

CPA FLIGHT LINES

Volume 25, No. 3

March 2008

In Memory Everett L. Aden

Served on the
Front Range Airport Authority
1984 - 1992



Born May 1921, Rising City, Nebraska
Died January 2008, Brighton, Colorado

Pioneers of Aviation



www.ColoradoPilots.org



President's Message

by CPA President

Sarah Jane Dolliver

One of the many benefits I derive from serving as President of CPA is my pride in CPA's members. Last month Colorado was the host of AOPA's Pilot Town Meeting with AOPA's President, Phil Boyer.

There were over 550 Colorado pilots in attendance, and a huge number of those attendees were CPA members. Mr. Boyer announced at the meeting that Colorado's was the largest PTM crowd EVER! Our own AOPA Liaison, Bill Hamilton, sent me an email in which he said: "...kudos to CPA for making (the large crowd) happen. It just goes to prove what I tell my regional rep. colleagues and anyone else who will listen: Colorado is blessed with the best state pilot organization in the entire 50 states!" My thanks to all of you for coming out and attending the PTM! You are the reason the meeting was such a success! Thanks for the kind words, Bill – and WAY TO GO, CPA MEMBERS!

Moving to another topic, EAA's AirVenture in Oshkosh will be July 28th through August 3rd this year. CDOT's Aeronautics Division will have a booth at AirVenture, and they have very kindly offered to share their space with CPA. Several of the Board Members are attending and will be manning CPA's portion of the booth. If you are going to AirVenture and would like to help work CPA's booth, please contact me. I know our volunteers would appreciate the break; and it would be a great opportunity for all of us to meet new people and show off Colorado and her pilots!

Blue skies
- Sarah

Colorado Pilots Association Scholarships

Know a college-bound student (or one already in college) that has a passion for aviation and wishes to make it his or her life's work? Be it flying, maintaining or designing an aircraft, managing an airport or charter company? Perhaps being a dispatcher for a Major Freight or Medical company is more appealing? Visit the CPA website for more details and an application. Help today's youth become the future of aviation.

The Old Killer Strikes Again

by: Drew Chitica, DPE

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From the Safety committee

Bill Linenberger, Chairman

What reportedly happened: A multi-engine rated Private Pilot with no instrument rating on a cross-country under Visual flight Rules (VFR) encountered Instrument Meteorological Conditions (IMC) along the route of flight. After pressing on into these deteriorating conditions for over thirty minutes, he finally asked ATC for vectors to the nearest airport. Two airports, both reported less than VFR conditions were pointed out when the pilot declared he was low on fuel. With ATC's guidance he made four unsuccessful attempts at an instrument approach procedure (IAP). On the fifth attempt both engines failed due to lack of fuel and the airplane was destroyed during the ensuing forced landing. The two occupants survived with injuries.

Probable cause: The pilot's decision to continue VFR into IMC resulting in loss of engine power due to fuel exhaustion.

The pilot – and the passenger – were extremely fortunate to survive this experience. The first major mistake was, of course, continuing into IMC while not IFR rated. Many of us have seen a blurb which was circulated a number of years ago titled “123 seconds to Live”. It was the result of a study whereby non-instrument rated pilots were placed in IMC during flight. The average time it took for these pilots to lose control of their airplanes was...123 seconds. Just a hair over two minutes. Not long at all. The most famous example of this was the JFK junior crash into Long Island Sound a few years back.

The reasons given for their actions – by the fortunate few who survived such an experience – have ranged from thinking conditions just weren't that bad to thinking since it was a clear night they need not consider the ‘black hole effects’ of night flight to over-estimating their own skills as a pilot to the oldest one in the book – “Get-home-itis”. The result of all these erroneous thought patterns and poor Aeronautical Decision Making (ADM) is “The Old Killer”...VFR flight into IMC. I will admit, I allowed this to happen to me ONE time and indeed, I was fortunate enough to exit the experience with an intact airplane and a “James Bond Martini” experience...shaken and stirred. Ask me about “Woodward, Oklahoma” sometime; I will be more apt to relate the story if your request is accompanied by a glass of good scotch, but I will share the particulars with you so you do not have to experience what I did.

By the way, An interesting drill to illustrate just how erroneous one's feelings can be versus trusting the flight instruments goes like this: With a safety pilot clearing the airspace for you while you fly, close your eyes, put your head down on your chest and tilt your head to one side. Just maintain (the feeling) of straight-and-level. When the safety pilot can't stand it any longer they should tell you to open your eyes. Do that, bring your head erect and take whatever action you deem correct to recover from the unusual flight attitude you'll be in. I can almost guarantee you will be in a nose-low steepening bank with airspeed increasing. This situation is the beginning of the fabled "Graveyard Spiral", the end result of which pretty much ensures a closed-casket ceremony.

One of 'Drew's Rules' applies here: If you keep flying when the sky is nasty, bumpy, treacherous and cloudy, it's guaranteed that when they bury you it will be beautiful, clear and calm." 'VFR into IMC' is a proven killer, but like a spider it does not reach out for its victims, it lures the victims to come to it. Don't do it – ever! A motel room is a lot less expensive than the deductible and certainly a whole lot less trouble than a burial plot.

Drew chithea is an FAA-designated Pilot Examiner and Master CFI for Denver and the Front Range with logged time in over 100 make/model aircraft. He can be reached at 303-638-7181 or through www.ColoradoSkymaster.com

Denver Meteorologist Promotes Aviation Weather and Safety

Chris Dunn, Chief Meteorologist with Denver KDVR TV Fox 31 and 2005 winner of the AOPA Max Karant award for excellence in aviation journalism, has just launched a new, free internet resource at www.theflyingweatherman.com

"Our goal at The Flying Weatherman web site is to provide a place to learn, ask questions and help pilots become more weather-savvy. We have organized www.theflyingweatherman.com for the general aviation community with links to several important sites-Learn to Fly and the Air Safety Foundation," explained Instrument-rated private pilot Dunn.

In 2005, Chris Dunn became one of the very first television weathermen in the country to achieve the prestigious Certified Broadcast Meteorologist designation from the American Meteorologist Society. Dunn is a mission pilot for Angel Flight and a member of the Civil Air Patrol. Chris has taught aviation meteorology at the college level, combining his knowledge of weather and love of general aviation. Visit www.theflyingweatherman.com and learn more about weather and flying from enthusiastic pilot Chris Dunn.

Time for a New ELT

Leonard Ginther, CAP Liason

121.5 MHz Emergency Locator Transmitters monitoring Stops February 1, 2009

After February 1, 2009, when National Oceanic and Atmospheric Administration (NOAA) shuts down the current monitoring system, there will be no direct alerting to Search and Rescue groups for a 121.5 MHz signal. The decision to drop this support was made as far back as 1992.

As far back as 1967 there were long searches for missing aircraft and people who survived as long as 54 days after a crash yet starving to death at the crash site. California and Washington states passed state laws requiring Emergency Transmitters, and Colorado, New Hampshire, and New Mexico were working on state laws when a Federal Law was introduced by Colorado's own Senator, Peter Dominick.

After proof of concept and agreements with several countries in 1982 satellites were launched and up to 2007 over 22,058 lives across the world have been saved, 5748 in the United States alone. The initial system was designed as a temporary system until a more permanent system could be designed. Please keep in mind that the initial Air Traffic Control system has been modified several times since inception in 1956 and continues to be improved even to this date.

In 1998 a new Emergency Locator system became fully operational using 406 MHz. The Federal Aviation Authority (FAA) added a regulation that required most aircraft to have Emergency Locator Transmitters (FAR 91.207).

The 121.5 MHz Emergency Locator Transmitter (ELT) operates on a frequency that is covered by a multitude of devices. Even a laptop Personal Computer unintentionally broadcasts on that same frequency. This is one of the reasons the Airlines have requested that personal computers and MP3 players get turned off during approach to airports. Only 1 in 8 alerts detected can be attributed to actual beacons. For an ELT signal to be relayed to ground stations by the satellites, the ELT and ground station must be in line-of-sight with the satellite. This means that when satellites are not in contact with ground stations the emergencies are not detected. There is no way to tell how many signals have been missed.

The new 406 MHz beacons broadcast in a unique band. Along with the 121.5

MHz homing signal, the 406 MHz signal sends a unique serial number that by law is required to be registered on a database which contains the owner and emergency information. The 406 MHz signal can include a location from a GPS. This information can be stored on the satellites and sent to ground stations when the satellite comes in sight of a ground station. Accuracy of the locations should narrow the search area by a large amount.

Another benefit of the 406 MHz system is that there are geostationary satellites that can detect a 406 MHz signal almost instantaneously. However, unless the ELT sends a GPS coordinates, these satellites cannot determine a location. The location is determined by another satellite in low Earth orbit, like the 121.5 MHz signals.

Please note that the maritime organizations have supported a change over to 406 MHz and updated legislation to support the changes. As of December 31, 2006 no 121.5 MHz beacons are certified for Emergency Position Indication Radio Beacons (EPIRB).

January 1, 2004 regulations were changed to require aircraft over 18,000 lb. to carry 406 MHz beacons. January 1, 2005 the rules were expanded to cover, "extended flights over water," and "commercial air transport," as well. After 16 years general aviation groups have not taken any action to change requirements or alert flyers.

How will this affect you?

406 MHz beacons run from \$500.00 to \$3,000.00 in cost. These costs will be reduced as there is more demand making production more profitable and more brands to compete with.

How will this affect Search and Rescue Teams?

Less than 50% of the people who purchase new Emergency Beacons register them. It takes more effort to contact owners to verify the nature of the emergency. Less than 30% of the ELTs survive the crash. This still makes the possibility of not finding wreckage very high.

Last but not least, there has been no support for changing to 406 MHz beacons from general aviation groups. One group tells people that there are monitors listening for 121.5 MHz beacons.

There will be no direct alerting to Search and Rescue teams for 121.5 MHz beacons without 406 MHz signals after February 1, 2009 when NOAA drops the 121.5 MHz monitoring system.

The only monitoring will be by pilots listening to 121.5 on their radios. They will not have any way to notify Emergency Services directly. Any reporting will be second or third hand methods. Everybody knows how information can change when passed through multiple people.

A large number of the 121.5 MHz ELTs I have chased in the past have been people testing or maintaining ELTs and accidentally leaving the ELT running. Without the current systems many of the old 121.5 ELTs will run until their batteries wear out with no response.

PIONEERS AMONG US ARE GOING WEST

Everett L. Aden

May 5, 1921 – January 7, 2008

Charles L. Aden, member of Colorado Pilots Association and son of Everett L. Aden

One of the reasons I have enjoyed the association with Colorado Pilots Association has been the opportunity to meet and learn from the pioneers of aviation. They come from the FAA, airlines, FBO's and general aviation backgrounds. Even if you cannot attend every function, these fine folks are ready and willing to give you the benefit of their experiences. Even better was to have one of them as my personal instructor and mentor. This short article is to encourage all CPA members to seek out and learn from these fine folks before we lose them to the "West Wind".

One pioneer we lost recently was my father, Everett L. Aden. Bob Kinney asked me to provide this article for the newsletter for two reasons. Bob & I grew up together and were up close and personal with him and we recognize that we've lost a valuable resource of aviation knowledge and history. I have my personal insight of losing a very important part of my life's experience and a person I respected for all he achieved and taught.

Ev Aden was raised on the plains of Wyoming during the 1920's and 1930's with the exploits of Charles Lindbergh and the aircraft-racing period of the Howard Hughes era dancing in his head. The growth and discoveries of aviation fascinated him as he grew up. He saved every penny to get initial flight training thru the Civilian Pilot Training program. He earned his private, commercial and instructor ratings in that program and proceeded to join the United States Navy in 1941 as a flight instructor for primary and advanced ratings to the new Navy pilots. He then moved on to the Navy Transport Service where he flew the PB4Y, PB2Y, and the Martin, all flying boats. As he told me one time, the only boat the Navy had he wanted anything to do with was the ones

that flew off the water. He enjoyed that experience and it further qualified him with ATP ratings and advanced instrument navigation, which prepared him for what was to come. While he was flying a DC-3 from Kansas to Arizona very early one morning he witnessed, by accident, the first atomic detonation as they flew over northern New Mexico. He wrote a very interesting article about that experience for Frontier Airlines' in-flight magazine called "Trinity". The accidental part of it was that nobody thought that the explosion could be visible that far away and their flight plan had not been altered. Many other military and civilian aircraft were re-routed to avoid the event.

After Ev's service to our country, he joined the new but growing commercial aviation industry in 1946. A very risky but unique opportunity came up with a new start up airline in Denver called Monarch Airlines when Ray Wilson called him to join them as Chief Pilot and Director of Flight Operations. The exciting part was he could avoid the long line of pilots joining the trunk airlines of the time as a co-pilot. So began a long career of 34 1/2 years as a Captain for Monarch and Frontier Airlines. During his tenure he was a personal friend with Jep Jeppesen, Robert Six and many people from the CAA, which later became the FAA. Ev was an airline check airman for the CAA and FAA for many years. Also, the United Nations Aviation organization known as ICAO (International Civil Aviation Organization) asked Frontier to loan Ev to teach the innovative instrument flight procedures that Ray Wilson, Ev and Jep had designed and used to provide reliable all-weather commercial airline service to the mountainous terrain of the Rockies which was the primary service area of Monarch and Frontier Airlines at the time. ICAO sent Ev to Iceland and Flugfelag Island Airways to introduce these instrument design and pilot training programs to the Icelanders. They were most appreciative and expressed great zeal to adapt the new program in training and operations and they proved to be a great economic improvement to the country. A few years later in the late 1950's, ICAO called again to send him to Canada to Saskatchewan Government Airways for the same type of training for the Canadians. He kept many friends his entire life from these missions and I got to meet several of them and heard firsthand what they thought of my father which didn't hurt my already elevated picture I had of him as a remarkable man.

Many of you in the Denver area may remember the Denver Post/Frontier Airlines "Flying Cross" that flew over the Denver area every Christmas eve until 1959. That's when dad, who had flown the special DC-3 for thirteen years, flew it the last time. Dad's brother, Dean, a very capable mechanic at Frontier and I were talking of this after the funeral and he said the extensive work required to fit the cross on the airplane required that only one airplane in the fleet be modified for the mission. It flew passengers the rest of the year. Everett earned many awards and accolades over the years but some especially

humbled him. He was selected for the Pioneers of Aviation exhibit at the National Air and Space Museum and the Laureate selection for the Colorado Aviation Historical Society. He logged 33,494 flight hours at the time of his airline retirement in May of 1981 but never logged all the general aviation instruction and training he did up to 2004 when he stopped flying, so we don't know what his total flight hours were. There is one especially remarkable fact from his career caused primarily because he just loved to fly. He served his entire commercial aviation career without taking one sick day!

My primary purpose for this article is to encourage all of our members to recognize those among us who have been involved in this remarkable joy we share called flying, and appreciate each one for their unique and valuable contributions to aviation and talk to them before the "West Wind "blows again.



Congressman Calls FAA 'A Rogue Agency' Following Spokesman's Comment

The latest salvo fired at the FAA by the National Air Traffic Controllers Association deals with new, highly-controversial "fan-out" departure routes from Philadelphia International Airport.

Responding to NATCA complaints that controllers' concerns over the safety of the new procedures were not considered, FAA Spokesman Jim Peters is quoted by the Delaware County Daily Times as responding, "If any controller at the Philadelphia Airport believes that these procedures are unsafe, they should look for work elsewhere."

NATCA President Patrick Forrey responded by calling the comments "the height of arrogance from an out-of-control agency that is now trying to stifle whistleblowers, intimidate union members, and discredit controllers' commitment to safety."

On Monday, NATCA's outrage was shared by two US Congressmen -- Democrats Joe Sestak of Pennsylvania, and Robert Andrews of New Jersey.

"The recent remarks attributed to Jim Peters demonstrate once again that the FAA is a rogue agency," said Sestak, a retired admiral. "The idea that professionals who have concerns about safety should 'find another line of work' is an outrage. Everywhere in our society—from the military to hospitals to mines to food processing facilities—responsible organizations emphasize safety first and reward professional employees who identify safety deficiencies."

The US Airways chapter of the Air Line Pilots Association has been critical of the new practice of publishing a 255-degree departure heading, then assigning pilots a different heading just before takeoff.

The entry into the fray by the two congressmen might be a sign of genuine concern, or a reflection of their need to find issues which push the public's buttons in a year when both are up for reelection.

Events & Flyins for Feb/March

Mar 28 thru 30, 2008 Fly-In to Tucson, AZ TUS

Tucson, AZ Tour the Pima Air Museum, Sonora Desert Museum and hike in the desert among the Saguaro cacti. The only remaining Tital II missile site is just 20 minutes south. Saturday dinner at Pinnacle Peak Steak House will include a shoot out and the possibility of seeing your favorite CPA member go to jail!

Info: Lynn or Shirley McCullough 719/852-5890

Email:silvereagle56@wildblue.net

Apr 12 thru 13, 2008 Painted Desert & Petrified Forest Nat'l Park Fly-In Winslow INW

Winslow, AZ Enjoy auto touring and short hikes among the spectacular scenery of this national park. Brilliant colors and panoramic views make this an unforgettable adventure. Overnight stay and Saturday dinner at the famous 1920s-era La Posada Hotel in Winslow.

Info: Dean Jaros 970/686-1233 or Jan McKenzie 970/686-1233

Email:mckenjn@yahoo.com

Colorado Pilots Association Renewing Members

Doug Blake, Denver
Chic Koran, Dillon
Craig Kauber, Colorado Springs
Peter Paul Luce, Englewood
Vanita Gallo, Aurora
Cliff Chetwin, Littleton
Stanley Specht, Lakewood
William Burkard, Longmont
Gerry Zimmerman, Brighton
Paul Stooksbury, Fort Collins
Brenda Sue Beltowski, Aurora
Alex Hauzer, Golden
Raymond Watts, Fort Collins
Harlan Ribnik, Cheyenne, WY
Mark Kolber, Greenwood Village

Karen Kemke, Brighton
Charles Wendt, Iowa City, IA
Bob Jones, Littleton
Jay Seavy, Penrose
Kevin Condroski, Broomfield
Jack Wilhite, Morrison
John Kane, Littleton
Cleon Biter, Lyons
Mark Lister, Denver
Frank Hoffman, Bennett
Dave Losapio, Fort Collins
Stan New, Foxfield
David Suckling, Longmont
Bob Stucklen, Loveland
Barbara Fey, Greenwood Village

Remember: The newsletter is available online at the CPA website in
FULL COLOR! the first of every month. Check out
<http://www.coloradopilots.org>

The Safety Program is Dead, Long Live the Safety Program!

Many of you have probably heard that the kingdom's (FAA) WINGs safety program, which resulted in dramatic reductions in the accident rate of participating pilots over the past two decades, passed away on December 31st after a long bout with bureaucratic chronic wasting disease. The program is survived by several volunteer FAA safety counselors who, out of respect for the deceased were renamed FAASafety Team Representatives. Fortunately the pallbearers learned in the eulogy that a new WINGs program was born on the same day and would immediately assume the throne. The new ruler promised to continue the successful practices of the previous regime combining both ground safety seminars and flight time with a CFI of the pilot's choice to enhance each pilot's safety perspective and capability. It was also announced that instead of the "one size fits all" approach of the previous regime each pilot would now be allowed to customize the program to fit his/her individual needs while still providing credit towards the participating pilot's BFR, if the subject chooses this option. Several of the kingdom's businesses promised to offer product discounts, insurance reductions, and accident forgiveness to subjects participating in the new program. For additional information on how to become a safer subject contact the kingdom's local representative (your CFI or a FAASafety Team representative!).

Cliff Chetwin
FAASafety Team Representative

An Anniversary Trip from Colorado

*Originally published in the Boulder City, NV **Tale Rotor**, the airport's newsletter.*

Karen Bigelow and her husband, David Grossman flew in Saturday, February 16th from Aurora, CO in 732YQ a Cessna 210, where they are active members of the CPA. Karen, a commodities trader and David a retired FAA aircraft certification inspector met 5 years ago over coffee and breakfast, and have celebrated their anniversary ever since by flying to, in Karen's words, "exotic places" to honor their first encounter. They contacted this FBO earlier this week to arrange for transient parking, fuel and accommodations. We were able to provide them with all of the services they required. They were delighted with their trip, enjoyed staying at the Boulder Dam Hotel, river raft adventures, an unexpected treat was finding out that their niece was staying in LV, so they got to visit her in town for dinner, a Dam tour and of course breakfast at the "Coffee Cup" to celebrate their anniversary. On their last evening they enjoyed a nice dinner at the Hacienda. Karen and David have 3 children, 25, 29, and 34 and are looking forward visiting them in Madrid in the near future. They both recommend that everyone check out the Colorado Pilots Organization web page. They intend to go home and encourage everyone to fly into BC Airport, Stars and Stripes, and us!!!

[Ed note: Unfortunately neither photo reproduced well for our newsletter. Sorry Karen & David - it looked great in the Tale Rotor!]



Fly Mart



Fly Mart is a free service provided only for CPA members. If you have a personal AVIATION related item to list, please submit your ad to the *Flight Lines* editor Blanche Cohen, via email to blanche@acm.org

Deadline is the 15th of each month, to appear in the following month. Your ad will run only once unless you contact the CPA editor prior to the 15th of the following month and request the ad to run again.

A Reminder - Aviation Weather for Pilots

Jeppesen and Independence Aviation are sponsoring a series of seminars on that topic we never seem to learn enough:

Please join meteorologist Mike Cetinich for an informative, in-depth look at aviation weather. Classes will take place on the third Saturday morning of each month from 9:00 am to 12:00 pm at the Clarion Hotel at KAPA. Note the schedule - the six-week series repeats, so if you miss one, you can catch it on the next round.

Mar 15	Thunderstorms
Apr 19	U.S. & Intl Weather Patterns
May 17	Winter Flying
Jun 21	Mountain Flying

To register call Sharol at Independence Aviation: 303.858.1600

Publication Notice

The Incredibly Tiny, Fine Print

Articles for CPA Flight Lines are sought from members and other organizations. Stories and articles can include flying tips, rebuilding and restoration experiences, special trips, activities, etc. All articles and letters should be sent via e-mail to:

Blanche Cohen Editor,
CPA Flight Lines, phone: 303/755-1525 (H),
email: blanche@acm.org

Please do not send formatted material, send only plain text. Any photo format is fine but please, no cell phone photos. They don't reproduce well in the printed version of the newsletter. Material for publication will be accepted up to a deadline of the 15th of each month. CPA Flight Lines shall reserve the right to accept, refuse, or edit any material submitted. Publication of articles and opinions in CPA Flight Lines is not an endorsement by the Association, nor does the Association assume responsibility for the accuracy of the information contained in CPA Flight Lines.

Newsletter Printed by

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Alliance for Aviation Member: Legislative Update

Congress recently passed an extension of the FAA taxes and contract authority so that capital programs and programs such as the Airport Improvement Program (AIP) can go forward at airports across the nation this year. While it would have been better to have a four-year bill passed already, we are hopeful this will provide short term stability for all stakeholders in our national aviation system. This latest extension expires June 30, 2007. Between now and June 30 we will be working very hard to let Congress know that in order to make the long term improvements to our Air Traffic Control System it is essential that we get a four year FAA bill done and not another extension.

The next six months will be a vital window for us to continue to work with Congress to get a bill - and the last best chance to pass legislation this year. I have attached a brief summary of the bill we support in the Senate (S. 2345) and concerns we have regarding another bill that was passed last year by the Senate Commerce Committee (SB 1300).

[Ed Note: Sample Letters and the analysis are posted on the CPA website due to the length of the documents]

WRITE YOUR SENATORS TODAY!

I am attaching a draft letter to both your Colorado Senators concerning the importance of getting an FAA bill done this year and the need to follow the common-sense, fuel tax based approach that is supported by the Alliance and the GA community, the House of Representatives, the Senate Finance Committee and a strong majority of U.S. Senators. Feel free to include any of your specific concerns in the letter or you may send it as it is written. It is important that both your Senators continue to hear from us, especially

Please feel free to contact me with any questions, concerns or ideas.

With thanks,

Ernest C. Baynard IV

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