

CPA FLIGHT LINES

AUGUST 2025



President's Corner

by Adrian Nye



I just returned from Oshkosh and want to thank David Ulane from CDOT for allowing CPA to share its booth and to help us promote mountain flying safety. I'd also like to thank all the members who dropped by the booth and spent some time talking about Colorado aviation. I got two offers of rides from CPA members and went in a Comanche 250.

The biggest news at Oshkosh 2025 was the release by the FAA of the final rule for MOSAIC. It's 717 pages, so it will take time to fully understand its implications, but it seems likely to dramatically change General Aviation. Some of the changes are effective immediately, and others become effective in July 2026. Here is my understanding (which could be wrong) of some of its major provisions.

A Light Sport aircraft is redefined by a 61 knot V_{SO} (dirty) maximum calibrated stall speed, meaning many existing certified GA aircraft will be considered Light Sport.

This includes some complex aircraft with retractable gear and/or constant speed props, such as the Cessna 182 and Mooney 201, and even some multi-engine aircraft (such as the Beech Duchess). This high stall speed number is a big surprise since the original NPRM used 54 knots V_{S1} which would have included far fewer aircraft.

The Sport Pilot certificate level has been almost irrelevant because there have been so few 1320-pound light sport aircraft, and they are slow and impractical. MOSAIC makes Sport Pilot relevant. It's a lower bar to become a pilot, so more people will complete it, and once complete they can fly practical, available airplanes. It now even allows night and IFR flight. The only downside is we might start seeing some very inexperienced pilots flying around.



For the private pilot, it becomes practical to fly without a medical or basic med, by flying under Sport Pilot privileges. Sport Pilot privileges allow flying those Light Sport aircraft that have a Vs1 (clean) stall speed of 59 knots or less. That still includes aircraft like the Cessna 182, and many experimental designs.

MOSAIC may have implications for aircraft maintenance as well. A light sport repairman will be able to maintain many more aircraft, and this requires much less training time than A&P. It may make it more practical for aircraft owners to do more of their own maintenance, by obtaining that light sport repairman rating. However, this is really only true for new aircraft certified as SLSA or ELSA, not for existing aircraft certified in Normal or Utility category that are now considered light sport. As usual the FAA has chosen to use the same term "light sport" for two different things - which will undoubtedly create confusion.

While at Oshkosh I checked out some experimental aircraft I have been thinking about building. This was discouraging since prices have gone way up. The Sling High Wing kit was 90k at Oshkosh 2022, now it's 150k. The Rotax 916 engine for it is 60k, and when it arrives in the USA you pay in addition an unknown tariff - whatever it happens to be at that moment - which could be tens of thousands. The all-American option of a Van RV-15 kit (wing kit just went on sale) is around 75k-100k plus the Lycoming IO-390 engine is now 80k. With prop, avionics, paint and miscellaneous both these planes are above 250k. Still a lot cheaper than new production aircraft I suppose. Then you need a hangar to put it in.

Speaking of hangars, I hear there are plenty still being used for storage. I believe this is against local and FAA policy at nearly all airports, yet it is still happening. What do you think of CPA offering a bounty for photographic evidence of any hangar being used for a non-aviation purpose? Should we become the hangar police, since no one else is doing it? Let me know at president@coloradopilots.org.

Stay cool,
Adrian



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NOTICE: Submission deadline for the September 2025 issue is August 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

FINAL MONTH to Opt-In to CPA Membership Directory before publication

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](#).

Mountain Flying & High-Elevation Airport Operations Course

Originally developed by the Colorado Pilots Association in 1986, this course taught by Colorado pilots who live and fly the mountains for business and recreation, has evolved into one of the premier safety training courses of its kind. Accident statistics demonstrate that pilots without the knowledge and skills needed for safe flight over mountainous terrain find themselves in situations beyond their capability. This course is designed to improve your knowledge, skills, and capability.

Register for the August 16 Mountain Flying course [here](#).

Register for the September 27 Mountain Flying course [here](#).

August CPA Presents: Cessna Pilots Association

Check out the August CPA Presents event set for Monday, August 18 at 6:30 PM. Mr. Jack Rogers, Senior VP, will give a presentation about the Cessna Pilots Association. Cessna Pilots Association is one of the largest and longest running Cessna-specific membership groups in the world. With a focus on aircraft systems analysis and support, CPA is widely regarded as the industry standard in Cessna maintenance and technological strategy for owners, pilots and maintainers. Presentation Link [here](#).

September CPA Sponsored Activities

ARTCC Center Tour on September 9, from 1230 to 1400. Register [here](#).

First Annual Hangar Potluck on Saturday, September 27, from 1100 to 1400. RSVP [here](#).

Still looking for volunteers to assist with event planning and logistics. Contact Chris Kilker at activities@coloradopilots.org.



CO Aviation Events Brief – August 2025

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

Wednesday, August 13, 2025, from 1700 to 1800

RMMA Terminal, Second Floor-Flatirons Room, 11755 Airport Way, Broomfield, CO 80021

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

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

Thursday, August 14, 2025, from 1500 to 1700

7565 South Peoria, Englewood, CO 80112

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

Silverwest AirFest 2025 @ CO8 – Silverwest Airport

Saturday, August 16, 2025, from 0730 to 1530

Butler Field – CO8; Music, Airplanes, & Food!!!

Registration not required. Details [here](#).

CPA Presents: Cessna Pilots Association

Monday, August 18, 2025, from 1830 to 2000

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

Rocky Mountain Metropolitan Airport – Open Town Hall

Wednesday, August 20, 2025, from 1600 to 1730

11755 Airport Way, Broomfield, CO 80021

Flatirons Conference Room

Registration is not required.

Glenwood Springs Airport Cookout

Thursday, August 21, 2025, from 1700 to 2000

Sumers Airpark 1172 Co Rd 116, Glenwood Springs, CO 81601

Registration not required.

Meet AOPA's new President, Darren Pleasance

Saturday, August 23, 2025, from 0930 to 1100

Sheltair, 9107 Rocky Road, Broomfield, CO 80021

Registration required. Register [here](#).

Lead and Aviation Impacted Communities Panel

Wednesday, August 27, 2025, from 1730 to 2030

1535 Spruce Street, Boulder, CO 80302

Registration required. Register [here](#).

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

Monday, September 8, 2025, from 1830 to 2030

Sheltair, 9107 Rocky Road, Broomfield, CO 80021

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

PLAN AHEAD for CPA's First Annual Hangar Potluck @ SheltAir KBJC.

Saturday, September 27, 2025, from 1100 to 1400. RSVP [here](#).



AVIATION ARCHAEOLOGY FIELD EXERCISE

AUGUST 23, 2025

The Colorado Aviation Historical Society (CAHS) will be hosting its third annual Introduction to Aviation Archaeology field exercise on **Saturday, August 23, 2025**. This free, half-day expedition is open to all members of the society as well as the general public.

Each year the CAHS Aviation Archaeology (**AvAr**) program offers interested parties an opportunity to visit an historic aviation site in Colorado. Guided by experts recognized in this field, the site is interpreted so as to provide an intimate look into what is involved in this particular discipline of science, along with an in-depth look at the history of each site.

Situated at about 11,200 feet MSL, the 1970 Wichita State Martin 404 crash site is a popular destination for hundreds of hikers and history buffs every year. Classified as a moderate challenge, with about 200 yards of relatively steep trail, **AvAr** splits the participants into two groups; those who can still sprint up trails like this one, and the rest of us who huff and puff. The latter group stops frequently and takes their time, usually arriving about ten to fifteen minutes after the athletes. (Note: If you have a health concern, but still would like to consider going, please contact me at aviator_b@outlook.com to discuss your concerns.)

Items you will want to bring along are comfortable hiking shoes, a hat, sunscreen, water (at least one 16 Oz. bottle), long sleeve shirt or light jacket, any necessary meds you might require, and a walking stick – the latter being an absolute must!

Participants are expected to be at the rendezvous point no-later-than (NLT) 0845 for check-in and briefing. The entire event generally takes about three hours, so you can expect to be back in your vehicle and headed for lunch NLT noon. All who complete this expedition will receive a CAHS commemorative challenge coin.

If you are interested in joining other like-minded individuals on this one-of-a-kind adventure, please contact Brian at aviator_b@outlook.com for further information.

Brian Richardson, Director
Aviation Archaeology (AvAr) Program
Colorado Aviation Historical Society
(970) 405-5377



Meet AOPA's new President, Darren Pleasance

At Rocky Mountain Metropolitan Airport

Join us for a special opportunity to meet AOPA's new President, Darren Pleasance, as he shares his vision for the future of General Aviation and the exciting direction of AOPA's mission to promote aviation and protect your freedom to fly.

Saturday, August 23, 2025

9:30 AM - 11:00 AM

Darren will discuss where he sees AOPA heading in the coming years, the challenges and opportunities facing the aviation community, and how AOPA is working to support pilots, airports, and the next generation of aviators.

Don't miss this chance to hear directly from AOPA leadership, connect with fellow aviators, ask questions, and learn more about the future of general aviation.



AOPATM

your freedom to *fly*



1ST ANNUAL CPA HANGAR POTLUCK!



Saturday September 27 | 11 a.m. to 2 p.m.

Bring the whole family and join us for an afternoon of great food, games, and aviation camaraderie at the very first Colorado Pilots Association Hangar Potluck! CPA provides burgers & brats & fixins, you bring the sides

 RSVP (yes this is a link) please let us know you're coming!

All current CPA members and families, as well as past and future members, are welcome. Whether you're a pilot, student, or just love aviation, we'd love to see you there.

Let's make this first annual CPA hangar potluck one to remember – see you on Saturday, September 27th!

QR Code
to RSVP



Volunteers Needed for Challenge Air's Denver Fly Day!

Colorado Pilots: Support Kids with Special Needs!

The CPA Education Committee, chaired by Mike Mayfield, is excited to help spread the word about Challenge Air for Kids' 4th annual Denver Fly Day! This incredible event will take place on Saturday, September 13th, at Modern Aviation @ KAPA.

Challenge Air for Kids was founded in 1993 with a powerful mission: to change the perception of children with special needs through the gift of flight. By providing an unforgettable flight experience, Challenge Air helps children find courage, build self-esteem, and realize that if they can fly a plane, they can do anything!

Last year's Denver event saw 54 young people aged 7-21 participate, and this year, 60 individuals have already registered as of June 30!

How You Can Help:

Challenge Air relies on a nationwide network of 3,500 volunteers to make their Fly Days a success. They need two types of volunteers for the Denver Fly Day:

1. **Pilots:** They are looking for pilots willing to donate their time, talent, airplane, and fuel to conduct approximately 20-minute flights from KAPA on a pre-planned route.

Pilots may take on multiple missions in a day, and a dedicated load team will assist with the loading and support of the VIP co-pilots and their families.

2. **Load Team Volunteers:** They also need enthusiastic individuals to serve on the Load Team, assisting these special participants onto and off the aircraft.

The CPA Education Committee will also be on-site with our flight simulator, offering Challenge Air "Co-Pilots" and attendees the thrill of landing a virtual plane!

Ready to Make a Difference?

Registration details can be found on the Challenge Air website (challengeair.com). You can also contact Janine Smith at +1.214.351.3353 or Janine.Smith@challengeair.org for additional information.





PILOTS AND VOLUNTEERS NEEDED TO HELP FLY KIDS WITH SPECIAL NEEDS!!

Challenge Air for Kids and Friends, a national children's nonprofit organization, is recruiting volunteers, and pilots for its "Fly Day" event.

**SATURDAY
SEPT 13TH**

**REGISTER
CHALLENGEAIR.COM**

Saturday, September 13th, 2025

Hosted by Modern Aviation

8207 Interport Blvd, Englewood, CO 80112

- ✓ As a pilot, you'll have a dedicated load team to assist with the loading and support of the VIP co-pilots and their families.
- ✓ Pilots may take on multiple missions in a day, ensuring that as many children as possible can experience the joy of flight.
- ✓ Many of our volunteers find participating in Challenge Air Fly Days to be a deeply rewarding and fulfilling experience.



Contact Janine Smith (214) 351-3353 janine.smith@challengeair.org



ON THE HORIZON



CPA FLY-IN LISTINGS

Register Now:

Hutchinson, Kansas – October 10-12, 2025

Sneak Peek Reminders:

That's all folks...October rounds out another year of CPA Fly-Ins!

Registrations Forms in this issue:

Hutchinson, KS, page 25

CPA SHOUTOUTS

Thank you to Ray Hawkins for his dedication to restore seaplane flying in Colorado. Checkout Colorado Seaplane Initiative at www.coseaplanes.org for additional information and consider donating to the cause.

Thank you to all members who helped staff the booth at Oshkosh 2025 and Thank you to the Colorado Division of Aeronautics for allowing CPA to partner with them to promote aviation in Colorado.



Explore the Cosmos in Kansas – October 10-12

Andy Holmes, Host

Join your fellow aviators for a weekend of fun, Kansas style.

FRIDAY, OCTOBER 10

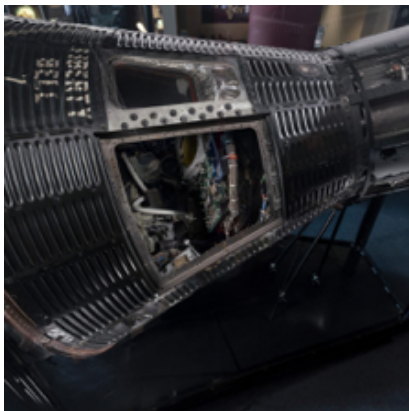
After enjoying a smooth flight and perfect landing at [Hutchinson Regional \(KHUT\)](#) by 10:00 AM local time, head over to Wells Aircraft at the terminal for a wonderful FBO experience with no ramp fees unless you want a hangar spot, which they have assured they'll have a few spaces for those who desire. We'll enjoy a private group buffet lunch at the Airport Steakhouse from 11:00 AM to 12:30 PM. Next, we will head over to [Stratoca Salt Museum](#) to explore the underground

salt mines and their history at 1:00 PM. It's a journey that will take us 650 UGL (under ground level) in 90 seconds to experience 150 miles of tunnels. An underground adventure like no other.



After checking-in at the Hampton Inn hotel around 3:00 PM, we'll check out the brew taps at [Salt City Brewing Company](#) as we relax and enjoy the camaraderie of fellow aviators and aviation enthusiasts. Save room for ice cream and shakes at Bogey's, where you can enjoy 101 flavors of ice cream shakes.

We have a slate of rooms reserved at the Hampton Inn, Hutchinson for \$119.00/night + tax. To reserve yours, contact the Hampton Inn at 620-665-9800, rate code COL or click [here](#) to reserve online. Book by September 10.



THE CLAYWORKS



SATURDAY, OCTOBER 11

Breakfast can be had at one of a few locations near the hotel, like the Firehouse Café, or enjoy the free continental breakfast at the hotel.

We'll head over to the [Kansas Cosmosphere](#) for a 10:00 AM arrival where you can view one-of-a-kind exhibits, such as the flown and restored command module from Apollo 13-Odyssey, along with features such as Gemini X, Liberty Bell 7, and a Soviet Vostok and multitude of other space artifacts from moon rock to flight suits, a Mission Control console, an Apollo program



white room, and so much more. The Hall of Space Museum is also home to a rocket gallery, an SR-71 suspended from the ceiling of the grand lobby, and a full-scale replica of the Space Shuttle Endeavour. According to the crew of NASA Artemis II, the Cosmosphere is “the best space museum on planet earth!” And its collection of US space artifacts is second only to the National Air and Space Museum in Washington, D.C.

Our group will have a private space reserved at the museum



for our Pilot Lounge throughout the day where you can take it easy, sit and visit, eat lunch, etc.

After exploring the Cosmosphere, we'll head less than a mile down to Main Street to check out [The Clayworks](#), an art gallery operated by Disability Supports. The “studios offer individuals with disabilities the chance to explore their own unique creativity and artistic expression—and profit from their work.” Downtown is not far from the

Cosmosphere, so if you want to head out early, you're more than welcome to explore the area or enjoy a walk in the Dillon Nature Center (you'll need an UBER or LYFT for the nature center). To wrap up a busy and fun-filled Saturday, we'll all head to a group family style dinner at Carriage Crossing in the nearby quaint Amish Community of Yoder. Save room for the pie, it comes with dinner and does not disappoint.

SUNDAY, OCTOBER 12

Our trip will conclude with the continental breakfast at the hotel before departure.

TRIP REGISTRATION

\$120 per person, which includes car/van rentals, Stratata Salt Mines Access & Tour, Kansas Cosmosphere All-Access Mission Pass w/ Docent Tour, Planetarium Show and Dome Theater Show, and dinner at the Carriage Crossing. Fly-In registration form is on page 25.

Questions, please contact your host, Andy Holmes at 719-330-4185 or andy@holmesaviation.net.



THAT'S A WRAP



CPA FLY-IN DEBRIEFS

Kremmling, Colorado – June 21-June 22, 2025

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

Butte, Montana – July 3-6, 2025

MEMBERSHIP DIRECTORY OPT-IN



Colorado River Raft Trip June 21-22, 2025

Despite some rambunctious Rocky Mountain turbulence both coming and going that led to several attendees driving, we had a great time in Kremmling! After a tasty taco bar lunch at Grand Old West, we set out to rafting company Liquid Descents for a float down the upper Colorado river. The day was glorious, the views splendid, the river placid, and a good time was had by all.



Our usual happy hour followed the float and featured great drinks and conversations. Five lucky winners took home CPA swag after winning Bingo games using cards based on an aviation theme.

We then adjourned to Los Amigos Mexican Restaurant for a delicious dinner and more fellowship with CPA'ers. On Sunday morning it was time to head home after enjoying a pleasant weekend in the mountains.

✈ BINGO CARD				
RNP	FPM	AGL	PAPI	MEL
CTAF	GA	ELT	GPS	TCAS
SID	WX	FREE	IMC	PIREP
OAT	VOR	QNH	ATC	CVR
CRM	ADS-B	FAA	FBO	SIGMET

Aviation Acronym Bingo



The Whole Group at Saturday Dinner



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

The 2025 Coeur d'Alene Fly-In was held June 25-27 with 17 people attending. Several arrived a day early and explored town including al fresco dining at Crafted restaurant with the rest all arriving Wednesday morning.

After collecting everyone and attending to the aircraft, we headed into town to enjoy a beautiful cruise on Lake Coeur d'Alene. There were gorgeous views and beer on the top deck as we toured the lake. There are numerous spectacular homes along the shore.



After sun, beer and great conversation on board, we headed back to our lodging at the Blackwell hotel for the traditional Happy Hour.



However, our day was not yet complete! We reconvened at the Cedars Floating restaurant where the staff and cooks had prepared a special dinner for our group!



Those with any energy remaining after our feast checked out the many venues in downtown.

Thursday was the day for our special aviation treat. We toured the Bird Aviation Museum featuring many of the inventions and aircraft of the late Forrest Bird, who was best known for inventing a high-altitude pressure breathing device and related medical applications of that invention. The museum is run by his daughter Rachel and



includes numerous aircraft including Dick Rutan's Long EZ. We had several speakers and a tasty BBQ lunch, but most notably we spent a few hours with Burt Rutan. Burt, I'm sure all of our readers know, is an aviation icon. The foremost aircraft designer since the Wright brothers, Burt



won the Collier prize for the Voyager (1st round the world unrefueled aircraft) and SpaceShip One (1st private space vehicle). He also designed many other revolutionary aircraft including the Vari-Viggen, Long EZ and Boomerang. His personal hangar is next door to the museum, and he was kind enough to show us his current projects: a new amphibious plane and a flying car. Burt and his wife, Tonya, were quite gracious to spend the time with us discussing his amazing career. I also think they enjoyed that we were an aviation-savvy group. The whole experience was a once-in-a-lifetime event!

That evening we had dinner at Seasons restaurant downtown in Coeur d'Alene.



All in all, the Fly-In went well. The weather cooperated, the events and dinners were great and as usual, the CPA members attending were a fun and interesting group! Thanks for making it so enjoyable to host our Northern Idaho gathering!



Butte, Montana Fly-In July 2025!

Host Kevin Condroski

Our CPA Fly-in to Butte, Montana was a first-time visit to a new destination. The weather turned out much better than originally forecast, and everyone made it up for the Fourth of July "Freedom Festival". We spent our first official day visiting



historical sites around the old downtown area, and the Berkley Pit to learn about the history of the mining industry



that made Butte famous. That evening we joined a large local group for a traditional 4th of July picnic followed by the spectacular largest fireworks show in

Montana. We started the next morning with the parade and then went on to the Lewis & Clark State Park and Cavern Tour. The following day we visited the World Museum of Mining which features a historical mining town and an underground



tour. We finished up with a historical tour of the "underground city" of Butte, where we learned more about the city during the mining boom, as well as the shenanigans that went on during prohibition with hidden speak-easy rooms and escape doors. We even stopped by the jail cell where Evel Knievel spent time more than once. We enjoyed a lot



of camaraderie and laughter with everyone during our happy hours and dinners together. Our flight home the next morning was beautiful and clear—thank you to everyone who made this a great fly-in and get-together!



Landing Fees – CO Airports

Airport Code	Current Landing Fee Rules
KASE	\$9.18 per 1,000lbs all weights
KRIL	\$4.77 per 1,000lbs > 10,000lbs
HDN	\$4.28 per 1,000lbs > 12,500lbs, Non-Sig Com - all weights \$5.35/1000lbs.
KDEN	\$4.06 per 1,000lbs \$40 min, every aircraft
KCOS	\$4.05 per 1,000 lbs. >9,000 lbs
KPSO	\$4.00 per 1,000lbs > 12,500lbs, \$5.00 per 1,000lbs > 20,000lbs
KTEX	\$3.25 per 1,000lbs Piston & Turbo Props all weights; \$7.50 per 1,000lbs Jets all weights
KAEJ	\$3.00-5.00 per 1,000 lbs approximately: \$50 flat fee > 10,000lbs; \$75 flat fee > 16,500lbs; \$100 flat fee > 30,000lbs; \$150 flat fee > 50,000lbs
KEGE	\$3.00 per 1,000lbs > 12,500lbs
KANK	\$20 flat fee > 12,500lbs; \$30 flat fee > 16,500lbs; \$75 flat fee > 50,000 lbs.
KGUC	\$2.72 per 1,000 lbs for commercial only
KDRO	\$2.50 per 1,000lbs > 8,000 lbs
KCEZ	\$2.50 per 1,000lbs > 4,000lbs; \$3.00 per 1,000lbs > 9,000lbs; \$3.50 per 1,000lbs > 12,500lbs; \$4.00 per 1,000lbs > 20,000lbs; \$4.50 per 1,000lbs > 35,000lbs
KLXV	\$100 Landing fee that is waived with fuel purchase. \$80 RON fee
KFNL	\$1.99 per 1,000 lbs. > 12,500 lbs.; \$2.99 per 1,000 lbs. > 60,000 lbs.
KALS	\$1.85 per 1,000 lbs for Airline landing fees- , Cargo Carrier Landing Fees- \$1.85 per 1,000 lbs, ramp fees for GA waived with fuel purchase
KPUB	\$1.00 per 1000 lbs over 25,000 lbs. for commercial service, air taxi, and charter flights. CURRENTLY UPDATING RATES AND CHARGES.



FROM THE LINE



CPA MEMBER ARTICLES

Engage and Sometimes Magic Happens!, by Bill Marvel

MEMBERSHIP DIRECTORY OPT-IN



Engage and Sometimes Magic Happens!

by Bill Marvel, Fly-in committee chairman

Like all us, I love to fly airplanes and specifically having ours take us to distant places. That's why I occupy the CPA position I do. It's fun, challenging and rewarding. Although the primary purpose of my position is to help, guide and advise the volunteer members who host our events, I also host some of my own.

Here's a look at the Hot Springs Fly-in I ran this past June and how it came about. Sometimes, after you start down the planning road after choosing a destination, things just take off on autopilot. This was one of them. As it turned out, our very large group of 36 attendees dropped to a still large 27 in a couple of days due to weather shenanigans and a minor medical problem, but that's the Rocky Mountain west in June.

As I briefed in January's planning meeting, the destination is one we'd never visited – Hot Springs, South Dakota. How did we find it? Wife Marti saw an article about the smaller national parks, one of which we'd not heard of – Wind Cave. Internet investigation showed it to be well worth a visit just by itself, but I then wondered if it might be a candidate for a CPA weekend trip. More time on the internet revealed a nearby town we'd not heard of either, Hot Springs, as the closest one with an airport. It offered several attractions in and around the city. That was how this trip started.

As recommended in the Fly-in planning documents on the website, the very first contact should be the airport manager or FBO operator, so I did that. There is no FBO in the small town of Hot Springs but there is a manager as the airport is city run. I called, introduced myself as a CPA member and explained what we wanted to do. Ivan Venner (pronounced "ven ear" with the accent on the second syllable) was very receptive immediately and said they'd love to have us visit. I queried this former airline pilot about ramp tiedowns, grass parking, fuel, runway, etc. (questions all described in the planning documents) and if there were any conflicts with the tentative dates, June 13-15. None. I told him that internet write-ups on chain hotels were discouraging, and he offered a suggestion. His recommendation was for Springs Lodge, a former chain hotel which had been purchased, remodeled and now operated by a local individual as a family business. A call there revealed that the price was right, as were their 24-hour cancellation window and convenient downtown location. Plus, they were willing to block rooms for us.

That got the ball rolling. We had the airport on board and a place to stay -- two of the three foundation components of any overnight event. Next was transportation. There are no rental cars in Hot Springs and the closest facility is in Rapid City, an hour drive away. Their prices were very high in that Mt. Rushmore summer tourist area, so another call to the airport manager ultimately yielded an offer I could not refuse. Word had already gotten around about our planned trip even though I had only made a couple of phone calls. He did not yet have the details, but said local people would step up to provide the transportation we needed! Things had already begun to move. *Engage and sometimes magic happens...*

A day later Ivan called back to introduce me to the city's Chamber of Commerce executive who was now aware of our upcoming trip. And the day after that he called again to say he was actively involved with transportation details and might even get the mayor to authorize the use of a school



bus if we needed it. Plus, he mentioned there is a small company nearby that builds the Badlands Traveler, an experimental back country aircraft kit unknown to me. He was going to call the owner to see if CPA's interested attendees could tour their facility. That ultimately became an option on arrival day.

Not long after came an email from Amber Channel from KLJ, the airport's engineering company in Rapid City. They had heard of our trip and wanted to know if there was any way they could help. I suggested that ground transportation was the only hurdle as just about everything else was working out. Just in case, she was going to contact company management about our use of a couple of their cars if we needed them. Of course, at this point I had no idea how many CPA members would participate so I kept all transportation options open.

In the interim I continued looking at events which might enhance our trip. For one, world famous Mt. Rushmore is only 30 air miles distant and although I have seen it from the ground, day and night (both recommended), I have never seen it from the air. Additional investigation and follow up phone calls resulted in the activities and photos presented in the April Flight Lines issue. Aside from Wind Cave itself, they included a group dinner, a couple of hot springs, several interesting restaurants and pubs, a museum involving local history and two unique venues: an ongoing indoor excavation for remains of ancient Mammoths and a fossil museum which features skeletons of long-extinct animals acquired from throughout the world. And yes, there was also the nearly mandatory ice cream shop! Things were now moving on autopilot and with me doing little more than asking, people in Hot Springs were already working to help turn the idea into reality. Our transportation needs were eventually met with three city cars, the airport manager's personal truck and a 16-passenger bus donated by the owner of a local retirement facility. As it turned out, a bus of that size required a driver with a CDL. None of our attendees had one, so airport manager Ivan Veneer happily stepped in to do that for us. And yet I had never been to Hot Springs or met any of those folks in person. I was told this was a very big deal in town and from the mayor on down, they were looking forward it. We were even given personal gift bags on arrival! And yet all I had done was talk on the phone and click a few computer keys to search for things to see and do.

As events unfolded, I learned that both Ivan and the bus donor are aircraft owners at Hot Springs airport. Ivan has a private runway a few miles out of town in a beautiful setting overlooking a canyon and is developing an airpark there – all lots sold very quickly! Marti and I flew over it (SD-27) and circled a few times after departing. As a former real estate broker in California, I sold apartment buildings but have no background in development. Ivan was a fascinating source of information on how he did this and the obstacles he overcame.

Ultimately, I decided to collect \$30 per attendee to compensate these kind providers for helping us out with transportation. That was far less expensive, not to mention more convenient, than any other alternative using distant rental vehicles.

Remember, this now complete and very successful event began with nothing more than Marti essentially throwing a dart at a map due to a small national park we never knew existed. A few subsequent computer searches and some phone calls afterwards seemingly turned on the spigot, pouring out local people, and especially the airport manager, who helped make it happen. The key was throwing that dart and then following up with some inquiries. There's a lesson here for everyone -- *Engage and sometimes magic happens...*





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**PILOTS FLYING OR DRIVING TO THIS EVENT,
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Which event are you registering for?		Hutchinson, October 10-12	
First Name		Last Name	
Are you a CPA Member?		Yes	No
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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: \$ __120__ times total in party ____ = \$			
Is this your first CPA Fly-in?		Yes	No

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