

CPA FLIGHT LINES

September 2025



Photo
Credits:
CPA
Member
James
Greer



President's Corner

by Adrian Nye

My Time Serving CPA



I'll be handing off the leadership of CPA in November. I've enjoyed my 3 years serving as President, except the rude interruption of a long hospital stay near the beginning. Fortunately, while I was AWOL our VP Brian Brieske led the group, and all our volunteers continued their work. It's a strength of this group that we don't depend on any one person. I thought I'd review what's changed or been accomplished. 99% of all the work and credit for this progress goes to the volunteers who actually made things happen. All I've done is occasionally point in a

direction, hopefully the right one.

The first thing to note is that CPA has continued its core missions - encourage safety, promote growth of GA, and assist on local, state and federal aviation matters. Education is another central element in most of what we do.

SAFETY

On the Safety front, our Mountain Flying program has continued at a high-quality level, now teaching three classes per year and usually additional contract classes, plus presentations at Oshkosh. Since Colorado is a unique flying destination and so many pilots get themselves in trouble here, this is one of the most important services we can provide. It also brings in nearly half our annual income, so very important from that perspective too. Many thanks to Bill Standerfer and Bill Dunn for continuing to run such an excellent and popular program. During my time, the program applied for and received a grant of about \$11k from the state of Colorado which upgraded the technology used in the class.

Our Safety chair Mike Koscielniak continues to attend many noise roundtable, airport, and community meetings related to aviation, and recently organized a CPA booth at the Centennial Airport 5k. He's been our eyes and ears to help us keep up with what is happening at the front range GA airports. Also, for the last four years he has found speakers for and hosted the monthly CPA Presents zoom presentation, which Brian Garrett subsequently posts to our YouTube channel. We now have over 50 interesting aviation videos that get continuing viewers. Mike also has found several speakers for our annual meeting. Mike does a lot and deserves a round of applause for it!



With the increase in flight training, we have been taking steps to try to reduce the mid-air collision risk in the front range practice areas. Our webmaster Brian Garrett along with member Brian Hartley have been updating, improving and publicizing a chart layer that can be imported into ForeFlight and other EFBs, that shows named practice boxes and instrument approaches, to help pilots and instructors communicate with each other about what they are doing and where. The flight schools determine the location and naming of the practice boxes, and we publish it. This page of our website now gets more traffic than any other.

EDUCATION

Michael Mayfield took over the chairmanship of our Education committee in 2023 and has done a great job professionalizing and expanding it. He now has several committee members who consistently volunteer on the scholarship and education programs, including several young members. Last year we gave out 20k in flight training scholarships and had a booth at numerous events where youth are exposed to aviation. The kids love to fly our Redbird simulator which Mike often brings to youth events.

Also in an educational vein, over the last few years Brian Garrett has built the Advocacy section of the CPA website from nothing into an extensive, less-biased source of information on noise and lead issues and news related to specific Colorado airports. He also continues to maintain the calendar and to send weekly emails containing things to do for Colorado pilots. The CPA calendar is probably the single best place to find out what is going on in aviation around Colorado. Brian also usually serves as our Tech guru at meetings which has been invaluable.

OUTREACH

We have also been trying to expand the types of communication channels we use, to reach more pilots. Deborah Cassel has come on board to help Brian Garrett with social media.

POLITICS

With the growth of flight training come more complaints about noise. Lead in avgas has been used as another angle of attack, even though studies show exposure due to aircraft is minimal. Regardless, noise and lead have led to more threats to airports and attempts to restrict and tax GA. CPA has responded to these threats in a few ways.

In 2024 Colorado house bill HB-1235 threatened to tax avgas and impose other negative impacts on GA. Credit mostly goes to CABA (Colorado Aviation Business Association) and their lobbyist Kelly Sloan for getting this bill amended to be a net positive for aviation. But our Legislative Affairs chair Gary Tobey and I worked actively with AOPA and EAA to get the



word out and turn out in force and testify at all the hearings. In the process Gary gave me an excellent education in how to handle a political battle such as that.

We have also been involved in protecting KBDU Boulder airport from threatened closure. I wrote an article that appeared in the Boulder Daily Camera in support of Boulder airport. The status is that the ballot initiative related to airport closure was withdrawn and Boulder is waiting to see the outcome of their lawsuit against the FAA to see if they have the right to close the airport around 2040. In the meantime, they have stopped accepting state and federal maintenance grants, so the airport is likely to slowly deteriorate. On the plus side there is a new, more aviation friendly airport manager.

At KLMO, Longmont airport has been threatened by a tall development directly off the approach end of runway 29. Hope your RNAV approach skills are accurate because this building would have been 200 feet from ideal flight path just as you pop out at minimums. We helped to get that denied by the city council though some development has already been approved and more is allowed without council permission, even with FAA opposition. Now there appears to be an imminent threat that landing fees will be imposed.

At both KBJC and KFNL we've been helping to lobby to prevent the crossing runway from being closed (or reopen it). Recent federal legislation appears to free up money that could be used to rehabilitate these runways so there's a chance that it's not too late.

At KBJC there is an active noise group that continues to threaten more lawsuits over noise. We have heard they are actively monitoring airport traffic in preparation for a suit against individual pilots and flight training organizations.

According to AOPA the Denver area and California are the two hottest for political issues, so we will probably stay busy.

ASSISTANCE

CDOT Aviation Division has expanded their presence at local and national aviation events. Recently this has included WAI International Conference in Denver and AirVenture Oshkosh. They've graciously allowed CPA to help staff their booth, which allows us to help promote Colorado aviation and our mountain flying program.

Our Mountain Flying committee has also worked with CDOT and FAA recently on mountain pass waypoints, which have begun appearing on the FAA charts. These promote safety by helping pilots find the right path through the mountains. This continues our long history of cooperation with CDOT which included work on the mountain AWOS program.

We also work closely with AOPA regional rep Brad Schuster on local and national issues, by signing on to letters and following their lead on advocacy issues.



NEW COMMITTEES

We are always looking for ways to address problems or serve our members better. This has resulted in two new committees, Community Relations and Activities.

The Community Relations committee was formed in recognition that it takes effort to explain GA to the public and to promote aviation as a positive force. Chair Colin Dielmann has been working to promote aviation among youth in cooperation with our Education committee and is working on an event to give journalists a better background on GA so that their articles are more accurate.

The Activities committee organizes aviation-oriented social and educational events that are not fly-ins. Chair Chris Kilker has been organizing Tower, Center, and Approach control tours, tours of aviation businesses, as well as our first social event for student pilots. We also are planning a picnic for all members in September that we're hoping becomes an annual event. Bob and Shawn Kinney have organized the holiday dinner for many years but will hand off that responsibility to Chris after this year.

NEW BLOOD

Over time some board members decide to move on, and replacements must be found to continue the work. Each time someone new takes on a committee chairmanship, I give them a general direction, but they follow their own passion with it. During my time we have had several new people come on board, on top of the new committees above.

Keith Serkes, our backcountry chair, was involved in CPA many years ago but has returned to help us out some more. He's got a lot of experience but is not sure how to help, so if you're interested in that area of aviation, get in touch with him. Keith won't be leading backcountry fly-ins, though, so we are still looking for someone to fill that need.

David Ladd is responsible for Airspace so has been helping with the practice area overlay effort and working on various airspace and ATC changes. He may be involved soon in an FAA effort to create a TAC chart for the ski country airports, because the FAA is concerned that GA activities have been conflicting with IFR commercial operations.

Patrick Brennan has taken over the Recorder office, which is primarily responsible for meeting minutes and invitations. He's done such a good job we've been considering including those minutes in the newsletter, without financial reports.

Andy Holmes has stepped up as newsletter editor and has been doing a great job between flights as a flight instructor. He has also thrown his hat into the ring for a higher office, so you will likely see more from him next year.



Gabbie Bogolin took over Membership Services and continues to do a good job. Our membership numbers have been steadily increasing, from about 670 when I started to about 750 now. Several years ago we sent a letter to all expired members to invite them back, which seemed effective. At-large board member Bob Kinney also phoned many of them. We also began offering a free short-term membership to student pilots.

Since VP Brian Brieske will be resigning in November, we are still looking for a new VP to support the new President and potentially become president in a few years.

UPDATING TECHNOLOGY

In 2024 we connected our website to Stripe instead of PayPal for payment processing, which makes credit card payments on our website easier and more reliable. Thanks to our treasurer Cindy Jewell and webmaster Brian Garrett for making that happen.

JUST PLANE FUN

Our fly-in committee has been cruising along at FL350 under the leadership of Bill Marvel. It's a smooth ride only because the pilots know what they are doing. Every year there is a full schedule of fly-ins that are well organized and fun. To make that happen, Bill finds and supports the Fly-in hosts, and has written up step-by-step instructions to make it easy to organize a fly-in. You should run one! Four years ago I did, before I had ever even attended one! These fly-ins are a great way to meet other members and an easy way to enjoy flying more.

KEEPING THE LIGHTS ON

There are some tasks that are not glamorous but essential to operations.

Cindy Jewell continues to perform bookkeeping and accounting, including tax filings. She also redesigned and had printed a new brochure that we hand out at events and leave at airports. As interest rates increased, she moved some of our funds to higher-interest CDs so that we earn more income. I said we don't depend on any one person but we do rely on Cindy! She is more essential than the President. Thanks Cindy for all your work.

So that's what my steel sieve of a memory remembers from the past few years. I thank all the volunteers for all they do! If I've forgotten anyone, I apologize! Hopefully I've left CPA better than I found it. And I'll still be around to ensure a smooth transition to the new officers next year.

Blue skies, Adrian



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NOTICE:

Submission deadline for the October 2025 issue is September 20.
Format & Draft all articles with 0.5" margins

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 Hangar BBQ

Join us for our First Annual Colorado Pilots Association Hangar BBQ & Potluck on **September 27, 2025, from 11am to 2 pm, at SheltAir – Rocky Mountain Metropolitan Airport**. All CPA members, their families and friends are welcome. Whether you're a pilot, student pilot, or just love aviation, we'd love to see you! Burgers, Brats & Fixings are provided. Please bring your favorite side dish and a chair! Enjoy games, camaraderie, and live music. Live Music by Fox & Hound and Friends! Register [here](#) so we know how much food to bring and prepare.

Student Pilot Social Hour

Come out to the Colorado Pilots Association Student Pilots Social Hour. This event will occur at **SheltAir – Rocky Mountain Metro Airport on September 17, 2025, at 6:30 PM**. Event is free and includes pizza, soft drinks, and an opportunity to meet fellow student pilots and have a discussion with a local Designated Pilot Examiner (DPE), FAAST Team guest speaker, and CPA members and flight instructors. Please RSVP [here](#), so we have enough food.

September CPA Presents: Garmin Products

Check out the **September CPA Presents event on September 22, 2025**. Presenter: Ryan is a passionate aviator that holds a CFI, CFII, MEI, and Gold Seal Flight Instructor rating. Before Garmin, Ryan served as the Assistant Chief Flight Instructor at a University. As an Aviation Sales Manager for Garmin, Ryan serves pilot owner communities focusing on sales and the customer experience. Information [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. **The last course for 2025 is September 27, 2025**. Register for the Mountain Flying Course [here](#).



Colorado Pilot Association Hanger BBQ



Sheltair Rocky Mountain Metropolitan Airport
September 27 from 11am-2pm
Burgers, Brats & Fixings provided
Bring your favorite side dish and a chair!

RSVP HERE!!



Live Music by Fox & Hound and Friends
Games & Aviation Camaraderie!

All CPA members, families, and friends are welcome. Whether you're a pilot, student, or just love aviation, we'd love to see you!



Colorado Aviation Events – September 2025

For some of the links to function, you must be signed into your Colorado Pilots Association account

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>

CPA Member Activity– Denver ARTCC Tour

Tuesday, September 9, 2025, from 1300 to 1700

Denver Air Route Traffic Control Center, 2211 17th Ave, Longmont, CO

Registration FULL. Event is at capacity. Information [here](#).

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

Wednesday, September 10, 2025, from 1700 to 1800

RMMA Terminal, Second Floor, 11755 Airport Way, Broomfield, CO 80021

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

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

Thursday, September 11, 2025, from 1500 to 1700

7565 South Peoria, Englewood, CO 80112

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

99s Poker Run

Monday, September 15 to October 18, 2025 @ 11:00 AM

Fly or Drive (KTOR, 82V, KSTK, KCFO, KFLY, 1V6, KBJC)

Registration is required. Information [here](#).

US Aircraft Expo (KBJC)

Friday, September 19 & Saturday September 20, 2025, from 1000 to 1500

SheltAir, 9107 Rocky Road, Broomfield, CO 80021

Registration is not required. Information and optional registration [here](#).

Kremmling Annual Breakfast Fly-In (20V)

Saturday, September 20, 2025, from 0730 to 1200

Kremmlin Airport, 1701 Eagle Ave, Kremmling, CO 80459

Hosted by JeffCo Aviation Association. Aircraft Judging and Trophies

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

The Great Colorado Airshow, featuring US Air Force Thunderbirds

Saturday, September 20 & Sunday 14, 2025

NO WALK-UP TICKET SALES

Tickets are required. Ticket Information [here](#).

CPA Presents: GARMIN

Monday, September 22, 2025, from 1830 to 2000

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



Centennial Pilot-Controller Safety and Noise Meeting

Wednesday, September 24, 2025, from 1400 to 1600

7565 South Peoria, Englewood, CO 80112

Registration not required.

Sumers Airpark Fly-In Breakfast, Aircraft Display & Young Eagles Flights

Saturday, September 27, 2025, from 0800 to 1200

1172 County Road 116, Glenwood Springs, CO 81601

Registration not required.

CPA Sponsored Mountain Flying Ground School

Saturday, September 27, 2025, from 0830 to 1700

7565 South Peoria, Englewood, CO 80112

Mountain flying experts instruct on flying safely in the Rocky Mountains and other mountainous regions

Registration required. Register [here](#).

Run for the Angels 5K @ KBJC

Saturday, September 27, 2025, with a 0830 start

Rocky Mountain Metro Airport

Registration is required. Sign Up [here](#).

CPA Sponsored – Hangar BBQ Potluck

Saturday, September 27, 2025, from 1100 to 1400

CPA Members, their family & friends. Past and future CPA members are welcome as well!

SheltAir-KBJC, 9107 Rocky Rd, Broomfield, CO 80021

Let us know you're coming, so we have enough food. RSVP [here](#).



Student Pilot Social Hour

Come join the Colorado Pilots Association
for a Student Pilot Social Hour!

-  **Pizza and Soda Provided**
-  **Meet Fellow Student Pilots**
-  **Special Guests: A Local DPE and FASST Team leader**
-  **Short Presentation from the CPA on how we support safety and flight education across Colorado**



Date: Tuesday, Sept 17, 2025



Time: 6:30 PM

**Location: Sheltair, Rocky
Mountain Metro Airport (KBJC)**



RSVP Required



**QR Code
to RSVP**



CDOT Aeronautics Division and NREL Release Pioneering Study on Infrastructure Needs for Electric/Hybrid Aircraft in Colorado

Republished from the Colorado Aeronautics Division

The Colorado Department of Transportation's Division of Aeronautics, in partnership with the National Renewable Energy Laboratory (NREL), has released the groundbreaking Colorado Alternatively Powered Aircraft Airport Infrastructure Study. This forward-looking report provides a preliminary assessment of the potential infrastructure needed to support the growing use of battery/electric aircraft at Colorado's public-use airports.

As the aviation industry rapidly evolves with advances in electric and hybrid-electric aircraft technologies, airports must prepare for a new era of air mobility. The study explores how Colorado's 76 public-use airports can support future aircraft powered by electricity instead of traditional aviation fuel.

"This study underscores Colorado's leadership in embracing the future of aviation," said David Ulane, Director of the CDOT Division of Aeronautics. "By understanding the infrastructure challenges and opportunities that lie ahead, we're equipping our airports with the tools they need to support cleaner, more efficient and more accessible air transportation."

"With ever-increasing electricity demands, it is critical for both utilities and airports to plan ahead, and the Colorado Aeronautical Board is excited to help map and support the future of electric airport infrastructure in Colorado," said Ken Holsinger, Chair of the Colorado Aeronautical Board.

Key findings from the study include:

Charging Demand Modeling: Using flight data and simulation tools, NREL modeled energy demands from electrified flight training and regional air mobility operations at airports across Colorado.

Infrastructure Requirements: The study outlines the potential number and type of electric aircraft chargers needed to maintain flight schedules and analyzes different aircraft charging speeds.

Economic and Operational Benefits: In addition to supporting electric aviation, on-site renewable energy generation and storage assets could reduce energy costs, improve resilience during grid outages, and open new revenue streams for airports.

The full report is publicly available at:

<https://www.nrel.gov/docs/fy25osti/91144.pdf>



FROM THE LINE



CPA MEMBER ARTICLES

Flying Forward: AOPA's Vision for General Aviation Takes Center Stage in Colorado, *by Brian Garrett*

The Sounds of Silence, *by Bill Marvel*



Flying Forward: AOPA's Vision for General Aviation Takes Center Stage in Colorado

by Brain Garrett

When AOPA President Darren Pleasance took the stage at Rocky Mountain Metro Airport this August, he didn't just deliver updates—he delivered a story, a call to action, and a reminder of why we fly.

Darren's journey into aviation didn't begin in the left seat of a 172. It started with radio-controlled airplanes and bicycle rides to the fence line at KLVK in Livermore, California. That childhood fascination turned into a lifetime in aviation. He studied mechanical engineering, became a charter pilot, flew taildraggers in Alaska for K2 Aviation, and later flew jets for a private equity firm. When a health crisis forced his principal to step away, Darren transitioned to the business world, rising to partner at McKinsey, leading global teams at Google, and eventually joining Cisco—all while maintaining about five hours a week in the air. Along the way, he became an aerobatics instructor for Mike Goulian and served as president of the NorCal Aerobatics Club. He even served on the EAA board for over a decade and occasionally flies as second-in-command for John Travolta.

Despite this impressive résumé, Darren's message was grounded in passion and connection. His family ties to Colorado—one child at CSU, another a graduate of Colorado College—brought an extra layer of relevance to a room full of Front Range aviators.

He shared that 2025 is shaping up to be one of general aviation's safest years on record, crediting both a strong safety culture and effective advocacy. Darren highlighted the game-changing MOSAIC initiative, which promises to expand sport pilot privileges and dramatically lower aircraft certification costs. This reform could usher in a new era of access and innovation, reminiscent of the boost the industry received from the GARA legislation decades ago.

Medical certification reform remains a top priority. With BasicMed's weight limit raised to 12,500 lbs, AOPA is now pushing for greater operating privileges and international recognition. Darren has personally reached out to Canadian officials, advocating for access across the border. At the same time, AOPA is monitoring an uptick in mental health-related special issuances, especially among younger pilots—an issue they're tackling with both compassion and data.

Economic pressure on GA airports was another major theme. Darren didn't mince words about the impact of private equity-owned FBOs driving up landing, facility, and "habitat" fees. AOPA is responding with a soon-to-be-launched "Know Before You Go" airport rating system, allowing pilots to vote with their wallets. On the insurance front, older pilots continue to face rising premiums and reduced coverage—despite evidence that proficiency, not age, should be the defining factor in underwriting.



The transition to unleaded avgas remains a politically charged topic, even though data consistently shows that GA's lead emissions are minimal. Darren stressed that we must "lean in" to this transition, not only for environmental credibility but to remove a common argument used by airport opponents. He shared updates on 100UL alternatives like GAMI and Swift, acknowledged early challenges (like those at Reid Hillview), and reported positive test stand results. Materials compatibility—especially for fuel tank sealants and O-rings—remains under review. He also noted that Innospec, the sole producer of TEL, plans to exit by 2030, underscoring the urgency of the shift.

Colorado's Front Range, Darren revealed, is the most active AOPA region in the country, with 24 current advocacy and legal cases. Boulder's longstanding easement is under threat. In Longmont, 270 noise complaints were recorded—114 from a single household. KBJC itself, with five flight schools and critical roles in training, medevac, and business travel, faces mounting scrutiny from some local groups. Darren warned that a domino effect is possible if landing fees and throttling measures go unchecked. AOPA is being asked to deepen its legislative engagement in Colorado, and members in the room welcomed that push.

On the education front, Darren highlighted AOPA's free, four-year high school aviation curriculum, which is not only sparking aviation interest but helping address the looming shortage of mechanics. However, he admitted that younger generations engage differently—they prefer monthly payments, digital content, and modern storytelling formats over traditional magazines. AOPA is working to adapt.

Infrastructure investment was also touched upon, including positive signals from FAA leadership. Darren noted that new FAA Administrator Brian Bedford has focused early efforts on ATC modernization but could emerge as a strong GA advocate. The recent FAA reauthorization allows funding for crosswind runways—meaning KBJC's 3/21 could be eligible if integrated into the airport's capital improvement plans.

As the Town Hall drew to a close, Darren reminded us that AOPA's \$89/year membership includes robust benefits: medical certification assistance, legal advocacy through Pilot Protection Services, trip planning support, and dedicated representation in Washington. But even with that national presence, he stressed that the most important advocacy happens right here at home. Local flight schools, young CFIs, and everyday pilots are often on the front lines of airport politics—yet many don't know how to respond to criticism or misinformation.

That's where we come in. Darren encouraged every pilot in the room to speak up, share their story, and help the public understand the value aviation brings to communities. Whether it's training the next generation, flying patients to care, supporting wildfire response, or just connecting people with the joy of flight—general aviation matters.

AOPA is here to help. But the future of aviation belongs to all of us.



AVIATION EXPO



**KGWS SUMERS AIRPARK
GLENWOOD SPRINGS**

SEPTEMBER 27
8 AM – 12 PM

**PANCAKE BREAKFAST • AIRCRAFT DISPLAY
YOUNG EAGLES FLIGHTS**



The Sounds of Silence

by Bill Marvel, the RV-14A guy

With acknowledgement to Simon and Garfunkel from years back, I've modified the name of one of their hit songs by adding an "s" for this article's title. Why? Because in the tragic true story below, it was sounds, plural, that led me to finding the cause of a fatal aircraft accident and to a design change that resulted from it. Silence? The loss of that airplane and both people in it. It's an appropriate title.

Flash back to March 2001. Then Alaska Airlines captain Dave Jones and his girlfriend were flying Dave's homebuilt RV-6A from Torrance, CA to Bishop, CA at night, initially VFR in marginal weather. In the Owens valley, near Inyokern, they reported an engine problem to L.A. Center and ATC vectored them to the requested nearest airport. Their dying engine, resulting descent, terrain below and distance remaining combined to cause the loss of radar and radio contact. The crash site was located the next day. Both were killed on impact and the aircraft destroyed but it did not burn. Word spread quickly in the Torrance aircraft community.

At the time I knew Dave as a fellow RV owner/builder of his bright yellow plane in a nearby hangar. I talked with him several times about his aircraft as I encountered questions in my own RV-8A build then in progress that a prior builder might answer. I was still a year away from my first flight in our RV-8A and Marti and I were working on the airplane every day in our hangar. A few weeks before his accident, my mom and dad flew out from Kansas City to visit. Dave took dad for a flight in his -6A so dad could get an idea of what performance our airplane would have when completed.

Curious about the fact that ATC tapes contained the recorded radio contact with the aircraft right up until the end, I did something I've never done before or since – ordered the recording from the FAA. It arrived as I was just leaving the house, so I put it in the cassette player in our car (remember, this was in 2001). I heard all the routine radio chatter, Dave's announcement of a problem, the controller's offer of vectors to lower terrain and the nearest airport, etc. It was all very calm and professional, I'm sure in part because no one knew that two human beings and a beautiful airplane were in a few minutes going to meet an instant demise. Another sound that caught my attention when Dave keyed the mic to talk was the rough running engine in the background. Because I was driving, I didn't think much of it and waited until I got home to listen some more. I had no idea then what I was going to discover from just those sounds.





Dave Jones and my dad before their local flight in the same airplane which was later involved in a fatal crash that killed Dave and his girlfriend.

At home I listened to the recording in detail, repeatedly. Because Dave had the exact same carbureted engine I did in my RV, not to mention the same propeller and many of the firewall forward components, I was more than passively interested in what happened to his aircraft with the thought it could happen to mine.

What focused my attention most was the brief sound of the engine operating in the background each time Dave spoke to ATC. These were very clear popping sounds, like backfiring, not the sound of an engine with roughness caused by a fouled spark plug for instance. I listened to the words of his transmissions, particularly his comment to the controller shortly before the engine problem occurred. After the controller pointed out weather ahead, Dave responded that it seemed like snow to him. Seated at home, I occasionally tilted my head back and closed my eyes, just listening and trying to reason through what was going on. Keep in mind I had not been to the crash site or seen the wreckage. All I had was that recording – motivated by the fact that bolted to my yet unflown airplane was basically the same engine and accessories Dave had.

At least in my experience, snow does not cause airframe icing. Plus, it was the engine that had a problem as Dave had not reported any airframe ice. I've heard cars and airplanes backfire and generally thought it was caused by raw fuel getting into the exhaust system, later to be ignited as a new flow of hot gasses hit it. But what would cause raw fuel to reach the exhaust in the first place? The next part gets a bit on the



geeky side, but please stay with me as everyone reading this can understand it. And understanding things, especially in aviation, is often the key to avoid dying.

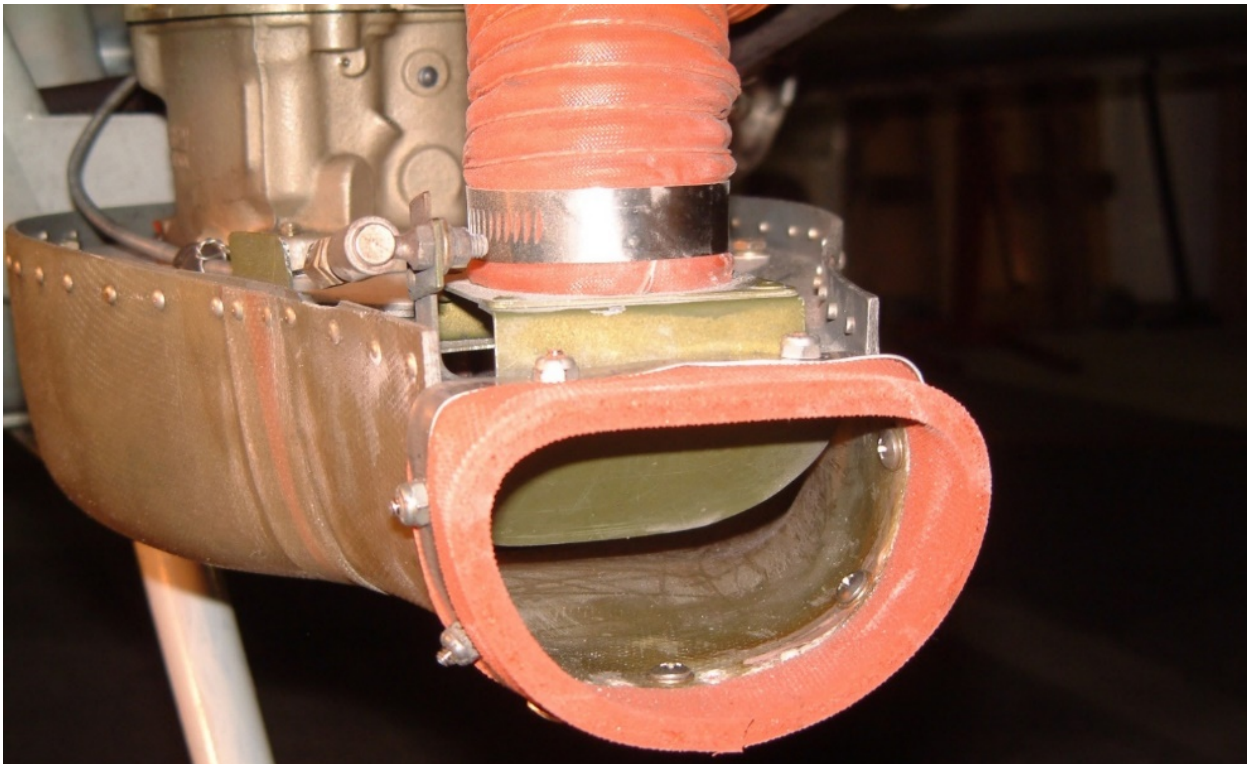
With few exceptions, we all learned to fly in aircraft with carbureted engines. One control we learned about was for applying carb heat, generally activated by pulling out a knob on the instrument panel. We were taught to use carb heat in different situations, like a low power descent or in high humidity which might cause ice formation in the carburetor. One aspect emphasized, at least in my training, was to use carb heat early, before significant engine power was lost. If you waited too long, the resulting reduction in power could cool the engine and exhaust to the point where there wasn't enough heat available to melt ice in the carburetor. Because we learned about this as pilots and not as mechanics or builders of aircraft at home, details of that system were rarely discussed. And yet those details might possibly have been at the heart of Dave's accident.

Another flashback. Van's Aircraft came into existence decades ago with the intent of creating kits which builders could turn into nicely performing, economical airplanes that were safe and fun to fly. They were never intended for IFR operations. But given the latitude offered to home builders, it was not long before that economy and performance morphed into long cross-country flights. Night and IFR weather use followed. I am told the company wasn't particularly happy about this offshoot of their initial intent, but aircraft capability for personal transportation sold a lot of kits and led to the development of the 4-seat RV-10, which has Bonanza performance with a fixed gear.

Back to the accident. When I built our first RV, I was already an A&P so knew that the design of carb heat systems in certified aircraft was such that heated air came from a muff surrounding an exhaust pipe and was then introduced downstream of the air filter, between the air filter and carburetor. Because its purpose was to melt ice in the carburetor, getting heated air to the carb as directly and as hot as possible was the goal. But in the RV air boxes of the day (the air box houses the air filter), heated air was introduced *in front* of the air filter instead of behind it as is normally done. This meant that hot air had to flow through the restriction of the cold filter, losing some heat along the way, before reaching the carburetor. Most RV owners noted that the RPM drop during runup after applying carb heat was either minimal or nonexistent compared to certified aircraft. In truth, not much heat was getting through to the carburetor, where it was needed. This arrangement made the design of the carb heat system simpler and hence was used in all of Van's carbureted engine models. Because the kits were designed for mainly VFR daytime fun flying, it was deemed adequate.



Flashing back yet again to my ATC tape listening sessions, I got to thinking about this somewhat unusual system in the RV design and began to put two and two together. Dave reported flying in snow. The carb heat control in RVs is a hinged door that rotates 90 degrees to be positioned either full up or full down. If up, the normal position, the door blocks heated air from entering and allows outside air into the air box, filter, carburetor, and engine. So far, so good – normal operation. But if carb heat is selected, the door rotates to the down position to stop the flow of outside air and



This is the airbox in my RV-8A, which is nearly identical to that used in the accident aircraft. Note the partially open door, which is hinged at the top and shown sloping backwards in this photo. When the door is fully up, it blocks hot air coming in through the red hose and opens the forward-facing fresh air inlet. When fully down, the door blocks incoming fresh air at the inlet and allows hot air from the hose to be introduced in front of the air filter, which is out of sight in the wider aft end of the airbox. Above the airbox is the updraft carburetor.

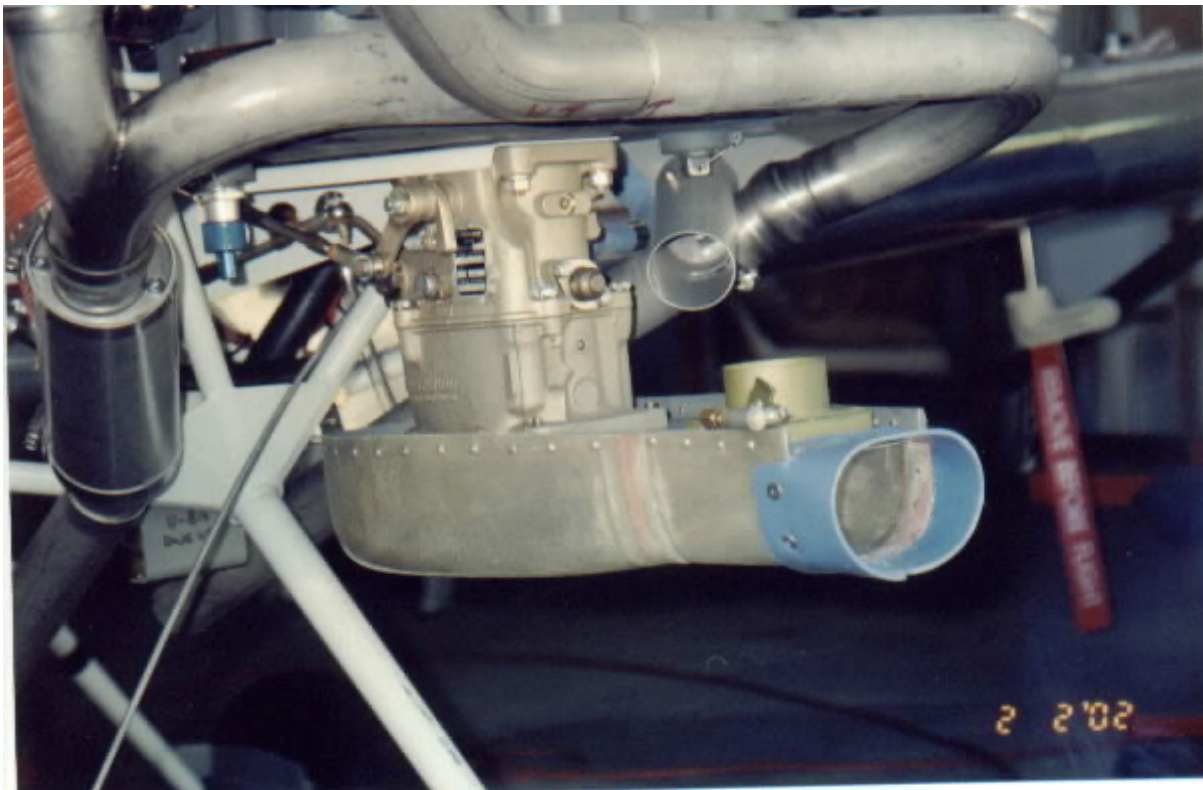
simultaneously opens a path to heated air. **But this heated air must still go through the air filter in this design, unlike certified aircraft where heated air bypasses the air filter and goes directly to the carburetor.**

My listening sessions had led me to believe backfiring was caused by raw fuel in the exhaust, but initially I wasn't sure how it got there. Time to think it through. I reasoned that if snow started to plug up the air filter, it would only worsen because more snow and cold air was still coming in. By the time there was evidence of a power loss, there would also be a reduction in engine heat. For the engine to produce power again, all that packed snow first had to be melted and that would require a lot

of heat. But little heat was being produced. This was a problem, but the question remained -- what did that have to do with raw fuel reaching the exhaust?

And now, it gets geekier yet but hang in there because you can understand this!

At that dire point in Dave's final flight, wind blast on the prop kept the engine turning even though it was producing no power. The pistons were still going up and down, the intake and exhaust valves were still operating, and the spark plugs were still firing. The engine continued trying to "suck" air in through the carburetor and mix it with fuel to make it run. With very little inlet air, normal combustion could not occur. But the suction pulling in air and fuel was still there even if the air wasn't. Fuel was available because that is what carburetors do – mix fuel and air in the right combination so the engine operates. **But now, instead of pulling in both fuel and air, the air was mostly shut off by snow, but the fuel wasn't!** Each time a cylinder demanded air mixed with fuel, it got a massive dose of fuel so when the spark plug ignited, there was a barely combustible mixture. When the exhaust valve then opened, that mixture was dumped into the exhaust, where it now ignited because air was once again available -- but in the exhaust and not the engine. This caused the popping and



An earlier view of the airbox on my RV-8A before I installed the orange inlet seal in place of this blue one. The hot air "muff" is at the upper right center, mounted perpendicular to an exhaust pipe per the plans. This configuration alone significantly limited the amount of heat that could be captured because of the small exhaust pipe area that was in contact with the air flow passing across it. The hot air inlet atop the airbox is visible also, but the hose between them has been removed for the photo. This was simply a poor design from the start. There was never much heat to begin with, and it was introduced in front of the air filter, which likely removed most of what heat remained long before it reached the carburetor.

backfiring I distinctly heard on the tapes. I was 99% sure of the logic behind this but still not 100%. I emailed my thoughts on this scenario to several RV owner friends around the country as



a heads up about a potential problem but did nothing else about it at the time. In one of those rare coincidences of a lifetime, a few days later I received a phone call from a recipient of that email, and he told a stunning story. He was on an IFR cross country flying in snow in western Illinois but wasn't thinking about my caution. He first noted a rise in fuel flow and thought that odd, so he leaned the mixture a little. He was in an RV-10 which used the same airbox and filter as the accident aircraft but had a different engine. Not long afterwards the fuel flow increased again so he leaned once more but the engine was now running rough from being too lean. It then started backfiring as it lost power and he made a dead stick landing on a snow-covered frozen field with no damage to the airplane. A quick investigation revealed snow fully plugging up the airbox, preventing the engine from receiving combustion air. This was the proof I needed.

I sent an overnight Fed Ex letter to Dick Van Grunsven, the Van in Van's aircraft, telling him what I had learned. He called me at home the next night to thank me, to say he was sorry for Dave's loss and that my explanation was very credible. He promised that he would immediately investigate the situation.

Not long afterward, the company came out with a service kit which added a small door on the bottom of the airbox. The air filter in that box is like donut, round with a hollow section in the center. The door was positioned below the center of the filter, opened inward on a hinge and held closed by two magnets. They were sized so that if a restriction in the air filter caused suction at the door beyond a certain amount, the door would open, thus allowing air to flow directly into the carburetor, bypassing the air filter. Additionally, an advisory was published to notify pilots of the importance of using carb heat immediately if encountering snow. It must have worked, as I have heard of no similar events occurring in the past 20+ years.

As the expression goes, stuff happens -- be careful out there...



ON THE HORIZON



CPA FLY-IN LISTINGS

Sneak Peek:
Phoenix, Arizona

Is your membership expiring soon?
Support General Aviation in Colorado!

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Association
Membership
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<https://coloradopilots.org>

**Questions or Having Trouble, please contact
membership@coloradopilots.org**



Early Notice of 2026 CPA Fly-In to Phoenix, AZ

Although the date of our annual January Fly-in planning meeting is not yet set, enthusiastic first time CPA hosts Vince and Kay Otto are ready to announce this April trip to Phoenix and wish to give everyone advance notice.

Because our Fly-in schedule is unknown until January and published in February, it gives little lead time to attendees of a mid-April event.

If you are interested in attending, please contact Vince at ottovj@gmail.com. Details and registration information will be forthcoming in our Flight Lines newsletter but providing our hosts with an early indication of interest helps them plan.

More information and the registration form will appear in February, both on the website and in Flight Lines, along with the rest of the 2026 Fly-in schedule.

A poster for the CPA Fly In Phoenix, AZ, featuring a green border with a repeating triangle pattern. The text is in green and red. It includes details for Friday, April 10, and Saturday, April 11, with activities like arrival, musical instrument museum, cocktail party, desert botanical garden, lunch, and dinner. The poster is flanked by two green saguaro cacti.

**CPA FLY IN
PHEONIX, AZ**

April 10-12, 2026
Hosted by Vince and Kay Otto

FRIDAY, APRIL 10

AM - ARRIVAL KFFZ
Falcon Field Mesa, AZ

2:00PM - MUSICAL INSTRUMENT MUSEUM
Travel the world through music in MIM's Geographic Galleries, get a close-up look at instruments played by influential artists in the Artist Gallery, and have fun making some music of your own in the Experience Gallery.

5:00PM - CPA COCKTAIL PARTY DINNER
Hosted by Dr. Jane & Mr. Jason Barlow

SATURDAY, APRIL 11

9:30AM - DESERT BOTANICAL GARDEN
Desert Botanical Garden is home to thousands of species of cactus, trees and flowers from all around the world spread across 55 acres.

12:00PM - LUNCH & TOUR OLD TOWN SCOTTSDALE

2:00PM - WESTERN SPIRIT: SCOTTSDALE'S MUSEUM OF THE WEST
Old West. New West. True West. Discover the rich history and culture of the American West. Immerse yourself in stunning art, fascinating artifacts, and engaging exhibits.

5:30PM - DINNER AT EL ENCANTO DE LA FUENTE

SUNDAY, APRIL 12
DEPART FROM KFFZ



THAT'S A WRAP



CPA FLY-IN DEBRIEFS

Sheridan, Wyoming – August 22-25, 2025



Sheridan Wyoming—A Diamond in the Rough!

by Bob Kinney

If you've not been to Sheridan, Wyoming you've missed a place with big city flavor and small-town charm. It has some of the amenities you'd expect to find in a larger city but retains the uniqueness of rural America. This was the environment that thirty-one Colorado Pilots Association members, friends and spouses immersed themselves in August 22-24 as Bob & Shawn Kinney hosted a late season fly-in to this northern Wyoming paradise.

Friday, August 22, all aircraft arrived before the Sheridan County airport closed at 10:00 a.m. to accommodate practice for the airshow scheduled for the next day. No problem for our folks. They took the closure in stride; departed their home bases early to beat the closure; and were on the ground before field closure, despite the flight distances involved. Pilots arrived from all over Colorado, one from Wyoming, and one from South Dakota.



Trail End State Historic Site tour.

The first destination on leaving the airport in our caravan of rental cars was the Ice Haus Eatery where we enjoyed our choice of Italian or Philly cheesesteak cuisine giving us the energy to walk from the Best Western Sheridan Center to the wonderful Trail End State Historic site; do a tour; enjoy some ice cream in one of the fabulous local parks; and return to our hotel. After a short rest, we made the 20-minute drive to the polo fields in Bighorn, Wyoming to enjoy happy hour while tailgating and watching a polo game in literally perfect weather. Have you seen a polo game? Well, none of us had either and it was a hoot! Following "dinner on your own", we "turned in" for the night.

(That's a fancy cowboy term for going to bed).

Saturday, the 1892 Brinton Museum ranch house tour led off the activities. This 620-acre Quarter Circle A Ranch was the home to a number of families through its history and is on the National Register of Historic Places. What a great way to experience the old west plus the house was loaded with original artwork by Charles M. Russell, Frederic Remington, Hans Kleiber, and many others. A stroll through the Brinton gardens, grounds, and nature trails capped the morning visit. A quick drive to Bighorn, Wyoming's Bighorn Merc Pizza was the prelude to our highly charged afternoon.



Tour of Brinton Museum's ranch house.



Rich Barclay, Bob Kinney, and Bart Jones enjoy the patio at the Brinton Museum



The Brinton Museum of Western & American Indian Art, much of which was funded by Forrest Mars of the candy company Mars, Inc., occupied much of the afternoon for our visiting aviators. This fabulous 24,000 sq. ft. facility features five galleries, a museum store, and the Brinton Bistro. A quick rest back at the Best Western and it was time to head to the booming metropolis of Wolf, Wyoming. Our next and final stop for this fly-in was Eaton's Ranch, a working dude ranch. Following a fascinating tour of the ranch we were treated to a western-style BBQ under the trees and alongside a babbling brook and a cliff. What a feed!



Eaton Ranch Tour and BBQ



Sunday's flight home proved challenging as broken low clouds provided an undercast most of the return trip to the Front Range and beyond. Shoot, even those flying to Grand Junction got in on the weather action during their approach to GJT.

We must thank several folks for their hospitality. Foremost were the people at our FBO, Bighorn Aviation. They were accommodating beyond approach regardless of the huge airshow and open house event they had scheduled for Saturday. Close behind was J.T. Grainger and his people at Sheridan Pilots 307 who hangered several of our planes without charge and gave us a loaner Suburban for the time we were in town. You can't ask for anything better than that. Love that Wyoming get it done attitude!

Finally, thanks to Jerry and Carol Grandahl who arranged for Saturday night's BBQ and tour as a special thanks to those CPA members who are also Angel Flight West pilots. Jerry has been transported several times from Sheridan to the Denver area and wanted to show his deep appreciation for those who volunteer.

Happy Trails!



Greeting arrivals at
Bighorn Aviation on Friday.

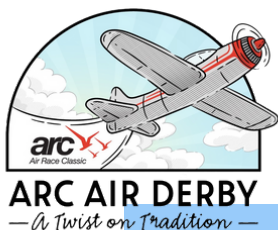


Lunch at the Ice Haus following arrival.



Watching Polo while enjoying Happy Hour.





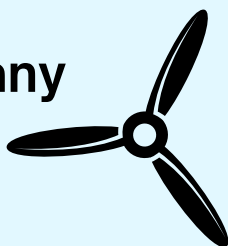
ARC AIR DERBY 2025

The Create-Your-Own Route Flying Challenge

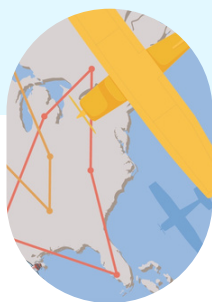
What is the ARC Air Derby?

An opportunity for pilots around the world to challenge their piloting, flight planning, and navigation skills in a fun, 1-day event format.

Fly almost any airplane!



Open to any airplanes under 12,500 lbs., including light sport, experimental, powered glider and turbo-charged, that has the range to complete the minimum leg lengths.

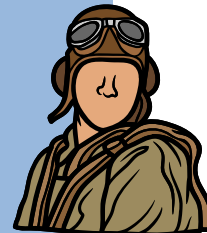


How does it work?

Each Team designs their own route. The Team then estimates the time it will take to fly each leg and the entire route, and then strives to fly it as close to their estimated time as possible.

Who can fly?

Teams consist of at least 2 pilots (one must be a female pilot or female student pilot).



Why fly the ARC Air Derby?

The ARC Air Derby is intended to open the doors to more pilots to experience the adventure and challenge that air racing brings! Fly between Oct. 1-14, 2025.

Team Registration Opens September 1st!

Scan the QR code below to learn how to get involved with the 2025 ARC Air Derby!



Contact Us:

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**All
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Aviators**

Start time

Check-in: 8:00am

Shotgun starts 9:00am

Cost

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\$220/ 4 person team

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LEARN MORE ABOUT THE HAWK AVIATORS: High-Country Aviation Workshop for Kids

Aircraft Construction and Maintenance



Members of Chapter 800 of the Experimental Aircraft Association conducting weekly build sessions at the Mack Mesa Airport expect **HAWK** Aviators members to help and learn all that these craftsmen can teach. Youth who participate may use construction hours as credits against future aircraft rental for flight instruction. Adults with construction or maintenance experience or skills are encouraged to visit a Saturday build session and consider becoming a mentor.



HAWK Aviators is a Colorado non-profit corporation certified by IRS as a Section 501(c)3 educational charity. Donations of cash, parts, supplies and flyable and non-flyable fixed-wing aircraft are fully tax deductible and very much appreciated. Memberships are available for \$35 per year for adults and \$10 for children ages 10-17.

Visit our website at www.hawkaviators.org to donate, view our projects or programs and contact us.

Flight Instruction



HAWK Aviators operates a donated Piper Cherokee 140 which we restored with the help of West Star Aviation to be our flight trainer. Youth who meet our qualifications for flight privileges may use this aircraft to pursue FAA certificates at below market hourly rates. **HAWK** also helps locate flight instructors and conducts twice-monthly ground school classes. Youth who assist with the maintenance of this aircraft receive credit against rental costs.



Stay up to date with Colorado aviation events here:
<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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