he did know is that the airplane departed Cuneo, Italy in the morning of March 11, 2022, headed for Ostend, Belgium. The crash site was high in the mountains near the French border and was not found for two days because snowy weather delayed a search. On site investigators had verified several things. Despite being fully fueled the



The final 30 seconds of the flight

airplane did not burn, its airframe parachute had not been deployed and the Recoverable Data Module (RDM), mounted on the aft spar the vertical stabilizer, was damaged but readable. And that is all he would know for more than two and a half years while I kept in touch with him and with Denny's wife periodically. In the interim I found a photo of the airplane, which confirmed it did not have deice equipment installed. I also learned it was not the turbo version, but normally aspirated.

Eventually, Denny's wife worked through the international bureaucratic nightmare of getting him shipped home. His personal hero was WWII Medal of Honor winner Audie Murphy, who is buried in Arlington National Cemetery. Sometime later she traveled there to scatter most of his ashes around the grave. In an awful irony, Audie Murphy himself was killed in an aircraft accident in 1971.

Over a year after the crash, in April 2023, Marti and I flew our plane to California to participate in Denny's celebration of life. On a large screen during my part in the program I showed several slides of our travels and told the often-humorous stories that accompanied them. Aside from his aviation companions who were there, the family was involved with Arabian horses and many of those horse owning friends also attended this large event.

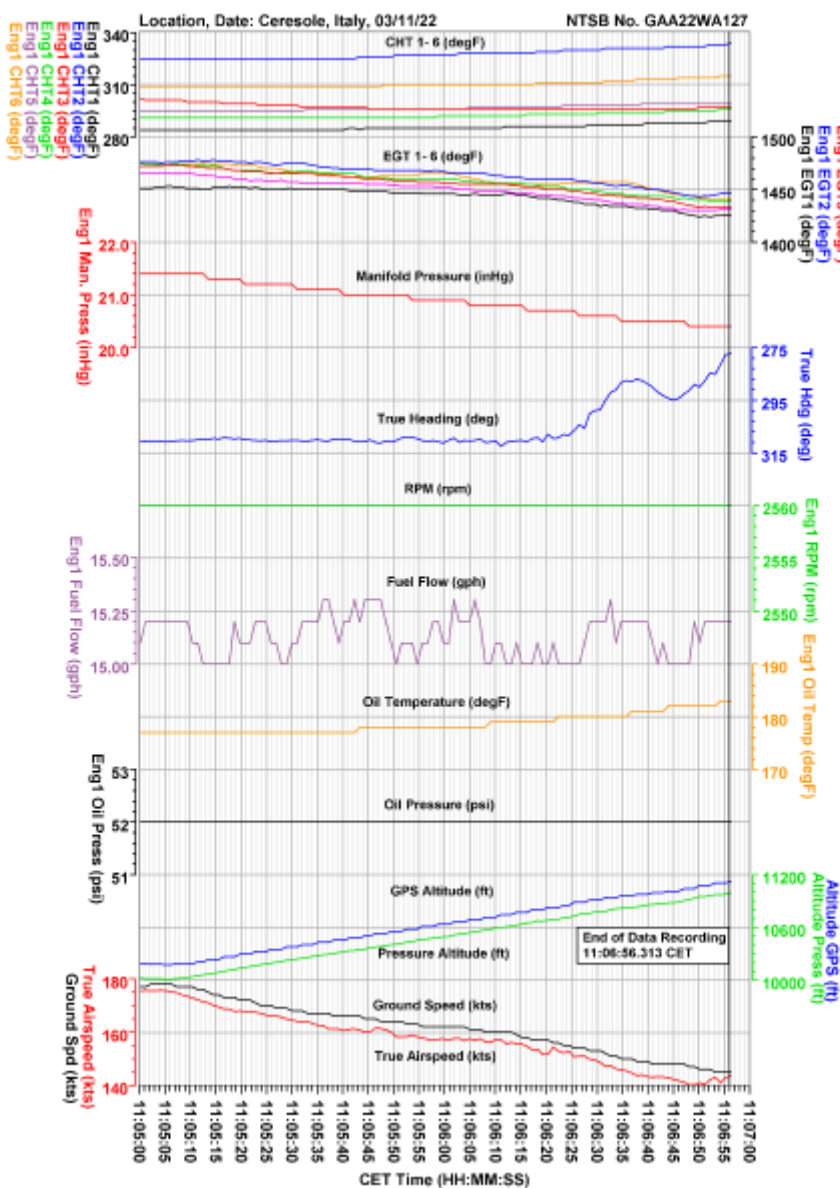
More time passed until finally, a few days ago on December 9, 2024, I received an email, not from the NTSB investigator, but directly from Italy. It contained a link to the just released report, both text and photos, but was all in Italian! The prior reports on their website were also available in English, as this one eventually will be also, but an online translator made quick work of creating a readable copy for me right away. Other accident reports on their site indicated the Italians were very thorough in their analysis of each, and this one was also.





The engine and a section of parachute torn from its container

Long story short, Denny departed VFR from Cuneo, intending to fly across the Alps and pick up an in-flight IFR clearance to Ostend, Belgium over a fix near Passeiry, Switzerland. The weather reports showed snow and IFR conditions over the mountains with ice forecast but light winds aloft. Two observers on the ground along the flight path noted the mountain peaks were not visible, obscured in clouds. About half an hour after takeoff, the airplane flew directly into the side of a mountain at 140 knots at 11,000 feet while in a gradual climb as it neared the summit. It apparently broke up so rapidly that there wasn't even time for the fuel to ignite before vaporizing. The track was a straight line prior to impact but during the last 30 seconds several turns were made, seemingly to either avoid visible terrain or possibly to fly toward thinner areas of cloud to aid in seeing it. The RDM readout showed normal engine parameters, constant air speed in the climb and what looked like pilot control as opposed to autopilot control during the turns right up to the end.



How did this all-too-common Controlled Flight Into Terrain (CFIT) accident happen? We'll never know for certain, but Denny was always wary of ice and my guess is that given the forecast, he departed VFR with the intention of staying that way until past the high terrain where he could descend lower to the IFR pickup point. He knew the airplane was normally aspirated and had no deicing capability so IFR routing through that weather over high terrain was out of the question. Most of us have probably done the same at one time or another working our way across high terrain here in Colorado. I know I have. And his judgment was possibly clouded by lack of sleep as he frequently flew long legs with ferry tanks installed and then had only a few hours' sleep before heading out again. Italian airport employees on the ground thought he appeared exhausted based on his demeanor. Furthermore, after leaving Iraklion, Crete he had somehow flown IFR entirely across Milan's controlled airspace on the way to Cuneo without ever checking in with control. This was not characteristic of Denny, further confirming that he wasn't fully alert even on the prior



day. Denny's wife wonders if the removal of ferry tanks and related valves, hoses and fittings at some point along the route might have allowed fumes to fill the cockpit on subsequent flights, possibly causing his demeanor change and mental lapses. We'll just never know.

It's a sad, unfortunate situation but wasn't the first accident like this to occur and will not be the last. Hopefully, this summarized portrayal of what happened to Denny will aid one of you (or me) in avoiding a similar situation ourselves. No one is immune and as time and age gradually catch up with each of us, we become more likely, not less, to face a similar challenge to our judgment. Be careful out there.



Death, Taxes and ...Paint??

by Bill Marvel, the RV-14A guy

We've all heard about the first two, but if you own an airplane long enough, you'll eventually be faced with the third. Or conversely, if you build your own aircraft, an increasingly popular option, getting it painted the first time can be a challenge.

I'll be hosting a one-day Fly-in to visit Hayes Aviation at the Akron, CO airport (KAKO), northeast of Denver. If you have researched aircraft painting at all, you know the choices are getting fewer every year with many specializing in very large jets. West Star Aviation for instance, here in Grand Junction, is one such shop that does an outstanding job but like others will not even quote painting a light aircraft because their prices are not competitive -- as in unaffordable!

In contrast, Hayes Aviation specializes in light aircraft and is conveniently near the Denver metro area. In fact, I flew my RV-14A there for painting in 2017, as did another RV owner I know as well as a 182 RG owner from here in Grand Junction. Yes, eastern Colorado is by far the closest aircraft paint shop to us in the western part of the state.

Owner Randy Hayes will be setting up a facility tour for us in conjunction with either a pancake breakfast or lunch on site. This event will take us through every aspect of aircraft painting from disassembly to stripping off existing paint to surface preparation, damage restoration, masking, priming, painting and then reassembly. Along the way we'll see examples of good and bad paint applications (and what causes the latter!), surface preparation like filling dents/irregularities and watching them spray paint, both primer and topcoat, onto sample coupons of aluminum and fiberglass. They will also show us examples of different types of available top coatings like clear, metallic flake and whatever else the latest happens to be. And, of course, questions about any of it, including the important element of today's cost, are all welcome. This will be an up-close and personal tour of something not many of us have ever seen and yet it might be in our future.

The tentative date is Saturday April 26, so watch Flight Lines for more details and registration information in future issues. The cost to attendees, aside from flying or driving there, will be minimal for this event.





Stay up to date with Colorado aviation events here:

<https://bit.ly/COAVEvents>



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

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