CPA FLIGHT LINES

November 2026



Photo courtesy of Rick Turley- Winner of the Photo of The Month

President's Corner

By Andy Holmes



2026: A Year of Progress, Partnership, and Aviation

A Year-End Message from the President

As 2026 draws to a close, I want to take a moment to reflect on another successful year for the Colorado Pilots Association and, most importantly, thank the many individuals who made it possible.

CPA is an entirely volunteer-driven organization, and our accomplishments are a direct reflection of the dedication of our committee chairs, general members, and board of directors who generously contribute their time and talents. Whether organizing events, supporting educational programs, advocating for our airports, keeping us informed, or helping behind the scenes, your efforts are the foundation of our success. **Thank you for all that you do!**

This year, we continued investing in the future of aviation through our scholarship program, supporting deserving aspiring aviators as they pursue their flight training goals. Our Education Committee remained active with events across primarily the front range, with future intention to expand outreach to other parts of the state's aviation community. Our popular Mountain Flying and High Elevation Course notched another year of great turnout and success, the proceeds of which help support our scholarship program. We introduced and learned from *Ramp Talk*, a new student pilot social and education series designed to connect and support the next generation of pilots and our Activities Committee has some great strategies for this program in 2027. Our Flight Safety Committee also continued providing valuable safety information to our members and I hope to see a return of our popular CPA Presents in 2027 to provide safety and educational opportunities to our member pilots.

Airport advocacy and government relations remained a significant priority throughout 2026. CPA actively supported general aviation interests at airports across Colorado, including but not limited to Boulder, Longmont, Erie, Centennial, Meadowlake, and Fort Collins, where issues involving airport preservation, operating policies, and rising costs continue to affect our aviation community. These efforts remind us why having a strong, unified voice for general aviation is so important.

I encourage every member to help grow our association. If you know a pilot or supporter of general aviation who is not yet a CPA member, encourage them to join us! Our strength in advocacy comes not only from our commitment to aviation, but also from the number of voices standing together. The larger our membership, the greater our influence in legislative, governmental, and airport-related matters affecting the future of general aviation in Colorado. Every new member strengthens our collective voice.

CPA also enjoyed another successful fly-in season, bringing members together at destinations both near and far. From local Colorado fly-ins, including Nucla, Grand Junction, Akron, and LaJunta, to adventures as far away as Memphis TN, as well as popular trips to Sedona, Grand Canyon, and Phoenix, AZ, and Midwest classics to Abilene, KS and Lincoln, NE, our fly-ins continued to celebrate the camaraderie, exploration, and shared passion that make general aviation so special. Thank you to our Fly-In Committee, Hosts, and everyone who helped make these events possible.

A significant accomplishment in 2026 was the successful launch of CPA's new website in October. I want to extend a **special thank you to Brian Garrett**, our Webmaster and longtime Board member, who spearheaded the entire development and transition. Brian volunteered countless hours of his personal time and expertise to develop and deliver a modern website that will serve our association for years to come. His extraordinary dedication exemplifies the very best of CPA's volunteer spirit.

As we look toward 2027, I am excited about the opportunities ahead. We will continue strengthening our membership, expanding educational opportunities, advocating for our airports, and bringing Colorado's aviation community together. I encourage each of you to get involved, attend an event, volunteer, or introduce a fellow pilot or aviation enthusiast to CPA.

It has been a privilege to serve as your President this year. To our Board, committee chairs, volunteers, and every CPA member, **thank you for your continued support and commitment to Colorado aviation.** I hope to see you at the Annual Meeting on November 14, 2026, 8:30 am, Rocky Mountain Metro Airport Terminal Building.

Wishing you and your families a wonderful holiday season, a happy New Year, and blue skies and tailwinds in 2027!

Andy Holmes
President, Colorado Pilots Association

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NOTICE:

Submission deadline for the December 2026 issue is November 20.

Format all articles with 0.5" margins

Submit your article on the Colorado Pilots Association website or 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

Northern Colorado Regional (KFNL) Construction Reminder

We want to remind the pilot community that Northern Colorado Regional Airport (KFNL) is undergoing a major runway construction project to widen Runway 15/33 from 100' to 150'. At the beginning of the project there were reports of pilots landing on the runway during the runway closure. During Phases 1 and 2 (June 1–November 9), the runway will be shortened to 3,750 feet with periodic closures during transitions. **CHECK AIRPORT NOTAMS**. Airport hours will also be limited (currently 0600–2000 local, with occasional extended hours), and pilots should expect changing taxi routes, construction activity, and delays. Careful preflight planning, including thorough NOTAM review and performance calculations, are essential.

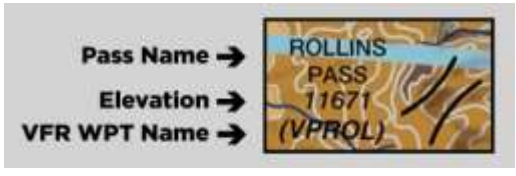
Scheduled ATC ZERO at Colorado Air & Space Port (KCFO)

Tower operating hours have been improving, but due to short staffing and requirements to meet certain legal requirements, the Tower at Colorado Air and Space Port will be under ATC Zero status on the following weekends:

- November 7 & 8
- November 14 & 15

The Tower will remain open from 7:00 AM to 7:00 PM on all other days.

Colorado Mountain Flying Passes



It's the time of year where more pilots will find their way to Colorado to enjoy mountain flying. As a reminder Colorado Mountain Passes have been charted, now 20 in total, and a 'Special Notice' is now published in the Chart Supplement. For more information about flying in Colorado mountains and landing at high altitude airports, check out 'Mountain Flying' on CPA's website and get your free 2026 Colorado Chart and Airport Directory from CDOT – Division of Aeronautics.

FAA Limits VFR Operations at Centennial Airport (KAPA)

The FAA ordered the sudden prohibition of touch-and-goes, restrictions on parallel departures, and limitations on pattern work at Centennial Airport around the first weekend of October.

FAA limits VFR operations at Centennial Airport - AOPA

October surprise: FAA does not care what your hangar costs

Agency declines to investigate Denver FBO claims. The FAA on October 7 effectively declared open season on hangar rent gouging, siding with a Denver FBO in a Part 13 complaint that the agency decided without publicly available evidence to support claims the 82-percent rent hike is "fair and reasonable" to pilots.

October surprise: FAA does not care what your hangar costs

CPA Website Update

After nearly a decade of running our site on ClubExpress, the Colorado Pilots Association now runs on its own platform. It's faster, easier to use, and built around how our members actually use the site. Here's what's new.

The big one: your Member Portal

You now have a single place to manage your CPA membership. Log in to view your membership status, renew online by credit card, update your contact information, see your payment history, and sign up to volunteer for CPA events and committees. If you prefer to pay by check, that's still fine. Mail it in as you always have and we'll take care of the rest.

A few other things worth noticing:

Advocacy Hub. Airport issues, legislative updates, and the resources you need to speak up for general aviation in Colorado, all in one place.
Online event registration. Sign up and pay for CPA events right on the site.
Better email. Our newsletters and announcements now come from a modern delivery system, so they're more likely to land in your inbox instead of your spam folder.
Feedback button. See something broken or have an idea? Click the Feedback button on any page and it comes straight to me.

Over the coming months, I'll be highlighting a different feature of the site in each update, so you can get the most out of it.

This is a new site, so you may find a rough edge or two. Please use that Feedback button and let me know. I'd rather hear about it than have you quietly put up with it.

Blue skies,

Brian Garrett- Webmaster, Colorado Pilots Association

COLORADO PILOTS ASSOCIATION
"The Voice of General Aviation"

ANNUAL MEETING

SATURDAY, NOVEMBER 14th AT 8:00 A.M.

Colorado and Space: Exploring the Final Frontier

FEATURE SPEAKING PRESENTATION
"HUBBLE"



GUEST SPEAKER
JOHN GRUNSFELD
Former NASA Astronaut & Physicist

Join us for an inspiring morning with five-time space shuttle astronaut and "Hubble Repairman" John Grunsfeld.

8:00 A.M. — LIGHT SNACKS SERVED
CHAIR REPORTS & ASSOCIATION MEETING
FOLLOWED BY FEATURE PRESENTATION ON "HUBBLE"

LOCATION:
ROCKY MOUNTAIN METRO AIRPORT
2ND FLOOR FLATIRONS CONFERENCE ROOM
VISIT COLORADOPILOTS.ORG FOR DETAILS

Colorado Aviation Events – October 2026

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

CPA – Annual Meeting-ALL MEMBERS WELCOME & ENCOURAGED TO ATTEND
Saturday, November 14, 2026, from 0830 to 1200
RMMA Terminal – Flatirons Meeting Room, 11755 Airport Way, Broomfield, CO 80021
In Person

Support our Corporate Members



Become a Corporate Member for $100, click here

FROM THE LINE

CPA MEMBER ARTICLES

BRATBURGER-ITIS by Frank Ladonne
Spirit Engineering Wrap-Up by Bill Marvel
Nucla Wrap-Up by Aimee Tooker
Wrapping Up The 2026 Fly-In Season by Bill Marvel
A Barn Find Airport by Chris Riedener

BRATBURGER-ITIS…..

By Frank Ladonne

This happened many years ago, when all week long three of my co-workers (all fellow engineers but not pilots) and I had been dreaming of Friday. You all know that very common expression among pilots called "the Hundred Dollar Hamburger" or at least that's what it used to be when flying was less expensive. In fact, there's even a book with that title. What do pilots love more than anything else in the world? FLYING! Of course. If private pilots spent their time just flying around aimlessly in circles doing nothing but drilling holes in air, ordinary folks would think they were a little aberrant. So, what they do instead is plan trips to fly to lunch (or dinner or sometimes even breakfast). Pilots will fly 75 or 100 miles for a hamburger with not so much as a second thought. Of course, this burns up around a hundred dollars in avgas (maybe more today) so hence the name. The book, and the website of the same title, suggest locations where pilots might fly for great meals.

Well, my buddies and I had planned and were dreaming all week long about just such an adventure. Anyone from the Midwest knows that Wisconsin is famous for a lot of things, but health food isn't one of them. I had discovered, on one of my first trips to Madison, the holy grail of burgers. Here it is.



What you're looking at is a quarter pound beef burger, topped with a quarter pound bratburger, topped with onions sautéed in beer, topped with bacon, topped with cheddar cheese, all on a pretzel bun. OMG! There's not enough space for all the zeros in the calorie count.

Bottom line -- we planned to fly to Madison to the mecca restaurant of burgers, The Great Dane <cue heavenly music>.

All week long, the weather was looking good. When I called for my preflight weather briefing Friday morning, the briefer mentioned the potential for moderate turbulence and potential for gusty winds. The velocity of the winds was less than what I had comfortably handled before, so I wasn't concerned. Yeah, it might be a little bumpy ride but…look at that picture again… it's the image I had in my head.

We pilots have a cautionary expression that's called "get-there-itis". Simply stated, it means don't feel so pressured to get somewhere that you make a bad decision. Okay so perhaps we had a mild case of "bratburger-itis" but again, the predictions weren't for anything worse than I knew I could comfortably handle.

Now, here's another expression that my instructor drilled into me. "The weather isn't what the briefer tells you it is; the weather is what you actually see when you're in the air." Sometimes the two are pretty different.

So, Friday dawned and my friends and I launched from Waukegan, Illinois into gusty winds. It turns out that the winds were right on our nose at about 55 knots or so and the moderate turbulence was bordering on severe with frequent rocking of the wings and sudden changes in altitude. Unpleasant but, again, certainly not the worst weather I've flown in. (Not so sure I could say the same for my passengers). Despite me constantly asking if everyone was okay and assuring them we could turn back if they wanted, all urged me to press on (keep in mind that insidious "bratburger-itis"). So, not only did 55 knot wind mean that we would be bounced around but also, now with groundspeed down around 60 knots, we'd get to enjoy the effect MUCH longer while highway traffic below was beating us.

Finally, we got to Madison and I announced we had to begin our descent which meant that typically, the ride would get bumpier closer to the ground. One of the passengers plaintively asked, "you have to descend?" I calmly explained that, unfortunately, the restaurant was on the ground.

Well, I made a good landing (no, really) and we taxied to the FBO. I picked up a courtesy car and we drove off to The Great Dane. About then I vaguely recalled hearing something concerning a public workers' (teachers, firemen, etc.) demonstration that day in the Capitol. As it turns out, there were 25,000 people demonstrating. Lucky for us, by the time we got there, the demonstrations were largely over. Not so lucky for us, most of them went to The Great Dane for lunch (and copious amounts of beer). When the hostess asked if we'd mind waiting 45 minutes for a table, none of my cohorts piped up and said, "hell no, we're flying back where we came from," so we waited. All agreed that when we did get our lunch, it was every bit worth the experience. Actually, it was AWESOME. In fact, if you go to Webster's and look up awesome, you might just see the picture above.

Eventually, we moseyed back to the FBO for the ride home. I had already explained that with a tailwind, the ride should be smoother and definitely faster. And to ensure smoother air, I would fly higher. (Not wanting to decorate the inside of my 172XP with the remnants of 4 bratburgers, I was REALLY hoping I was right.)

We departed Madison and I climbed to 5500 feet. The winds had not subsided so when we leveled at our cruise altitude, we were zipping along at 175 knots (over 200 mph!!!). This meant that our 1.5 hour ride to Madison would now be only a half hour ride back home.
Typically, when I'm returning from points west of Waukegan airport, I line up 10 miles out to make my initial call and then begin the descent from there. So, that's what I did. Of course, "typically" I'm not going 200 miles an hour. So, slightly over 2 minutes later, I'm now 3 miles from the airport, still at 4000 feet. Unfortunately, the airport is at 732 feet (poor planning on someone's part). I pulled the throttle back to idle and began a serious descent. There we were, descending at about 1500 feet per minute and slowing up to maneuver into the pattern. When I had lost most of the altitude (2 minutes later) I was lined up with the runway with my flaps down. Close to the ground, the wind shifted until I had full right rudder in to avoid being blown off the runway. A few seconds later, we descended a little more and quickly the wind shifted 180 degrees and now required full left rudder to hold our alignment with the runway. Finally, as we kept descending, the wind lined up right down the runway and we settled into a perfect, soft landing. My passengers cheered and asked, "when are we gonna do this again"?

What's better than that? This is the reason that I fly.

Spirit Engineering Tour Wrap-up

Bill Marvel, event host

Between the flying weather and a bout of flu-like symptoms on the front range, we managed to assemble only 20 people for this Oct 10 event, down from 36 only three days before. But those 20 were treated to a detailed tour of Spirit, their facilities and many aircraft in production including some ready for customer delivery. Most of us spent about 5 hours on both the factory tour and after lunch, a trip to the airport where six complete aircraft filled a hangar, ready to be delivered to their owners.



Company owner and aircraft designer Steve Wood began with about a 30-minute conference room presentation on the company, the airplane, the engine, their employees and where they are in production numbers. Right now, he's seeking more employees to meet demand and noted they were not actively recruiting since people are coming to them. Many have no prior aircraft experience so are taught what they need to know after they're hired. Key traits sought are a willingness to learn and a tendency toward perfectionism in their craft.

In the factory we started where huge rolls of aircraft aluminum enter the building and finished where fully assembled, flyable aircraft emerge. In between we saw a dizzying array of equipment, both newer high-tech devices and some half-century old workhorses.













Carefully identified and inspected parts sat on racks at each workstation and they held everything from components to build an engine to wings, fuselages, engine mounts, landing gear, propellers, brakes and tires, to name a few. For such a small airplane it takes up a surprisingly large space and far more equipment than most of us ever imagined. Each rack of parts is accompanied by paper documents showing each process step, if any parts were rejected and if so the reason for the rejection. Non-conforming parts are removed from the population. The paperwork is necessary to keep track of everything that is being done in the beehive of activity during a normal workday. Fortunately, our visit was on Saturday when the factory is closed so it was calm and quiet.



Steve graciously answered our questions, including some future planning aspects where he noted the information is not yet for public release. One item they are studying as a general safety consideration in this small aircraft is how best to extricate oneself from an upside-down airplane. The rollover structure protects the pilot in any such event and as for getting out, thirty-two seconds is the current time they've determined for one of their employees to do so when inverted and strapped into a fuselage mockup. Additional testing on this is planned.

Because the aircraft is certified under different rules from Piper, Beech and Cessna, and is not an experimental homebuilt, he explained how the airplane must be maintained and inspected. It is in the Light Sport category, one benefit of which is that an owner can take a three-week repairman's course at any of several sites in the country and be allowed to maintain and inspect his aircraft afterwards. By design and despite its small size, the interior is very accessible with ease of maintenance in mind.



Steve emphasized the importance of designing and building their own engine, one of the ways prices can be kept in check. He shopped the world with the result that its components are made in different countries and their quality is as good or better than available in the U.S. Most important, as the engine manufacturer he removed concern about a future corporate board someday deciding not to sell engines to him any longer. We visited their engine test cell and instrumentation and saw how they create sea level performance for standardized testing and data recording despite Grand Junction being nearly 5000' MSL.



Another money saving aspect of the design includes minimal parts count. For instance, one part number hinge is used in 20 different places in the aircraft. The elevators, each with a separate trim tab, one ground adjustable and the other servo driven, are identical and can be used on either side of the aircraft. Two attendees on the trip with prior manufacturing experience were impressed with the amount of such planning that was part of the design.



Due to the inherent shrinking and swelling of wood propellers, Spirit's prop bolt torquing instructions specify intervals more frequent than Sensenich specifications. The stark difference between the arid climate of Grand Junction and the humid climate of the propeller manufacturer justifies retorquing prop bolts more frequently.

Despite several hours in the factory, given the many questions attendees asked and the size and scope of the facility, we still did not have enough time to see some of the high-tech equipment routinely used, like computer-controlled lathes and milling machines. Although everything is arranged in a logical manner for production, it takes a while to get around -- the place is huge!



Following lunch at a local brew pub, we went to the Grand Junction airport a few miles away where finished aircraft are moved after they leave the factory. There a company pilot makes the first flight of each aircraft and employees ready it for an inspection by an FAA designee. Because of the Light Sport rules under which the aircraft is designed and built, each must be fully inspected, one at a time, before it can be sold. And unlike with experimentals, the only changes that can be made to the aircraft must be approved by the manufacturer.

At the hangar we saw the new full canopy that had just been successfully dive tested to 1.1 x V_{ne} while being monitored by several cameras in flight. This will be an option for the current open canopy design and the two are interchangeable so an owner can choose which to use on any given day.



We also got a look at the prototype of a tricycle gear version that was designed into the project from the start and is now being tested. An interesting aspect of it is that the two airframes do not differ from each other. Clever design allows the existing main gear orientation to be changed with only bolt removal from one set of holes to another set to reposition the main landing gear, and the addition of a nose strut into existing structure specifically designed to provide this option.

Of course, the folding wings are an important part of the design because they allow for storage in the smallest possible space, even at home in the garage. Steve deftly walked through the process, which takes only a couple of minutes to do both. With no tools aside from a small key, the ailerons are disconnected, rolled on top of the wing and reattached, the forward locking pin is released with the key, the wings then drop back about 45 degrees and down under gravity. The tip remains well above the surface in this process and is finally attached to the top of the vertical fin with an aluminum tube conveniently stored in each wing. And those wings and their folding mechanism have been tested to 6 Gs.



The priming system is another interesting concept. Because the fuel tank is higher than the carburetor, priming only requires gravity and a small solenoid valve to operate. No pumps are involved and no fuel ever enters the cockpit with the result that the only firewall penetrations are electrical. The airplane is a flying example of better, lighter and simpler ways of doing things.



Steve noted that they have no marketing team as the airplane sells itself. A map showing delivery locations reveals why. When an airplane goes to a new owner, more sales later appear in that area. Potential buyers contact Spirit on its web site and receive a phone call in return. And as often happens with an innovation like this, jobs are created. Because of its certification status, the airplane must be inspected and maintained by an A&P unless the owner attends the three-week school. Some enterprising A&Ps in each area where these airplanes cluster after numerous deliveries are becoming local experts on the type.

In summary, we witnessed firsthand the thinking, planning and factory design which led to the manufacture of this brand-new aircraft. Our questions were answered fully and candidly, and we saw just about every aspect of production. It's impossible to say where this will lead. Future thoughts are emanating out of the factory right now and options are being considered. And although not one of us knows where this will ultimately lead, we can at least say we were there to witness its early history. Remember those two bicycle mechanics in Ohio?

Nucla Wrap-up

Aimee Tooker, event host



The 3rd Annual Uranium Fly-In was held this past weekend in the West End. Some pilots flew into Hopkin's Field Airport with great weather and others were delayed by bad weather on the front range. A lovely brunch made by Wild Gal's market greeted our guests throughout the morning. Lloyd Arnold, Montrose County Airport Manager, and Eland Conway, Assistant Airport Manager, drove over that morning with airport swag. They helped out, welcomed pilots and their spouses, and shared information about Montrose County and the airport's amenities. Glade Hadden, a retired BLM Archaeologist, joined us in welcoming pilots and giving unique insight into the area's history.

Ray Davis of Rimrock Aviation provided transportation throughout the weekend and even picked up some extra business when an airplane broke down, and he was called in to help. Because replacement parts take time to arrive, he may face another challenge when snow and worsening weather complicates the repair.

It was a busy homecoming weekend on top of it all, but I was able to make flag football practice and my teenagers volleyball game.



Friday evening, we gathered at the Rimrocker Historical Society Museum for a presentation by Carol Hunter, the Dominguez Escalante Expedition Education Project founder and Troy Masters, President of the Nucla Naturita Area Chamber of Commerce. They introduced the new auto tour and showed us an aerial flight plan along the Dominguez-Escalante route. The Branding Iron graciously hosted the pilots before and after the presentation, and we thank them for extending their evening to accommodate our large group. On Saturday morning, Sue Case prepared a beautiful breakfast spread of fruit and nuts, along with pancakes, eggs, and sausage cooked on an outdoor griddle that filled the neighborhood with wonderful aromas.



Saturday's tour began at Coke Oven Ranch, where Alexa Caruso graciously hosted and led a presentation and tour. She shared the ranch's history and explained how her grandfather Ernie Anderson's role in the Uravan Mineral Belt's mining era continues to influence the industry today.

Jane Thompson and Tony Adkins narrated Stops 1–4 of the DEEEP Auto Tour. A geologist, Tony offered valuable insight into the topography, rock formations, and sequence of geological events that shaped the West End. The group then visited the visitors center before lunch at Naturita Town Park.

Cole Crocker-Bedford and his wife, Caroline, of Slick Rock joined us for the afternoon tour. Cole played an integral role in the education projects and conducted extensive research on the expedition's travel through his area. Stops 5 through 8 began at the old power plant site and led to the day's highlight: Stop 9 at the Hill Place of Weimer Ranches.

Zene and Gabe Weimer and Linda Bunker joined us throughout the day, and the Hill Place tour exceeded expectations. Some attendees continued to a special site on the property, while others returned to town to rest or visit the ladies at Art of the Apothecary before dinner. Dinner was the day's highlight: Wild Gal's served stuffed bell peppers, delicata squash, green salad, and chocolate cupcakes.





The evening featured great stories and a raffle of Colorado Pilots Association swag. Sunday morning brought ideal flying weather, and a fellow pilot gave our stranded guest a ride back to the Front Range while Ray worked to get him and his plane airborne again.

Thank you to Eric and Sue Berg, Weimer Ranches, Jane Thompson, Sharon Johannsen, and everyone who attended or helped throughout the weekend. The weather was spectacular—just as I had hoped. We plan to grow the event each year by adding more family activities and local offerings. Stay tuned!

Wrapping up the 2026 Fly-in Season

Bill Marvel, Fly-in committee chairman

Now that we've enjoyed our last trip of the year, we're waving adios to the CPA's successful 2026 Fly-in season as it disappears in the rear-view mirror.

It sent our members to locations in Arizona, Kansas, Tennessee, Nebraska and even to four trips right here in Colorado. In towns large and small we saw everything from race cars to musical instruments to botanical gardens to prop overhaul and jet engine shops to nationally historic sites to a national park to fantastic food to a scenic train ride to a spider parade (!) and even a visit to the factory which is building a new aircraft you can afford.

In short, it was another year of flying adventures for all pilot experience levels and included a wide variety of activities and destinations.

But don't despair because there's more coming right at you next year!

On January 9 we'll convene at 8:30 in the upstairs meeting room in the terminal building at BJC. There we'll reveal our events and hosts for the 2027 flying season, which normally runs from April through October, Mother Nature permitting. Just so you know, it isn't some select group of "insiders" who do this – no way. It's anyone who wants to host one. In fact, we frequently have one or two new members step up each year as first-time hosts. They do a great job because our planning instructions are thorough and easy to follow. So that January meeting is exciting not only because the flying year literally unfolds right in front of us but also because by plan, no one knows in advance what the destinations or activities will be. ALL members are both welcome and encouraged to attend. Plus, there's free food!

Stay in touch on both the CPA web site and right here in Flight Lines. The schedule for next year's events will appear in the February 1 issue of the newsletter and on the website at the same time.

And if by chance you are reading this in Flight Lines but are not yet a member, what are you waiting for? Toss $30 into the pot and join us. Flying with fellow members over the pristine mountains of Colorado toward distant destinations is one of the most satisfying things you can do in aviation. We have deserts, mountains, canyons, forests, prairies and even great beer. It's all there for you. Whether you are a pilot, aircraft owner or an aviation aficionado, just join!

A Barn Find Airport

By Chris Riedener

Below is a summary of the article, the link to access it will be at the end of the summary.

Chris Riedener's "A Barn Find Airport" (October 2026) explores Medicine Bow Airport (80V) in south central Wyoming, a remarkably intact and largely forgotten airfield from the airmail era. Once known as SL-O 32 (Salt Lake–Omaha, site 32), it was built in 1930 as part of the first Transcontinental Airway System, alongside the Union Pacific Railroad and the Lincoln Highway.

Riedener traces how airmail evolved from pioneering flights using railroads and rivers as navigation aids, to the contract mail era under the Air Commerce Act of 1926 and Boeing Air Transport's CAM-18 route, to the maturation of the airline industry after the 1934 airmail scandal. Drawing heavily on a memoir by Jean Cruickshank, whose family lived on site from 1930 to 1935, he explains the technology that once operated there: rotating light beacons, the concrete directional arrow, teletype weather reporting, and low-frequency radio range navigation.

He also shares his own experience flying his 1941 Interstate Cadet across Wyoming and visiting the site by car in July 2026. Today the site is on the National Register of Historic Places (listed in 2012), but it is deteriorating from weather, vandalism, and neglect, with preservation efforts focused on the generator shed and light beacon led by local advocates, the town's airport board, and groups like the Recreational Aviation Foundation. Riedener hopes his article raises awareness and encourages others to get involved in preserving this piece of U.S. aviation history.

Chris will be presenting the history of Medicine Bow at EAA Chapter 42 on November 4th at 6pm at Dave's Hangar at the Boulder airport: 3393 Airport Blvd.

Chris can be reached at: **chris.j.riedener@gmail.com**

To access the article: Medicine Bow Airport.pdf - Google Drive

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

ON THE HORIZON

CPA FLY-IN NEWS & LISTINGS

Christmas in January- Rocky Mountain Metropolitan Airport

Christmas in January

Be there for the big Fly-in reveal!

The 2027 Fly-in Rollout meeting will take place on Saturday January 9 from 8:30 AM to Noon in the Flatirons meeting room in the terminal at BJC. From 8:30 to 9:00 we'll meet and greet each other with coffee, fruit and pastries with the meeting starting at 9:00.

Unlike in past years, this will be the first time event locations and activities are released by hosts who will remain anonymous until then. Not even the Fly-in Committee chairman will know these in advance. It will be an exciting time and we encourage member participation. Be there to socialize with your fellow members and get a head start on next year's flying season!

Stay up to date with Colorado aviation events here: https://bit.ly/COAVevents

2026 CPA Holiday Dinner Buffet…A fun evening with flying friends!



We're moving to a new venue for our annual gathering of Colorado Pilot Association members to celebrate the holidays. Plan to attend our 2026 holiday dinner. The Denver City Park Tavern will host us this year in their modern, centrally-located facility. The City Park Tavern located at the City Park Golf Course offers a warm setting with expansive views of the Front Range. It lends itself well to visiting with friends that you haven't seen in awhile. If you haven't been to one of our holiday dinners, give it a try.

2026 CPA Holiday Dinner Buffet

When: Sunday, December 6, 2026
Where: City Park Tavern
3181 E. 23 Avenue
Denver, CO 80205
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: November 23, 2026

Registration:
Name:_____ Guest:_____

Phone#_____
Number attending:___ x $60 = $_____

Buffet includes: Prime rib or grilled salmon, garlic mashed potatoes, asparagus, salad, dinner rolls, dessert, and choice of drink.

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

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