

CPA FLIGHT LINES

DECEMBER 2025



*Santa came early. President Adrian Nye's new airplane.
Photo Credit: Adrian Nye*

President's Corner

by Andy Holmes



Fellow Colorado Pilots Association Members,

It is an honor to serve as the new President of the Colorado Pilots Association (CPA). CPA exists for one primary reason: **to advocate for and promote general aviation in Colorado.** At a time when airports, airspace, and aviation operations face increasing pressure, that mission has never been more important.

I want to begin by thanking our outgoing leadership, and the past and current members of the Board of Directors. Their

work – often behind the scenes – has positioned CPA as a respected and credible voice with airport sponsors, municipalities, state agencies, and the FAA. Because of their efforts, CPA is invited to the table when aviation issues arise. We are fortunate to build on the foundation they have laid.

CPA's influence depends on engaged members. When pilots show up to meetings, submit comments, respond to action alerts, and support the organization, decision-makers listen. Your participation gives CPA credibility and leverage.

As I step into this role, my priorities are simple: safety, advocacy, community, and communication. In the coming year, I will focus on strengthening communication with members, so you understand the issues we face, the fun we have, where your voice is needed, and how you can get involved.

Aviation in Colorado will, no doubt, continue to face challenges – but with a robust, organized, and engaged pilot community, those challenges can be met. CPA will remain vigilant, professional, and persistent in its support of pilots' rights and preserving access to the skies and airports we depend on.

Thank you for your trust and your continued support of the Colorado Pilots Association. I look forward to working with you to ensure a strong future for general aviation in our state.

Fly safe.

Andy Holmes

President, Colorado Pilots Association



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NOTICE:

Submission deadline for the January 2026 issue is December 26.

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 Fly-In Planning Meeting – January 10, 2025

The 2026 Fly-in planning meeting will take place on January 10 from 8:30 a.m. to 12:00 p.m. in the Flatirons meeting room in the terminal at BJC. This is when our events for the 2026 flying season will be announced by hosts and dates will be scheduled. Food and drinks provided, and we always welcome member participation. Be there and get a head start on next year's flying season!

Get Involved!

CPA is a volunteer-driven organization, and our effectiveness depends on members who are willing to get involved. There are several meaningful ways you can help strengthen aviation advocacy in Colorado:

- **Join a CPA Committee:** Our committees focus on airport issues, airspace and ATC, backcountry access and mountain flying, safety and education, scholarships, member outreach, fly-ins, and activities and community events. Whether you have experience or simply a willingness to help, your perspective matters.
- **Support CPA Financially:** Donations directly support advocacy efforts, educational events, scholarships, and outreach that protects and promotes pilots and general aviation across the state. Every contribution helps amplify our voice.
- **Attend Monthly Board Meetings:** CPA Board meetings are open to members and provide an opportunity to stay informed, ask questions, and engage directly with leadership on current issues.

Your time, expertise, and support make a real difference. Contact us [here](#) or send an email to an Officer or Chair.



Longmont Landing Fees Status

As we announced in an Action Alert recently, Longmont City Council considered the Landing Fee ordinance again on November 18. The ordinance failed on a 4-3 vote.

The failure of the ordinance seemed to be influenced by internal conflict within the council. Due to the open meetings act, the council members cannot discuss council business outside the council hearings. This led to one blindsiding another.

Council member Sean McCoy moved to consider the ordinance without any limitations other than emergency or medevac flights. He stated that a study was in progress that would evaluate the level of fees and limitations and so that those details would be added at a later date. Matthew Popkin, the council representative to the Airport Advisory Board, proposed a friendly amendment that would exempt Longmont-based aircraft. Sean McCoy declined to accept the amendment. In the final vote Matthew Popkin voted against the ordinance and was the deciding vote.

Due to the closeness of the vote and the way it went down, and the fact that several new council members and a new mayor were elected in November, there could be another consideration of a similar ordinance next year. We won a battle, but maybe not the war...

CPA Legislative Affairs



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.



Future of Aviation Initiative Launches Updated Scholarship Platform to Support the Next Generation of Aviation Professionals

FOR IMMEDIATE RELEASE

Centennial, Colorado, December 2, 2025 --The **Future of Aviation Initiative** is proud to announce the launch of its fully updated scholarship website, FutureOfAviation.aero, a centralized resource designed to make aviation education and career funding more accessible than ever.

The redesigned platform features improved search tools, ability for users to save profile information and favorite scholarships that provides streamlined access to funding for aspiring aviation professionals. Organizations across the aviation industry can also easily submit or update scholarships, ensuring applicants always have access to accurate and up-to-date opportunities.

"Our goal is to remove financial barriers and open doors to aviation careers," said Jeff Kohlman, Founder and Managing Consultant of AMCG. **"This platform connects students with the support they need to succeed and helps organizations amplify the reach of their funding programs."**

The Future of Aviation Initiative was created by The AMCG Foundation, a non-profit organization geared to promote and provide opportunities and resources to individuals wishing to further their interest in aviation through various mediums including providing avenues to financial assistance.

For more information, visit FutureOfAviation.aero.



WAI and Harvard University Partner for the Class of 2026 Emerging Leaders Courses *Scholarship Applications Offer On-Campus and Virtual Options*

November 12, 2025 – Rising women leaders in the aviation and aerospace industry are encouraged to apply to attend Women in Leadership: A Program for Emerging Leaders, a professional development program hosted by Women in Aviation International and conducted by Harvard University's Division of Continuing Education (DCE). In 2026, WAI will expand the program to offer both an on-campus experience as well as two virtual programs.

Applications for all three programs will open November 15, and close on January 15, 2026. The on-campus course takes place May 13, 14, and 15, 2026, on Harvard University's campus in Cambridge, Massachusetts. A fourth day of training will be held virtually on June 18, 2026. The spring virtual program will be June 3-5, 2026, and a fall virtual program from November 4-6, 2026. Qualified WAI members can select one of the three programs to apply for.

This intensive leadership program draws on curriculum from Harvard's DCE Professional Development department and is tailored to address the unique challenges women face in the aviation and aerospace industry. Topics include executive communication techniques, strategic thinking, and negotiation skills. WAI's goal is to help high-potential leaders master core business concepts, build key leadership skills, and develop their leadership style to support career growth. The program is intended for high-performing women who are members of Women in Aviation International, have demonstrated leadership skills, and are looking to further advance their careers.

"We know that WAI alumnae who have completed the course during the past three years have developed strong networks with their classmates and have reported career advancement as a direct result of their experience at Harvard," says Lynda Coffman, WAI CEO. "Next year, we're expanding the program to include two virtual offerings, encouraging international members and those with travel restrictions to apply. The leadership skills taught through Harvard's program are a vital step toward developing the next generation of women who will one day lead our industry."

Participants will earn a certificate awarded by Harvard University's Division of Continuing Education to add to their professional resumes. Partial funding for the course was provided through a grant from the Conrad N. Hilton Foundation.

For the on-campus session, no more than 30 WAI members will be chosen to receive funding support that will include program tuition, hotel (checking in on Monday, May 12 and departing Friday, May 16), and meals for the three days of the course. Selected participants are responsible for their own travel costs, including airfare and ground transportation. Those selected must commit to attending all three days of the on-campus course, as well as the online virtual coaching day.

For each virtual session, no more than 45 WAI members will be selected and must commit to attending all three days of the virtual program on June 3-5, 2026, or November 4-6, 2026. Recipients are encouraged to take this time away from work to focus on learning.

All applicants must be current members of Women in Aviation International with at least seven years of career experience. To apply, go to www.WAI.org/scholarships. Applicants will be notified no later than February 15, 2026. Questions? Email scholarships@wai.org.



FROM THE LINE



CPA MEMBER ARTICLES

***An Ace in the Hole*, by Adrian Nye**

***A Conflict Resolution Request for Fly-In Hosts*, by Bill Marvel**

***Wrapping Up 2025, Ten Fly-Ins Later*, by Bill Marvel**



An Ace in the Hole

by Adrian Nye

I am looking forward to flying to Tucson to visit my 88-year-old mom. It has crossed my mind that she will not be particularly happy if I say I will arrive for the visit on Tuesday, or maybe Wednesday, or if not then most likely Thursday, weather permitting. Older folks are not so good with uncertainty. So there will be get-there-it-is pressure.

Compounding that problem is that cheap airline tickets purchased in advance are generally not refundable, and last-minute airline tickets are expensive. Frontier can be cheaper, but the fees are brutal, the walk to their gates is long and the seats don't recline.

This conundrum is routine for GA pilots, and one answer is airline loyalty points (miles). These allow you to book a ticket either in advance or last-minute, for low cost and completely refundable, even the fees. Commercial flying is certainly not fun, but it's an affordable and reliable backup plan.

Unless you are a business traveler that regularly flies commercial, the fastest way to obtain points or miles is the credit card account opening bonus. Some people play this game actively, getting new cards every year or two, with a new bonus, and closing the old. You can open about 5 accounts every 2 years if you have enough income and credit. This dings your credit briefly but actually builds it long term, as long as you use autopay to pay the full balance every month.

Using the points and miles most effectively is always changing, which is why there are numerous newsletters (e.g. Daily Drop) and websites (e.g. the Points Guy) that specialize in how to do that. It is time-consuming to even read these. But the tricks they find do sometimes make a difference.

From Denver airport, United has direct flights to the most places. I needed to go to Pittsburgh round trip twice and had about 60k United miles. Turns out United generally uses dynamic pricing, so a one-way last-minute ticket is \$580 so it will cost 58k miles. I happen to have a United credit card so that same flight is discounted to 20k points.

Booking that same United flight through airline partners can offer a better deal.

I created an Air Canada (Aeroplan) account and transferred Capital One miles to that. Then I booked the United Flight conveniently through the Air Canada website for 15k points.

The only downside is that not every United flight is available this way. Supposedly you can do the same thing through Air India and get an even better deal, but their website is not as good so it is less convenient.

I have a couple Chase credit cards that build Chase points instead of miles.

I noticed on their website that there is no option to transfer those points to airlines. But if I opened a Chase Sapphire Preferred card, then those Chase points (even those built on other cards) become transferrable to airlines. So many tricks...



A Conflict Resolution Request for Fly-in Hosts

by Bill Marvel, Fly-in committee chairman

As many of you know, each January CPA members convene in Denver to announce the Fly-in events for that year. This is an exciting time because it's the first opportunity we have to see our planned flying activities for the upcoming season.

Previously some hosts have notified the Fly-in Chairman of their proposed dates well prior to the meeting while others waited until then to say anything at all. Either way, the result was a Christmas in January effect where the flying season unfolded right in front of us. One downside of this procedure was the chance that two events, unknown to anyone previously, were scheduled for the same time. Depending on how near it was in the future, this could lead to a last-minute scramble for one host to set a revised date with related changes to rental cars, hotels, restaurants, etc., which may have already been reserved.

To avoid this, I've made a minor procedural change in the planning documents which are always available on the website. I'm asking anyone wishing to host a Fly-in to advise me of the intended dates and the event destination as soon as they are known. This can be done at any time, even a year in advance, if a host has something planned that far in the future. This way I'm able to maintain a list of those dates and the host's contact information to deconflict any possible schedule problems well before the January meeting occurs. Aside from the dates themselves, I will not reveal location information to anyone else. In the event a member still wishes to propose a last-minute Fly-in at the planning meeting, that's fine and we will work out any conflict there on the spot. But most will have already been resolved well in advance of the meeting date.

Another benefit of doing this is ensuring that the Fly-in listing we publish in the February issue of Flight Lines and on the website will be accurate. Such might not be the case if a scheduling conflict occurred and the revised dates were not yet known by the February issue's deadline.

None of this alters the January Fly-in Planning meeting or the excitement associated with it. What it does is minimize the chance a host will be disappointed to learn on that January date that a scheduled event must now be reset to a new date along with the additional effort needed to make other related changes.



Wrapping Up 2025, Ten Fly-ins Later!

by Bill Marvel, Fly-in committee chairman

This issue says adios to the CPA's event-filled 2025 Fly-in season which sent our members to Montana, Wyoming, Idaho, New Mexico, South Dakota and Kansas as well as to four different locations right here in Colorful Colorado. There isn't room here for a full summary of each, but we saw everything from bison herds to ancient caves in a national park to the Apollo 13 command module and other historic spacecraft to a spectacular river raft trip to a hands-on tour at an aircraft paint shop, to a small town historical settlement and its accompanying hardships to a gold mine to a fabulous Fourth of July fireworks display to outside dining at the base of a massive rock cliff to an underground bootlegging facility from prohibition days to a floating restaurant and even to an extensive in-person visit with Burt Rutan! We saw museums and mansions of all sorts, incredible scenery, ate great dinners and yes, we had lots of ice cream! In short, it was yet another year of CPA flying adventures for all pilot experience levels and included a wide variety of activities at every destination.

But shed no tears if you couldn't attend one or more of these because there are new Fly-Ins coming next year!

On Saturday, January 10, 2026, we'll convene at 8:30 in the upstairs meeting room of the terminal building at BJC. Fly in or drive if you wish. There we'll select our events for the 2026 flying season, which normally runs from March through October, Mother Nature permitting. And don't think this event is dominated by some select group of "insiders" – not a chance. It's intended for anyone who wants to host one! In fact, we often don't know in advance who will step up as a host, where they plan to take us or what we'll do. So that meeting is exciting because the flying year literally unfolds right in front of us. All members are both welcome and encouraged to attend! And if you're willing to join the list of those members who **Make Things Happen** by hosting an event in 2026, please contact me. **Keep in mind that without hosts, there are no Fly-ins!** Stay in touch on the web site and right here each month in the Flight Lines newsletter. There will be an entirely new list of events for the coming year published on February 1, both on the web site and in the February Flight Lines issue.



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>



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.

MOSAIC: A New Era for Light-Sport Aviation

FAA's Modernization of Special Airworthiness Certification (MOSAIC) builds on 20 years of data to foster innovation, safety, and affordability in light-sport aviation, implemented in two phases.

Phase 1: October 22, 2025

Effective for new rules on pilot training/certification, repairman certification, maintenance, tow-hitch installation, and Class G airspace.

Phase 2: July 24, 2026

Effective for airworthiness certification requirements and the removal of the old 'light-sport aircraft' definition.

1. Light-Sport Category Aircraft Certification

Broader Array of Aircraft Permitted



Manufacturers can design and certify wider variety including rotorcraft & powered Rft using consensus standards.

Prescriptive Weight Limits Removed



Encourages safety-enhancing designs and equipment without strict constraints.

Faster & Higher-Performing Aircraft



Max stalling speed increased to 61 knots (airplanes) and 48 knots (gliders) for more capable travel & training.

Modern Technology Integration



Vteroameet connection. Permits advanced features: electric propulsion, any number of engines, retractable gear, and new propeller types.

Increased Capacity



Designs can accommodate increased capacity for passengers, fuel, and cargo.

2. Sport Pilot Certification & Privileges

Performance Limitations Lifted



Previous weight & airspeed limits removed, expanding range of aircraft they can operate.

Expanded Aircraft Capabilities



Can operate aircraft with retractable landing gear, manual controllable pitch propellers, and any rotorcraft type (except turbo-jets).



New Occupant & Operational Rules

Can fly 4-seat airplanes (limited to 2 occupants) and gain night operation privileges if requirements are met.

New "Simplified Flight Controls"



A new aircraft designation with automated flight path control to prevent loss of control. Requires model specific training and endorsement.



New Practical Tests Required
Pilots seeking to add an airplane privilege or helicopter simplified flight controls privilege must complete a practical test.

3. Maintenance & Repairman (Light-Sport)



Expanded Repairman Certificate Eligibility

U.S. citizenship no longer required; certificate privileges are now defined by aircraft category (e.g., Airplane, Rotorcraft, Glider).



New Maintenance Authorization Rules

Major repairs/alterations require authorization; minor repairs do not. Airworthiness Directive (AD) compliance is mandatory.



Privileges for Experimental Aircraft

Repairman certificate privileges are now extended to certain experimental amateur-built (EAB) and kit-built light-sport aircraft.



Modernized Training Course Standards

Training course acceptance is now based on course content aligned with Airman Certification Standards (ACS), not specified hours.

4. Operations



New Rules for Experimental Aircraft

Certain experimental aircraft may be granted operating limitations to fly over densely populated areas or in congested airways.



Expanded Light-Sport Operations

Certain light-sport category aircraft are now permitted to conduct serial work. Max occupant limit in 4 for airplanes, sport pilots limited to 2.



Codified Space Support Flights

Rules established for experimental aircraft to conduct space support vehicle flights, including carrying persons/property for compensation.



Updated Airspace Rules

...include more aircraft types and data types and enhance separation between dissimilar aircraft.





Stay up to date with Colorado aviation events here:

<https://bit.ly/COAVEvents>

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

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