

CPA FLIGHT LINES

Volume 25, No. 10

Oct 2008



**Aftermath of Hurricane Ike
The Lone Star Flight Museum
Galveston, TX
[more inside]**



www.coloradopilots.org



President's Message

by CPA President

Sarah Jane Dolliver

To each of you who have read my column over the past two years – I THANK YOU! I am so grateful for your gracious patience with me during those early days of my first year as President, and for laboring through my columns for both years of my term.

As this will be my last letter to you, I find I have so much I want to say to you, but I am finding it difficult to convey my thoughts. I could blame it on a “senior” moment, but in reality it is just an “emotional moment” as I realize this is “good-bye.” Each of you - as a member of CPA, as a Committee Chairman, a Committee Member, an Area Representatives, or a volunteer this past year - has made my tenure as your President rewarding and gratifying. We’ve fought and won some pretty daunting battles; we’ve worked hard and have supported GA and a host of “alphabet soup” associations and organizations - all to our mutual benefit. CPA has always been, and will continue to be, well respected and admired! As I am writing this, CPA has a membership of over 730 people! CPA has a lot to be proud of – just as I am proud of CPA and all of you!

I would like to thank my Board for their passionate assistance and support during my two years. I’ve learned so very much from each of you and I cannot thank you enough. I know that I am turning over to President-Elect Bob Kinney a Board of unmatched quality with impeccable standards – these people are CPA’s and GA’s eyes and ears. To all of you - go to your Board with your concerns and suggestions - make CPA even better!

To CPA’s membership – thank you for allowing me the honor to serve as your President – it was an honor I did not take lightly and one that I enjoyed immensely. My hope is that you feel I served you well and that you chose wisely in my election. To the Board – thank you for your continued selfless service and dedication – you are an awesome group of people!

Thank you so much for a very rewarding two years! I will not forget you or my time as your President.

Blue Skies and With Humble Thanks!

- Sarah

And you thought driving over to your local voting location and standing in line was an awful lot of effort...

CPA has members all over the world, not just in Colorado. And with our elections as well as national elections imminent, the voting schedule for our non-Colorado members becomes an issue. In a state or national election, many people have the option of absentee ballots. But even those come with an expiration date. Have you ever thought about the astronauts on the International Space Station? The Shuttle astronauts can vote absentee, since they're not away more than a couple weeks. But 5-7 months?

Well, the State of Texas and NASA created the solution more than 10 years ago. In fact, David Wolf was the first to vote in local 1997 elections while he was on Mir. Leroy Chow voted in the 2004 Presidential election.

But it's not really that easy, nor a high priority when technical and/or communication issues arise.

The County Clerk where the astronaut lives (Galveston or Harris) creates a paper ballot using special software developed by NASA. This is sent to JSC (Johnson Space Center) for transmission to the ISS. The return trip is the same, but now, the clerk opens the email, transcribes to a paper ballot and then it's treated just like an absentee ballot.

Listen to the entire June 23 broadcast on NPR's website at

www.npr.org/templates/story/story.php?storyId=91791895

Remember - VOTE!

Vote in CPA elections. VOTE in your local elections. VOTE in your National Elections. *Just Go Vote!*

Annual Meeting November 15 (Saturday) BJC

Continental Breakfast is at 8:30am, meeting from 9:00 to noon
Guest Speaker: Chris Dunn, Ch 31 Weather

"Uncle Bobby, we're on fire!"
by Robert K. Mock
Chapter 4

John asked, "Did you get the latest Intel frag?"

I said, "Yes, I had been briefed on it."

A B-52 cell operating in the Fishes Mouth area had a missile launched against them. The Fishes Mouth was a section of the border between Laos and North Vietnam on a navigation chart, when highlighted, looked like the mouth of a fish. SAC immediately ceased all operations, announcing their bombers wouldn't fly until someone neutralized the SAM site.

"Peppermint Patty" and John Stiles exchanged glances.

John said, "We know that missile site is not in Laos."

Lieutenant Peppermint Patty, our Intel Officer, chimed in. "I agree with John. That's a low threat area. There's nothing there."

I remember thinking at that moment, How many times have I been shot at when I thought, there's nothing there. Maybe there was nothing in Laos but I was curious about across the border.

At that point, without any permission we could go seven kilometers into North Vietnam. At 600 knots, you can cover seven clicks pretty fast. You load up the Sports Model to about four Gs and you rudder roll her down to about 100 feet. If you're level with or below the first tree canopy you're okay, but if you're higher the second and third canopy can block you out. The guns and missiles are all under the trees. It's not like going down a freeway, highway, or a secondary road.

I had preplanned targets. One was Ban Ban in the Plains of Jars, where we had lost airplanes and Ravens. I did some visual reconnaissance in the Plains of Jars. Not just running the roads, but looking at gun emplacements and supply caches. We knew where they were.

Yours truly had not taken a bullet hole since my arrival in June. Most of the backseaters wanted to fly with me because not only was I the world's greatest fighter pilot but I wasn't a missile or small arms magnet. We had a couple of guys that no one wanted to fly with because they always came back with bullet holes in their airplane.

I took a deep breath. "John, let's make a run up the Fishes Mouth via Route 7, and then we'll hit the tanker. After that we'll do some photo targets of opportunity, all visual."

"Okay, Uncle Bobby."

We were running an infrared route trace. Normally we didn't use the cameras unless we spotted a really lush target. With photo recon we used super lenses while flying higher and slower. This made it easier for photo interpretation back at Udorn. Weather was about 5000 broken, 10,000 overcast in the Fishes Mouth. We had left the PDJ and were all cranked up. John always used a monocular, like binoculars, but with only one lens like the old spyglass. How he used it I did not know because four Gs was minimum.

John and I enjoyed our beautiful Sports Model, number 573, and life was great. We let down right on the deck and started rolling into North Vietnam.

I called out, "Brace yourself, John!"

We're weaving at four Gs, which caused the experienced enemy gunners to lead us for six Gs, which was hard to do.

We went about three clicks, no more than that, and I saw a white object, a transporter erector for a surface-to-air missile. No doubt it was an SA-2. John saw it about the same time and turned his side looking camera on.

"Yep, there it is," John said.

There's always more than one and they don't just leave things out naked as an ape. They have heavy concentrations of anti-aircraft guns to protect them.

I turned my head, looking back. "John, we've surprised them."

There wasn't a round fired so we proceeded on about seven clicks to make them think that we had departed.

"Brace yourself, John," I called out and entered a wifferrill maneuver. Recce guys can do it and some of the bomber guys can do it but with a load of bombs it's difficult to do. I lit the burners even though we were doing 600 knots. If I didn't, by the time I loaded up the airplane to four Gs my airspeed would decay. I thought about jettisoning the external fuel tanks but I didn't. It may have made a difference. Hindsight is 20/20. I pulled up like I was going to do a loop, did a

half roll, pulled some Gs, and ruddered it right back down. As soon as my nose went through the horizon we started accelerating like a freight train going straight down. We were in afterburner, and I watched the airspeed increase rapidly, 650, 680, 690, clicking off the knots. The last time I glanced at the airspeed indicator it read 720 knots. That's as fast as an RF-4C can go on the deck at that density altitude. We're streaking along trying to get a bearing on the SAM site which is now on the opposite side of the aircraft. I wasn't rolling as hard as I should, perhaps, because I'm looking outside and we're flying lower and lower. We're about 100 feet above ground and you don't look inside when you're that low. We were even with the first canopy, so we could see under the trees. Now I could see the site and I tried to get a fix but we were running away. The infrared trace is printing out latitude, longitude, airspeed, and altitude. Recce crews can't lie. I guess the head shed didn't trust us. The photo interpreter might be a two striper, not even a sergeant, but he can pin point your exact route of flight using your infrared trace.

Suddenly, everything in front of me flashed white. At least twenty guns opened up on us! I didn't see any white SAMs, because they were on the other side of us. The Triple A gunners were protecting it. When we came in from the west, we surprised them. When we came back from the east, they surprised us! After the second or third vibration the aircraft began to shutter like a dog passing peach seeds. For a few microseconds I glanced in my rearview mirror, and there ain't no tail anymore! Damn! Why didn't I go to Canada! The rounds are coming up, and they're hitting the fuel tanks between the cockpit and the tail. The fire was coming out the piccolo tubes, air-conditioning vents on the side of the cockpit. There were little holes in the pipes and fire was coming out. This meant the engines were sucking in flames and the fuel tanks were on fire. When a fighter starts to go, it doesn't take very long. The whole airplane will explode very violently.

John screamed, "Uncle Bobby, we're on fire!"

I yelled, "Prepare to eject!"

Bad things were happening very fast. I grabbed the ejection lever and I yelled, "Eject, eject, eject!"

I pulled the handle. We didn't have much altitude because the aircraft tends to sink. The ejection sequence is; back canopy, front canopy, back seat, front seat, so the backseater doesn't get scorched. We went out in that order. John's gone, I'm gone. The last thing I remember is that there wasn't much airplane left. I closed my eyes because I figured we were goners. There's no way we're going to live through this. If the exploding rounds didn't get us the crash surely

would. I closed my eyes and said the magic words, "Oh, crap!" two words every pilot says just before they die. I said it--John didn't--he's a different story. I could hear, but I had my eyes closed and my jaws were torqued. My visor was down and my oxygen mask was on. I heard the cracking sound of tree limbs breaking--crack, crack, crack--which I'm going through. I must admit it jarred me a little bit. And then all of a sudden it's just like-SWOOSH! I'm no longer in the air. I opened my eyes and I've come down around a piece of karst, limestone out-cropping. How I came around it, I don't know. It bent around a highly sloping slash and burn area. It looked like we had come down in a grove of aspens, except the trees were stripped and they looked like an antenna farm, straight buggy whips, forty or fifty feet high. That's what we had gone into, supersonic, which gradually slowed us down.

As you come out of the aircraft the seat rotates because of the rocket motors. We have garters and leg restraints to keep you from flailing around as you eject. My forward velocity was 700 knots and the rocket propelled me just far enough to clear the tail, which in this case didn't matter because the tail was gone. I didn't hear the aircraft explode or crash. I sat stunned for a couple of seconds and finally got my wits about me. I looked around, and son-of-a-gun, I'm sitting there in my seat with the lower ejection handle in my hand! The rocket motors had gone off, otherwise I would not have cleared the airplane.

The parachute is encased in a kidney shaped affair above your shoulders, a plastic mounted arrangement attached to you and to the seat. The first thing that should happen is a little drogue chute about twelve to eighteen inches wide blossoms out to stabilize the seat and after X number of seconds an initiator fires and a bigger chute comes out to extract the twenty-eight foot canopy, a sequence of three. These shotgun like initiators are built into the side of the seat, which you check on every pre-flight to make sure you have them.

Suddenly I hear banging! "Damn, the ground troops are shooting at me!"

It was the initiator for my lap belt letting go so I could separate from the seat, which had never happened! Now the next initiator can fire releasing the 28 foot parachute. Two of these shotguns sounded and I'm struggling to find my 9 MM Combat Masterpiece so I can get even. I'm in shock, but I'm happy to be alive. My coccyx really, really hurts, because I smacked the ground very hard. My first thought was to check my limbs. They are okay. My forehead is bleeding from the shrapnel. I figure that's no big deal. It's not a gusher. My carotid arteries and the groin arteries were okay. I looked for my survival radio and my 9 mm weapon. Just for a moment I thought about the survival instructor's warning at Clark Field. *Major Mock, this is your third combat tour, you're never going to make it through without being shot down.* He knew what he was

talking about. Two tours later, I am over 250 miles from Udorn in enemy territory, sitting in an ejection seat in the middle of a jungle. I thought, *Let's see, if I can make seven to ten miles a day escaping and evading, that would take about twenty to thirty days to get home, almost a month. I can't wait to talk to Peppermint Patty about this. So be it.*

I called John. "Bullwhip 26 Bravo, this is Alpha, how do you read?"

He immediately responded, "Five by, Uncle Bobby!"

"I don't know where you are because of the velocity during our crash," I said. "I'm okay, are you okay?"

"Well, yeah, but I'm in a tree."

I learned later that John ejected almost horizontally. He had a streamer. It helped him to slow down even though it never fully blossomed. He bored through the trees like an arrow, until his parachute caught a limb and stopped him, where he dangled 100 feet above the ground. He was a very lucky guy. Imagine hitting a tree at about hundred miles per hour, feet first, legs spread apart. Forget sex! He was in the air just a little longer than I, a matter of seconds.

I cautioned him. "Use your tree lowering device, which is good for about fifty feet. That's it for now. I'll get back to you in about thirty minutes."

I looked down at my watch. It was broken. I couldn't stay in my present position because there wasn't much cover within the Antenna Farm. The slope was pretty steep. I crawled on my hands and knees dragging my survival Kit. Suddenly it became increasingly hard to move. I looked back and saw that my parachute had unraveled. Just what I didn't need, a drag chute! I used my survival knife to cut the parachute loose and left it. The one thing I remember besides the buggy whips were the vines that had thorns like hypodermic needles. They broke off from the limbs and stuck into my entire body which hurt like hell and soon began to burn. Now I thought about the ants and the snakes. *What else could go wrong today?*

To be continued

2009 Flyin Planning

Start thinking about next season. Scheduling meeting in January 2009! We've been really lucky this year with good weather. Check your handy Farmer's Almanac to choose flyin dates for next year.



Babette Andre, Joe McGowan Jr, Walt Barbo and Terry Barbo pictured in front of "Old Faithful" during the last few minutes of the geyser's hourly eruption. Picture taken on a side trip to Yellowstone Park during the CPA September 12 fly-in to Dubois, Wyoming.



Robert and Shawn Kinney in their V35 Beech Bonanza on arrival at Dubois, Wyoming for the CPA September 12 weekend fly-in.

Lone Star Flight Museum
From Larry Gregory, President
www.lsfm.org

[Ed Note: Hurricanes are devastating, whether it's loss of life, home, friends, pets. And we lose parts of our history; history that often, cannot be replaced.]

A first site survey found damage from Ike as substantial. The hangars and Texas Aviation Hall of Fame had 7-8 feet of water in those areas. The gift shop and lobby area had 3-4 feet of water. The southwest side of both hangars appear compromised. The entire contents of the gift shop are lost. Every exhibit in the Texas Aviation Hall of Fame was destroyed although some artifacts may be able to be saved.. How many is yet to be determined.

The airplanes received major water damage. Most remain in good shape physically. All plumbing and electrical systems are inoperable. The roof is okay minus one skylight. The second floor appears to be untouched. All evacuated aircraft are ok.

Damage to the museum is substantial. The extent of the damage has yet to be assessed by LSFM officials and staff. As soon as the preliminary assessment has been made we will post information here. As soon as possible we will let you know about reorganization and reopening.

Prior to IKE's arrival pilots were able to fly the following aircraft out of harm's way: B-17, B-25, DC-3,P-47, F6F, F4U, SBD, PT-17, T-6 and the F8F.



What Do You Change More Than Your Sox? Your e-mail address?

If you don't have a good anti-spam strategy or program, sometimes changing one's e-mail address is an easy, short term solution to the problem. However once this is done, you need to change anything that uses your e-mail address, especially as pertains to your Colorado Pilot Association contact information. Here is a quick check list on how to do this in the two common areas:

Your CPA website "Members Only" access uses your e-mail address to identify you, and is also used to send occasional bulletins and your password in case you forget it. If you don't know your password, and no longer have access to your old e-mail, you will need to contact an officer to have it reset. Otherwise simply click the "log on" button at the bottom of the blue navigation area on left. Use your OLD e-mail address and password to gain access. This will immediately show your online roster information. Then simply type over your old e-mail address with your new one and click the "submit" button on the bottom. Easier than doing a 3 point landing in a crosswind while flying a Luscombe 8A. While you are looking at your information, you might want to add some info about yourself and your interests in the "bio" area.

The **ColoradoFlying@ColoradoPilots.org** e-mail list will automatically unsubscribe you once your old e-mail address begins bouncing back messages (so don't let your mailbox get full).

You can unsubscribe yourself by sending a message to
ColoradoFlying@ColoradoPilots.org
with "**unsubscribe**" in the subject line

FROM YOUR OLD E-MAIL ACCOUNT. Otherwise send a note to
owner-ColoradoFlying@ColoradoPilots.org
to have it removed.

Subscribing your new address is just as simple. Send a message to
ColoradoFlying@ColoradoPilots.org
with "**subscribe**" in the subject line FROM YOUR NEW ACCOUNT and it will be subscribed once you have confirmed it with an e-mailed reply.

Many observant members have already started using our new aliased domain name - **www.ColoradoPilots.com** - it is just another name for the same web-site.

As always, just contact me if you have any problems -

Rob "Web Wob" Duncan

Colorado Pilots Association Welcome New Members!

Mark Smith
10214 W. Powers Avenue
Littleton, CO 80127-1840

Bob Mason
37407 Stillwater Street
Elizabeth, CO 80107-8588

Mark Sanderson
P. O. Box 2557
Bigfork, MT 59911-2557

Allen Mathews
2255 Shiprock Way
Colorado Springs, CO 80919-3838

Douglas Townsend
10586 Parkington Lane, Unit B
Highlands Ranch, CO 80126-6756

Sam Chipps
4102 Stone Canon Ranch Rd
Castle Rock, CO 80104-6055

Gordon Page
1208 Commerce Court, Suite 3
Lafayette, CO 80026-9555

Colorado Pilots Association Renewing Members

Bill Dunn, Centennial
Jerry Teitsma, Granby
Rick Kolker, Castle Rock
Carl Jensen, Littleton
Tom Hendershot, Lone Tree
Phillip Parker, Castle Rock
Lynn Ferguson, Longmont
George Walter, Frederick
Mark Brown, Aurora

Tim Roberts, Aurora
Bruce Morehead, Erie
Karl Sutterfield, New Zealand
Wayne Fry, Lakewood
William Scaff, Aurora
Raymond Brown, Louisville
Robert Beabout, Aurora
Stephen Konieczka, Golden

Trivia: Does renewing member Karl Sutterfield win the award for The Member Who Lives Furthest Away?

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.

Events & Flyins for Oct/Nov/Dec

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

CANCELLED!

Oct 17-19 - Hutchinson, KS (HUT).

STILL ON THE SCHEDULE

Nov 4-8 - AOPA Annual Convention, San Jose (SJC)

Contact: Walter Bell, 303-488-9780

Nov 15 - Annual Meeting

Guest speaker will be Chris Dunn - The Flying Weatherman, to be held at BFC (Jeffco)
9:00 am to noon

Dec 7 - Holiday Dinner

New Location! The Bison Grill at The Buffalo Run Golf Course, 15700 East 112th Ave., Commerce City, CO 8022

From MEMBERSHIP RECORDS . . .

Do you know that you may pay dues by credit card via PayPal on the CPA Website (ColoradoPilots.org)?

Go to Sign Up Now. If renewing, click on the RED information field and your personal data will be immediately displayed (you may want to do this anyway to ensure that your data is up to date and correct.) When the credit card transaction is completed or you elect to mail a check, an automatic notification is sent to Membership Records in either case. You may also make any changes to your personal data, such as, new address, phone number, different aircraft, etc.

In order to accomplish the above it is important that we have your correct e-mail address in the database and you know your password.

Should you need any assistance, please contact me. Thanks!

Terry Barbo TBarbo@comcast.net
Membership Records



Fly Mart



For Sale: 1966 Comanche 250

4638-TT, 1515 SMO, McCauley 3 blade like new 263, Garmin 430, Narco with own glide slope, new compass, new DG, new ASI, electric backup AI, all new landing gear wiring. Excellent interior and paint with "Bailey Bullet" scheme. \$82K OBO

Contact: Sharon Hines hinessj@msn.com

For Sale: FTG T Hangar

Good location, heated, insulated.

Contact Mike at 303 618 9114 or mike.shaw@shawbinary.com

Partnership Available: Cessna C140 Taildragger

We have a cute little red taildragger and we're so proud! :-)

This is an airplane ownership LLC to get you taildragger experience: N89297 SN8323, Continental C-85, McCauley CM7148 photos at http://www.proulx.com/~jer/photos/2008_N89297/

Looking for 2 more partners in the taildragger ownership corp: Just Plane Fun, LLC. No, we are not going to rent it. 1/4 shares for sale.

Based Fort Collins-Loveland (FNL), Colorado.

Contact Jer/ Eberhard, 970 231-6325 CELL, jer@frii.com

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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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/Blake - 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)
cl85guy@aol.com

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

Meeker / Rangely
vacant

Montrose
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 Krutzke
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)

Daril Cinquanta
303/423-9846
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 -
vacant

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 Krutzke
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)
Joe Thibodeau
303-320-1250 (W)

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
Don Smith
720-963-4108 - home
303-524-4344 - cell
dhsmith@comcast.net

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
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- ☐ \$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

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