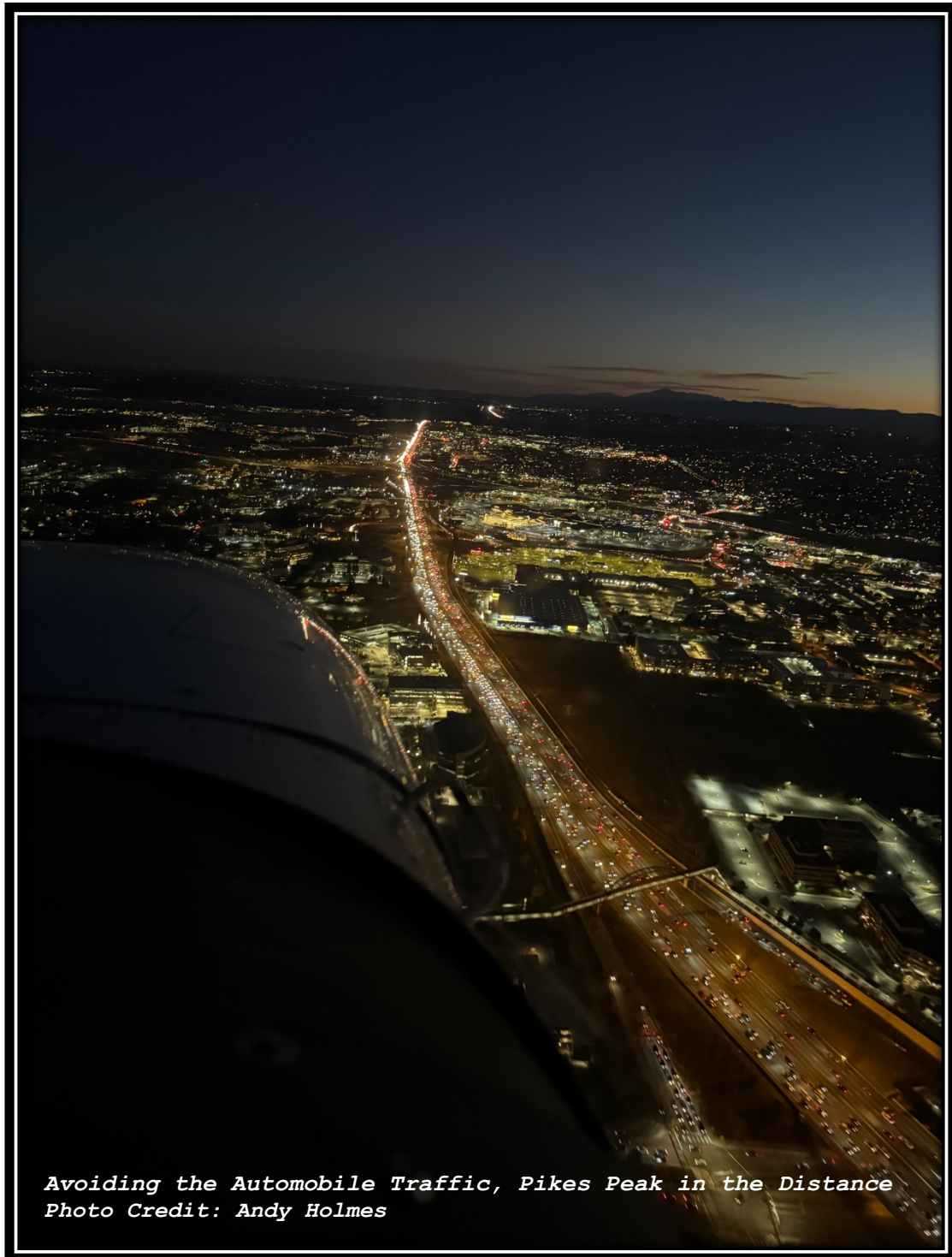


CPA FLIGHT LINES

NOVEMBER 2025



Avoiding the Automobile Traffic, Pikes Peak in the Distance
Photo Credit: Andy Holmes

President's Corner

by Adrian Nye



We have come to the end of my term as President. On November 8th I will hand over the gavel to Andy Holmes, with able assistance from new VP Patrick Brennan, assuming they are elected. Andy and Patrick have been a pleasure to work with and have done an excellent job in their current roles, so I have no doubt they will serve the organization well. Please vote if you have not already done so!

I will be around to help with the transition and fill in as recorder until we find a permanent officer. I may remain involved in the political battles around the north front range airports, as needed.

I'd like to thank the board for making this job an easy one. As I have mentioned numerous times, the committee chairs know what they are doing and things run just fine without my interference. I have nudged us in a few new directions which should bear fruit over time. Hopefully the organization is better than I found it.

As some of you know, I fly mostly in flying clubs and have never owned an airplane. After leading an organization of many airplane owners, it looks like I may finally become one soon. It feels like I've earned it! If only I could decide what to get! Mooney, RV9A, Sling Tsi?

It has been great getting to know everybody, and I hope to see you at a fly-in or another CPA event soon. Hopefully in my own plane.

Adrian



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NOTICE:

Submission deadline for the December 2025 issue is November 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 Annual Meeting – Saturday, November 8

Join us for the Colorado Pilots Association Annual Meeting on **Saturday, November 8, 2025, from 0830 to 1200 at Rocky Mountain Metro Airport – Flatirons Room, located at 11755 Airport Way, Broomfield, CO 80021.** Keynote Speaker – Scott McMillan.

CPA HOLIDAY DINNER – December 7, 2025

Join us for the Colorado Pilots Association Holiday Dinner Party on **December 7, 2025, from 5:00 pm to 8:00 pm, at Bison Grill at Buffalo Run Golf Course.** All CPA members and their families are encouraged to attend, and we'd love to see you there. Get your registration in early! Enjoy camaraderie and a cash bar opening at 5:00 pm and dinner at 6:30 pm. Registration form on page 5 of this issue of Flight Lines.

2026 Fly-In Planning Meeting – Keep January Open

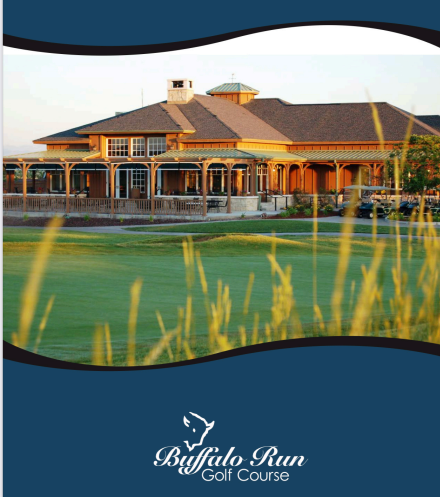
The 2026 Fly-in planning meeting will take place on January 10 from 8 AM to Noon in the Mt. Evans meeting room in the terminal at BJC. This is when our events for the 2026 flying season will be announced by hosts and the dates set. Food and drinks are a part of it, and we always welcome member participation. Be there and get a head start on next year's flying season!

ACTION ALERT – Vance Brand (Longmont) Airport (KLMO)

Longmont City Council Advances Landing Fee Ordinance. Despite Public Comment overwhelmingly against landing fees, the Longmont City Council proposed Landing Fee Ordinance is scheduled for second reading on November 18, 2025. Please read President Adrian Nye's article found later in this issue of Flight Lines regarding the status of the landing fees in Longmont. Get Involved, even if you do not live in Longmont. It is a vital airport and aviation resource for the Front Range.



2025 CPA Holiday Dinner...Don't miss this one!



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.

We're limited on numbers, so register early.

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 (same low price as last year)

Please fill out & return the section below to:
 Bob Kinney, 8401 I-76 Service Road, Henderson, CO 80640
 Include your check made out to CPA.
 Questions? Give Bob a call: 303-887-3328
Registration deadline: December 1, 2024



Registration:

Name: _____ Guest: _____

Phone# _____

Number attending: ____ x \$60 = \$ _____

Menu: Mark your selection(s) with an X.

NY Strip Steak _____
 Shrimp & Scallop Skewers _____
 Stuffed Chicken Cordon Bleu _____
 Vegetarian _____



Soar to New Heights with the 2026 CPA Pilot Training Scholarship Program!

The Colorado Pilots Association (CPA) is proud to announce our **2026 Pilot Training Scholarship Program**. This year, we are awarding **two (2) scholarships** to deserving Coloradans with a passion for aviation.

The application window will open on January 1, 2026, closing on February 15th, 2026.

Who Should Apply?

Earn your Private Pilot's License: The **Walt and Terry Barbo PPL Scholarship** is open to Colorado students aged 16-22.



Walt Barbo is a distinguished figure in American aviation, known for his service as a **World War II fighter pilot** and his extensive career in **airport engineering and development**. He has held several leadership roles, including President of the **Rocky Mountain Aviation & Aerospace Association** and President of the **Colorado Pilots Association**, and has served as a board member for the **Wings Over the Rockies Museum**.

In June 2019, he received the **Colorado Aeronautical Board Lifetime Achievement Award**. He has continued to be an active pilot, flying his personal aircraft, a **Cessna 210** (which he has owned since the 1970s) based at the Colorado Air & Space Port, even at the age of **101** (as of Spring 2025). He and his wife, **Terry**, are devoted to Colorado General Aviation organizations.

Advance your Skills: The **Emily Howell Warner Scholarship** supports female pilots with Private Pilot certificates or higher pursuing Instrument Rating, Commercial Certificate, or Multi-Engine Ratings.

Emily Howell Warner (1939–2020) was a pioneering American pilot, nationally recognized breaking gender barriers in commercial aviation, with deep roots in Colorado where her career began and flourished.



for

She started flying lessons in 1958 at **Clinton Aviation** at **Stapleton Airport** in



Denver, where she also worked as a receptionist to pay for her instruction. In January 1973, after years of persistent applications, **Denver-based Frontier Airlines** hired her, making her the **first female pilot** for a scheduled U.S. commercial airline since 1934.

Warner received multiple national and local honors for her achievements. In her honor, the **Granby/Grand County Airport** in Colorado was renamed **Emily Warner Field** in 2015. Her pilot uniform is on display at the **Smithsonian National Air and Space Museum**. She is remembered as a trailblazer whose skill and perseverance opened the doors for thousands of women in the commercial aviation industry.

How to Apply:

The application window is open from January 1 – February 15, 2026.

Each applicant will need to submit a Personal Essay outlining their aviation related goals along with a Letter of Recommendation from their Certified Flight Instructor (CFI).

Learn More & Apply:

- **CPA Scholarship Application:** [CPA Scholarships](#)
- **Applicant Expectations:** [Applicant Expectations](#)
- **Scholarships by Makala Galler:** [CPA Presents](#)

Questions may be directed to scholarships@coloradopilots.org.



Longmont City Council Advances Landing Fee Ordinance

At 11:30 PM on October 28th, the Longmont City Council voted 4–3 to advance the proposed Landing Fee Ordinance to a second reading, scheduled for November 18. The ordinance currently contains no specific details—those will be added as amendments during that hearing, when the final vote will take place.

City staff and council discussion suggest they are leaning toward a fee of \$2–\$5 per 1,000 pounds for all aircraft except those based at Longmont.

Public comments were overwhelmingly against landing fees, with 30 out of 35 speakers opposing the proposal. A big thank-you to all who spoke in defense of the airport! The five individuals who spoke in favor did so near the end of the two-hour session, emphasizing one key argument: “Why should visiting pilots get to use Longmont Airport for free?”

This sentiment reflects the council’s broader misunderstanding of what an airport represents. They appear to view and manage the airport as a recreation facility, similar to a golf course—asking, in effect, “Do people get to play golf for free?”

Pilots, however, view the airport as critical transportation infrastructure. That’s why federal and state governments fund roughly 95% of its upkeep and improvements. The city’s current stance effectively signals an unwillingness or inability to contribute the 5% local match—plus approximately \$160,000 current deficit—needed to maintain operations, instead seeking to shift that cost to pilots. It wants to have its airport, with all the benefits for the community, for free.

Our arguments on safety and economic impact have so far fallen on deaf ears.

Between now and November 18, our goal is clear:

Help the council understand that airports are infrastructure, not recreation—and that landing fees would be both harmful and counterproductive.

Secondly, we need to minimize damage in case they approve fees which seems likely. This would be getting the dollar value as low as possible and applied to a minimum weight above 2500 pounds if possible.

Thirdly we need to offer a practical path to raise revenue that does not involve landing fees. For example, it’s fine to suggest new hangars which are privately developed without city money, but they are concerned about the cost of installing even the



electrical infrastructure needed to support those hangars. Maybe this could be combined with an upgrade for electric aviation with support of a state grant, since the state has money specifically for this.

It is hard to make someone value something they don't value. But try to point out the value the airport provides not from your perspective but from theirs. What do they care about? The airport does bring in affluent visitors. The airport does provide fast medical evacuation. Pilots at the airport do fly kids and participate in public service flying. All these things are worth something.

One thing we need is more Longmont residents to contact the city council individually by voice. If you can get in a rational conversation with one of them, maybe we can understand their point of view better if not convince them.

The Mayor, who is the driving force behind this effort, claimed that 80 of the 125 pilots that have contacted council so far are from outside Longmont. I am not sure how they know that, but it could be because Longmont has free home internet service, so they may know when a message comes from within their own network. She also dismisses the fact that most of the speakers are against fees by saying that pilots are passionate, so we show up.

Note that current council-members Diane Crist and Susie Hidalgo-Fahring are running for Mayor (because Mayor Peck is retiring). That could be a factor in their opinions and on what they are willing to state or do. Diane Crist voted against fees (not sure why).

Matthew Popkin is on the council and is running for the Ward II seat. He is also the council representative to the Airport Advisory Board. As such he heard 3.5 hours of public testimony against landing fees at the advisory board meeting then 2 hours of public testimony against fees at the city council hearing, then voted for fees. He seems a reasonable sort, so it would be interesting to hear his thinking.

Sean McCoy is very strongly for landing fees. He absolutely believes the airport is a golf course. We need to change his mind.

Chiquita Yarbrough and Aren Rodriguez voted against the fees but are not necessarily against them, they were mainly against the ordinance being completely without details, and that they were being asked to vote on something without enough information. They are open to persuasion.

That's all I know.



FROM THE LINE



CPA MEMBER ARTICLES

Why They Fly, by *Adrian Nye*

Got Oxygen?, by *Bill Marvel*



CPA Vice-President Brian Brieske, CPA Education Committee Member Ashley Morgan, and CPA Newsletter Editor Andy Holmes at Rocky Mountain PBS Aviation Training Expo on October 16, 2025.



Why They Fly

by Adrian Nye

For 3 years I lived in Wichita Falls, TX, armpit of the universe. Flat and brown, hotter than hell, and the “falls” were somebody’s cruel joke - they amounted to some brown water being pumped over some rocks. The only beautiful thing was the sky. But it was awesome - big, unobstructed, and the clouds, storms, and sunsets were spectacular.

I was working 12 hours a day, 6 days a week on an experimental aircraft, the Cartercopter CCTD (<https://carteraero.com/history/>). In Wichita Falls of all places I decided to pick up kayaking. After the long workday over 100 degrees in September, I’d head over to lake Wichita, paddle around and splash to cool off.

Almost every day I’d be joined by the Great White Pelicans. They’d fly by in V formation at 50 feet, so close you could hear their massive wings whoosh the air. They’d circle the lake a couple of times then call it an evening, gliding down with their feet in front for a perfect waterski landing. Most days there’d be thunderstorms in the distance, with the sunset painting the anvil red.

They had nowhere to go. No real reason to fly. But they did, maybe for the view, maybe for the exercise, maybe just for the pure joy of it.

Every chance I got, I’d go flying with the Civil Air Patrol. The missions were just an excuse to be flying, though we pretended to train. Back then, before GPS was ubiquitous, people still got lost, so we learned to search. Mostly we just flew grid patterns around Oklahoma looking for uncharted towers, to make sure that the fighters flying low level from Sheppard Air Force Base wouldn’t hit anything. We had nowhere to go. No real reason to fly. But we did, maybe for the view, maybe for the exercise, definitely for the pure joy of it.



Got Oxygen?

Bill Marvel, the RV-14A guy

Out here in Colorado, we frequently face a situation most of our fellow U.S. light aircraft pilots and CPA members don't, and that is routinely flying at or even above the published altitudes where oxygen rules apply. Reality is that something like 550 of Colorado's peaks exceed 13,000 feet and safe terrain clearance alone often puts us at published limits. Why deviations from those rules sometimes occur stems from different causes. Possibly the most frequent is when the airplane does not have built in oxygen, the trip unexpectedly necessitates flight at an altitude where O₂ is required, and a portable bottle is not available. That's only one example of many that can put pilots in a challenging situation – land, turn around, try a different route, climb to take a look and decide from there, etc.

At the outset, let me clarify that I do not advocate flying above published limits as it can be dangerous, aside from being illegal. But as is demonstrated in both altitude pressure chambers and in PROTE, different people have varying responses to reduced oxygen. Those who live at high altitude generally have far better results by being acclimated. If I have any complaint about either of these oxygen deprivation systems, and I've been in both several times, it's that they don't allow you to "poke around" at, say 15,500 or so for a half hour to experience your symptoms and at what altitude they occur. Not everyone gets hypoxic at the same altitude and not everyone is equally debilitated by it. Some may not even safely fly at 10,000 feet without supplemental oxygen while others may be able to do so at much higher altitudes.

What prompted this article, and the suggestion below, occurred after last month's Hutchinson, Kansas Fly-in. Most attendees were from the front range and although it was windy on the return trip, no one had any problem. Two aircraft, however, came from the west slope and a line of weather and clouds crossed the latter portion of that route. Often in mountainous terrain, clouds build over high ridges with bases on the ground below, preventing flight below them. But the cloud formation is sometimes not very wide. Such was the case that day. If you can top such clouds for a short period of time, terrain below frequently becomes visible on the other side, allowing you to descend to a non-oxygen altitude. The questions then become -- how high do you have to fly to reach the other side, how long will you be at that altitude and how will you be affected by it? Answers to the first two are often discernable by checking pilot reports, metars from nearby airports, current satellite photos displayed on a tablet and communication with controllers, unicom and other pilots in the area. But the answer to the third – how you will fare for a time at the needed altitude, is a significant unknown. Why? Because you've never done this before!



Here's a suggestion that is entirely legal and might be helpful to know. Assuming you have no medical reason not to do this, and almost no one with an active pilot license does, consider a personal oxygen test. There will be a significant difference between results for a retired 65-year-old pilot living in Florida and a 25-year-old marathon running pilot living in Aspen. The goal is to find *your* result!

Round up another pilot current in the airplane you are going to use and bring along a portable oxygen bottle for that individual. Then fly the airplane up to 12,500 feet and have your safety pilot don the gear while you continue to fly. Out here 13,500- and 14,500-foot altitudes are commonly flown and legally allow a pilot 30 minutes of non-oxygen flight between 12,500 and 14,000. But for this test, disregard that limitation because of the safety pilot and pretend you have a cloud deck crossing hypothetical high country ahead that tops out at say, 14,000 feet. Climb up to 14,500 and level out there. This is your opportunity to test that altitude to see how you fare at it. Try it for 15 minutes or a half hour. Maybe you'll need to descend sooner or maybe not. You might need to climb even higher depending on your own physiology. Test yourself. Are you conversing OK, thinking clearly, tuning radio frequencies, centering navigation needles, correctly adding a column of numbers and multiplying some others, etc. Just about any test will work. That's why you're there – to find out how **you** will do if for some reason you get stuck in a situation where the least hazardous solution is to fly above oxygen altitudes for some time and then descend on the other side. The PROTE and altitude chamber rides do this at about 27,000 feet. At that altitude you are assured of becoming hypoxic in only a few minutes but most likely, not immediately. And you learn your own symptoms. However, this gives you no experience whatever at the typical altitudes you may need to fly for some reason in either the mountains of Colorado or any other state. My suggested personal test does.

As to that Hutchinson return trip to the west slope I mentioned, both aircraft eventually crossed at 14,000 in smooth air on top of a level cloud deck and descended on the other side because the extent of cloud cover was evident. One had oxygen and the other did not. Was this a wise decision? I'll leave that to you but will suggest that someday you might face a similar situation. If so, would you like to know in advance how you would fare, or would you prefer to just wait until it occurs and see what happens? Again, your call.



ON THE HORIZON



CPA FLY-IN LISTINGS

Sneak Peek:

Phoenix, Arizona – April 10-12, 2026

**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**



Notice of 2026 CPA Fly-In to Phoenix, AZ

Although CPA's annual Fly-in planning meeting will not occur until January 10, enthusiastic first time CPA hosts Vince and Kay Otto are announcing this April trip to Phoenix to give everyone advance notice.

Because our annual Fly-in schedule is first published in February on both the website and in Flight Lines, that timing for this unusually early trip would otherwise provide little notice to participants.

Please contact Vince at ottovj@gmail.com. Details and registration information will be forthcoming but providing our hosts with an early indication of interest helps them with event planning.

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

If you want the opportunity to exchange a weekend of normally still chilly temperatures for one in sunny Arizona, this is it!

A poster for the CPA Fly-In to Phoenix, AZ. The poster has a light beige background with a decorative border of red triangles. At the top, there are two green cactus silhouettes flanking the title "CPA FLY IN PHOENIX, AZ" in large green letters. Below the title, it says "April 10-12, 2026" and "Hosted by Vince and Kay Otto" in red. The first day, "FRIDAY, APRIL 10", is in large green letters. The schedule for Friday includes: "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.), and "5:00PM - CPA COCKTAIL PARTY DINNER" (Hosted by Dr. Jane & Mr. Jason Barlow). The second day, "SATURDAY, APRIL 11", is in large green letters. The schedule for Saturday includes: "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.), and "5:30PM - DINNER AT EL ENCANTO DE LA FUENTE". The third day, "SUNDAY, APRIL 12", is in large green letters, followed by "DEPART FROM KFFZ" in red.

THAT'S A WRAP



CPA FLY-IN DEBRIEFS

Nucla, Colorado – September 26-28, 2025

Hutchinson, Kansas – October 10-12, 2025

Keep January Open!

The 2026 Fly-in planning meeting will take place on January 10 from 8 AM to Noon in the Mt. Evans meeting room in the terminal at BJC. This is when our events for the 2026 flying season will be announced by hosts and the dates set. Food and drinks are a part of it, and we always welcome member participation. Be there and get a head start on next year's flying season!



Colorado's Water Wonder!

Bill Marvel, Fly-in committee chairman

No, it isn't one of the modern wonders of the world but is certainly one of Colorado's! And we saw it firsthand during September's Nucla Fly-in.

Host Aimee Tooker, neither a CPA member nor a pilot, crafted this year's event around a tour of the 20 mile long, 100+ year old, hand dug irrigation ditch that even today still provides water to both Nucla and nearby Naturita.

Imagine being an 1890s settler moving into in a mountainous area devoid of water but in ideal cropland with a river 20 miles away. You're a member of the Colorado Cooperative Company, a group disenchanted with life in Denver and seeking a livelihood where they could make their own decisions and create their own future. Between the river and that land lay mountains, canyons, cliffs, massive rocks and forests undulating up and down across the terrain. Now, figure out how to connect the two by designing and building a 20 mile long, continuously downhill sloping ditch through this terrain without GPS, high-tech instrumentation, drones, airplanes, helicopters, trucks, electric pumps or power tools. Picks, axes, dynamite, shovels, mules, wagons, ingenuity and human muscles are all you have. Finally, assemble the people, knowledge and equipment needed and forge ahead for the next nine years, working every month of the year to eventually succeed. That's the short version of an incredible story of human innovation and perseverance visible right here in the southwest corner of our home state – in Montrose County.

Aimee assembled a talented group of presenters and guides who on Friday night took us through a photo history of this project and the following day on a trip to see it in person. We traveled on both paved and gravel roads from Nucla to the headgate near the San Miguel River, seeing periodic views of the nearly inaccessible ditch from a distance. Our trip revealed remnants of the now abandoned man camps, deteriorating cabins, cemeteries and the site of the old town of Piñon that were all instrumental in building this still functioning water project. Of course, in addition she arranged accommodations for us in her B&B as well as two catered lunches and dinner. Dinner was indoors instead of on the B&B's outdoor patio due to late afternoon rain.

The photos below represent a short overview of some of what we saw and learned this year. Last year the trip focused on the area's uranium history and this year the history of the irrigation system that brought water and life to the town. Amy says she has a new trip in mind for 2026... Personally, I'd love to travel the full 20-mile ditch on an ATV that can operate on the narrow access road that parallels it. Only horses and ATVs will fit. It's the only way to get a feel for the stunning amount of work that had to be accomplished during construction. But as of now, ATV availability and insurance both stand in the way of that opportunity – but let's hope! Today, daily inspections are still being done along the entire waterway by a "ditch rider" who checks for landslides or blowouts where released water can act like a tidal wave pushing everything in its path down canyon. Maintenance is never ending.

These Nucla trips are quite different from some of our Fly-ins. For one, they are right here in Colorado, and easily accessible for most aircraft and members. For another, they immerse us in the little known, fascinating history of this part of the state and the sparsely populated and picturesque



landscape that surrounds it. Scenic 14,000-foot mountains to the south surround distant Telluride and red rock canyons constitute much of the nearby landscape. Third, in the small town of Nucla and its adjacent competitor, Naturita, the fast-paced life of many city dwellers is throttled back to a leisurely walk where one can work and still “smell the roses.” And friendliness of the local populace is almost a birthright. Crime? The very modern airport building has an electronic lock with the combination conveniently printed adjacent to it! A computer for flight planning is there as is an honor system refrigerator with goodies in it. And there’s a conference room, furniture, kitchen and two bathrooms. Plus, it’s available 24/7. This kind of trust and lifestyle are not commonly seen by most living in larger cities. Some folks don’t even lock their homes.



Now, this is serious! Construction is underway with one man swinging a sledgehammer while another holds the target rock chisel barehanded...Would you do this?



The original wooden Cottonwood Trestle was 110 feet long and 80 feet high, the largest in the state at the time. When complete, water flowed over it through a trough on top.



The massive wooden Cottonwood trestle was eventually replaced with this 6-foot diameter steel syphon pipe that could carry water across the canyon while lying on the canyon floor. It is still operating today.



Nope, he’s not from Hollywood Central Casting but the real thing! Roger Carver has lived in the area for a lifetime and has been involved with both the ditch and many mining and drilling claims. His presentations contain a book’s worth of stories. His wife Tina is Vice President of the Rimrocker Historical Society.



Across the middle of the photo is a mostly hidden section of gray concrete that replaced a portion of the ditch when it failed and let a massive torrent of water flow into the canyon below. Today the ditch has small leaks in several places, and all 20 miles are inspected daily to see if areas of repair are needed.





Kathy Cooper-Pottorff in the red sweatshirt grew up in a cabin she still lives in during the summer months. It is near the old town of Ute, where one of two lumber mills provided wood for the ditch project, businesses and homes of the Colorado Cooperative Company. Kathy is a fourth-generation resident and explained her family's history in the area.

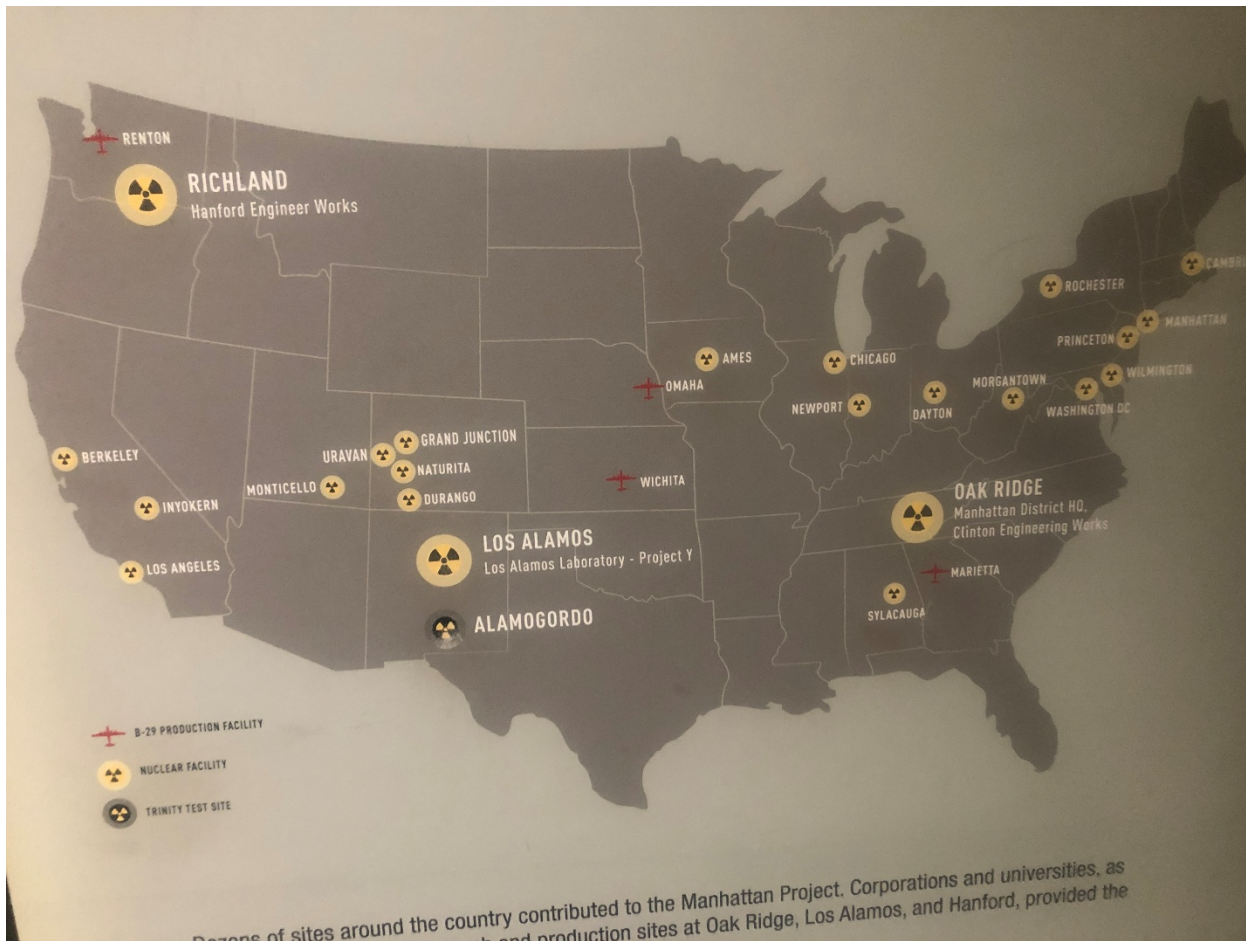


Yes, that's the still functional outhouse at Kathy's cabin that gets Sue Berg's seal of approval. In case you wondered, it's the only "bathroom" on the property.



Jane Thompson, President of the Rimrocker Historical Society, started the weekend off with a Friday night presentation on the history of the Colorado Cooperative Company, which started the town of Nucla and spearheaded construction of the irrigation ditch.





Manhattan Project sites. I took this photo a week after the Fly-in while visiting the fantastic WWII Museum in New Orleans. Many may not realize the significant role western Colorado played in nuclear weapons development to end the war. Last year's Nucla trip highlighted that aspect of the area, but I thought this would be an interesting photo to include in this year's trip summary.





Bill Gust takes a pretend shower in the only shower there – outside just like the outhouse. You want a real shower? Well, this is it.



Remains of one of the old cabins that housed ditch workers during construction.



Bill Gust and John Head inspect the headgate of the 20-mile-long ditch. This is where it starts, taking water from the San Miguel River downhill to supply the small towns below.



Much of this area is a virtual outdoor museum.



Happy hour and dinner Saturday night inside the Vestal House B&B.



EXPLORING THE COSMOS IN KANSAS

CPA Fly-In to Hutchinson, KS – October 10–12

by Andy Holmes, Host

The Colorado Pilots Association Fly-In to Hutchinson, Kansas was a weekend to remember—complete with aviation camaraderie, local flavor, and a deep dive into both Kansas and the cosmos.



FRIDAY, OCTOBER 10

Under clear skies, 13 participants touched down at Hutchinson Regional Airport (KHUT) by midmorning, greeted by the friendly team at Wells

Aircraft. True to their reputation, Wells provided a wonderful FBO experience—no ramp fees, easy service, and plenty of tie down space.

The group gathered at the Airport Steakhouse for a buffet lunch, enjoying good company and hearty Kansas fare. The afternoon's highlight was a visit to the Strataca Salt Museum, where attendees descended 650 feet underground to explore a portion of the over 150 miles of historic salt tunnels of

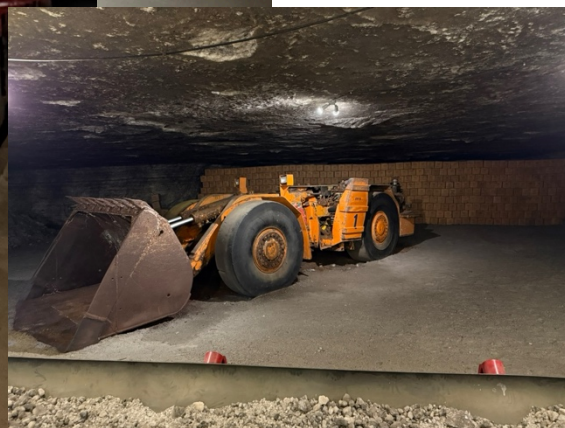


an active salt mine. The experience offered a fascinating look at Hutchinson's mining heritage and proved to be an unforgettable underground adventure.



By midafternoon, everyone checked in at the Hampton Inn before heading out to Salt City

Brewing Company to relax, sample local brews, and swap flying stories. The evening wrapped up with a sweet stop at Bogey's—home to 101 flavors of shakes—where no one left without a smile (or a sugar rush).



SATURDAY, OCTOBER 11

Saturday morning began with breakfast at the hotel's continental spread before the group made its way to the Kansas Cosmosphere. Attendees were awed by one of the finest space museums in the world where they were greeted at the door by the venerable SR-71 and trusty T-38 Talon.



Among the highlights were the restored Apollo 13 command module *Odyssey*, Gemini X, Liberty Bell 7, a Soviet Vostok capsule, and an array of other artifacts including moon rocks, flight suits, and an Apollo Mission Control console. The Hall of Space Museum also featured a rocket gallery displaying

genuine Redstone and Atlas Engines along with the 109-foot Titan rocket, and a flown SpaceX Falcon 9 Merlin Engine. The Cosmosphere's collection of U.S. space artifacts—second only to the National Air and Space Museum—did not disappoint.





Later in the day, we regrouped and the day concluded with a hearty family-style meal at Carriage Crossing in the nearby Amish community of Yoder. Attendees savored Kansas hospitality, great conversation, and, of course, pie.



SUNDAY, OCTOBER 12

Sunday morning brought the weekend to a close with final preflight planning checks and breakfast at the hotel. Pilots departed throughout the morning, many taking off with new friendships, great memories, and a deeper appreciation for both Kansas and aviation fellowship.

Thanks to everyone who participated in making the fly-in such a memorable experience. For post-event questions or feedback, Andy can be reached at andy@holmesaviation.net.



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