

CPA FLIGHT LINES

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April 2008



Andy Parks displays a replica of a vintage WWI Fokker D VIII under construction in the Restoration Hangar of the Lafayette Escadrille Flying Museum at Platte Valley Airpark. The beautiful high wing monoplane with its distinctive black and yellow checkerboard fuselage is being scratch built from a set of original plans. The Museum hopes to have the aircraft completed and ready for its initial flight at the Platte Valley Airport Spring Fly-In on May 17



www.ColoradoPilots.org



President's Message

by CPA President

Sarah Jane Dolliver

One of CPA's new members, Barry Roberts, made the comment to me that the statistics on accidents and runway incursions never seem to decline, even with all the safety seminars and brochures available, and that perhaps people are becoming desensitized to the statistics.

Barry and I started discussing to what extent human factors might be playing a role.

Pilots are, by nature, a very special and elite group of people. We enjoy a privilege never contemplated by most of the population and have indeed worked very hard to obtain that privilege and title. But in the time since we received our "ticket" have we forgotten the five hazardous attitudes we learned about: anti-authority ("Don't tell me"); impulsivity ("Do something – quickly"); invulnerability ("It won't happen to me"); macho ("I can do it" or even better – "Watch this")(and how many pilots do we all know THAT one applies to); and last but not least, resignation ("Oh well..."). When reviewing accidents, maybe all of these attitudes played one or more contributing roles.

When discussing runway incursions, the classic stressors come more to my mind. Physical (temperature extremes, noise); physiological (fatigue, sleep loss, missed meals); psychological (self-imposed demands, perfectionism); and sociological (death in the family, divorce, lost job, pressures from the boss). Stress is a response to circumstances that change the physiological and psychological patterns of our functioning.

I, for one, am guilty of having allowed sociological stressors (the death of my parents and pressures from my job) to inhibit my concentration while doing even the most mundane acts as a pilot – my preflight walk around and even taxing to run-up. I've found myself asking more than once "What am I doing?" I should have stopped right there, but I didn't. I pressed on. Was I lucky I didn't have or cause an incursion – YOU BET!

I'm going to try to learn to leave the stressors behind before I ever open the hangar door. I also know that's much easier said than done. But I've got to do it. How about you?

Blue skies –
Sarah

PROP THE STEED N' FLY TO CREED

August 16-17

Nicholas Creede in early 1889 hit an extensive vein of silver in the Willow Creek Canyon sparking the last great silver boom in the United States. By 1890, the area's population exploded to 15,000 overnight. Shipping 1 million tons of ore every month Creede was one of the largest producers of silver in the country. In December 1893, Congress repealed the Sherman Silver Purchase Act of 1890. The price of silver plummeted. Within a few weeks all but a few of Creede's operational mines shut down. Mining came and went throughout the years until 1986 when the last mine the Commodore closed. Colorfully, several outlaws called Creede home, e.g. Bob Ford (killer of Jesse James), while gamblers like Poker Alice Tubbs and Calamity Jane Bourke shared the spotlight with lawman Bat Masterson.

Today Creede remains a vital yet breathtaking mountainous community. So come fly along and cruise through a one-of-a-kind historic destination with the Colorado pilots!

After arrival, horse drawn chuck wagons 'load 'em up & move us out' for a scenic ride up the canyon before enjoying a cookout lunch. Choices for afternoon activities are; touring an underground mining museum, stroll and browse through the town's quaint shops, view works of the Creede Mountain Shootout (professional and amateur photographers) or a scenic hike. Afternoon activities will be followed by Happy Hour before dinner at the Historic Creede Hotel. Theater, Calderon de la Barca's "Life is a Dream," will top the evening. Creede's Repertory Theatre should hold an evening of great entertainment and has been reviewed as "One of the best theatres to see the lights way off Broadway"---USA Today, 2006

Sunday will allow for a quick hike, a drive through the old mining district or an earlier flight departure back to the barn. Watch for the registration flier in the May edition of Flight Lines.

Mining Museum: creedeminingmuseum@hotmail.com

Creede Repertory Theatre: www.creederep.org

Creede Visitor's Guide: www.creede.com

Contact:

Shirley & Lynn McCullough: shirleymc@wildblue.net, phone: 719/852-5890

Lynn Ferguson: willflycessna@msn.com, phone: 303/651-0708

A Runway By Any Other Name

© 2008 by Drew Chitica, DPE

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I had an illuminating experience the other day while doing some flight training with a client. We were at Centennial Airport but this could just as easily been Jeffco (*Excuuuse me...Metro*) or any other airport with parallel runways. We received the clearance “Cessna Zero Zero X-ray” (the N-number has been changed to protect the guilty...or innocent...) runway 35 Left, cleared to land.” My client replied, “Roger, Cessna Zero Zero X-ray cleared on the left.” The tower then repeated the same clearance and my client answered the tower’s transmission the same way. The tower then repeated the same clearance for the third time and since we were on short final my client answered, “Roger, tower, we’re cleared *and are now landing on the left!*” After we landed on and cleared the runway onto the Bravo taxiway we received a cryptic “Cessna Zero Zero X-ray, advise when you are ready to copy a phone number to discuss a possible pilot deviation.”

Hoo-boy – a call-the-tower chewout! Reminds me of my Dad saying “Go out yonder and cut me a switch so’s I can thrash you.” My client and I discussed the matter between ourselves and could not for the life of us determine what we had done wrong. And to add to my consternation, my client said, “Why don’t you call them while I’m putting the airplane away?” Sheesh! Another reason why I earn the proverbial ‘Big Bucks’...(not)! So I call the tower and in my most conciliatory and cooperative tone of voice asked “Why do you want to beat me?”

To make a longer story shorter, it turns out that all the tower wanted from us was a *complete* readback of the runway name for which we were cleared. Not just “...cleared on the left.” but an insure-no-mistakes-are-made “...cleared on 35 Left.” The tower controller explained to me that as part of the nation-wide emphasis on reducing runway incursions a *specific and complete* readback from the pilot of all runway clearances and runway hold-short instructions was now in effect. Adding to the explanation he mentioned it could be inferred that there are two ‘Left’ runways at the airport (35 Left and 17 Left). So there is zero doubt or mistaken assumption in the mind of the pilot about the *exact and specific runway* onto which he is cleared, an *exact and specific readback* of the runway clearance is expected and now demanded by Air Traffic Control (ATC) in the tower.

So the beating I was expecting – and it didn’t hurt...much – really turned into a great safety lesson: When cleared to or onto *any* runway, read back the *complete runway name*. Think about it, confirm it, and then accomplish it. This

technique should help in operating on the exact and specific runway you should be on. And you then do not have to agonize over which switch you should cut for your own beating.

Drew Chitica 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

From the Safety Committee
Bill Linenberger, Chairman

Joe Thibodeau Named to CAB

The Colorado Pilots Association is very pleased to announce that Governor Bill Ritter recently appointed CPA member, Joseph H. Thibodeau, to a three-year term on the Colorado Aeronautical Board ("CAB").

The seven-member Colorado Aeronautical Board was created by statute in 1988 and is responsible for aviation development in Colorado. Members of the Board represent specific statewide aviation interests.

Appointed by the Governor to serve three-year terms, the Colorado Aeronautical Board is designed as representative of both governmental and aviation-interest constituencies.

By virtue of Mr. Thibodeau's appointment, he will now also become CPA's Aeronautical Board Liaison. Joe's first meeting as a CAB member will be April 18, 2008. Joe has said that he'll strive to keep the CPA Board and members apprised of matters before the Aeronautical Board, and that he'll look forward to and appreciate our input. He also thanked CPA for its support in the nomination/appointment process.

The Colorado Department of Transportation Aeronautics Division administratively supports the Colorado Aeronautical Board on issues of aviation safety, as technical advisors, as support of government and individual aviation needs through entitlement reimbursements of aviation and fuel tax revenues and a discretionary aviation grant program, as well as in maintaining the state aviation system plan.

Our heartfelt CONGRATULATIONS to Joe Thibodeau!

Sarah

www.colorado-aeronautics.org/aeroboard.htm

Darrel Dilley Named FAA Northwest Mountain Region Certified Flight Instructor of the Year

Darrel Dilley, a Colorado native from LaSalle, Colorado has been named the 2008 Certified Flight Instructor (CFI) of the Year by the Federal Aviation Administration's Denver Flight Standards District Office, and its Northwest Mountain Region which covers the seven state area of Colorado, Wyoming, Montana, Utah Idaho Oregon and Washington. He will be presented both awards during the annual Denver FSDO Banquet on March 8, 2008

Dilley, a graduate of Metropolitan State College of Denver, earned his CFI rating in 1974 in both airplanes and gliders, and his certification for instrument flight instructing in 1975. He is also a multi-engine instructor.

Dilley flew multiple aircraft for the U.S. Navy, and was hired by Ozark Airlines in 1979, which eventually merged with TWA. Dilley has flown for United Airlines since 1992, where he was selected as a Pilot Instructor and has logged over 14,000 hours of flying time, and over 8,000 hours as a flight simulator instructor and check airman. He presently flies and instructs in the Boeing 777. Dilley is among a select few in the United States who have earned a Gold Seal CFI with a National Association of Flight Instructors Master Designation.

Dilley remains active in many areas of aviation, and presently serves as the Chief Flight Instructor of the Blue Sky Flyers flying club, based at the Greeley-Weld County Airport, Greeley, Colorado, serves on the Greeley-Weld County Airport Authority Board of Commissioners, the Experimental Aircraft Association (EAA) as a Flight Advisor, the Airline Pilots Association Air Safety Committee, and as a FAASTeam Lead Representative for the Federal Aviation Administration. In his spare time is rebuilding his Starduster Too biplane.

32nd ANNUAL DENVER-TO-JACKPOT, NV AIR CLASSIC

Saturday, July 12, 2008
Departure: Rocky Mountain Regional Airport (BJC)
Registration Form & Information
ColoradoPilots.org Event Calendar

The Flyin Commandments from Bob Kinney will be found thruout this issue. If you're going to join us at one or more of our Flyins, these will be a great reminder about Flyin Etiquette.

Events & Flyins for April/May/June

APR 12 - 13 PAINTED DESERT & PETRIFIED FOREST NATIONAL PARK FLY-IN, Winslow (INW), 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 are at the famous 1920s-era La Posada Hotel in Winslow. Info: Dean Jaros or Jan McKenzie, 970/686-1233 or mckenjn@yahoo.com

MAY 3 Fly-In to LEXINGTON, NE (LXN). The Heartland Museum of Military Vehicles has more than 60 jeeps, trucks, half-tracks and tanks on display; a Bradley fighting vehicle and several Vietnam-era Huey helicopters. Most are operable, thanks to local vets and other volunteers who have restored them. Plan on being picked up at the airport in a real military vehicle! After lunch and visiting the museum, return home by Cabela's as an option. This is an inexpensive, fun, one-day adventure to a destination only 250 nm from Denver. Info: John E. Mitchell 970/217-1004 or johnm@lamar.colostate.edu

MAY 17 PAGOSA SPRINGS, CO (PSO). PSO Pilots & Avjet Corp. invites all CPA members to their pancake breakfast. Come early & spend the weekend enjoying mountain hospitality; activities include golfing, river rafting, fishing, hiking, biking and Great Pagosa Hot Springs. Info: Nancy Torrey 970/731-2127 or ntorrey@avjet.com

MAY 31 - JUN 1 FLY-IN to GATEWAY, CO (Hubbard Airport 9CO3). Stay at adobe style Gateway Canyons Resort and world class auto museum (<http://www.gatewaycanyons.com>). Activities include mountain biking, kayaking, fly fishing, horseback riding and hiking. Hubbard Airport is a 2,600 foot dirt strip adjacent to the resort. Backcountry pilots have opportunity to camp out Saturday night on nearby Dolores Point Airstrip. Walker Field (GJT) is a scenic 60 mile drive for those who would rather land on pavement. Info: Bill Meine 303795-2755 or wmeine@comcast.net

JUN 7 FOURTH ANNUAL JEFFCO AIRPORT OPEN HOUSE AND FLY-IN, Rocky Mtn Regional Airport (KBJC), Broomfield. Gates open at 9:00 a.m.; event free to the public. Aircraft static displays, military aircraft and displays, aerobatic performances and fly-bys, an FAA Wings Safety Seminar, food concessions and the Colorado 99s Pancake Breakfast. Info: Wayne Hammack 303/469-7479 or wayne@hammackgroup.com

JUN 21 CPA MOUNTAIN FLYING - HIGH ELEVATION AIR-PORT OPERATIONS GROUND SCHOOL, Tower Building, Centennial Airport (APA), Englewood, CO 8:30 a.m. - 5:00 p.m. Course designed to prepare pilots for flight over mountainous terrain and high elevation airports. Fee: \$185 for CPA members, \$200 for nonmembers (inc. course materials). Optional flight portion of course may be taken at pilot's discretion, and cost, at a later date. Info: Terry Barbo 303/367-0670, tbarbo@comcast.net or CPA Website at ColoradoPilots.org

JUN 21 VAN AIRE FLY-IN / DRIVE-IN, Van Aire Airpark (CO12), Brighton. Open House for CPA members and guests; arrive at 10:30 a.m., lunch at noon; donation for lunch. Info: Bill Teater 303/659-7329, 303/489-1310 (cell), or bteater@qwest.net

JUN 20 - 22 VALENTINE, NE, Miller Field (VTN). Canoe the Niobrara River, staying at Days Inn, group dinner Saturday evening. Info: Carl Talkington 303/460-8127 or carlmt45@indra.com

JUN 27 - 29 EAA ROCKY MTN REGIONAL FLY-IN, Front Range Airport (FTG), Watkins, CO. Info: 720/299-6160 or rmrfl.org

JUN 28 KELLY AIRPARK FLY-IN BREAKFAST, Kelly Airpark, Elbert, CO (CO15). Breakfast served 7:00 a.m. - 11:00 a.m. Rain or Shine; aircraft parking on grass. NOTE: traffic pattern east side of Rwy 17/35; UNICOM 123.05; AWOS 134.37, runway 3800 x 36 ft., elevation 7,050; see Airnav.com or Web site www.kellyairpark.com; bring your own tie-downs. Info: Frank Niehus 303/648-3461 or flniehus@aol.com; or Carl Gross 303/648-0056 or carlgross@mesanetworks.net

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

Flyin Commandment #2

Register as early as you can. Send in your event registration as early in the process as you possibly can. This helps the sponsor with early planning and allows him/her to make advance projections as to the number of rental cars needed, accommodations required, etc. Even though the sponsoring pilot probably would make every attempt to help you out, please don't contact him/her after the registration deadline to request a late registration. To expect this person to squeeze one or two more folks into the program late in the process is unfair and quite often, a lot of work.

Rick Carroll, Aspen Times
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ASPEN — Saturday, March 15, might go down as one of the busiest days at Aspen-Pitkin County Airport. But as far as passengers are concerned, it might rank as one of the most frustrating.

You won't get an argument from those who paid to fly on SkyWest Airlines Flight 6826. Originally scheduled to depart at 12:47 p.m., the Denver-bound flight didn't take off until 7:11 p.m. — the day's longest delay. Of the 30 commercial flights scheduled to leave Sardy Field for Denver that day, 14 ran late, and two were canceled. Seven of those delays lasted more than one hour.

While that much is clear, determining the reason for the delays is not.

SkyWest pointed the finger at the Federal Aviation Administration, which was dismissive about the claim. The father of one of the stranded passengers suggests both are to blame. And the director of Aspen-Pitkin County Airport, Jim Elwood, takes a neutral position.

More clear is that it also was a monster day for general aviation, with more than 100 private aircraft flying into Aspen that day. The result was bogged-down traffic flow, which stymied commercial flight schedules.

[Ed Note: Can you say "Bizjet?"]

"You're causing a huge inconvenience for hundreds of people who fly into Denver," said Aspen resident Richard Simpson, whose daughter was stuck at the airport for most of the day in question. "I'd like to know what (Washington) D.C.'s policy is, because in my opinion, you're screwing over hundreds of people by letting in extra private aircraft."

[Ed Note: And aren't the SkyWest aircraft "private aircraft" too?]

FAA spokesman Mike Fergus said last week the policy is fairly simple: It's first come, first serve. "An aircraft is an aircraft and there's no preferential treatment unless there's an emergency, he said. "And I can tell you that any delays were not induced by the FAA or Air Traffic Control."

Stranded travelers at the airport, however, were given a different story. They were told, over the airport's intercom, that commercial flights were being grounded because of the high volume of private flights. "It was related to Air Traffic Control, and out of the airline's control," SkyWest spokeswoman Marissa Snow said Friday.

Whatever the case, Saturday's travel woes cast a spotlight on the difficulties general aviation can create at Aspen-Pitkin County Airport. Commercial flight schedules also were disrupted by a major storm a day earlier, which created a backlog of travelers trying to leave Aspen the next day. It was the same case with general aviation that day.

Making matters worse, a private plane slid off the runway that afternoon, prompting officials to close Sardy Field for more than an hour. Also, the FAA did not employ its slot-control system, which regulates the number of aircraft that can fly in out of Sardy Field on an hourly basis. The FAA's Fergus admitted as much, but said that was not a contributing factor to the day's travel hassles.

Despite the overwhelming traffic at the airport that day, Elwood said landings and departures by private aircraft are down 18 percent for the first two months of 2008. While Elwood noted that the onslaught of snow those two months certainly played a part in the decline, he noted this also could mark the beginning of a trend in which more private fliers are switching to commercial.

Elwood pointed out that operations counts (take-offs and landings) for general aviation were 2,336 in January 2007, compared to 1,916 last January. At the same time operations counts for commercial flights increased, from 1,916 in January 2007 to 2,185 last January. Likewise, the trend held in February, with general aviation generating 2,054 operations counts in 2007, compared to 1,604 last February. But commercial increased from 1,868 in February 2007 to 2,163 this past February.

And because of increased landing fees, the airport is reaping more revenues. Elwood reported that general aviation accounted for \$112,692 and \$109,615 in January and February, respectively. The airport brought in \$133,051 and \$133,424 in January and February, respectively, thanks to commercial landing fees.

"There could be a trend that is tying better commercial service to fewer general aviation operations," Elwood said, noting that when Frontier Airlines cracks the Aspen market next month, it will join United Airlines, which for years has provided the only Denver-to-Aspen connection. (United is operated by SkyWest, which also operates the Delta flight to Salt Lake City).

"With Frontier coming aboard, whether or not more (general aviation users) will be interested in flying the airlines, I'm not sure," he said. "But I have heard a number of general aviation (users) say that if we had good commercial airline choices, in terms of available seats, that they would leave their airplanes at home.

Centennial Airport 40th Anniversary Celebration

Centennial Airport, The South Metro Denver Chamber of Commerce and The Wildlife Experience www.thewildlifeexperience.org proudly host the 40th Anniversary of Centennial Airport Luncheon to benefit the Centennial Airport Foundation in support of aerospace education

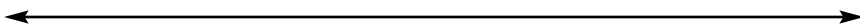
Keynote Speaker: Round-the-World Solo Pilot Barrington Irving,
www.experienceaviation.org

Wednesday May 28th, 2008 11:30 A.M. - 1:30 P.M.
at The Wildlife Experience Museum

Various levels of Sponsor available, Contact Robert Olislagers at 303-218-2907
Individual Tickets \$50. All attendees will receive a poster celebrating the 40th Anniversary of Centennial Airport by noted aviation artist Joe Jones, and a commemorative Challenge Coin celebrating the 40th Anniversary of the Airport

Limited Edition Signed & Numbered Lithographs of the 40th Anniversary Artwork by Joe Jones are available for \$100 ea. to benefit the foundation

For reservations visit www.centennialairport.com or www.bestchamber.com or call 303-795-0142. For more information, please call Centennial Airport at 303-790-0598



More Fly-In Commandments

3. Offer your help. The host pilot can almost always use assistance with the planning and running of the fly-in. If you have past experience attending or sponsoring a fly-in you're even more valuable. Rental cars need drivers. Happy hours need organizing. There are many details that need attention that you can help with. If you offer and your help is not needed, it's not because you're not appreciated it's probably because your host just has all the bases covered and he/she wants you to enjoy your time.

4. Be on time! This is a big one. The larger the fly-in, numbers-wise, the more important punctuality is. When you're asked to meet to leave for a tour, a hike, dinner, or the ride back to the airport for the flight home, be on time! Making the group wait for one or two delinquent people is rude and it can be costly. If restaurant reservations are cancelled because of a late arrival or a wait time is charged by the tour bus driver who had to wait an extra 15

minutes for one late person it can destroy a fly-in budget. Close management of finances is a must if the cost of these expeditions is to remain low.

5. Rental cars have needs too! If you're called on to drive one of the rental cars at a fly-in please keep all fuel receipts and turn them in to the fly-in sponsor immediately at the end of the fly-in, preferably before departing on the homeward bound flight. Write your name and address on the receipt to ensure you get reimbursed by the CPA for your fuel expenditure. It's also important that you retain the rental company paperwork to be turned in to the fly-in sponsor too. Once again, write your name on that paperwork so the host can keep track for accounting purposes.

6. Be courteous. That sounds like a "gimme", but hosts have had to deal with participants who are rude to tour operators, bus drivers, hotel/motel personnel and even the sponsor themselves. Remember, not everything goes as planned at events like this. The host is trying his/her best to reconcile problems. If you can help in a positive manner, then do. Otherwise, chill! For crying-out-loud, don't complain! If your pillows are too hard in your room let the motel know but understand it isn't the host's fault. It's also not the host's fault that the weather isn't perfect, the restaurant has slow service, the rental car isn't running right, or your Teddy bear has an eye that's popped off. One grump in the group can ruin the experience for everyone.

7. Be patient. The fly-in sponsor is trying to "herd" scores of people to their proper destinations for hiking. They're trying to meet tour schedules. They have any number of volunteer drivers to deliver to car rental agencies. They're trying to track incoming aircraft to ensure someone isn't sitting at a small airport in the middle of nowhere with a mechanical problem. Overall, these folks have taken on a huge responsibility and patience by all really helps. It doesn't help, however, when part of the people jumps into a rental car and "head out" on their own. Folks get lost that way and guess who gets the blame? You're right. . .the fly-in host.

8. Say Thanks! That's right. It's really simple but is so darned important. Thank the folks profusely who hosted your fly-in. They did it because they recognized the opportunity to share something special with their flying friends and they accepted the challenge. All they really want to see is smiles on the faces of their CPA flying family.

10. You're the Colorado Pilot's Association! Always present yourself as a representative of the CPA in a manner that does us proud.



Fly Mart



2006 Zodiac 601XL; 100 HP Continental O-200; VFR Glass Panel; Garmin 396 with XM WX connected to Autopilot; Alt Hold; \$45/hr operating cost (5.5GPH). It has been hangared at Taos (KSKX) FBO in a heated hangar since it's purchase. The plane is owned by 4 individuals. Three live in Northern NM and one now lives in Colorado Springs. We have decided to either sell it outright or sell 3 shares in order for the partner residing in Colorado Springs to retain his share and relocate it to the COS, or nearby, area. If you, and 2 others, are interested the plane is being offered at \$23,750 per share.
CONTACT: Jim Van Namee 719-310-9150

Real Performance. One-third of Cessna T-210M Centurion; Jan 08 annual and prop overhaul; \$35,667 or make an offer; greater load and speed than singles costing \$500,000 and many light twins; TT 3200, STOH 440, Robertson STOL; at APA; contact Gary Tobey at 303-799-8600 or gtobey@tobeytoro.com

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.

FAA Reports On Runway Safety Measures
Robert A. Sturgell, Washington, D.C.
March 25, 2008

But technology itself isn't the only answer to a safe runway. It's not going to make incursions disappear overnight. We also must focus on the human factor. One of those factors that sometimes surfaces is fatigue. Tired people are more apt to make mistakes. Everyone knows that. Whether it's fatigued pilots, controllers, mechanics, or anyone else, we want to work with the industry to discuss the problem and find possible solutions. So, we are going to sponsor a first-ever symposium dedicated solely to the issue of fatigue. We're dedicating three days in June, the 17th, 18th and 19th, and it'll take place here in the Washington area. I'll be there, along with a number of experts to discuss the latest scientific evidence and best practices.

Colorado Pilots Association Welcome New Members!

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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.

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Greeley
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