

CPA FLIGHT LINES

OCTOBER 2025



Crisp fall morning on the line at Centennial
Photo Credit: Andy Holmes

President's Corner

by Adrian Nye



Each of the last 3 years, I've held an informal meeting in December to brainstorm ideas for how CPA could do things better or do something new. We have implemented some of these ideas as I mentioned last month. Ideas are great but they don't come to fruition unless there's someone who feels strongly enough about the idea to not only make it happen initially, but also to maintain it over time. Here are some things we aren't currently doing, that maybe could use a more serious look.

CPA Foundation?

Having a 501(c)3 foundation would allow tax-deductible contributions to our educational programs (such as scholarships).

To understand this idea, you need a little background. CPA is a Colorado non-profit corporation, but not a federal 501(c)3 non-profit. We can't become a federal nonprofit because we do not fit into any of the categories that are allowed under CFR 501(c). The EAA and AOPA are not federal non-profits for the same reasons. They each solved the problem by creating a foundation to handle their charitable activities. Of course, they are way bigger than CPA, but the same issues apply.

Forming the foundation is not difficult or expensive. Ongoing maintenance on the federal level (as long as the income is under \$50,000 a year) consists of filing only form 990N e-postcard. At the state level there is a Periodic Report which is online and costs \$25, the same as for CPA itself.

The main burden of having a foundation would be separate accounting and bank account. Due to the minimal activities, I'd expect accounting to be fairly simple, but it is added work.

Maintaining Liaisons?

One of CPA's purposes is to connect the Colorado aviation community, and one way we do that is by maintaining liaisons in all the statewide and some national aviation organizations. At board meetings we hear from each liaison that is present. The whole aviation community benefits by hearing what is going on in related organizations. The problem is that we don't (or at least I didn't) put enough effort into maintaining these connections. When an individual



liaison stops coming for some reason, we count on that organization to find a replacement, but we don't inquire if they don't. I wonder if we could have an assigned volunteer, maybe even a board position, whose job it is to manage the liaisons - and try to find a new liaison for each organization that hasn't been coming.

Outreach to Other Aviation Orgs?

Several other aviation organizations are active locally (EAA, 99s, WAI etc) and yet only a small fraction of those members are members in CPA. I think it would be valuable to ask for 5 minutes at their meetings once a year and send someone from CPA in person to remind them that CPA exists, what we do, and say that we could really use their membership. It might make sense for this to be organized by the same person who manages liaisons.

Airport Reps?

We need to refocus this effort and figure out what we are trying to accomplish and how to measure results. We have not maintained the old Area Rep and Airport Rep program. It seemed wasteful to duplicate AOPA's ESN program, so we talked about trying to fill the holes in their network. But this hasn't really happened - and it only works if the existing ESNs are willing to also be CPA airport reps or at least have a connection with us. We started offering free membership for airport management, but we need to clarify the roles of these people vs airport reps or ESNs. Sometimes airport management and pilots see things very differently, as was the case at Boulder until recently.

Expired Members?

Four years ago, we made an effort to reach out to expired members to encourage renewal. Bob Kinney also made an effort to call some or many of them personally to ask them to consider renewal. It seemed effective, so maybe it's time to do it again. Last time this was a combination of a letter and call from a board member.

These are some ideas for the next President and board to consider if they wish.

I hope you are enjoying the beautiful fall flying weather. I did a mountain flight yesterday with a student of the CPA Mountain Flying course and it was near perfect, with smooth air and aspens in yellow and orange. We are so lucky to be able to fly in such a magnificent place.

Adrian



In This Issue...

<i>President's Corner</i>	<i>2</i>
<i>CPA NOTAMs</i>	<i>5</i>
<i>Aviation Events – October</i>	<i>9</i>
<i>Jackson County Completes Airport Infrastructure Project</i>	<i>10</i>
<i>Flying Musicians Scholarship Announcement</i>	<i>12</i>
<i>From The Line</i>	
<i>Beware of the Enroute Climb Danger</i>	<i>15</i>
<i>On The Horizon</i>	
<i>2026 is Coming Soon</i>	<i>19</i>
<i>That's A Wrap</i>	
<i>Alamogordo, New Mexico</i>	<i>21</i>

NOTICE:

Submission deadline for the November 2025 issue is October 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

Nominations and Elections of Officers

The CPA elections will take place online beginning in late October and will conclude at the annual meeting in November.

The deadline for nominations for President, Vice-President, Treasurer and Recorder is October 10th. Current officers planning to continue in their role are Treasurer Cindy Jewell and Recorder Patrick Brennan. Others are free to run against them, but the board is not actively seeking nominations.

We have a candidate currently running for President, Andrew Holmes. We currently have no candidate for VP, though current VP Brian Brieske has offered to continue until one is found. If you would like to run for President or Vice-President or would like to nominate someone else who is willing to run, please email to president@coloradopilots.org.

Project Completion @ Jackson County Airport (33V)

Jackson County Airport (33V) in Walden, Colorado, announced the completion of the full reconstruction of the airport's runway 4/22. The project ensures the long-term safety and efficiency for aviation users across Colorado's North Park region and enhances critical emergency access to the area. According to the [2025 Colorado Aviation Economic Impact Study](#), the Walden-Jackson County Airport contributed \$184,000 in total business revenues, supported four jobs, and generated \$113,000 in value added to Colorado's economy.

ACTION ALERT – Boulder Airport (KBDU)

The court has dismissed Boulder's lawsuit against the FAA to obtain permission to close the Boulder airport. The city council is considering whether to appeal. Now would be an excellent time to write to the city council to say how much the airport means to you or make financial arguments or say anything that you think would help persuade them to start accepting FAA and State airport maintenance grants.

The easiest way to do so is at this link: <https://bouldercolorado.gov/contact-city-council-and-staff>

An attached letter found at the end of the CPA NOTAMs section from Soaring Society of Boulder lays out many of the arguments, but your message does not have to be long and complex. Responses will be counted so even a short message that is clearly in favor of keeping the airport open, is worth sending.



Inaugural CPA BBQ Huge Success

Thank You to SheltAir-KBJC & Volunteers

Colorado Pilots Association would like to express our sincerest gratitude to SheltAir-KBJC for its unwavering support and exceptional accommodations as the host location for CPA's First Annual BBQ. Thank you to SheltAir- KBJC and all CPA volunteers who helped make our inaugural annual hanger barbecue a resounding success. We were delighted to have welcomed over 90 attendees, who enjoyed a day filled with fun, delectable food, live music and aviation talk. We are eager for the opportunity to organize another such event next year.

Aviation Training Expo – October 16 – 6pm to 8pm

McAir Aviation and Spartan College of Aeronautics & Technology are sponsoring an Aviation Training Expo at the Rocky Mountain PBS Buell Public Media Center. Event is designed to connect aspiring aviation professionals with local training providers and career resources in Colorado. Admission to the expo is **free**. RSVP [here](#).

2025 CPA Holiday Dinner...Mark your calendars!



We're returning to Buffalo Run Golf Course's Bison Grill for our annual holiday get-together of flying friends. Plan to attend our 2025 holiday extravaganza. We're returning to a venue that treats us well and welcomes us with open arms. The Bison Grill at Buffalo Run offers a cozy atmosphere that lends itself well to visiting with friends that maybe you haven't seen in a while. If you haven't been to one of our holiday dinners, give it a try. Check this great price for 2025! **Watch for the registration flyer in the November issue of FLIGHT LINES.**

2025 CPA Holiday Dinner

When: Sunday, December 7, 2025
Where: Bison Grill @ Buffalo Run Golf Course
15700 East 112th Ave.
Commerce City, CO 80022
Time: 5:00 p.m. Cash Bar
6:30 p.m. Dinner
Cost: \$60 per person

Questions? Contact Bob Kinney at 303-887-3328.



SSB Soaring Society of Boulder, Inc.
Clemens Ceipek, President
Po Box 17577
Boulder, CO 80308
SoaringSocietyBoulder@gmail.com



The SSB Urges the City to End the FAA Lawsuit Now

Boulder, October 1, 2025

Dear Mayor Brockett, Mayor Pro-Tem Folkert, Members of the Boulder City Council:

On behalf of the Soaring Society of Boulder and its 160 members I would like to urge the City of Boulder to discontinue the lawsuit against the Federal Aviation Administration (FAA) and to begin accepting FAA grant funding again immediately.

While it is understandable that the City sought to obtain a quick and relatively inexpensive clarification whether it is ultimately free to decide about the long-term future of the airport, the dismissal of the City's lawsuit has created an entirely different situation:

- The City's case no longer rests on relatively simple "Quiet Title" arguments but instead on highly complex constitutional claims that would be vigorously contested by the federal government at every level.
- It is now clear that the desired clarification cannot even be sought before 2040. Given the complexities involved, a final decision is likely to take many years longer.
- Most importantly, the total cost of further pursuing this case has increased by orders of magnitude: until a final decision is made, the City would not only have to pay for its lawyers. It would also have to spend tens of millions of dollars on maintaining the airport to FAA standards at the expense of local taxpayers.

Discontinuing the legal case and accepting FAA grants reflects the wishes of Boulder residents who overwhelmingly support the airport. The City's own survey, conducted in 2023 as part of the Community Engagement Project to determine the airport's future, showed that only 16% of respondents were in favor of airport closure.

Keeping the airport has more compelling benefits than ever before:

- It ensures its future availability for aerial firefighting and other emergency operations at a time when the risk of an urban fire starting on open space around Boulder is greater than ever and is only to increase further. (Remember that a future heliport is by no means an adequate substitute because it could not possibly support the type of operations needed to fight wildfires or respond to floods and other large-scale emergencies.)
- Accepting FAA funds makes the airport self-sustaining again. (Over the past two years, the airport enterprise fund has already been depleted because the City stopped taking grants. Going forward the City will have to massively subsidize the airport unless new grants are taken.)



- The millions of dollars thereby saved from the City budget are urgently needed for other key priorities, not least to shore up wildfire preparedness.
- Even aside from firefighting, flood events, and other emergency uses, the benefits of maintaining the Boulder airport are only going to grow, e.g. in the context of Boulder hosting the Sundance Film Festival.
- It preserves an important resource for the entire community, enabling pilot training, youth engagement, and sporting achievements* in a community-oriented environment.
- It will end years of uncertainty about the airport's future rather than prolonging it for the next 15-25 years. It is already overdue.

You should also rest assured that noise and lead, the two most cited concerns in conjunction with the airport, will further diminish in relevance.

- New unleaded airplane fuels will rapidly reduce the use of lead in airplane fuels and likely phase out leaded fuel completely by 2040. Boulder can locally accelerate this timeline.
- Our club has been ready for unleaded fuel for more than two years and we are excited that the new airport manager, Eric Vences, is already pro-actively looking for ways to bring unleaded fuel to the airport.
- Noise levels will be drastically reduced by the increased use of much quieter and more fuel-efficient light sport aircraft that are increasingly used for pilot training. More and more of these will be electric.
- Our club has already been actively reducing noise through the increasing adoption of self-launching gliders which do not need a tow plane to get airborne. One such glider is already fully electric, and more are on order.

Finally, as the City grapples with how to deal with ever-increasing wildfire risk, dropping the lawsuit and accepting FAA grants again is the only coherent strategy: it frees up resources to invest in wildfire preparedness AND it assures that the airport remains a vital resource to respond to the next emergency in a timely manner.

Thank you for your consideration!

Respectfully,



Clemens Ceipek
President – Soaring Society of Boulder

* PS: I'd be remiss if I didn't underscore the crucial importance of the airport for our sport of gliding. Boulder is one of the best soaring locations in the world as demonstrated by our recent success in the Soaring World League where the SSB became global Vice Champion competing against more than 750 soaring organizations worldwide.



Colorado Aviation Events – October 2025

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

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

Wednesday, October 8, 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, October 9, 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](#).

Aviation Training Expo

Thursday, October 16, 2025, from 1800-2000

Rocky Mountain PBS, 2101 Arapahoe Street, Unit 1, Denver, CO 80205

Sponsored by McAir Aviation and Spartan College of Aeronautics and Technology

Free Registration is suggested. Register [here](#).

CPA Presents: Vectors for Safety

Monday, October 20, 2025, from 1830 to 2000

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



Jackson County Airport Completes Critical Runway 4/22 Reconstruction Project

Republished from the Colorado Aeronautics Division



Jackson County Airport (33V) in Walden, Colorado, announced the completion of the full reconstruction of the airport's runway 4/22. The project ensures the long-term safety and efficiency for aviation users across Colorado's North Park region and enhances critical emergency access to the area.

Located one mile north of Walden, Jackson County Airport serves as a vital gateway to rural northwestern Colorado, supporting recreational flying, business travel, aerial firefighting, air ambulance services, and tourism. The runway reconstruction project rebuilt the 5,900-foot runway from the ground up, providing a stronger pavement base, improved surface, and upgraded safety markings.

"The Walden-Jackson County Airport is an essential lifeline for our community, not only for business and tourism but also for emergency services like aerial firefighting and medical flights," said Kent Holsinger, Chair of the Colorado Aeronautical Board. "We're extremely grateful and proud of the new runway and the dividends are sure to last for decades."

"DOLA is proud to come together with our partners at the Colorado Department of Transportation for a total of \$5.3M in grant funding so the Jackson County airport has the infrastructure necessary to effectively serve the broader community," said DOLA Executive Director, Maria De Cambra. "Investments like this demonstrate the state's commitment to rural Colorado, and making strides so that the same safe, modern infrastructure is available everywhere."



CDOT Executive Director Shoshana Lew said, “CDOT and our Aeronautics Division are proud to have joined our partners at DOLA and Jackson County to collaborate on funding this impactful project at the Walden/Jackson County Airport,” said CDOT Executive Director Shoshana Lew. “As the primary airport for rural north-central Colorado, this new runway will allow the airport to continue to provide safe and efficient access for aerial firefighting operations, emergency air ambulance and other critical aviation services.”

The \$5.7 million runway reconstruction project was made possible through a unique combination of funds provided by the Colorado Division of Aeronautics, the Colorado Department of Local Affairs and Jackson County. Unlike most major runway projects that receive partial funding from the Federal Aviation Administration (FAA), Jackson County Airport is not eligible for FAA support. Thanks to this collaborative effort, the community was able to secure a vital infrastructure improvement that otherwise would not have been possible.

According the [2025 Colorado Aviation Economic Impact Study](#), the Walden-Jackson County Airport contributed \$184,000 in total business revenues, supported four jobs, and generated \$113,000 in value added to Colorado’s economy.





Fort Worth, Texas—10/1/2025— The Flying Musicians Association (FMA) is pleased to announce that nominations are now open for the 2026 FMA Solo Program. This unique scholarship is designed to recognize and reward exceptional high school music students who also have a strong passion for aviation.

The FMA Solo Program offers a flight training scholarship that sponsors selected recipients through their first solo flight, approximately 15 hours of dual flight time. Additionally, awardees receive:

- Assistance in obtaining flight training materials and gear.
- A sponsored student membership to the FMA.
- An official FMA shirt and other merchandise.
- The role of a designated FMA Youth Ambassador for their region.
- Opportunities to perform outreach at events.
- Awardees are assigned a mentor to consult with during training.

"The FMA Solo program is built on the belief that the discipline, practice, and concentration required to master a musical instrument are the same attributes that make a successful



pilot," said John Zapp, President/CEO of the FMA. "We look for students who have been taught the 'right stuff' through their music training and are ready to apply those skills to the cockpit."

How to Nominate a Student

To be eligible, a student must be a junior or senior in high school who is nominated by their music director or teacher. Music directors are encouraged to nominate students who have demonstrated a passion for both music and aviation. Nominees must meet the following criteria:

- Minimum age of 16 by March 31, 2026.
- Be able to obtain a 3rd Class FAA medical certificate or equivalent (USA applicants).
- Have proof of citizenship for the country where training will take place.
- Have parental approval if under 18 years of age.

All nominees will receive a student membership, sponsored by generous members, and a welcome package with an FMA shirt and SWAG.

Nominations for the 2026 program will be accepted online. The deadline for submission is **January 31, 2026**. Finalists will be announced on March 1, 2026, with the recipient(s) being officially notified on May 1, 2026.

More information and nomination forms can be found at the FMA website, FlyingMusicians.org.

About the Flying Musicians Association

The Flying Musicians Association (FMA) is a 501(c)(3) nonprofit organization dedicated to pilots who are also musicians. Spanning the globe, FMA members represent all proficiency levels and musical genres. The association's mission is to inspire, educate, encourage, and assist personal growth in both music and aviation by bringing these two passionate worlds together.

Contact:

John Zapp
President/CEO
Flying Musicians Association, Inc.
Education@FlyingMusicians.org



A flyer for the 'Poker Run' event. The background is a blue sky with a small white airplane flying. On the left, there's a large graphic of a playing card, the Ace of Clubs, with the words 'POKER RUN' in large, bold, red letters. The card has a small red diamond and the letter 'A' in the bottom right corner. The entire flyer is framed by a yellow and white checkered border. A yellow pushpin is in the top right corner.

POKER RUN

SEPTEMBER 15 - OCTOBER 18

**CARDS MUST BE TURNED IN NO LATER THAN 11:00 AM
AT ROCKY MTN METRO AIRPORT ON OCT. 18
PRIZES AWARDED AT 12:00 PM**

Card Pickup Locations
"Fly or Drive"

- Torrington, WY (KTOR)
- Pine Bluff, WY (82V)
- Sterling, CO (KSTK)
- Colorado Air & Space Port (KCFO)
- Meadow Lake (KFLY)
- Fremont County (1V6)
- Rocky Mtn Metro (KBJC)

**UNLIMITED HANDS
\$20 EACH
RULES & SIGN UP HERE**



 *Fundraiser*

**QUESTIONS? EMAIL:
POKERRUN@COLORADO99S.ORG**



FROM THE LINE



CPA MEMBER ARTICLES

Beware of the Enroute Climb Danger!

by Bill Marvel, the RV-14A guy

Who doesn't appreciate the fuel and time savings resulting from taking off, turning on course and then using today's modern gadgetry to fly directly to a distant destination? We all do it with rarely a second thought. But contained in that scenario is a possible accident sequence that I don't think has been discussed nearly enough. Its cause is far more subtle than many realize, likely a major reason why it continues to occur. Fortunately, there is a **stone simple** way to avoid this problem entirely and I'll get to it later.

What prompted this article is that another example just happened recently, not long after our CPA trip to the same airport. On September 1, 2025, a Piper Cherokee 180 with four on board climbed out of Sheridan, WY, heading west, possibly to Boise, ID, its frequent destination. It crashed into the Big Horn mountains while climbing enroute and had one fatality. ADS-B data clearly showed an anemic climb rate for the entire flight and although it will be a year before a final report is issued, it matters not for this article because we've seen the same scenario many times before. Yes, it has to do with aircraft performance and density altitude, but both topics have been emphasized seemingly forever in textbooks, videos and classes. But the scenario keeps happening. Is there something else going on? You bet there is!

Here's a simple question – why in good weather does a pilot fly an aircraft into a mountain while fully intending to fly over it? Does he not see it coming? Does he not know how high it is? Does he not know his aircraft's altitude? No, he's aware of all of that. But what he does not realize is that his aircraft is gradually entering an energy state where it will become impossible to avoid the crash even though the airplane is flying just fine and he is in full control of it. That's the dangerous subtlety which is involved. There is a point of no return,



AKA Dead Man Flying, where the outcome is unavoidable. That's what is killing people, not the mountain!

To understand this phenomenon, let's flash back many years, decades for some, to what most of us studied in high school - kinetic and potential energy. These terms are infrequently used in aviation but are keys to why this type of accident continues to occur. In the January 2022 issue of Flight Lines, I wrote about two Bonanzas that were lost during enroute climbs. One departed from Telluride in October 2020 and the other from Aspen only months later in July 2021. Both were fatal to all on board. Later, in the September 2023 issue I wrote about hiking to an October 1970 crash site near the twin tunnels on I-70 where the Wichita State college football team's trip to play against Utah came to a tragic end. Fortunately, a few survived but most perished in yet another crash that resulted from the same scenario. Many others have occurred in the intervening years but it was these three, plus the latest Sheridan, WY accident, that motivated me to write.

Back to energy. In short, kinetic energy is speed and potential energy is altitude. Normally, you can trade off one for the other. For instance, with speed you can zoom up to a higher altitude, thereby trading kinetic energy for potential. And conversely, with altitude you can dive down for speed, trading potential energy for kinetic. These are simple concepts, so intuitive in nature that we understand them without much thought. And that is where the danger of the enroute climb enters the picture.

No, this is not about a trip between two cities in the Midwest where the terrain is billiard table flat with only a tall cow or two in the way. The problem occurs when climbing across much higher terrain, which characterizes most of the western half of the U.S. Pilots know the terrain is there, know its altitude and theirs, see it coming and guess what? Some fly right into it! How's that possible?

To demonstrate this phenomenon, picture an airplane flying straight and level at a constant altitude and speed over gradually rising terrain. No problem -- happens all the time. But during that flight, from an energy standpoint, something else is also occurring. As the flight progresses, the aircraft's distance above ground decreases, thereby reducing its potential energy. Kinetic energy remains the same but total energy, kinetic plus potential, is gradually decreasing. Thus begins the subtlety that can culminate in an accident. As the flight progresses, the pilot eventually notices the diminishing terrain clearance and raises the nose slightly to start a slow climb. Again, no big deal. But he's not thinking about the airplane's total energy, which is changing because kinetic was lost when forward speed was exchanged for climb. The potential energy may be the same, increasing or decreasing depending on the current climb rate of the airplane versus that of the terrain below. In short, the aircraft's total energy is now in a state of flux.

Continuing further along in our flight, mountains finally appear at the end of the gradually rising terrain, and the rate of terrain elevation change increases quickly. Still unaware of the untenable situation the aircraft is approaching, the pilot adds climb power, pitches to the best rate of climb speed and all is seemingly well once again, at least in the short term. But eventually proximity to the mountains causes the terrain to rise faster than the slowly



diminishing climb rate of the airplane. To compensate the pilot adds full power, leans the mixture appropriately and increases pitch to the best angle of climb speed. Danger is now lurking. With full power at the best angle of climb speed, there is no more kinetic energy to be had from throttle position. And with terrain below rising faster than the airplane is climbing, potential energy is quickly decreasing but maybe not recognized. The airplane's total energy state now consists of a climb attitude, slow airspeed and decreasing distance above terrain. Both kinetic and potential energy are being lost. Very quickly the prior option of trading between them to improve the situation vanishes. Raising the nose would decrease the climb rate and lower the airspeed toward a stall. Simultaneously, rising terrain below and to either side reaches the point where diving for speed and a course reversal out of harm's way is no longer an option. A perfectly good airplane has been flown into a position where neither climbing, turning nor descending can save it. The only remaining unknown is the location of the crash site.

It is important to note that this scenario can occur with any aircraft regardless of its performance or density altitude. Certainly, better performance and lower density altitude are both helpful, but the physics of the aircraft's energy state is hard science. Once an aircraft is operated in a manner where it has neither adequate kinetic nor potential energy when trying to outclimb terrain, the outcome is unavoidable.

But right now, as you read this, you can still avoid it! Earlier I mentioned there is a simple way to prevent this type of accident from ever happening. It consists of two options, one available immediately after departure and the other later in the flight. You can pick one or use a combination of both.

Option One: Take off and climb to a safe terrain crossing altitude while remaining in the traffic pattern. Climb as high and for as long as you need to. If your aircraft's weight, engine power, density altitude or anything else prevents a climb to the safe altitude, just look below. The runway is still there. Personally, I use this technique when taking off from both Telluride and Creede because high terrain separates them from my home base in Grand Junction and both are in mountain valleys.

Option Two: This one can be performed enroute during your climb if high terrain is far enough away. Simply start the climb distant enough from the high stuff that you can be at your cruise altitude *and* cruise airspeed *before* you cross the high terrain ahead. I do this when returning to Grand Junction from Rocky Mountain Metro. I depart to the west, clear the Delta and Bravo airspace and then climb to 14,500 before I reach Corona (Rollins) Pass. Sometimes I must circle to do this but by the time I get there, I'm on speed and altitude, giving the aircraft maximum total energy before crossing the pass.

Most important is to realize that in neither option do you ever come face to face with a low total energy state while trying to outclimb high terrain. You simply solve that problem long before it has a chance to cause an accident. You will burn a little more fuel in the process, but even at today's avgas prices, it's a whole lot less expensive than losing your aircraft and your life because you flew into a box with no way out.



ON THE HORIZON



CPA FLY-IN LISTINGS

2026 is Coming Soon!, by Bill Marvel

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

**Renew Your
Colorado
Pilots
Association
Membership
Online**

<https://coloradopilots.org>

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



2026 is Coming Soon— Now, Let's Plan to Fly Somewhere!

by Bill Marvel, Fly-in committee chairman

Just this month we're wrapping up the 2025 Fly-in season with a CPA weekend trip to Hutchinson, Kansas. It was preceded by nine prior events to locations here in Colorado as well as Wyoming, Montana, Idaho, South Dakota and New Mexico. We saw new and different scenery, visited locations we likely would not have gone to on our own, made new friends, renewed some older ones and yes, *we flew our airplanes!* For pilots, this is what we dream about – having that winged magic carpet take us to places near and far while doing the best things possible for our pilot skills and our aircraft's health -- flying!

Given my CPA position, it should surprise no one that I love this stuff and look forward every year to both planning an event of my own and helping and encouraging others to plan theirs. That's my job. We do this as a team that involves me and those volunteer CPA members who step forward and let their enthusiasm create these events beneficial to every member. Without those hosts, we would have no Fly-ins. They are immensely beneficial to this Association and deserve all the credit I can muster to thank them.

Although 2026 isn't here yet, it is coming fast as is the January Fly-in planning meeting (not yet scheduled). I encourage all of you to think about candidate flying destinations in 2026 and if possible, to plan an event to one of them. CPA does not have designated hosts. Hosts are just ordinary members like you who step up to *make things happen*. Doing so is not a guessing game but one well defined in our planning documents. They are on the website 24/7 under the Fly-In Activities pull down menu > CPA Fly-in Planning selection. These documents take you by the hand, step by step, from starting with an idea and then building an event around it.

Try it – hosting Fly-ins is addictive – and it's a good addiction! It provides both a great deal of personal satisfaction to you and a much-appreciated benefit for your fellow members.

We only do these once a year. Make 2026 your year to plan a CPA event!



THAT'S A WRAP



CPA FLY-IN DEBRIEFS

Alamogordo, New Mexico – September 12-14, 2025



After Action Report on Alamogordo

by Bill Gust, event host

Due to high temperature, crosswinds and flash floods, only the hardiest of CPA members managed to attend this event September 12 to 14th! But despite Mother Nature's obstinance, seven of us turned lemons into lemonade and had a great time anyway.



Following our arrival on Friday, we visited the New Mexico Space History Museum. It was very informative and emphasized that the U.S. space program began there in New Mexico and not in either Cape Canaveral or Houston. The introduction movie shown at the Museum, *Oceans to Space*, depicted astronauts training under water there to simulate working in the zero gravity of earth orbit. Their space shuttle simulator was a blast to fly, and Bart Jones is shown doing his very best to land it at the Kennedy Space Center. The outcome? Only those who attended know!

We managed to catch a break in the weather on Saturday for our planned visit to White Sands National Park, although we were unable to sled on the dunes due to recent rain. The Park's Museum documented known early history of the area, noting that both human footprints and Wooley mammoth and Saber Tooth tiger remains found there were determined to be some 23,000 years old. Those footprints are the oldest known evidence of human presence in North America.



Afterwards we headed over to McGinn's Pistachio Land.

Unfortunately, the weather rudely interrupted just as we started our tour around

the vineyards and acres of pistachio trees. Lightning was included in the mix, so we quickly returned to the inside safety of the main facility. There our guide explained that pistachios are not native to North America. They were initially brought in from the Mideast but did not fare well in the New Mexico climate and did not reproduce due to minerals in the soil. With help from scientists from the University of California, it was determined that branches from a pistachio tree could successfully be grafted onto the existing base of other trees which were compatible with the soil. This arrangement will then produce pistachio nuts after a few years of growth. These grafted trees are expected to live for between 200



and 500 years and one male tree can pollenate a hundred female trees just by having its pollen blow in the wind. Following the informative presentation, a majority of our members opted to dive into McGinn's ample supply of made-on-site pistachio ice cream, and no one was disappointed! We also shopped for numerous



other flavors of pistachios ranging from cinnamon to hot and spicy. Several of us also purchased, believe it or not, pistachio wine.

Afterwards, it was on to the Tularosa Basin Museum while cleaning the underside of our cars by driving through flooded streets. The museum curator gave us a thorough two-hour tour, during which he explained all the exhibits which ranged from the earliest inhabitants to today's Space Force base. It is an extremely informative museum that was assembled and is currently staffed by volunteers.

We then headed back to the hotel for some quick R&R, which was followed by a delightful group dinner at Lescombres Winery & Bistro. As usual, everyone went away full and satisfied.

Sunday morning arrived with the clear skies and unlimited visibility we had wished for the entire weekend, but which had been elusive. On departure, everyone was able to get a bird's eye view of the White Sands National Park, which stretches on for miles. A bit of turbulence on the return trip did not manage to detract from a great weekend.





Stay up to date with Colorado aviation events here:

<https://bit.ly/COAEvents>



Check Out the Latest Colorado Pilots Association Board Minutes

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

select CPA Member Benefits, then select Meeting Minutes

Follow the Colorado Pilots Association on [Facebook](#), [Instagram](#), [Twitter](#), and [LinkedIn](#)



LinkedIn

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

Colorado Pilots Association
PO Box 200911
Denver, CO 80220-0911
512-585-1015

