

CPA FLIGHT LINES

Volume 25, No. 6

June 2008



Lexington, NE Flyin to visit the museum. More photos and report inside.



www.ColoradoPilots.org



President's Message

by CPA President

Sarah Jane Dolliver

Colorado Pilots Association's members never cease to amaze and delight me! In just casually speaking with people at Colorado's airports, it's always nice to hear so many wonderful things about our membership – everything from how helpful a particular member has been, to how much good work CPA does for General Aviation, to how much fun people had at a particular fly-in.

Even though it is still very early in the fly-in season, we've already had three very successful fly-ins. I'd like to take this opportunity to send kudos and thanks to Lynn and Shirley McCullough for sponsoring the fly-in to Tucson, AZ, to tour the Pima Air Museum and the Sonora Desert Museum; to Jan McKenzie and Dean Jaros for the Painted Desert and Petrified Forest fly-in to Winslow, AZ; and to John Mitchell for the fly-in to The Heartland Museum of Military Vehicles in Lexington, NE. Each fly-in was hugely successful and was enjoyed by so many! And we have many more wonderful fly-ins to look forward to! Please remember to ride share if you can.

Remember when I said CPA's membership amazes and delights me? I have seen so many of our members be good-will ambassadors for GA and our fly-in sponsors put so much work into each fly-in and their efforts truly shine through for all of us.

Thank you one and all for all you do for CPA. Ya'll make it so easy for me to be so proud of you!

Blue skies,
Sarah

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

“Handicapping for Air Classic”

by Jim Hollis

The 32nd Denver to Jackpot Air Classic is coming up July 12th. Think about establishing a GPS handicap for your airplane if you haven't already. This gives the handicap committee a much better basis for determining your assigned handicap speed.

Last year's Air Classic was much more like our normal race. Weather was beautiful, with light headwinds across the route and even the normal turbulence from Rock Springs on. Smoke from a fire east of Jackpot met the participants for the last fifteen miles.

Two experimental RV8s swept the fixed gear category, a Baron from the east coast placed first in the retractable category, and a supercharged Skylane took the turbocharged category. Handicaps seemed fairly realistic, as the top finishers placed at 94 to almost 97% of their handicap speeds. With the climb out of Metro and the headwinds, that should be correct.

The Committee meets the week prior to each Air Classic to assign a handicap for each entrant. We look at previous years results to evaluate whether previously assigned handicaps need to be adjusted. For new entrants without a GPS handicap, we have to rely on any manufacturer's data (if we have any available), previous race history of your or same type aircraft, and personal knowledge and experience (albeit sometimes limited). We know some pilots push their aircraft harder than others will. Our goal is to make every aircraft competitive, but we do lean towards handicapping the aircraft's capability more than the pilot's style.

Please join us again, or for the first time, for the 32nd Air Classic. If you don't have a GPS handicap established, or want to fly another one to double check previous results, contact me at 303-718-7376. I'll line you up with an observer from our committee. We'll fly GPS handicaps up to July 6th. See you at Metro on July 12th !

Winslow Flyin

Bob Kinney

Sponsored by Dean Jaros and Jan McKenzie, about 40 people attended on Saturday, April 12 & Sunday, April 13 with a number of arrivals on Friday, April 11. We stayed at the LaPosada Hotel (Nationally famous railway stop for high rollers and celebrities for decades)

First playing of the game "Was your co-pilot listening" which was sponsored and run by Bob & Shawn Kinney on Saturday night. Winner: Lynn & Shirley McCullough. The object of the game was to guess your spouse's answers to aviation-related questions based on the format from the old "Newlywed Game".



There was spectacular flying weather on both Saturday and Sunday. The group visited both the Petrified Forest National Monument and Painted Desert National Monument. The whole group was caught "Standing on the corner in Winslow, Arizona". And we have photographic proof.



UAV CFIT....from page 7

The NTSB determined the probable cause(s) of this accident as follows:

The pilot's failure to use checklist procedures when switching operational control from PPO-1 to PPO-2, which resulted in the fuel valve inadvertently being shut off and the subsequent total loss of engine power, and lack of a flight instructor in the GCS, as required by the CBP's approval to allow the pilot to fly the Predator B. Factors associated with the accident were repeated and unresolved console lockups, inadequate maintenance procedures performed by the manufacturer, and the operator's inadequate surveillance of the UAS program.

Lexington, Nebraska Fly-in

Bob Kinney

Saturday, May 3 dawned bright and sunny which helped make the two hour flight to Lexington, Nebraska a grand experience. Fifteen Colorado Pilot Association aviators and friends enjoyed a one day visit to the Heartland Museum of Military Vehicles. This wonderful museum, which sits adjacent to Interstate 80 in Lexington, is a tribute to our military, both past and present. Over 100 vehicles, ranging from Sherman tanks to modern Bradley Fighting Vehicles, grace the museum grounds and building. Several Vietnam-era Huey helicopters rest proudly among their retired neighbors.

Almost all of the museum's vehicles still run. As a matter of fact, the group was met at Kelly Field by three WWII vintage trucks and jeep to provide a frosty jaunt to the



museum a few miles away.

What a kick! To ride in a "deuce and a half" just like some of our fathers did in WWII was sobering. It certainly wasn't as cold as that ride would have been during the Battle of the Bulge.

Our thanks to the volunteers who toil to restore these vehicles and for those who provided a step back into time by providing our ride to and from the

airport and to lunch. These are great folks!

If you're ever in the area, by car or airplane, stop in for a visit. It's time well spent. For more information and a much better overview of the museum and what it has to offer please visit their web site at

www.heartlandmuseum.com

United State Military--We salute you. Let us never forget the sacrifice made in the past, and still being made today, by these dedicated Americans.





NTSB Identification: CHI06MA121.

Accident occurred Tuesday, April 25, 2006 in Nogales, AZ

Probable Cause Approval Date: 10/31/2007

Aircraft: General Atomics Predator B, registration: None

Injuries: 1 Uninjured.

The unmanned aircraft (UA), a Predator B, collided with the terrain following a loss of engine power while patrolling the southern U.S. border on a Customs and Border Protection (CPB) mission.

The UA's takeoff was delayed due to the inability to establish a communication link between the UA and Pilot Payload Operator (PPO)-1 console during initial power-up. After troubleshooting the problem, an avionics technician switched the main processor cards between PPO-1 and PPO-2. Personnel who were maintaining the unmanned aircraft system (UAS) stated there were very few spare parts purchased with the UAS, which is why they switched the main processor cards instead of replacing the card in PPO-1. The link was subsequently established, and the flight was initiated.

The flight was being flown from a ground control station (GCS), which contained two nearly identical control consoles: PPO-1 and PPO-2. Normally, a certified pilot controls the UA from PPO-1, and the camera payload operator (typically a U.S. Border Patrol agent) controls the camera, which is mounted on the UA, from PPO-2. Although the aircraft control levers (flaps, condition lever, throttle, and speed lever) on PPO-1 and PPO-2 appear identical, they may have different functions depending on which console controls the UA. When PPO-1 controls the UA, movement the condition lever to the forward position opens the fuel valve to the engine; movement to the middle position closes the fuel valve to the engine, which shuts down the engine; and movement to the aft position causes the propeller to feather. When the UA is controlled by PPO-1, the condition lever at the PPO-2 console controls the camera's iris setting. Moving the lever forward increases the iris opening, moving the lever to the middle position locks the camera's iris setting, and moving the lever aft decreases the opening. Typically, the lever is set in the middle position.

Console lockup checklist procedures indicate that, before switching operational control between the two consoles, the pilot must match the control positions on PPO-2 to those on PPO-1 by moving the PPO-2 condition lever from the middle position to the forward position, which keeps the engine operating. The pilot stated in a postaccident interview that, during the flight, PPO-1 locked up, so he switched control of the UA to PPO-2. In doing so, he did not use the checklist and failed to match the position of the controls on PPO-2 to how they were set on PPO-1. This resulted in the condition lever being in the fuel cutoff position when the switch to PPO-2 was made, and the fuel supply to the engine was shut off.

With no engine power, the UA began to descend. The pilot realized that the UA was not maintaining altitude but did not immediately identify that the condition lever was in the fuel cutoff position. The pilot and avionics technician decided to shut down the entire system and send the UA into its lost-link profile, which is a predetermined autonomous flightpath, until they could figure out what the problem was. After the system was shut down, the UA descended below line of sight (LOS), and communications could not be reestablished. The UA began to fly its lost-link profile as it descended to impact with the terrain.

When the UA lost engine power, it began to operate on battery power. On battery power, the UA began to shed electrical equipment to conserve electrical power. In doing so, electrical power to the transponder was shut down. This resulted in air traffic control not being able to detect a Mode C transponder return for the UA as it descended below the bottom of the temporary flight restricted airspace. The primary radar return was also lost when the UA descended below the LOS in the mountainous area.

The investigation revealed a series of computer lockups had occurred since the CBP UAS began operating. Nine lockups occurred in a 3-month period before the accident, including 2 on the day of the accident before takeoff and another on April 19, 2006, 6 days before the accident. Troubleshooting before and after the accident did not determine the cause of the lockups. Neither the CBP nor its contractors had a documented maintenance program that ensured that maintenance tasks were performed correctly and that comprehensive root-cause analyses and corrective action procedures were required when failures, such as console lockups, occurred repeatedly.

Review of the CBP's training records showed that the accident pilot had recently transitioned from flying the Predator A to flying the Predator B and had only 27 hours of Predator B flight time. According to the CBP, the pilot was given verbal approval to fly its Predator B with the caveat that the pilot's instructor would be present in the GCS when the pilot was flying. This verbal approval was not standard practice for the CBP. The instructor pilot was in another building on the airport and did not enter the GCS until after it was shut down and the UA entered the lost-link procedure.

The investigation also revealed that the CBP was providing a minimal amount of operational oversight for the UAS program at the time of the accident.

[See Page 4 for the NTSB Determination]

This Isn't Mig Alley, Mr. Bertorelli
April 17, 2008
By Gary Rolf, USAF ret.
Part 2

[Note: Paul Bertorelli, Editor of AvWeb, published an opinion article in March about a near-midair-collision with an aircraft involved with an F-16 in the Gladden MOA. Original excerpts from the article are in italics. This is Mr. Rolf's response.]

"No one could reasonably argue that it's a good idea for military aircraft to aggressively intercept civil airplanes pour le sport, but on the other hand, that's what fighter pilots do and -- in an MOA -- you are on their turf. If part of your safety matrix depends on military pilots following guidelines not to do this sort of thing or if you expect commanding officers to smack the knuckles of those who do, good luck. You're gonna need it. All others should follow Mr. Aykroyd's advice."

This is what military pilots do? It's their turf? Intercept unsuspecting, non-participating aircraft at close range? Hardly! We shouldn't condone this poor behavior and lack of judgment. I realize the investigation isn't complete and my conclusion may sound judgmental. Let's just see what comes of the investigation and what the commanders do with this pilot. If their investigation finds him guilty of inappropriate use of the aircraft, they would be smart to park his/her rear-end down for a month or two, assigning him the squadron's slow-leak tasks. If this is all that's done, the pilot will be lucky. You may see legal issues arise.

Nothing in the CFRs allows for wanton disregard for remaining clear of other aircraft. The pilot elected to fly formation on an aircraft without prior arrangement (see 14 CFR 91.111 (b)), and that, to me, is a near mid-air collision. Doing it knowingly is a breach of in-flight discipline. What if the civilian had panicked and over-G'd his own aircraft in an attempt to get away? When I was an instructor, Air Training Command's guidance was clear: If we saw a VFR aircraft, we would remain "well clear." The VFR pilot had no idea what we were doing and we had no idea what he would do if we came near. If the F-16 pilot's commander condones the act and lets this go, it will increase the risk of future mishaps. Military pilots behave like their commanders. Weak leaders cause trouble. Look at what happened with the Fairchild AFB B-52 in 1994. That guy killed three comrades along with himself. And it's alleged the senior wing leadership knew they had a discipline problem, but took little if any action to stop it.

Lt. Col. Clifton's views are mostly reasonable and passionate, as they should be. But both his views about the shadowing incident and equal-airspace-access are flawed. The Colonel admitted that even the fighters are VFR. Who has the right of way? Actually, I believe the FARs address this as well (91.115(d)). I agree with the need to train; I do not agree with his assertion that the fighters somehow have priority or a greater need for the airspace. In the FAA's eyes, the two VFR aircraft have equal access.

And to answer Lt. Col. Clifton's questions, "Was it aggressive?" Yes, I agree it was aggressive. But why? Could it be intimidation? It was certainly stupid. And he asked,

"Was it hazardous?" The answer is, actually, yes. What part of 14 CFR 91.111 don't you understand? This is essentially a violation of 14 CFR 91.13 as well! So, the USAF has bought itself some wonderful negative publicity. But publicity bought at what expense? I'm all for the military using as much readiness-training airspace as it demonstrates it needs. But I'm afraid that stunts like this increase the likelihood mishaps and of losing more airspace than the USAF might gain. Good job, boys!

As good citizens, we all should cheer for our military and encourage their realistic training to maximum extent possible. Even though my ears are trashed, I still love the sound. They are, in fact, training to defend us. We (the public) give the military incredible responsibility flying very expensive machines. That comes with mature behavior as a necessary return obligation. Anything less is unacceptable. This was always taught by my commanders. Ultimately, they reminded us that we serve the American people. The author's attitude perpetuates an apparent discipline problem and reveals that he is participating in the military's larceny by asserting that MOAs are the military's exclusive domain, to be treated as Restricted Areas with other players remaining clear.

The days of waving the flag to win arguments over airspace are over. Setting off a TCAS inadvertently is one thing. But joining up on a non-participant's wing is quite another. The pilot may not have been acting with any ill will. The fighter pilot was certainly acting with extremely poor judgment. People get killed that way, Mr. Bertorelli.

I would not want to be this pilot right now. He should be in trouble. And for the record, the definition of a MOA is "Military Operations Area" not "military operating area." You probably got your information from the USAF, though, and that's unfortunate. Even Luke AFB's Midair Collision Avoidance Web site can't get it right! If you don't know the title of your training airspace, what's that show? It shows you don't respect it and take it for granted. For those of you who still think the military has priority VFR in a MOA, you need to read up on the FAA Orders establishing and using this airspace. You are severely misguided.

4th Annual Hot Springs County Airport Fly-In
Saturday, June 14, 2008
Thermopolis, WY Airport THP
(Yes, that's Father's Day)

Free pancake breakfast served 7:30 - 10:00 a.m.; 10:30 a.m. dynamic, high-energy aerobatics show performed by Don Nelson of Colorado in his classic Sukhoi plane; Young Eagles flights for kids, or free rides into town for the Hot Spot Car Rally, music and BBQ in the state park Saturday evening. While downtown visit/soak in natural mineral hot spring pools, visit the Dinosaur Museum, walk the Terraces at the State Park; beautiful golf course right next door to the airport; Red Cliffs Restaurant (next to the golf course) is open Saturdays for lunch and dinner.

Information: 307/864-2488 (7:30 a.m. - 5:00 p.m.)

Events & Flyins for June/July/Aug/Sept

Always check the CPA website or contact the INFO person for the latest updates and changes.

CANCELLED!

Aug 1 - 3 Cour d'Alene, ID

CHANGES!

June 27 - 29 EAA Rocky Mtn Regional Fly-In

Renamed to Rocky Mountain Regional Flyin and moved to Sept 12-14

(Which just happens to be the same weekend as the CPA flyin to Dubois, WY)

APOLOGIES

Due to confusion on my part, I mistakenly printed that Bill Meine's flyin to Gateway was cancelled. By the time you receive this month's newsletter, it'll be in the past, but I did want to apologize to Bill. Fortunately, Terry got an email out to 90% of our members correcting this blunder.

STILL ON THE SCHEDULE

June 20-22 - Valentine, NE (VTN) Canoe the Niobrara River, group dinner on Saturday.

Info Carl Talkington 303-460-8127 or carlmt45@indra.com

June 21 - CPA Mountain Flying Course (see details on CPA website)

June 21 - Van Aire Flyin (CO12) Open house for CPA members & guests. Lunch at noon (donation).

Info Bill Teater 303-659-7329 or bteater@qwest.net.

NEW! June 21-22 - Walden, CO (33V) First-ever Never Summer Flyin and Rodeo.

Info: www.northparkaviation.com or 970-846-6971

June 28 - Kelly Airpark Breakfast (CO15) Breakfast from 7-11 am. Traffic pattern is EAST side of 17/35! Park on the grass and bring your own tie-downs.

Info: Frank Niehus 303-648-3461 or finiehus@aol.com or Carl Gross 303-648-0056 or carlgross@mesanetworks.net

July 11-13 - Taos, NM (SKX). Friday happy hour & BBQ, Saturday, Taos Pueblo Pow-Wow.

Info Wayne Munson 303-666-8757 or wayne@munson.com

July 12-13 - 32nd Annual Denver to Jackpot, NV Air Classic! (O6U).

Info Dana & Judi Haglin 303-673-9381 or eriehaglin@aol.com or Steve Harless at 303-659-8648 or belin2@aol.com

July 19 - 1st Annual Airfest, Craig, CO (CAG) Pancake breakfast, fly-bys, etc.

Info Ray Beck at rdlegal@bresnan.net

July 19-20 - Salida, CO (OV2) Continental Divide Trailfest, biking, horseback rides, etc.

Info Bob Doubek at 303-771-8148 or idacrase@4dv.net

July 28-Aug 3 - Oshkosh (OSH). And that says it all. CPA will have a presence at the Colorado State Aeronautics booth. Wear your CPA t-shirt and hat and stop by!

Aug 1-3 - CPA Mountain Flying Course (see details on CPA website)

Aug 16-17 - Creede, CO (C24). Canyon cookout lunch, hiking, underground mining museum, Sat. evening theatre.

Info: Shirley (719-852-5890) or Lynn (303-651-0708) or willflycessna@msn.com.

Aug 23 - Grand Junction (GJT). Third Annual "Fruit & Veggie Fly-in".

Info: Deb & Eric Jensen (970-482-7160)

Aug 29-31 - Shafer Meadows, MT () Labor Day Weekend. Backcountry airstrip, camping, hiking, potluck dinner on Saturday.

Info: Bart & Mary K Jones (719-488-0653) or jmarykathr@aol.com

Aug 30-41 - Steamboat Springs, CO (SPS) Vintage & warbirds, RC, hang gliders, classic cars and more.

Info: Joe Birkinbine (970-879-1636) or atpfinancial@springsips.com

Sept 5-7 - Marble, CO. Camping on the field, community dinner on Saturday.

Info: Bill Meine (303-748-4588) or wmeine@mindspring.com

Sept 10-14 - Reno Air Races!

Info: Paul & Sheila Rossman (303-766-2724) or paul@arapahoesecurity.com



*Advanced Training in the
Newest Taildragger...*

*Many thanks to Mary K for
these photos and others in
this month's newsletter. But
don't blame her for the cap-
tions.*

The Pueblo Weisbrod Aircraft Museum (PWAM) & Pueblo Historical Aircraft Society (PHAS)

WHAT: have obtained an Enterprise Zone designation for the Pueblo Weisbrod Aircraft Museum's Aircraft Hangar Construction Campaign, Project #2663 by the state of Colorado. This means that persons who pay Colorado Income Tax can get a direct Dollar Tax Credit for 25% of any donation of \$250 or more to the campaign.

WHERE: Mail your donation to:

Pueblo Weisbrod Aircraft Museum
Attention: Frank Kase, PHAS Treasurer
31001 Magnuson Avenue
Pueblo, CO 81001

Additional Information: Make Checks payable to Enterprise Zone Administrator and indicate Pueblo Historical Aircraft Society (PHAS) in the memo.

The Pueblo Weisbrod Aircraft Museum is located on the grounds of the Pueblo Memorial Airport (PUB) seven miles east of Pueblo Colorado on Colorado 96/Highway 50 East. The Pueblo Historical Aircraft Society is a 501(c)3 tax exempt non profit organization dedicated to the daily operation of the Pueblo Weisbrod Aircraft Museum.

Approximately one dozen aircraft are still located out doors and are exposed to the elements. The goal of the Hangar Construction Campaign is to bring the remainder of the aircraft indoors and develop additional display space for military artifacts of the 20th and 21st centuries.

Contact Information: If you have any questions regarding the new museum hangar program or the Enterprise Zone designation, please feel free to call the Pueblo Weisbrod Aircraft Museum at (719)948-9219 or by email at service@pwam.org . Visit the museum website at www.pwam.org



*The directions were to crab
then kick-out, not slip to the
landing.....*

Another failed BFR.



Fly Mart



1966 Cessna 150F for sale

\$19,500; Based in MT & ND since new, no corrosion, GX-55 VFR panel-mount GPS, SL-40 comm radio, intercom, auto gas STC, good-looking paint & interior, Oct 07 annual, 4348 TT/1756 SMOH/757 STOH (chrome cylinders);

Currently based at KFTG; Looking to upgrade to a larger airplane

Contact:

chad_grondahl@member.afa.org or call 303-242-4961 for full specs.

1982 Piper Archer (PA-28-181)

\$85,000 or \$16,500 for a 1/5 share (four shares available). Aircraft hangared at Meadowlake (00V). Millenium engine has 260 hours since overhaul by Western Skyways. The 100% warrenty is good until Jan. 2011 or 500 hours. AFTT is 4670. Fresh annual May 2008. IFR certs good until April 2009. Aircraft condition 7/10 interior and exterior. Aircraft is owned by Colorado High Flyers, LLC. The LLC is also for sale with the aircraft. Equipment--S-TEC 50 autopilot with altitude hold coupled to NAV 1 or VFR GPS, dual NAV/COMS, Glideslope, transponder, DME, ADF, digital VOR, 4 place intercom, audio panel with 3-light marker beacon, aux vacuum system, strobes, digital tach.

Contact John Fagan 719-330-9716 or 719-481-1400

2 1/2 acre airpark lots for sale at Meadow Lake (00V)

Paved runway access, covenants, water rights. \$135,000.

Contact: Lee Leshner(719)440-5608 or Dave (719)339-0928. We also have t-hangars for rent at 00V starting at \$210/mo.

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 to run again.

The real reason the airlines are now charging for bags in cargo...



Colorado Pilots Association Welcome New Members!

Richard Brewster
5504 W. County Rd. 52 E
Bellvue, CO 80512-5841

Bryan Blood
7264 Nile Street
Arvada, CO 80007-7076

Donald Purvis
46237 Coal Creek Circle
Parker, CO 80138-4345

Colorado Pilots Association Renewing Members

Ann Anderson, Kiowa
John Harris, Durango
Darriel Wallace, Aurora
Christopher Metscher, Denver
Dan Downing, Nathrop
Marilyn Allison, Estes Park
Pat Kelly, Colorado Springs
Michael Myshatyn, Eaton
Tony Wodishek, Pueblo
Mark Stevenson, Lyons
Gerry Denofsky, Steamboat
Springs
Bruce Burt, Pueblo
Dave Hinkins, Westminster

Larry Lewark, Frisco
Donald Hopkins, Aurora
Douglas Tabor, Estes Park
John Schnackel, Fort Collins
Ed Cook, Boulder
Robert Bogin, Evergreen
Richard Hahn, Centennial
Bryan Johnson, Lincoln, NE
Carl Williams, Cherry Hills Village
Tony Pierce, Denver
Randy Ware, Wray
Joe McGowan, Lakewood
Michael Cerretani, Boulder
Ron Hanawalt, Fort Collins

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

KIMCO
ON DEMAND PRINTERS
4120 Brighton Blvd. Suite A21
Denver CO 80216
Phone: (303) 295-1172

CPA DIRECTORY

Area Representatives

Boulder - Robert Braun
303/567-8946 (H)
720/940-6588 (W)
RBraun2000@yahoo.com

Burlington / Eastern Colorado
vacant

Centennial Airport - Bob Doubek
303/771-8148
idacrase@4dv.net

Colorado Springs - Bob Figgie
719/598-5111 (H)
719/243-2280 (W)
Travelaire921@earthlink.net

Craig-Moffat - John Ponikvar
970/824-2148 (H)
970/824-3496 (W)
jponik@amigo.net

Crawford - Rob Duncan
970/921-3400 (H&W)
sales@airbase1.com

Delta - Scott Morse
970/856-7453
morse@kaycee.net

Durango / La Plata County
Paul Staby 970/259-7577
jpstaby@msn.com

Erie Municipal - Jerry Schofield
303/663-3963 (H)
303/663-3973 (W)
jschofld@aol.com

Fort Collins - Loveland
Jan McKenzie
970/686-1233 (H)
mckenjn@yahoo.com

Front Range Airport
Bill Totten
303/364-5238
btotten@westernaero.com

Granby - Robert Braaf
970/887-2210 (H&W)
970/531-3216 (cell)

Grand Junction
Deanna Strand
970/245-7289 (H)
970/243-4359 (W)
deanna3@bresnan.net

Greeley
vacant

Jeffco (see Rocky Mtn Metro)

Kremmling / Summit County
Ron Lewark 303/668-3089 (H)
303/668-3093 (W)
c185guy@aol.com

Longmont
Pat Spears
303/684-9626 (H)
303/774-1398 (W)
Patricia.Spears@comcast.net

Meeker / Rangely
vacant

Montrose / Delta
Rick Reisman
970/323-0315 (H)
970/874-5181 (W)
sjfaster@aol.com

Pagosa Springs
Jim Carey
970/731-3694 (H)
tiger10@centurytel.net

Pueblo
Torry Krutze
719/546-0888 (H)
torryk@mindspring.com

Rifle / Garfield County
John Savage
970/625-1395 (H)
970/625-1470 (W)
savagejw@msn.com

Rocky Mountain Metro
(Jeffco)
Daryl Cinquanta
303/423-9846 (H&W)
CQ7014@aol.com

Salida / Chaffee County
Bill Reeves
719/539-1185 (H&W)
RAC@amigo.net

San Luis Valley - Mike Entz
719/754-3165 (H)
719/754-2700 (W)
maentz@starband.net

Springfield - John Webb
303/796-7739 (H)
303/946-1874 (Cell)
n2534x@msn.com

Steamboat Springs - Steve Green
970/877-5717 (H)
970/879-5717 (W)
sbpspg@yahoo.com

Telluride
vacant

Walsenburg - Mike Mann
719/676-2051 (H & W)
airmannav@aol.com

Wray - Lucile Bledsoe
970/332-5143 (H)
970/332-4955 (W)
lmbledsoe@plains.net

CPA Executive Board

CPA President Sarah Jane Dolliver
303/766-3819 (H)

CPA Vice President Bob Kinney
303/288-7371 (H)

CPA Recorder Emit Hurdelbrink
303/324-3416
e.hurdelbrink@att.net

CPA Treasurer Peggy Long
303/733-7456 (H)

CPA Committee-Chairs:

Airspace Walter Bell
303/488-9780 (H)

Air Classic Dana & Judi Haglin,
303/673-9381 (H)
Steve Harless
303/659-8648 (H)

Back Country Airstrips Bill Meine
303/795-2755 (H)

CPA Flight Lines Blanche Cohen
303/755/152 (H)
blanche@acm.org

Circulation Manager Terry Barbo
303/367-0670 (H)

Education Torry Krutze
719 / 546-0888 (H)

Fly-ins Bob Kinney
303/288-7371 (H)

Membership Records Terry Barbo
303/367-0670 (H)

Mountain Flying Brian Jones
303/841-1192 (H&W)

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

Public Affairs Emit Hurdelbrink
303/324-3416
e.hurdelbrink@att.net

Recognition & Awards
Bruce Hulley
303/344-2843 (H)

Safety
Bill Linenberger
303/344-0183 (W)

CPA Liaisons:

Web Master Rob Duncan
970/921-3400 (W)
sales@airbase1.com

AirPower West & Flight Safety
Foundation
Walt Barbo
303/637-0670 (H)

Compassion Flights Mark Kolber
303/694-2603 (H)

AOPA Bill Hamilton
970/887-2101 (H & W)

Colo Aeronautical Board (CAB)
vacant

CAP-Colorado Wing
Leonard Ginther
303/426-4955 (H)
l.l.ginther@worldnet.att.net

Colorado 99s Sue Osborne
303/471-0665 (H)

Commemorative Air Force
Rob Duncan
970/921-3400 (W)

EAA
vacant

Colorado Pilots Association, Inc.

MAIL IN APPLICATION FOR INDIVIDUAL MEMBERSHIP/RENEWAL

Online application found at www.ColoradoPilots.org

Name _____

Spouse _____

Street Address _____

City _____ State _____ Zip _____

Phone (H) _____ (W) _____

E-mail _____

Pilot Rating Held _____ Profession _____

A/C Owned (make) _____ Model _____ N# _____

Principal airport based at or flown from _____

& identifier (e.g. APA) _____

Applying for:

- ☐ Renewal or
☐ New Membership

Check enclosed, payable to CPA, to cover
membership & *Flight Lines* Newsletter:

- ☐ \$20 for 1 year membership
☐ \$38 for 2 year membership
☐ \$55 for 3 year membership
☐ \$200 for 1 year corporate membership

CPA Hot Line 303/266-6266

Mail to: **CPA, Inc.**

P.O. Box 200911
Denver, CO 80220-0911

Includes 2 free 1/2 page ads
In CPA Flight Lines newsletter.

I am interested in serving as an Area Representative for the

_____ **area.**

I am interested in serving on the following committees:

- | | | |
|--|---|--|
| ☐ Airspace | ☐ Membership | ☐ Fly-In Planning |
| ☐ Flight Safety | ☐ <i>CPA Flight Lines Newsletter</i> | ☐ Air Classic |
| ☐ Education | ☐ Public Affairs | ☐ Programs |
| ☐ Legislative Affairs | ☐ Back Country Airstrips | ☐ Other |

CPA MERCHANDISE

Caps (light or dark beige) w/ CPA logo\$10
Lapel Pins\$ 2
CPA Decal\$ 1
CPA Logo Golf Shirts\$25
CPA Logo Denim Shirts, short sleeve\$25
CPA Logo Denim Shirts, long sleeve\$30

Shipping and Handling:

Caps add \$2.00
Pins or Decals add 41¢
Shirts add \$4.00

For shirt information please call Terry Barbo 303-367-0670.

Mail your order to: **CPA, Inc., P.O. Box 200911, Denver, CO 80220-0911**