

CPA FLIGHT LINES

APRIL 2025



Palm Springs Air Museum, Palm Springs, CA
Photo Credits: Andy Holmes

President's Corner

by Adrian Nye



I'm pleased to announce we completed two projects related to the Flight Lines newsletter this month that should add some fun for members.

First we completed scanning all the old CPA newsletters into searchable PDF format. We now have a near complete collection from the first issue in 1984 to the present. As far as I know the only issues possibly missing are May 1985 and August 1999, but those may have been never published (if you have either let me know!). You can view the old issues when logged into the coloradopilots.org website,

under CPA Member Benefits then Flight Lines Newsletter and then look for the link that says Archived Newsletters. The old newsletters provide an interesting snapshot of what the organization was doing at the time and how GA has changed.

Once you open a pdf, you can search the pdf for text, for example a fly-in destination. You can't search multiple months at the same time. My goal was to provide that feature, but it turns out the easiest way is to make all the newsletters public and let Google index them, but they contain personal information, so we have decided not to do so at this time.

The second project is Brian Garrett's experiment with using AI to generate an audio version of the newsletter and publish it as a podcast. We now have the publishing part completed so you can subscribe to CPA Flight Lines podcast in your podcast app on your phone and will automatically receive future issues. I did this on my Apple Podcast app, and it was quite easy.

We played a portion of one of these podcasts at the last annual meeting. The result is beyond amazing, must be heard to be believed! It is so good; listening is a practical way to "read" the newsletter while doing something else. I expected some cringe-worthy mistakes but so far I have not noticed many, and the AI has even fixed some mistakes in the writing and rephrased things in a better way! All you lose are the pictures.

We have also created a podcast version of the first Flight Lines issue from September 1984, which only had my handwritten date on the cover, and the AI correctly realized somehow that this was historical. The past and the future is here! Hope you enjoy them.

As far as I know the plane doesn't fly itself, yet. If the wind ever quits I'm going to go find out.

Adrian



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NOTICE: Submission deadline for the May 2025 issue is April 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

CPA Membership Directory Opt-In Visibility

The Colorado Pilots Association values the protection of your personal information. At the January 2025 board meeting, the board decided to change to an **opt-in** membership directory. This means that if you would like any of your information shared and accessible to other members of the Colorado Pilots Association via a membership directory, you **MUST** opt-in to participate and have your information made available to other members.

If you want to OPT-IN, it is a simple process that takes about 1-2 minutes of your time, where you can choose which items of personal information you'd like accessible in the membership directory. You must be logged in and follow the instructions [here](#).

Flight Lines Newsletter Podcast

Check out CPA Flight Lines podcast on your favorite podcast provider. If you're always on the go, try our new CPA Flight Lines podcast, to obtain a summarization of the content from Flight Lines each month. You'll miss some details, but it's a great way to consume information from the Newsletter and determine where you want to take a closer read. Experience this new option [here](#).

Colorado Ninety-Nines Scholarship Opportunities

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

Centennial Airport Part 150 Study Open House

Centennial Airport will hold the second public open house regarding its 14CFR part 150 Noise Compatibility Study on Wednesday, April 9, 2025, from 4:30 p.m. to 6:30 p.m. The purpose is to share the progress of the study since the first public meeting and to gather input from the public. Members of the Airport Staff and Study Team will be available to speak with the public. This is an open-house format with no formal presentation. Questions and comments can be submitted in-person or online at <https://apa150noisestudy.com/contact/>



Colorado Aviation Events Brief – April 2025

Centennial Airport Community Noise Roundtable

Wednesday, April 2, 2025, from 1830 to 2030

7565 South Peoria, Englewood, CO 80112 or GoToWebinar

Webinar Registration [here](#).

Spring to the Skies Showcase @ WOTR (Parachutes, Balloons, Paramotors, and more!)

Saturday, April 5, 2025, from 1000 to 1400

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

Exploration of Flight Museum Ticket Required. Details and Registration [here](#).

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

Monday, April 7, 2025, from 1830 to 2000

7565 South Peoria, Englewood, CO 80112

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

KAPA Part 150 Noise Compatibility Study Open House

Wednesday, April 9, 2025, from 1630 to 1830

Grnwd Village Mx Facility – Mt. Elbert Room, 10001 E. Costilla Ave, Greenwood Village, CO 80112

Additional Information: <https://apa150noisestudy.com>

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

Wednesday, April 9, 2025, 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 ([link to Agenda and Minutes](#))

Thursday, April 10, 2025, from 1500 to 1700

7565 South Peoria, Englewood, CO 80112

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

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

Thursday, April 10, 2025, from 1800 to 2000

Council Chambers, 350 Kimbark Street, Longmont, CO 80501

Registration not required.

Breakfast Fly-In @ KAPA WOTR EOF

Saturday, April 12, 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.

5th Annual Wings and Wheels @ Pueblo Weisbrod Aircraft Museum

Saturday, April 12, 2025, from 0900 to 1500

Pueblo Weisbrod Aircraft Museum, 31001 Magnuson Ave, Pueblo, CO 81001

Spectator/Patron General Admission is \$10. Event Info [Here](#)



Colorado Aeronautics Board – General Meeting + Federal Match Aviation Grant Hearing
Wednesday, April 16, 2025, from 1330 to 1630
CDOT Headquarters/Region 1, 2829 W Howard PL, Denver, CO 80204
Registration not required

CPA Presents: Centennial Airport Aircraft Rescue and Firefighting (ARFF)
Monday, April 21, 2025, from 1830 to 2000
Webinar Information [here](#). Registration not required.

Colorado Rams Aviation Club – Christman Field Fly-In (CO55)
Food Vendors, Vintage Car Showcase, Drone Demonstration and Vendor Booths
Saturday, April 26, 2025, from 0800 to 1200
Rams Aviation Club website for fly-in information [here](#).
Registration required by April 20, 2025. Register [here](#).

Aviation Career Symposium @ Wings Over The Rockies Exploration of Flight
Saturday, April 26, 2025, from 1000 to 1400
Wings Over the Rockies Exploration of Flight, 13005 Wings Way, Englewood, CO 80112
Tickets required. Purchase tickets [here](#).

CPA Fly-In to Hayes Aviation @ Akron, CO (KAKO)
Tour and Experience Hayes Aviation – Colorado's General Aviation Paint Shop
Saturday, April 26, 2025, from 1000 to 1400
Registration required. See previous issue for registration form [here](#).

WOTR – Wings Aerospace Exploration Parent/Family Info Night
Monday, April 28, 2025, from 1800 to 2000
Wings Over the Rockies Exploration of Flight, 13005 Wings Way, Englewood, CO 80112
Exploration of Flight Museum Ticket Required. Details and Registration [here](#).





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.



Blast From the Past...

Flight Lines March-April 2001

President's Message

Doug: "_____ tower (fill in the blank), this is N9088J ready for takeoff."

Tower: "N9088J, haven't you heard? This airport no longer allows takeoffs!"

Doug: "What!?!? What's happened, what do you mean, no takeoffs?"

Tower: "Sorry, noise abatement rules no longer allow powered takeoffs. And, since we haven't figured out just how to do an unpowered one, we disallowed takeoffs all together. Besides, all the maneuvering you had to do to avoid all of the office buildings and houses off the end of the runways, it was gittin' too dangerous anyway!"

Doug: "Well, how does any one land here if they can't take off?"

Tower: "Oh, were approved for landings all right, but again, due to noise abatement regulations, it has to be a dead stick landing. Pilots are required to shut down their engines once they descend to pattern altitude, then they have to be absolutely sure they can make the runway because go-around's are prohibited!"

Doug: "I'll bet that cuts down on your airport activity!"

Tower: "Sure does! We get and occasional sailplane, but then it's trailered out. We did have a real nice twin land here a few years ago. Once the owner got in though and found out the cost to disassemble it and take it out, he just walked away disgusted. It sure does make a pretty flower pot!"

Doug: "Ok, so where CAN I fly now?"

Tower: "We recommend going East quite a ways, but be sure to be careful for all of those 2000 foot towers out there."

Doug: "Where did they all come from?"

Tower: "Well, nobody opposed them, so they were approved and built in the wink of an eye!"

Doug: "What if I go Northeast or Southeast?"

Tower: "Not highly recommended, lots of Military jet traffic in those areas. Ya' know, high speed, low altitude stuff. Gets kinda' crazy out there!"

Doug: "Hmmm, well, I'll bet I can still fly West, Huh?"

Tower: "Did you go through the Mountain training course they offer 'back East?"

Doug: "Back East? Well....no."

Tower: "That's the only place they offer training for that kind of flying. But shucks, not much point in going up there any way most all of the back country strips have grown over and no place to land anyway!"

Doug: "No back country strips?"

Tower: "Yea, nobody wanted to take care of 'em anymore so they kind of went by the wayside."

Doug: "Whoa! Let me think here! What's happened! We have unreasonable noise abatement rules, houses and office buildings off the ends of the runways, tall towers, military training routes that have devoured huge chunks of airspace, no local mountain training courses, no back country strips! NO, NO, NO! This can't be true! It must be some kind of NIGHTMARE!"

"Doug, wake up! It's 6:00A.M. You must've been having some kind of bad dream!"

"Thanks, Vickie, I was! It was awful! I saw what the present could have been!"

This (over) dramatization (thank goodness!) is to let you know of the importance of your membership in the Colorado Pilots Association. Protecting your airspace and keeping unreasonable rules and regulations as well as towers and buildings, out of your flight path are only some of the benefits we enjoy as members of C.P.A. If you haven't renewed your membership, or asked a flying buddy to join, do so now and help maintain and preserve Colorado aviation.

-----Doug Mass



FROM THE LINE



CPA MEMBER ARTICLES

Into Thin Air: Assessing the Effects of Density Altitude, *by James Greer*

An Ongoing Mystery, *by Bill Marvel*

Centerline – Fitness to Fly, Validating Your Medical, *by Andy Holmes*



Into Thin Air: Assessing the Effects of Density Altitude

by James Greer, CPA Member

As the temperatures start to climb, CPA members are keenly aware that density altitude (DA) is climbing, too. As a college student in Florida, I didn't think twice about taking a 160-hp Skyhawk up, tanks topped off, with a friend or two, on even the hottest days. At 100°F, the DA was less than 3000 ft, and with a 7500-foot concrete runway, safely taking off and climbing out over the pancake-flat terrain was not an issue.

Not so in Colorado! Many of us fly normally aspirated piston-powered singles out of a wide variety of mountain airports, and must pay close attention to DA. On a moderately warm day, many of our favorite airports have a DA that exceeds 10,000 feet, which not only mandates careful consideration of weight and performance, but also of our decision whether to fly at all.

Flying in Colorado gave me a renewed interest in the venerable "Koch Chart", a graphical tool for calculating take-off distance and rate of climb. All you need are outside air temperature and pressure altitude—two easily grabbed numbers—and your standard-day sea-level performance from the POH. It's eye-opening to consider that, according to this chart, a DA of 9500 feet will triple your take-off distance and knock down your climb rate by 75%.

Although there's at least one Koch Chart calculator you can find online, I decided to write a simple Windows PC program to automate the calculations. It worked, but I thought it would be helpful to automate getting a METAR from the airport of interest and auto-filling the inputs, so I added that feature.

That was better, but the exercise led me to look at other methods people use to quantify the impact of DA on performance. The FAA and NTSB web sites both mention the Koch Chart, but I also found other methods people use or have used: the DENALT whiz-wheel computer (developed by the FAA in the 1960s), Sparky Imeson's book on mountain flying (*The Mountain Flying Bible*), and James Embree's rules in *Axioms of Flight*. I wondered how these methods compared to each other, so I added them to the program.

The result is the Koch Chart program, which you can download for free at <https://github.com/MtnFlyer83/AppBinaries/releases> (or scan the QR code). At some DAs, these different methods give the same answers; but at most DAs, they don't. It's interesting to see the differences. Based on some limited comparisons to AFM and POH data, I suspect different methods match different airplanes better than others.

If you decide to download and try it, I welcome your feedback at info@kochchart.com. There's a familiarization video at <https://youtu.be/OBvDZg4hQv8>, or you can scan the code.



QR Code for Program Download



QR Code for YouTube Video



An Ongoing Mystery

by Bill Marvel, Fly-in Committee Chairman

Several years ago, when I assumed Bob Kinney's role as head of the Fly-in Committee, Bob told me about something that had always surprised him. Truthfully, I "sort of" believed him at the time but still harbored an inner thought that there must be some explanation for his observation and that maybe it would be different when I assumed his position. This was a giant assumption on my part because Bob was an equally giant persona in this position for many years. Who was I to question him?

What was this surprising revelation? Well, here it is as candidly as I can explain it by quoting Bob. "Bill, one of the biggest surprises I've had over the years is the number of new members who attend their first CPA Fly-in, have a wonderful time and say so enthusiastically, but never or rarely show up at another one." Now, after several years in this position myself, I can confirm that view. But like Bob, I have no clue as to why.

And it continues today. Right now, after seeing some of the initial attendance lists for our 2025 events, I've seen only two who are new to me. That's a mystery!

Compounding this dilemma is that I seldom receive emails from members about almost anything. It's like everyone squawks 7600 -- the feedback is zippo. ***I'm thus officially opening the "comment window" and requesting that members contact me as to why they don't attend events routinely, or at least occasionally, on a continuing basis.*** I'm always available at flyins@coloradopilots.org and answer all emails promptly.

Yes, we do have good attendance at our events, but these are typically long-term members who have been doing this for years. They attend because they keep having a good time! Few newer members attend even one event, let alone become repeat visitors. That's common. It's to the point where I can name many attendees of a future Fly-in before anyone has even signed up!

Attempts at alleviating this situation are always underway. For one, every registration form contains a section where members without an airplane can sign up for a ride. Not everyone who loves flying has an airplane. All of us were in that same position at one time. For another, I and other hosts make up different color nametags for new people, introduce them at an initial meeting of attendees and specifically request that long term members approach the new folks and bring them into their conversations routinely. To the point, I have yet to hear from any Fly-in attendee, or any host, that someone complained of not having a good time, being ignored or being shunted off into the corner. That happens in other organizations, but we diligently try to avoid it in the CPA. So, what's the problem if nobody seems to have one?

Some things jump out immediately as answers. Cost is a big one. It's expensive to operate an aircraft and we all know that. Sometimes the budget works for a trip and other times not. Family is another. Younger members may have children who consume both time and funds, thereby putting other events on the back burner. A similar situation exists on the other end of the age spectrum. Some of our older members have grandchildren -- another magnet pulling at their iron willpower.



And certainly, members have many non-aviation summer interests -- biking, hiking, 4-wheeling, camping, sports, travel, boating or maybe even card playing – all of which they enjoy every bit as much or more as flying. I get it. Life is more than just aviation.

Despite that, and even though Fly-in attendance has been good, my sense is that there's something else involved and I don't know what it is. Nor does Bob Kinney. I don't think we can be any more congenial to event attendees than we are now. Part of managing an organization is understanding its inner workings and then to make changes as needed to support the organization's growth. That's a challenge we're always facing.

Part of that challenge is undoubtedly the age issue. Many of us are retired, in our 60s, 70s and 80s and in a different generation from some of the newer members. When I was 25, I didn't have much interest in hanging out with a group of "old people." But on the other hand, at 25 I did not have access to a bunch of old people **who also owned and flew airplanes!** But if I did, I hope I would have put two and two together and realized some of these folks could be very helpful to my flying ambitions. They frequently have the time and money to fly, and some day may want a partner in their airplane or maybe even a younger aviation friend to sell it to. And they could teach me a lot because they've been flying for decades while my limited funds allowed me to fly a little but mostly read and study what others wrote about it. Maybe such realities are lost to younger people these days, but they shouldn't be. Who you know is often as important as what you know – sometimes more. That very statement is a valuable life lesson in itself!

As I said, the comment window is open, and the invitation sign hangs above it. If you can enlighten me as to what the larger picture is, I'd really like to know. I'll keep all responses confidential but may use the information provided in a future Flight Lines article. But I won't reveal any names without explicit approval.





FITNESS TO FLY VALIDATING YOUR MEDICAL

Accidents caused, at least in part, by human factors account for 70-80% of all general aviation accidents. This statistic emphasizes that as pilots, we must address the human factors we can control before and during flight. Risk is an inherent part of aviation, and our responsibility as pilots is to mitigate that risk and avoid unnecessary hazards. There are various types of risks to evaluate, including weather risks, surface risks, flight risks, flight plan risks, and those associated with reliance on systems and instrumentation. In its commitment to enhancing aviation safety, the FAA publishes the Risk Management Handbook. Additionally, every Task listed in the Airman Certification Standards includes three element categories: Knowledge, Risk Management, and Skills. Why? Because it's clear that many accidents and incidents occur due to poor risk management.

One potential risk that comes along for every flight is the pilot. Several dynamics may influence whether human factors were responsible for an accident or incident. It is our responsibility to self-assess our fitness to fly before each flight, ensuring we are both physiologically and psychologically ready and safe for the flight ahead. Beyond safely conducting normal flight procedure, this self-assessment helps reduce the likelihood of losing situational awareness and prepares us to effectively handle emergencies or system malfunctions that may arise.

We've all learned and hopefully always operate using checklists. For this article, I'll focus on the checklists every pilot should use for every flight to determine answers to three important questions: Am I fit to fly-physically & mentally? Am I legal to fly? Am I proficient? These seemingly discrete questions often overlap. For instance, a pilot may be legal (e.g., in the sense of currency) and may also be proficient to fly the mission, but a self-assessment using IMSAFE checklist yields a factor or combination of factors that could degrade the pilot's abilities. Is the pilot still legal to fly? The answer is a resounding, No!

FAR §91.3 states that "the pilot in command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft. In order to operate as a PIC, you need be fit to fly. FAR §61.53 prohibits operation during a medical deficiency [*"...No person who holds a medical certificate may act as pilot in command, . . . while that person: (1) knows or has reason to know of any medical condition that would make the person unable to meet the requirements for the medical certificate necessary for the pilot operation; or (2) is taking medication or receiving other treatment for a medical condition that results in the person being unable to meet requirements for the medical certificate necessary for the pilot operation."*] AIM 8-1-1 issues a caution, "the CFRs prohibit a pilot who possesses a current medical certificate from performing crewmember duties while the pilot has a known medical condition or increase of a known medical condition that would make the pilot unable to meet the standards for the medical certificate."

Think of it this way: If, at the moment of your IMSAFE self-assessment, you were applying for a medical certificate, would an Aviation Medical Examiner (AME) issue the medical certificate? If the answer is no, maybe, or probably not, you have your answer about whether you should fly and



whether you are legal to fly. And the answer to both is, No. It is also important to remember that you must continue evaluating your fitness to fly throughout a flight.

As a refresher, let's take a moment to discuss the IMSAFE checklist. It commonly starts using the PAVE checklist or the Five-P Approach of Single-Pilot Resource Management. For sake of brevity, we'll refresh PAVE by way of defining the acronym itself.

- ✓ P = Pilot
- ✓ A = Aircraft
- ✓ V = oddly, eVironment
- ✓ E = External pressures

When conducting either checklist, we always arrive at 'Pilot'. As pilots, we're given great authority and responsibility to evaluate ourselves and determine our fitness to fly. The common checklist for this evaluation and determination is IMSAFE.

IMSAFE is an ongoing checklist – if, for example, an occurrence occurs in flight, you must be willing to accept the change of plans in exchange for the completion of a safe flight to a diversion airport. I could speak and provide scenarios for 45+ minutes regarding the use of IMSAFE, but for brevity I'm going to touch on the highlights and what questions you should be asking yourself as you conduct your self-evaluation.

- ✓ I = Illness.
 - Do you have any symptoms of being sick? Flying requires concentration and something simple, like a minor cold, on the ground can lead to poor decisions in the air. Be aware that symptoms may worsen with altitude or simply with time during the flight.
- ✓ M = Medication, including Rx and OTC.
 - Medications may have an impact both physiologically and psychologically. The FAA prohibits flying while taking a medication that may affect flight safety. The FAA does not publish a comprehensive list of approved medications, but they do provide helpful resources where are listed at the end of this article. It's worth your time to check out these resources. For further questions: consult an AME. *"The CFRs prohibit pilots from performing crewmember duties while using any medication that affects the faculties in any way contrary to safety."* AIM 8-1-1.
- ✓ S = Stress.
 - Do you have difficulties or pressures regarding your job, you family, money, timing or urgency of the flight? Psychological stress can impact decision making ability and cause significant distractions. It is imperative to genuinely pause and think about what's going on in life and address the stress before you fly.
- ✓ A = Alcohol/Drugs.
 - FAR §91.17 prohibits operating or attempting to operate an aircraft within 8 hours of the consumption of an alcoholic beverage-ethyl alcohol (EtOH). Have you consumed EtOH within the last 8 hours? How about the last 24 hours? Are you still intoxicated even where consumption was outside of 8 hours? Are you hungover or experiencing any detrimental effects from drinking. If so and even if you are under the legal limit of 0.04 BAC, you are still "under the influence" of the EtOH. Additionally, it should go without saying that the use of any drug that affects a pilot's faculties in ANY way contrary to safety is prohibited.



✓ F = Fatigue.

- As pilots we are concerned about two types of fatigue, chronic and acute. Either can cause significant lapse in our ability to make good decisions. Acute fatigue is caused after strenuous work (both mental and physical), a lack of sleep, etc. and affects our decisiveness, concentration and our fine motor skills. We can overcome acute fatigue with sleep and healthy habits of exercise and eating well. Chronic fatigue is often a buildup of acute fatigue without proper recovery. And overcoming chronic fatigue takes time and multiple periods of sleep and rest, and often times treatment by a medical professional.

✓ E = Emotion + Eating.

- Emotions that can affect pilots can be associated with both good and bad feelings. More often than not, we think of how our emotions are negatively affected by stress such as a death in the family, loss of a job, etc. But hazardous emotions can also stem from positive events. Think about the pilot who flies to a different airport for a checkride, they pass the checkride and now need to fly back to their home base. The positive emotion from the excitement of passing the checkride can potentially lead to hasty unsafe actions and must be considered.
- Are you properly nourished and hydrated? Lack of proper nutrition and hydration has significant negative impact on our brain function, particularly memory, attention, reasoning, and reaction. Know your body and how to fuel it properly before and during a flight considering aspects such as the impact of low blood sugar on our attention, memory and information processing. Don't skip meals and if you're flying multiple legs, make sure you're eating. Have you consumed enough water? It's better to make stops than be dehydrated. Dehydration causes fatigue and negatively impacts our mood. Water accounts for 75% of brain mass. Remember, if you're thirsty, you're already dehydrated. A hydrated brain is a happy brain.

In sum, there is no one correct process or set of questions to ask ourselves, or answers we must have in response as we conduct this evaluation. However, as pilots we must take seriously the responsibility to self-assess our fitness to fly before every flight. Every element we evaluate on the IMSAFE checklist is just as important as every other preflight check we conduct. Not making a determination as to each element is akin to skipping the Preflight actions required by §91-103, or failure to conduct a pre-flight of an aircraft's condition and systems. The impact to safety is, at least, equally as great!

Medication Guide for AMEs:

https://www.faa.gov/ame_guide/pharm

FAA "Do Not Fly":

https://www.faa.gov/ame_guide/media/DNI_DNF_tables.pdf

Over-The-Counter Medications page:

https://www.faa.gov/pilots/medical_certification/medications

Common OTC Medication Guidelines:

https://www.faa.gov/pilots/medical_certification/media/OTCMedicationsforPilots.pdf

FAAST Team Flyer – Pilots and Medication:

<https://www.faa.gov/sites/faa.gov/files/2022-01/Pilots%20and%20Medications.pdf>



ON THE HORIZON



CPA FLY-IN LISTINGS

Register Now:

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

Reminders:

Butte, Montana – July 3-5, 2025

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Coeur d'Alene, page 30



CPA Fly-In to Durango, CO, May 30 -June 1

Hosted by Colleen Leppert

Join Us for an unforgettable getaway to Durango, CO May 30 – June 1.

Enjoy breathtaking scenery, exciting activities, and great company on this adventure-packed weekend. Arrive at Animas Air Park (00C) by 10:30 AM (no airport fees). Stay at the **Best Western** in downtown Durango, walking distance from the train museum and downtown shops and restaurants.



Friday: Choose Your Adventures

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

🚲 **E-Bike Excursion** – A scenic **three-hour ride** through town, up to the college for a picnic lunch with stunning views, and along the Animas River Trail. *(Limited to 10 riders, includes helmets & instruction. Cancelable up to 48 hours prior.)* – **\$100 per person**

🚶 **Downtown Exploration** – Stroll through Durango's charming streets, enjoy lunch on your own, explore the fascinating **train museum**, and browse unique local shops - all easy walking distance from the Best Western Hotel.

🎭 **Evening Fun**– Experience the **Bar D Chuckwagon** with an **Old West cowboy music show** and a **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** and witness real mining equipment in action.

🍽️ **Lunch in Silverton** (individual tabs) before heading back to Durango for **CPA Happy Hour and Dinner**.

Optional Early Arrival Activities (May 29)



Arrive a day early to enjoy:

🚲 **Mountain biking or Road Biking** (arrive by 11am for biking, we will go with you on either and we can divide and do both if there is demand for both road and mountain biking, we can transport bikes if you bring them with you but let us know in advance)

♨️ **Relaxing at the Durango Hot Springs** (arrive by 3pm for dinner and the hot springs). The Hot Springs are awesome (\$40), and we will go to dinner at James Ranch – this would make for a very awesome afternoon and evening.

Trip Details and Costs:

🏨 **Hotel:** Best Western (Rooms \$189 per night plus tax, 24 hour cancellation notice, free breakfast) – Registration Link, click [here](#). All rooms are double Queens.

💵 **Trip Registration:** \$115 per person (*Includes car rental & Chuckwagon Supper and Gold Mine Tour*)

💵 **Optional E-Bike Tour:** \$100 per person (*Limited to 10 participants, 48-hour cancellation policy.*)

🍽️ **Saturday night dinner** we be will a group dinner with individual tabs.

👉 **Secure your spot today!**

If you have any questions, contact **Host Colleen Leppert:**

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



CPA Fly-In to Hot Springs, South Dakota

Hosted by Bill Marvel
(rv8tor@msn.com)

Join us for the first CPA trip ever to Hot Springs, South Dakota! Situated in the southern Black Hills, Hot Springs lives up to its name as it features several spas and hot pool venues in the natural mineral springs water that underlies the area.

We'll be staying in the Springs Lodge and Café, a newly renovated non-smoking facility right in the center of town near everything. And everything includes Whiskey River Taproom and Restaurant, featuring 20 on tap craft beers as well as Two Cows Creamery and Bistro, with 84 different ice cream flavors (but only 28 available at any one time)!



We're only 30 flying miles from Mt. Rushmore National Park and the decades-long Chief Crazy Horse ongoing sculpture of an entire mountainside to honor the former Oglala Lakota Sioux warrior Indian chief. It's a short flight to see and photograph these two historic monuments from the air. Plan to do that along your arrival or departure routing.

Following lunch Friday, we'll all be touring the Pioneer Museum, which documents the history and way of life in the area during past generations. For anyone who happens to be interested in airplanes (!), we'll also have an arrival day venture to the nearby ranch-located factory that makes the Badlands Traveler aircraft kit and provides builder assistance so purchasers can expedite their construction efforts. Yep, it's on a ranch so you may stroll past cattle or goats on the way to the shop. Owner Clint Businetz also owns nearby Vetterman

aircraft exhaust systems, many of which are used on Van's homebuilt aircraft.

On Friday night, dinner will be on your own at any of several local restaurants (walking distance) but feel free to enjoy happy hour prior to that if you choose. And after dinner, be sure to hit the ice cream counter at Two Cows. I promised them you'd be there...





Wind Cave National Park will be our Saturday morning destination, featuring the third longest cave in the country. Although it has over 154 miles of explored passageways, I can assure you our tour will not be nearly that long! One feature in the cave is so rare that it contains 95% of the world's known examples.

The many local options in and around town afterwards include the hot pools of Moccasin Mineral

Springs (a 4-minute walk from the hotel). This is constructed on the old foundation and ruins originally built at the spring in the 1890s. Another is driving to the Mammoth site, where indoor excavations are still underway seeking additional remains of these ancient creatures. And yet one more on Saturday is a trip to the World Fossil Finder Museum, which showcases fossils from



creatures large and small collected from around the world. Saturday night will feature dinner at Jalapeños Restaurant, which will be preceded by a group happy hour, a CPA tradition.



The registration cost for this trip is only \$30 per person and covers ground transportation

and fuel. Rooms in the Lodge are \$129 for King or Queen beds, and you can call and reserve one at 605 745 4292. Tell them you are with the Colorado Pilots Association. Be sure to do this **before May 13** as on that date all rooms blocked for us will be released. We do have a 24-hour cancellation option in the event of unflyable weather. Please return the registration and payment to me **by May 1**.



A complete schedule of events and available options will be sent to attendees later but for the time being, plan to arrive at Hot Springs airport (KHSR) at 11 am Colorado time on Friday June 13 (yes, Friday the 13th...). Ground transportation will involve at least two airport cars, several private ones and a 10-passenger van that we've been offered by Steve Wyatt, the owner of Pine Hills Retirement Community in town. I will need drivers for these vehicles, so please let me know if you'll volunteer. This should be a great trip to a new location for us with plenty of things to see and do. Be prepared -- you're going to be tired afterwards. Don't miss it!



Colorado River Raft Trip

June 21-22, 2025

Hosted by Jan McKenzie

Fly or drive to Kremmling airport west of Denver for a Colorado River raft trip on a beautiful Saturday summer afternoon.

Fly (or drive) to Kremmling Airport (20V), only 58 nm west of KBJC. 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. Seeing wildlife, natural beauty, and hot springs, and passing by cliff jump sites and playful rapids will be a fun and memorable half-day on the river.



After our usual happy hour at the hotel, we'll walk a few blocks to dinner. Then we can 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 return to the airport and fly home, back over the Colorado River and mountains.

Come join us for a beautiful summer day and evening in Kremmling!



Our float trip will be with Liquid Descent company on the Upper Colorado River. EVERYONE attending will need to complete [this Digital Waiver](#) (hold down Control key while left clicking on the link). Please note that each individual in your party is required to **complete this digital waiver** before your trip. Please complete this digital waiver online when you register. **If we wait to sign when we arrive, we will be delayed or cancelled.**

PROVIDED GEAR: NRS Big Water Type V Lifejacket, Pro-Tec Ace Rafting Helmet

RECOMMENDED GEAR: Swimsuit or Quick-drying Shorts, Sunglasses, Sunscreen, Dry Clothes, and a Towel for after your trip

ALCOHOL & DRUG POLICY: Any consumption of alcohol or drugs prior-to or during your rafting trip will result in an immediate forfeit of your trip and no refund.

Plan to arrive at the airport between 9:45 and 10:00am, ready to depart the airport for the Inn at 10:30am. The Airport Manager will be providing transportation from the airport to and from our hotel on Saturday and Sunday. The cost is part of your registration fee.

Our Inn is right in downtown Kremmling, and we will be walking to lunch and to dinner. Individual checks.

Please plan to BYOB for our famous CPA Happy Hour, and a small snack to share if you like.

There are 10 rooms (4 Kings and 6 Double Queens) reserved at the Allington Inn and Suites under The Colorado Pilots Association. Please call 970-724-9800 to place your reservations with your credit card.

Registration is \$85 per person which includes the raft/float trip and the transportation from the airport to and from the hotel. Liquid Descent has a 7-day cancellation policy so please mail your registration form and check to me no later than **June 11, 2025.**

Hope to see you there for a fun summer weekend! Jan McKenzie, jan.mckenzie99@gmail.com.



CPA Fly-In to Coeur d'Alene, ID, June 25-27

Hosted by David Ladd

Come join in the fun in beautiful Northern Idaho! Arrive in COE on Wednesday morning June 25 to partake in a few fun-filled days by splendid Lake Coeur d'Alene.

Arrival and airport

The airport management has agreed to waive tie down fees and the FBO will offer full serve fuel at the self-serve price. Plan to arrive no later than 1pm.

Accommodations



The historic Blackwell Hotel is holding rooms, **all** of their rooms, for our group at discounted prices until May 25. Be sure to both reserve a room and complete the registration form by that date. Yes, we are taking over the whole house! The hotel is a charming former home of an early Idaho timber baron. Each of the rooms are unique and the rates vary accordingly. Breakfast is included. The rooms can be viewed on-line but must be reserved over the phone referencing the CPA.

<https://blackwellboutiquehotel.com/>

Wednesday at Lake Coeur d'Alene

We'll take a cruise on the lake followed by our world-famous CPA Happy Hour and then have dinner **on** the lake at Cedars Floating Restaurant.

<https://www.cedarsfloatingrestaurant.com/>



Thursday

After a filling breakfast at the hotel, we will shuttle back to the airport to visit the Bird Aviation and Invention Museum. The director of the Museum has graciously arranged for a tour of the Museum followed by lunch and several very interesting aviation speakers. <http://www.birdaviationmuseum.com/>

After our museum visit, the airport manager has arranged a tour of the one-of-a-kind Control Tower built out of shipping containers. <https://www.spokesman.com/stories/2024/nov/11/getting-there-coeur-dalene-airport-built-a-control/>

There will be additional time to explore the lakeside parks and shops in town before our group dinner at Seasons Restaurant. <https://seasonsofcda.com/>



Friday

The arranged Fly-In ends after breakfast on Friday. Those departing Friday morning will be shuttled to the airport. However, the **Coeur d'Alene Airshow** is on Saturday June 28th and the practice runs are Friday afternoon, so you may want to extend your visit. I am told that the organizers of OSH are putting together the list of performers, so it should be a great show. We can watch from the Museum, an excellent place to observe the routines!

What is Included

I have made arrangements for all the activities described above. The Fly-In registration fee of \$205pp covers:

- 1) Wednesday's boat cruise, happy hour and dinner at Cedars
- 2) Thursday's visit to the museum, lunch at the museum and happy hour at Seasons before dinner
- 3) Transportation to all events

The registration does not include:

- 1) Any aviation expenses, other than waived tie-down and fuel discount
- 2) Hotel room
- 3) Dinner at Seasons, which will be your choice off the menu and your bill for items ordered

Final thoughts

- A detailed schedule of events, including times, will be provided upon arrival.
- For most GA planes KCOE is about a five-hour flight from the Front Range. You may want to stay the night before somewhere in route or plan a trip around the Northwest that includes the Fly-In. Arrival before 1pm is required to make it to the boat tour.
- Please register before May 25 as space is limited by room availability.
- Please contact me with any questions. David Ladd, Dladd765@yahoo.com, 303.915.5877

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PURCHASE YOUR TICKETS NOW!

SATURDAY, JUNE 28
10:00 AM - 04:00 PM

Join us at the Coeur d'Alene Airport
11101 N. Airport Drive, Hayden, ID 83835
FREE PARKING - FOLLOW THE SIGNS

JERRY 'JIVE' KERBY
RV8 - WILD BLUE

KYLE FOWLER
BURT RUTAN LONG EZ

F4U CORSAIR
ERICKSON COLLECTION

P51 MUSTANG
ERICKSON COLLECTION

SUHOI SU-29
RENNY PRICE



Upcoming Fly-in to Butte, Montana July 3-5

Hosted by Kevin Condroski

Celebrate Independence Day in historic Butte, Montana, with a packed itinerary featuring the Freedom Festival.

It starts on Thursday, July 3rd with an airport lunch, evening picnic, and Montana's largest fireworks display.

The following day, enjoy a front-row view of the 4th of July parade from your hotel, followed by a Lewis & Clark Caverns tour and group dinner.

Saturday offers a glimpse into mining history at the World Museum of Mining and a captivating tour of Butte's underground secrets with Old Butte Historical Adventures, concluding with a CPA happy hour and dinner.

We'll be staying at the Hampton Inn (\$179 a night). Secure your spot on the priority list by contacting host Kevin Condroski at kevin@condroski.com as space may be limited; registration details will be in the next Flight Lines issue.





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: Phone: Email: # Seats:

Pilots Flying or Driving to this event, please complete the following section

Which event are you registering for?		Durango, CO May 30 - June 1	
First Name		Last Name	
Are you a CPA Member?	Yes	No	
Address			
Cell Phone:			
Email:			
Emergency Contact Name and Phone number 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 guests joining you?	Yes	No	
If so, how many	Their first and Last names:		
Costs Per person			
Optional Electric Bike Rental and picnic lunch:		\$100 times total in party ____ = ____	
Other Trip Costs Per Person:		\$115 times total in party ____ = ____	
Total Trip Costs (add two prior rows)			
Is this your first CPA Fly-in?	Yes	No	

Please send a check for the above amount, **made out to the Colorado Pilots Association**, to the Fly-in host:

Colleen Leppert, (602)692-0807, colleenleppert@mac.com
451 County Road 251
Durango, CO 81301





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?		Hot Springs, June 13-15	
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: \$ __30__ times total in party ____ = \$			
Is this your first CPA Fly-in?		Yes	No

Please send a check for the above amount, **made out to the Colorado Pilots Association**, to the Fly-in host:

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





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?		Kremmling, June 21-22	
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: \$__85_____ times total in party _____ = \$			
Is this your first CPA Fly-in?		Yes	No

Please send a check for the above amount, **made out to the Colorado Pilots Association**, to the Fly-in host:

Jan McKenzie (970) 568-6411 jan.mckenzie99@gmail.com
40697 Remington Road
Ft. Collins, CO 80524-9063





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?		Coeur d'Alene, June 25-27	
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: \$ __205__ times total in party ____ = \$			
Is this your first CPA Fly-in?		Yes	No

Please send a check for the above amount, **made out to the Colorado Pilots Association**, to the Fly-in host:

David Ladd (303) 915-5877 dladd765@yahoo.com
1350 Lawrence St. #10C
Denver, CO 80204-2091



CLASSIFIEDS

OSHKOSH 2025: Looking for pilot and plane round trip for AirVenture 2025. I am a very experienced pilot, CFI, A&P, with over 20 recent trips to AirVenture. Flexible dates and prefer camping. Contact Rob Duncan, 970-250-9009.

RV-6A For Sale:

2000 RV-6A
\$96,000



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 - GSA-28 Pitch Servo
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 - Engine Monitor GEA-24
 - ADSB-In GDL-50R

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This plane has everything you need and it ready to go. Nimble and fun to fly and is a fast cross country cruiser

Call, Text or Email

Eric Vickery

eric@fiedlervickery.com

205.222.7734





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<https://bit.ly/COAVEvents>



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

select CPA Member Benefits, then select Meeting Minutes

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