

CPA FLIGHT LINES

MARCH 2025



Photo Credits: Bob Kinney
Beechcraft Bonanza V35A

President's Corner

by Adrian Nye



At the February board meeting we rechristened the Social committee - it now is simply called "Activities". The idea is to include both educational and social events that don't involve flying anywhere, and the annual holiday dinner. We have a new chair, Chris Kilker, who has been an exemplary volunteer with the education committee for several years. I look forward to seeing what Chris organizes. Welcome Chris!

In the old FlightLines issues I randomly pulled one from February 1988 which includes an article on how the Colorado Department of

Transportation Division of Aeronautics was just formed. The article is reprinted later in this issue.

At the time there was much consternation that another government bureaucracy would impose additional costs and red tape on the flying public. There was concern it would purchase airplanes for its own enjoyment and otherwise waste the public's money. Seems reminiscent of the current climate in Washington.

Fast forward to today, and that organization under the able leadership of David Ulane is a major benefit to General Aviation. Funded in part by a tiny 6 cents per gallon tax on avgas, most of its funding comes from jet fuel taxes at DIA. Those avgas taxes are returned to GA airports many times over in the form of over \$11 million in grants to GA airports in 2024. The division also runs the mountain AWOS program, supports aviation education, and is supporting the transition to unleaded avgas. It shows that government can be both efficient and effective.

CPA is proud to work with CDOT Division of Aeronautics on some of its priorities, lately including adding mountain pass waypoints to the aeronautical charts to increase mountain flying safety. We also will be sharing a booth with them at Women in Aviation International's conference in Denver March 27-29, and at Oshkosh July 21-27. If you are interested in talking with the public about Colorado aviation and mountain flying at one of these events, please drop me a line at president@coloradopilots.org.

Keep that engine warm,
Adrian



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NOTICE: Submission deadline for the April 2025 issue is March 20.

Email your article to newsletter@coloradopilots.org.



HAVE 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

KAPA and KBKF Airspace Change

Important significant changes to the airspace surrounding Centennial (KAPA) and Buckley Space Force Base (KBKF) have been effective since the new chart publication date of February 20, 2025. Hopefully, you received our previous emails regarding these changes. Check out CPA Airspace Chairman David Ladd's article in this issue of Flight Lines discussing how these changes came about and the concerns they are intended to address.

36th Annual Women in Aviation International Conference

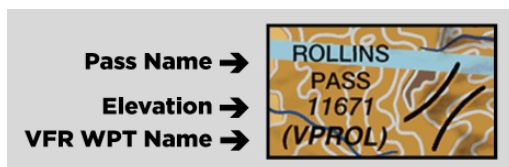
The high-profile conference event is coming to Denver for the first time and is scheduled for March 27-29, 2025, at Gaylord Rockies Resort and Conference Center. The Colorado Pilots Association will be co-exhibiting with the Colorado Department of Transportation, much the same as we did at Oshkosh 2024.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

2025 Colorado Aviation Economic Impact Study

The Colorado Division of Aeronautics has published its 2025 Economic Impact Study, which evaluates and reports on the contribution to the State's Economy from aviation and airports. The airports throughout Colorado generate a revenue of \$68.9 billion and support 348,500 jobs. Check it out [here](#) to read more, including the executive summary and individual airport reports. Also available are the 2025 Colorado Airport Directories and Aeronautical Charts. You can request a mailed copy or download an electronic copy [here](#).

Colorado Mountain Flying Passes

Additional Colorado Mountain Passes have been charted, now 20 in total, and a Special Notice is now published in the Chart Supplement (Special Notices page 535) as of February 20, 2025.



Colorado Ninety-Nines Scholarship Opportunities

The Colorado Chapter of the 99s announce scholarship opportunities. Applications due April 30, 2025. Information and Application available [here](#).



CO Aviation Events Brief – March 2025

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

Monday, March 3, 2025, from 1830 to 2030

Sheltair, 9107 Rocky Road, Broomfield, CO 80021

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

Redbird Migration @ KAPA

Tuesday, March 4 to Wednesday, March 5, 2025, from 0730 to 1830

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

Registration Required. Details and Registration [here](#).

Centennial Airport Community Noise Roundtable

Wednesday, March 5, 2025, from 1830 to 2030

7565 South Peoria, Englewood, CO 80112 or GoToWebinar

Webinar Registration [here](#)

Breakfast Fly-In – KAPA

Saturday, March 8, 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.

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

March Meeting CANCELED

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

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

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

Thursday, March 13, 2025, from 1500 to 1700

7565 South Peoria, Englewood, CO 80112

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

CPA Presents: Pilots 'N Paws

Monday, March 17, 2025, from 1830 to 2000

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

36th Annual Women in Aviation Conference 2025

Thursday, March 27 to Saturday, March 29, 2025, from ALL DAY

Gaylord Rockies Resort and Convention Center, 6700 N Gaylord Rockies Blvd, Aurora, CO 80019

Registration Required. Details and Registration [here](#).

The Future of Human Spaceflight: A Moderated Panel

Friday, March 28, 2025, from 0930 to 1230

Wings Over the Rockies Museum, 7711 E Academy Blvd, Denver, CO 80230

Tickets required. Purchase tickets [here](#).

Young Aviators' Day @ WOTR

Saturday, March 29, 2025, from 1000 to 1400

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

Tickets required. Purchase tickets [here](#).





CENTENNIAL AIRPORT RUNWAY 5K

The Centennial Airport Runway 5K takes place on **June 7, 2025**, and offers participants the opportunity to run or walk on a taxiway and runway while supporting a great cause. Last year, thanks to the generosity of our community, we raised over \$65,000 for the Centennial Airport Foundation, which funded three new aviation-focused scholarships. We're excited to build on that success this year!

This year's special appearances include:

- Denver Broncos Mascot and Cheerleaders
- The Denver Police Helicopter, Air 1
- The historic 1943 Douglas DC-3 flown on D-Day
- South Metro Fire Rescue's impressive ARFF Strikers
- And much more!

Registration and additional information can be found at www.CentennialAirport5K.com.



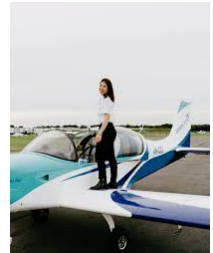
CPA 2025 Scholarship Program

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.



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)

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



Blast From the Past...Flight Lines February 1988

REPORT ON PLANS FOR A STATE AERONAUTICS OFFICE

At the start of 1988, chances of gaining legislative approval for creation of a state aeronautics office in Colorado looked extremely remote. CPA member, and state Representative, LEWIS ENTZ (from the San Luis Valley area) had unsuccessfully sponsored enabling legislation for creation of the office over the last several years. He was about to submit similar legislation in the current session of the Legislature.

There were a lot of reasons which contributed to the failure. For example:

- * The office would have been created under the Department of Local Affairs, a department which has demonstrated through several years of administering aviation planning functions for the state that it has little interest in aviation matters.
- * The pilot community was apprehensive because of perceived costs to an already economically distressed industry. There were also concerns about a new bureaucracy in the state with questionable benefits to aviation.
- * Airport management, in several cases, resisted creation of the office over fears that funding from the FAA and state sources might be reduced.
- * The air carriers and corporate aviation were willing to remain neutral if it could be demonstrated that there would be no financial burdens to their industries.

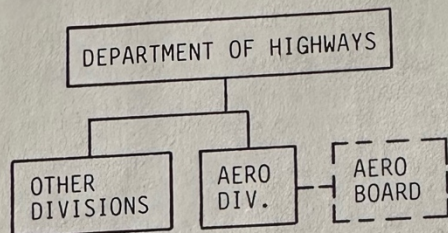
It was a scenario with a lot of apprehension and no advocates. There seemed no question that Representative Entz's latest efforts were also destined for failure. But then the whole climate changed! It changed following a concentrated effort by Entz to bring the various interests together for the purpose of working out a compromise organization that the aviation community could live with.

In early January, an informal task group was formed for the purpose of developing an acceptable legislative proposal. Participants included an interesting cross section of representatives from the aviation community . . . many who are current CPA members. For example, participants included (CPA members in caps) Representative Norma Anderson (who will co-sponsor the bill with Representative Entz), DAVE GORDON (Airport Manager at Jeffco), FRED JEAGER (Airport Manager at Greeley), NEIL KEDDINGTON (Airport Manager at Front Range), Bill Utter (representing Stapleton), DICK BUCKNELL (corporate aviation at U S West), Phil Smuck (Aviation Planner with Colorado), Dennis Roberts (Aviation Planner with DRCOG), Tom Eggert (Arapahoe County Commissioner), FRANK GALLO and WALT BARBO (representing CPA), and Larry Flynn (representing Combs Gates). Governor Roy Romer participated briefly at one of the task group meetings.

The task group agreed to creation of the new aeronautics office as a division (Type I) under the Department of Highways. (Subsequent legislation is expected to convert Highways to a Department of Transportation.)



Organizationally, the structure would look like this:



1. AERONAUTICS BOARD MEMBERSHIP.

The board would be made up of seven members selected so as to assure balanced representation from the cross section of aviation interests and geographic areas of the state. Members would be appointed by the Governor but chosen: Two from local governments which operate airports on the East Slope; two from local governments which operate airports on the West Slope; one from a statewide association of airport managers; one from a statewide association of pilots; and one at large.

2. FUNCTIONS OF THE BOARD.

Functions would be primarily in policy guidance for operation of the Aeronautics Division. But the board would also have approval authority over an annual state grant-in-aid program schedule for airports and be responsible for an annual report on aeronautics to the Legislature.

3. FUNCTIONS OF THE AERONAUTICS DIVISION.

The division would be responsible for operational functions such as: Administer the state grant-in-aid program, aviation system planning, data collection and analyses, aviation safety and education, and various advisory services.

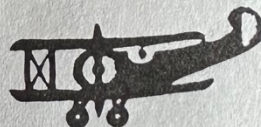
4. FUNDING.

Funding for operation of the new office would come from a new state tax of 6 cents/ gallon on aviation gasoline and 4 cents/gallon on jet

fuel. Aircraft used in scheduled commercial aviation would be exempt from the tax. Current aircraft registration fees and ownership taxes on aircraft would be eliminated. Also, a large portion of the revenue generated from the new fuel tax would be returned to the airport from which the revenue was generated (this as an offset of registration fees and ownership taxes which were previously returned to the counties.)

The above is a very simplistic outline of some of the key features of the proposed legislation. Representatives Entz and Anderson are expected to submit the bill in final draft during the third week of January. State Senator Tillman Bishop will submit a companion bill in the Senate. (FRANK GALLO, who chairs the CPA Legislative Committee, has available copies of the bill for any member wishing to review the proposal.)

What are the chances of legislative approval? Probably fairly good at this point. Those who have worked on the task group feel, on balance, that the aviation community will come out ahead with the new office. The current legislative session is scheduled to end about mid-April. It will be worth watching to see what happens.



FROM THE LINE



CPA MEMBER ARTICLES

KAPA and KBKF Airspace Changes, *by David Ladd*

Electric Airplanes – Batteries are the Key, *by Adrian Nye*

Airports, Back Country, and More, *by Keith Serkes*

The 10 Fly-In Commandments, *by Bob Kinney*



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.

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.**



KAPA and KBKF IMPORTANT AIRSPACE CHANGES

by David Ladd, Airspace Chairman

As noted in our blast mail to all CPA members, there have been significant changes to the Class D airspace around KAPA and KBKF which became effective with the February 20 chart revision. Please be sure to consult the new charts before operating at or around these two airports. This article is intended to give some insight as to how these changes came about and the concerns they are intended to address.

The changes were made to address essentially two items to make the Class D airspace around the two airports conform to new updates for current airspace design criteria:

- 1) The previous Class D was inadequate to contain aircraft on circling approaches at each airport.
- 2) The previous configuration of Class D allowed a narrow gap of Class E airspace between the KAPA and KBKF airspace.

Centennial airport in collaboration with Buckley and the Denver TRACON proposed the changes to address those two items.

First, the airspace of each Class D was expanded and reconfigured so that circling aircraft would not be going in and out of Class D airspace on circling approaches. As a result, the D for each airport is now not circular and does cover additional area. The top of the D at KBKF remains <7500 and the top at KAPA <8000.

Second, and perhaps a bit more complicated, the revisions close the gap between the two D airspaces from the surface to 7500.

Previously there was a gap of Class E airspace from the surface up to the floor of the Class B above. Aircraft could transit that area without contact with any ATC. Due to the close proximity of aircraft, particularly high-performance aircraft operating to and from both airports, the gap resulted in a safety concern.

The recent modifications were intended to close that gap and ensure a congruent alignment with the shared border of the Class D airspace. The result is that the Class D is continuous from KAPA to KBKF horizontally and continuous up to 7500 vertically.

A Safety Risk Management Panel (SRMP) was held in May 2024 to assess the risks and hazards of the proposed changes and compare those possible threats to those that existed prior to the changes. As mentioned above, it was thought to be important to extend the D to contain circling traffic. Aircraft on a circling approach would be at or below 1000 feet, so for that purpose it was not necessary to extend the top of the KBKF airspace above 7500.



Immediately above KBKF the floor of the Class B is 7500. Thus, over the airport the D extends up to the floor of the B. However, to the SW, before reaching the boundary with the KAPA Class D, the floor of the Class B becomes 8000. This means that there is still a gap, or now a 'tunnel' of Class E above the SW portion of the KBKF Class D.

This reconfiguration was not intended to create a tunnel, but it was thought to be unnecessary to close that gap for the circling traffic (since it's <1000 AGL). Additionally, it was noted that if the remaining Class E were eliminated by incorporating it into KBKF's airspace, issuing a visual clearance, particularly to KAPA, would be more difficult since additional coordination would be required between 3 different entities, KAPA, KBKF and TRACON.

Considering all of the above, under the framework of the SRMP, the panel concluded that the predicted residual risk of the changes remains low and is less than or at least no greater than the risk of the previous configuration.

The new changes are intended to enhance safety for both IFR and VFR traffic. Pilots need to closely review the changes to ensure safe operation and avoidance of violations. Some areas that were outside the Class D are now inside it, including some VFR reporting points. Even though there is still a small gap of Class E between the Class D and the B above, it would seem appropriate to NOT fly through the 'tunnel'. However, if for other reasons your flight path goes through that area it behooves pilots to be in contact with ATC (APA, BKF or D01) depending on the path of the flight and/or controller preference.

Bottomline, be educated, pay attention, and be safe while flying at or near these airports.

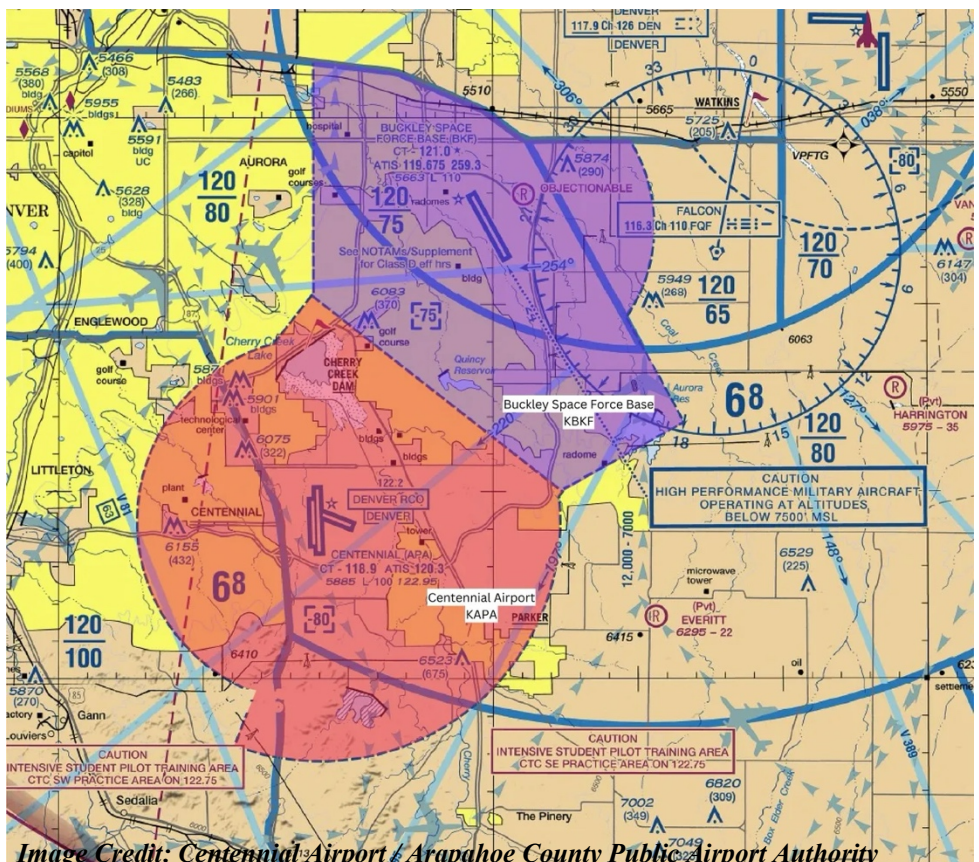
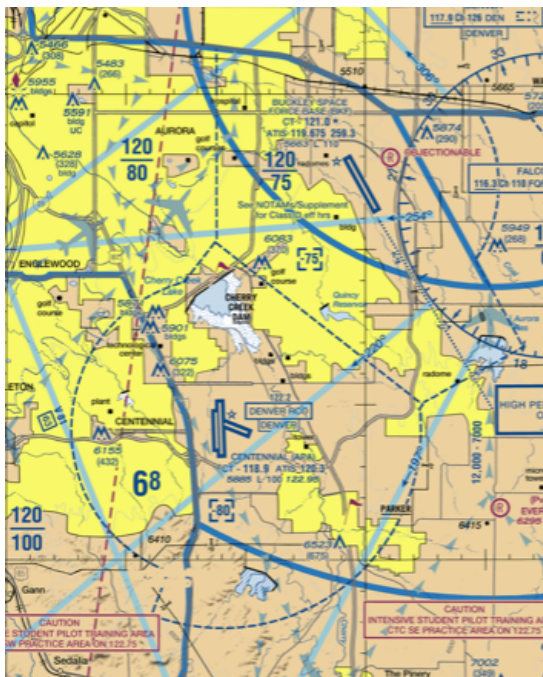


Image Credit: Centennial Airport / Arapahoe County Public Airport Authority



Electric Airplanes - Batteries Are the Key

by Adrian Nye, President

Currently there is only one certified electric fixed wing aircraft available - the Pipistrel Velis Electro. It has a 50-minute endurance plus VFR reserve. That's short even for an instructional flight. What limits that endurance is the weight of batteries, more specifically the energy density of batteries.

Currently, Tesla electric car battery cells have an energy density of 272-watt hours per kilogram.

When the thousands of cells are combined into an actual battery pack, the density is more like 150 wh/kg because all those cells have to be connected and contained, with charge management and so on. For cars, more attention is paid to cost of assembly than weight.

The energy density of avgas is about 13,000 wh/kg. So, avgas has at least 50 times the energy density of batteries. If you look at that comparison alone, you might dismiss electric propulsion as a pipe dream. But there's a flying example, so obviously that's not the whole story.

First, combustion engines are about 20 percent efficient while electric motors are over 95% efficient. Combustion engines are even less efficient when not operated perfectly, as in the real world.

Second, a 200 hp electric motor weighs under 50 pounds, while a 200 hp Lycoming weighs about 300 pounds. So, there's 250 pounds of weight savings we can use for batteries.

Third, electric motors are not affected by altitude. You can think of it as free turbocharging. Because electric motors are so light, it pays to oversize the motor to gain climb performance. Electric aircraft will be rocket ships like many electric cars - they will climb rapidly to altitude where they can operate more efficiently due to higher true airspeed. At altitude the guidance may be to throttle way back to improve range and endurance (like jets do). Some aircraft could even recharge their batteries as they descend, like cars recharge when braking, while gas engines are continuing to burn fuel.

Fourth, electric aircraft need not idle while waiting on taxiways, have a quicker warmup and runup, and someday may not use the prop to taxi at all. Since you already have batteries, why not have a tiny electric motor in a wheel to taxi? (WheelTug is an effort to do the same thing on commercial jets, supposedly held up mainly by unions representing tug drivers!)

Fifth, multi-engine electric aircraft become much more practical than with dinosaur powered engines. The motors are much smaller and generate less waste heat, therefore can be installed in smaller nacelles. This is the factor that has made multi-engine drones possible.

So, back to the batteries. Currently there are battery cells in the research stage, and hints at production, that use a solid-state electrolyte to greatly increase energy density. A couple of



companies in China claim 720 wh/kg. If that reaches production, tripling of energy density will revolutionize electric aviation, suddenly making it mainstream at least for training. With updated batteries, the Velis Electro would have over 2-hour endurance plus reserve, making it completely practical for training flights.

There are other challenges that could derail the promise of electric aviation. One is charging infrastructure. Tesla has shown that a network of charging stations makes long distance travel practical. I've driven a Tesla coast to coast three times with no problems. Somebody has to build and pay for the equivalent charging network at airports. Colorado DOT currently has approval to fund installation of infrastructure to enable aircraft charging.

In the training environment, where electric aircraft should be practical first, charging time could seem an obstacle. But 30-minute recharge is routine in cars already and faster is possible. That time can be used for preflight inspection and pre-flight briefing, so it is not a deal breaker.

Another claimed obstacle is battery cycle life and its effect on cost. Even though the energy itself for electric flight is far cheaper than avgas, the cost of the battery must be divided by the cycle life. If the battery lasts 1000 cycles and costs \$30,000, this is \$30 per cycle. Fortunately, this cycle life is quoted for full discharge cycles and actual life is greater when most charge cycles are not as deep. Also, gas engines have a reserve for overhaul which is in the neighborhood of \$25 an hour. Overall, electric flying should be significantly cheaper.

Electric aviation has other potential advantages such as less routine maintenance and higher reliability due to fewer moving parts. Less noise and no leaded fuel.

A final factor is the long-awaited FAA MOSAIC initiative expected this year (but don't hold your breath). It should redefine light sport to allow electric power plants and allow aircraft under 3000 pounds including night, IFR, and some commercial operations. All this makes it more practical for a manufacturer to offer an electric aircraft usable for flight training and personal transportation to pilots with and without medicals.

In summary, everything is lining up for practical electric aviation, we're just waiting for battery energy density to advance. That's likely, due to the huge electric car market — the motivation is there. If a big breakthrough is commercialized, it will likely support flight training first, but not far behind should be personal transportation, if a charging infrastructure develops too.



Airports, Back Country, and More!

by Keith Serkes, Back Country Chairman

Our friends over at the Utah Back Country Pilots Association have recently been successful in updating agreements with the BLM to keep multiple airports open for aviation use. Look at Utahbackcountrypilots.com for info. While you are there, consider joining. They also have a Facebook page, *Backcountry Pilots of Utah*.

Our neighbors in New Mexico and Arizona also have some back country strips and information. Check out nmpilots.org and Facebook page, *New Mexico Pilots Association*. For Arizona see azpilots.org and Facebook page, *Arizona Pilots Association*. I belong to both these groups and find it worthwhile to participate.

Another active page on Facebook is *Colorado Backcountry Pilots*. Check them out! Speaking of airports, do you know who your AOPA ASN (airport support network) representative is? If not check them out on the AOPA site. Say hello and see if they need any help on projects. If there is no representative, please volunteer for the position. It's a simple process. Let me know, as I can help you get signed up. If you aren't an AOPA member being an ASN will earn you a membership discount. We need a rep at every airport in Colorado. I have the list of airports with no ASN. Send me an email at Cessna185@att.net and I'll get you the list. Enough on airports for now. Spring will be here shortly – to get off pavement.



Photo Credits: Chris Fera, Jim Terry, & Scot Flugum



The Ten Fly-In Commandments

by Bob Kinney, Past Chairman
CPA Fly-in Committee

Take a moment to read through the planning process hosts go through ([How to Plan a Fly-in - Colorado Pilots Association](#)). The task can be monumental! It'll give you an appreciation for what your event host has done.

Register as early as you can.

Send your event registration as soon as possible after registration opens. This helps the host with early planning and allows him/her to make accurate projections as to the number of rental cars needed, accommodations required, etc. Even though the host probably would make every attempt to help you out, please don't contact him/her after the registration deadline to request a late registration. To expect this person to squeeze one or two more folks into the program late in the process is unfair and quite often, a lot of work.

Offer your help.

The host can almost always use assistance with planning and managing the Fly-in. If you have prior experience attending or hosting a Fly-in, you're even more valuable. Rental cars need drivers. Happy hours need organizing. There are many details that need attention that you can help with. If you offer and your help isn't needed, it's not because you're not appreciated but probably because your host just has all the bases covered and wants you to enjoy your time.

Be on time!

This is a big one. The greater the number attending, the more important punctuality is. When you're asked to meet for a tour, hike, dinner, or the ride back to the airport for the flight home, be on time! Making the group wait for one or two delinquent people is rude and it can be costly. If restaurant reservations are cancelled because of a late arrival or an additional wait time charge is assessed by the tour bus driver who had to wait for one late person, it can destroy a Fly-in budget. Close management of finances is a must for event costs to remain affordable.

Rental cars have needs too!

If you're called on to drive one of the rental cars at a Fly-in, please keep all fuel receipts and turn them in to the Fly-in host immediately at the end of the event, preferably before departing on the homeward-bound flight. Write your name and address on the receipt to ensure you get reimbursed by the CPA for your fuel expenditure. It's also important that you retain the rental company paperwork to be turned into the Fly-in host. Once again, write your name on that paperwork so the host can keep track for accounting purposes.

Be courteous.



That sounds like a “gimme”, but hosts have had to deal with participants who are rude to tour operators, bus drivers, hotel/motel personnel and even hosts themselves. Remember, not everything goes as planned at events like this. The host is trying his/her best to reconcile problems. If you can help in a positive manner, then do. Otherwise, chill! For crying-out-loud, don’t complain! If pillows are too hard, let the hotel know but understand it isn’t the host’s fault. It’s also not the host’s fault that the weather isn’t perfect, the restaurant has slow service, the rental car isn’t running right, or your Teddy bear has an eye that’s popped off. One grump in the group can ruin the experience for everyone.

Be patient.

The Fly-in host is trying to “herd” scores of people to their proper destinations for events. They’re trying to meet tour schedules. They have any number of volunteer drivers to deliver to car rental agencies. They’re trying to track incoming aircraft to ensure someone isn’t sitting at a small airport in the middle of nowhere with a mechanical problem. Overall, these folks have taken on a huge responsibility and patience by all really helps. It doesn’t help, however, when part of the people jump into a rental car and “head out” on their own. Folks get lost that way and guess who gets the blame? You’re right. . .the host.

Say Thanks!

That’s right. It’s simple but is so darned important. Profusely thank the members who hosted your Fly-in. They did it because they recognized the opportunity to share something special with their flying friends and they accepted the challenge and quite often, the extra expense. All they really want to see is smiles on the faces of their CPA flying family.

Host a Fly-in.

You’ll be much more empathetic to the plight of those who have gone before you. You’ll have the opportunity to share a special destination with the rest of us and probably have a kick doing it.

You’re the Colorado Pilot’s Association!

Always present yourself as a representative of the CPA in a manner that does us proud.

Come fly with us!

If you’ve never been on a CPA Fly-in or haven’t done so in a number of years, it’s time to see what you’ve been missing. In the past few years, Fly-in planning and execution has grown to an art form. Yes, occasionally things go wrong, but more often than not, good hosts have done their homework, and you add to your list of life experiences thanks to the Colorado Pilot’s Association. You’ll have a great time. I guarantee it!



ON THE HORIZON



CPA FLY-IN LISTINGS

Register Now:

Hayes Aviation Aircraft Paint shop Tour in Akron, CO (KAKO), April 26, 2025

Registration form on page 25.

Reminders :

Durango, Colorado – May 30-June 1, 2025

Hot Springs, South Dakota – June 13-15, 2025

Kremmling, Colorado – June 21-22, 2025

Coeur d'Alene, Idaho – June 25-27, 2025



The First 2025 CPA Fly-in! Akron Aircraft Paint Shop Tour

by Bill Marvel, host

Your airplane may not need paint yet but at some point, you'll be in the market for just that. This trip is a great way to learn more about it so when the time comes for that decision you will be familiar with some of the terminology and procedures involved. As the expression goes, forewarned is forearmed, so learn now!



A lot of parts come off first whether it has existing paint to be stripped to bare metal or like our RV-14A, shown here, has never been painted.

Mark your calendar for **Saturday April 26** and be sure to register and join us for lunch at Akron, CO (KAKO).

The registration form appears in this Flight Lines issue. Registration cost is zero and even lunch is included in that price because Hayes Aviation is picking up the tab! You may want to buy some fuel there (both jet and 100 are available) as thanks. Plenty of parking space exists on the ramp but it's always a good idea to have tiedown components

and chocks with you in the airplane.

Plan to fly or drive for a 10 AM arrival. Since it may be on the cool side this time of year, be sure to wear something suitable. Also, since we'll be in an active paint facility, leave your tuxedo or evening gown at home!

At Akron we'll meet Randy Hayes, the owner and FBO operator, as well as some of his aircraft paint crew.

Randy will be taking us on a tour of their facility, including every aspect of aircraft painting from disassembly to stripping existing paint to surface preparation, damage restoration, masking, priming, painting and then reassembly.



The last view you normally have unless you live close enough to drop by now and then. We live in Grand Junction, so this was our "adios" photo.





Seeing your magic carpet for the first time with a new paint design and new colors is always stunning, no matter how many times you go through the process. Even after seven different paint jobs on different airplanes over the years, I'm still stunned at the outcome. This was taken in Grand Junction after I flew it back from Akron.

Along the way we'll see examples of good and bad paint applications (things like orange peel, runs and dry spray and what causes them), 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. We'll also see how they balance control surfaces prior to reassembly.

And, of course, questions about any of it, including the important element of cost in today's world, 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.

This is a new trip for CPA and at a location not too distant from most members. Save the day and join us to learn something new, meet some of your fellow members and have lunch in the process. Not a bad way to spend a Saturday!

NOTE: Many members live on the front range and the flight to Akron does not cross any high terrain. That makes this is a great event to take members without airplanes with you. The registration form has provisions for this situation so be sure to complete those sections if you need a seat or have one available.



Upcoming...Durango, Colorado – Animas Air Park (00C)

Join Us for the May 30 – June 1 CPA Trip to Durango, CO!

Hosted by Colleen Leppert

Experience the charm, adventure, and breathtaking scenery of **Durango, CO**, on this weekend getaway. Arrive at **Animas Air Park (00C)** and stay at The Strater Hotel, **Durango's Historic Landmark Hotel**, nestled in the heart of downtown.



Friday Adventures

We'll split into two groups based on those who want to do the e-bike ride or not.

🚲 **E-Bike Excursion** – Ride along the picturesque **Animas River Trail**, followed by a picnic lunch.

🚶 **Downtown Exploration** – Enjoy lunch in town, visit the fascinating **train museum**, and browse the charming **shops of downtown Durango**.

🎵 **Evening Entertainment** – We'll head to the **Bar D Chuckwagon** for an **Old West Cowboy Music Show and Chuckwagon Supper**—a true taste of the Wild West!

Saturday Scenic Drive & Gold Mine Tour

🚗 Take in one of Colorado's most breathtaking routes as we drive from **Durango to Silverton**—a **50-mile journey** through the stunning **San Juan Mountains**, featuring **towering peaks, rugged cliffs, and deep river valleys**.

🔧 **Tour the Old Hundred Gold Mine** – Venture **1/3 mile** into the heart of **13,000-foot Galena Mountain**, following the vein of gold while seeing **real mining equipment in action**. Go underground and experience the **secret world of a gold miner!**

🍽️ **Lunch in Silverton**, followed by a return to Durango for **Happy Hour and Dinner**.

Optional Early Arrival Activities

Arrive a day early to enjoy:

🏔️ **Mountain biking, or**

🚲 **Road biking**

💧 **Relaxing at the newly renovated Durango Hot Springs**

If you wish to attend and have not already contacted me, please do so in order to be placed on my Planning and Priority list. This helps me organize the event and holds your place if more people sign up than can be accommodated. As an FYI, only 10 people can go on the arrival day bike ride/lunch. **Registration information will appear in the next Flight Lines issue.**



For more details and early hotel registration information, contact **Host Colleen Leppert:**

📞 (602) 692-0807 | ✉️ colleenleppert@mac.com



Upcoming...Hot Springs, South Dakota

Hosted by Bill Marvel

Keep in mind the **June 13-15** CPA trip to Hot Springs, South Dakota! We have a full agenda of activities centered around this small town in the southern Black Hills.

You'll be touring Wind Cave in Wind Cave National Park, enjoying a group dinner in town (preceded by happy hour, of course...), visiting the Pioneer Museum, Mammoth Site, Moccasin Hot Springs, Fossil Museum and even the factory that builds the Badlands Traveler back country aircraft.



Moccasin Springs

We'll be staying at the fully remodeled Springs lodge at \$129 a night, which is walking distance to Whiskey River Taproom and Restaurant for some beer sampling, followed by a choice of 28 ice cream flavors at Two Cows Creamery and Bistro.

We're only 30 flying miles from world famous Mt. Rushmore, easily accessible for some aerial photos.

If you wish to attend and have not already contacted me, please do so in order to be placed on my Planning and Priority list. This helps me organize the event and holds your place if more people sign up than can be accommodated.

Registration information and details will appear in the next Flight Lines issue.

This will be a great trip to a new location for us with plenty of things to see and do. Save the date!

Upcoming...Colorado River Rafting in Kremmling June 21-22

Hosted by Jan McKenzie

Don't miss the easiest Fly In of the year! Fly or drive to Kremmling airport, just a short flight or two-hour drive west of Denver for a Colorado River float trip on a beautiful Saturday summer afternoon.

We will grab a quick lunch then head to our rafting company for an easy raft trip down the Colorado River. The Upper Colorado River is an incredibly scenic wilderness experience. Wildlife, natural beauty, hot springs, passing by cliff jump sites, and playful rapids will be a memorable half-day on the river.



Then we will enjoy an evening in Kremmling, a beautiful Colorado mountain community. We have ten rooms reserved at a great price of \$124 for the night.

On Sunday, we fly or drive home, back over the Colorado River and mountains.

If you wish to attend and have not already contacted me, please do so to be placed on my Planning and Priority list. This helps me organize the event and holds your

place if more people sign up than can be accommodated.

Save the date and look for the **registration form in the next Flight Lines issue.** Hope to see you there!



Upcoming...Northern Idaho Fly-In to Coeur d'Alene

Hosted by David Ladd

Late June is a fabulous time to visit northern Idaho! Be sure to mark your calendar for the June 25-27 Fly-In to KCOE. Plan to spend a few days before or after to explore the area but be sure to join us for the festivities **Wednesday through Friday!**

We plan to stay just blocks from gorgeous Lake Coeur d'Alene at the historic and charming Blackwell Boutique Hotel. Boat tour, happy hour and a brew pub dinner are all on the schedule for the first day. On Thursday we'll have time to explore the lakeside parks and shops in town and enjoy lunch and a tour of the Bird Aviation and Invention Museum. Dinner at a nearby restaurant will round out the day.

If you wish to attend and have not already contacted me, please do so to be placed on my Planning and Priority list. This helps me organize the event and holds your place if more people sign up than can be accommodated.

Registration information and finalized details will appear in the April issue of Flight Lines. But again, contact me soon if you would like to attend because spots are filling up fast.

As usual, it will be a fun trip and a great opportunity to enjoy the camaraderie of our fellow CPA members!





Fly-in Registration Form

WANT TO GO BUT NEED A RIDE?

Complete only this blue section and email this form to the Fly-in host below

Name: _____ Area code () _____ Phone: _____ Email: _____ # Seats: _____

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

Which event are you registering for?		Akron, April 26	
First Name		Last Name	
Are you a CPA Member?		Yes	No
Address:			
Cell Phone:			
Email:			
Emergency Contact name and phone of someone not traveling with you:			
Aircraft type:	N number:		
Do you have a seat to share in your plane?	Yes – How many?	No	
Do you have any guests joining you?	Yes	No	
If so, how many?	Their first and last names:		
Cost per person: \$ _____ Zero _____ times total in party _____ = \$ Zero			
Is this your first CPA Fly-in?	Yes	No	

Please send or email this completed form to the Fly-in host:

Bill Marvel (970) 241-4081 rv8tor@msn.com
492 Escondido Circle
Grand Junction, CO 81507





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