

CPA FLIGHT LINES

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Feb 2009



Gary Tobey's Centurion. Check out the Fly Mart page for all the details.



www.coloradopilots.org



President's Message

by CPA President

Bob Kinney

Wow! We just completed our first Colorado Pilots Association board meeting of the year last night and it was a long one. Not having had a board meeting since October, due to our annual membership meeting in November and our Christmas hiatus, we found a long list of agenda items awaiting us for this first meeting in 2009. I won't bore you with the details, however, there were a number of decisions made that I thought worth addressing.

In the past, unless you attended CPA board meetings in person, the goings-on of the association was fairly unknown to the general membership. In 2009, the board wants you better informed. We're going to post the monthly board meeting minutes on the CPA's web site. It will still require you to take the initiative to go to the web site to look up the minutes, but it's a darned sight easier than driving down to Centennial Airport each month to observe the meeting first hand. In addition, we'll be posting a financial report each quarter in FLIGHT LINES. As a member, you play a large part in making this association strong and it's in your best interest to see where and how your dues are being spent. We hope these additions will help you stay informed and, as always, if you have questions or comments your board is ready to respond to your emails or calls. As of this writing, it's unsure where on the web site the minutes will be posted. Perhaps this offers you an excuse to explore our web site if you haven't done it recently.

As most of you know, 22 years ago the Colorado Pilots Association developed a mountain flying course that has grown into one of the nation's premier mountain flying training venues. Presented at least twice each year, it's taught by Colorado pilots who live and fly the mountains on a regular basis. Brian Jones recently stepped down as the chairman of the committee that oversees this program. Following a lengthy search for his replacement, I'm proud to announce that Larry Camden has enthusiastically agreed to head up this great group of folks. Larry is anxious to take the reigns and guide our Mountain Flying--High Elevation Airport Operations program from its already highly acclaimed status to an even higher level. In addition to dedicating funds to the purchase of better audio/visual equipment in 2009, we've applied for a grant from the Wolf Aviation Foundation to allow us even more latitude toward developing better instructional materials and video aids such as actual videos of approaches to some of Colorado's mountainous airports.

Larry has been flying for over fifty years and has over 38,000 flight hours. He was recently named the Instructor of the Year for Colorado and Wyoming and brings a commitment to excellence to our program. He's an ATP, CFII, MEI, AMP, FE, and I could go on and on with initials, but who really knows what they all mean? All in all, he brings an impressive resume to our program and he's all ours!

Remember the new FAA motto: "We're not happy, till you're not happy".

'Till Next Month
Bob

Events & Flyins for 2009

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

Tentative CPA Flyin Schedule

May 9	KTAD: Trinidad (one day)—historic restored downtown
May 30-31	KBFF: Scottsbluff NE (one-day or two day)—hike, exhibits, museum
June 6-7	KEAN: Wheatland WY—camp, ranch visit, hiking, barbecue
June 20	U87: Smiley Creek ID—camp, backcountry airstrips
June 26-28	KVEL: Vernal UT—hiking, rafting, Dinosaur Nat'l Mon.
July 17-19	KSAA: Saratoga/Encampment WY—cowboy festival, music, historic hotel
July 31-Aug 2	KTDW: Amarillo TX—Paladuro Canyon, music, chuckwagon dinner
Aug. 15-16	KGWS: Glenwood Springs—rafting, cycling, hot springs, caverns
Sept. 11-13	Marble—traditional back country fly-in
Sept. 26-27	KHUT: Hutchinson KS—Cosmoshpere, simulators, museum
Oct. 2-4	KPAN: Payson AZ—camping, hiking, natural arch, scenic drives
TBD	KOKC: Oklahoma City/Norman OK—tour of AWACS plane.

Other Local & Not So Local Aviation Activities

June 13-14	KFTG: Navy Blue Angels, Front Range Airport
June 20	KAPA: Mountain Flying Ground School
Jul 11-12	06U: 33rd Denver-Jackpot Air Classic
Jul 27-Aug 2	KOSH: EAA Airventure
Aug 8	KAPA: Mountain Flying Ground School
Aug 22-23	KBJC: Colorado Sport International Air Show and Rocky Mountain Regional Fly-In @ Metro
Aug 29	KFTG: Classic Aircraft & Car Show
Nov 7	KBJC: CPA Annual Meeting
Dec 13	CPA Holiday Party, Buffalo Run Golf Course

What's An eAPIS ??

Walt Bell

In an effort to make Americans feel safe in their homes the Customs and Border Patrol (CBP) has developed a new electronic monster. The monster is called Electronic Advance Passenger Information System (eAPIS). Googling eAPIS will bring up the website. The purpose of eAPIS is to provide a way for pilots to receive authorization to leave or return to the US. Starting in May 2009 you will need authorization before you leave or enter the US in a private airplane. The system is open now and a pilot would be smart to register and practice a few times to understand the system.

Basically, the pilot inputs information about the flight crew, aircraft, passengers and itinerary, then eAPIS provides authorization for that leg of the trip. You can get authorization for your return leg but only for a specified date/time that you requested. If your plans change you will need to file another eAPIS and get an authorization for that one. Like any new program there are lots of new rules. You would be wise to learn them as penalties are significant.

The Baja Bush Pilots seem to have the most detailed information about this program right now but other websites will soon catch up. Folks who have actually used eAPIS have not reported many problems but practice is essential. If you ever plan to take an aircraft out of the US I would advise you to register now and practice inputting a few arrival and departure flights.

One Caution!! DO NOT go past the final review page on eAPIS. CBP does NOT want you to submit practice plans into the system for authorization. When you fill out all the information correctly you will reach FINAL REVIEW. At that point cancel and logout.

Remember, starting in May you cannot leave the US without complying.

Trying to learn the system just before an international trip is going to be a real headache so learn it now.

BTW all the old rules about prior notice of arrival are still to be followed until at least May. And you thought learning to fly was hard.

Good Luck and direct questions to the CBP.

Baja Bush Pilots: www.bajabushpilots.com
eAPIS: eapis.cbp.dhs.gov

The 406 ELT Question - To Be or Not To Be

[From the FAA]

On 1 February 2009, the International Cospas-Sarsat Organization will terminate processing of distress signals emitted by 121.5 MHz Emergency Locator Transmitters (ELTs). Pilots flying aircraft equipped with 121.5 MHz ELTs after that date will have to depend on pilots of over flying aircraft and or ground stations monitoring 121.5 to hear and report distress alert signals, transmitted from a possible crash site.

Currently only 12-15% of the registered aircraft in the United States are flying with 406 MHz ELTs. This means that there is at least an 85% chance that an aircraft in an accident will only transmit a 121.5 MHz signal, thus remaining silent to the satellites. It will be up to other pilots monitoring the 121.5 MHz frequency in the cockpit to alert Search and Rescue authorities to accidents involving 121.5. When you fly, look out for your fellow pilots and when possible monitor 121.5 MHz.

If a 121.5 MHz ELT is heard on guard, report to the nearest air traffic control tower, the time and location of when you first detect the ELT, when it is the loudest and when it drops off your radio. Listening and reporting may well be the difference that saves a life.

Cospas-Sarsat System has been and will continue processing emergency signals transmitted by 406 MHz ELTs. These 5 Watt digital beacons transmit a much stronger signal, are more accurate, verifiable and traceable to the registered beacon owner (406 MHz ELTs must be registered by the owner in accordance with Federal Communications Commission (FCC) regulation at www.beacon-registration.noaa.gov). Registration allows the search and rescue authorities to contact the beacon owner, or his or her designated alternate by telephone to determine if a real emergency exists. Therefore, a simple telephone call often solves a 406 MHz alerts without launching costly and limited search and rescue resources, which would have to be done for a 121.5 MHz alert. For these reasons, the search and rescue community is encouraging aircraft owners to consider retrofit of 406 MHz ELTs *or at a minimum, consider the purchase of a handheld 406 MHz Personal Locator Beacon (PLB)* which can be carried in the cockpit while continuing to maintain a fixed 121.5 MHz ELT mounted in the aircraft's tail. Protect yourself and your passengers and Get the Fix... Switch to 406.

Remember, after February 1, 2009, the world-wide Cospas-Sarsat satellite system will no longer process 121.5 MHz alert signals. Pilots involved in aircraft

accidents in remote areas will have to depend on pilots of over flying aircraft and or ground stations to hear emergency ELT distress signals. For further information concerning the termination of 121.5 MHz data processing visit www.sarsat.noaa.gov contact **Switchto406@noaa.gov** with any questions.

Need more info? Check out these links:

A 121.5 ELT sends a half-watt signal, while a 406 ELT sends a five-watt signal. Assuming it does activate, SAR assets would have a much better chance of finding a 406 ELT. “The search area for a 121.5 ELT is the size of the Washington, D.C., beltway. The search area for a 406 ELT that is not linked to GPS is that of a few city blocks, and one that is linked to GPS is akin to searching an area the size of a football field.

AOPA articles - Mexico, Canada, US

<http://www.aopa.org/members/files/pilot/2008/blind0810.html>

<http://www.aopa.org/flightplanning/articles/2008/080214elt.html>

Transport Canada (Canadian equivalent of the FAA):

<http://www.tc.gc.ca/air/menu.htm>

<http://www.pointeravionics.com/images/downloads/Transport%20Notice.pdf>

Canadian Search & Rescue

http://www.nss.gc.ca/site/index_e.asp

Don't want to spend 1-5 AMUs? Here are PLBs from ACR and SPOT:

(1 Aviation Monetary Unit = \$1000)

- \$599 ResQFix 406 with Onboard GPS
- AquaFix™ GPS 406 with Onboard GPS
- AeroFix™ I/O 406 with Onboard GPS
- \$450 TerraFix™ I/O 406 with Onboard GPS
- \$599 Microfix™ PLB GPS PLB

Note: All five are the same unit with slightly different cosmetics and pretty much the same pricing!

SPOT Personal Tracking:

<http://www.findmespot.com/en>

<http://www.geosalliance.com/sar>

SPOT incorporates GPS, Track route, Message to contact list

The GEOS International Emergency Response Center alerts the appropriate agencies worldwide – for example contacting 9-1-1 responders in North America and 1-1-2 responders in Europe.

Annual cost \$99-159 depending on additional services

Comments found on private aviation mailing list:

Don't know K, but the part on an SAR, unless things change, CAP cannot initiate a search without an order number from USAF-worried they won't get paid unless they have an order number..so a person calling in a 121.5 to some agency will not begin a search unless AFRCC deems a search by CAP...I think this is going to be one mess that will at some point allow someone(s) to perish waiting for a rescue that will never happen or it will be a very late search period...then all hell will break loose when AFRCC gets sued for wrongful death.

You've got to love the government...they allow HD digital TV service then issue coupons to offset the cost of the new equipment to the general public...yet they come up with the 406 and say to the pilots..[hostile adjectives] unless you comply with our ideas.and we're going to continue to use your tax money for CAP and AFRCC whether you agree with us or not as 85% are not in compliance.

One of the sub plots in the 406 is that they will be able to lower the costs of rescues and lower the budget of CAP additionally. Since many 121.5 searches were for people mistakenly setting off their beacons and AFRCC required to search for a beacon after several satellite passes, the new technology was to keep costs down, and incidentally get better data for the search.

But cutting off the 121.5 search is just stupid...sort of like a cop that would only use radar to write up a speeding ticket...I've never understood why they can't do both...sure the 406 is a great device, but a little expensive, the 121.5 is mandated so why not give us coupons in the range of \$200-250 to offset our costs of the up grades, like they did the TV folks.

**Corporate Flight Departments
A View from the Inside**

[Private note from a corporate pilot to your editor in early January 2009]

I've been in corporate aviation since 1977. I've managed 4 corporate flight departments, and flown for a total of 5. Here's the scoop.

US corporations have seriously benefited from owning & utilizing corporate aircraft since approximately the early 1920s. For nearly 100 years, the use of the ultimate time & life savings machines have helped in a significant and very unique way to enable America's leading companies to create unprecedented wealth and shareholder value. Without airplanes, there is no way our economy

and leading technology and productiveness in America would be anywhere near what we've achieved to date.

Time = Life is the one asset we have that is entirely "inelastic". There is no more to be made. It is finite. We can always make more money, or come up with more ideas, but there is no more time / life to be made. Therefore, we must safeguard with utmost care that which we have, and leverage it with the most powerful time saving tool a business can have at its disposal - an airplane that puts the right people, in the right place, at the right time.

A company's aviation department, rightfully managed & utilized, is critical to the company's economic well being. Company planes are flying offices that serve as the critical business link with customers, regulators, vendors, and shareholders all across the USA & now the World! Every day, I look back from the cockpit and see a group of company leaders with computers open, files spread all over, often phone in hand, doing nothing but continuing to conduct company business as they travel. So much so, that it could be said that in essence, we fly offices & board rooms, not airplanes!

It's all about efficiency and productivity. Avoiding the enormous & unpredictable security lines, usual delays & cancellations that is the airline world. Arriving on time. Arriving well prepared from strategic & confidential enroute meetings. Arriving rested when necessary from grueling long cross-continental trips, and often very tight multi-state itineraries.

The aircraft most corporations choose to operate are VERY moderate planes. King Air turbo props, Cessna Citations and a variety of piston powered planes account for over 80% of all the business aviation fleet. For example, in my company we fly Cessna Citation XLs. They are the Honda Accords of the air. Reliable. Moderate. Lower priced. Do everything safely. Some companies have to have bigger, longer range international jets because they reach all around the world. Hence Falcons and Gulfstreams. I've seen that companies select airplanes based on picking the right tool for the job they have to accomplish. Individuals might select a more elaborate jet than they really need, but that's their right, it's their money. Companies are far more conservative as a norm. It's shareholder money. They must be able to make a business case.

For the majority of US companies, their trips are hard-hitting business trips ONLY! The company planes are not used as individual perks. That may have occurred on occasion, decades back, but not today! They follow strict policy of who can authorize trips & who can use the planes. They are continually audited for IRS and Sarbanes compliance. Every passenger, every trip leg is scrutinized for compliance & appropriate authorization. Often these planes are full as shut-

ties moving all sorts of company personnel between factories & offices. They greatly reduce the costs over sending them via airlines (who must make a profit on moving the same folks).

A typical company plane will average 3 or 4 passengers or more per trip. Numerous repeated studies over the years have demonstrated that when you get even 3 medium salary level personnel from a company onboard the aircraft, you can beat the airline costs when it comes to total door to door travel time cost using the paid value of the executives' time to the company + all additional extra travel expenses associated with airline travel (airport parking fees, often cabs, rental cars, fuel, extra meals & extra overnights required).

The personal safety and security of a company's senior executives is critical, and therefore the company aircraft are the only way to safeguard certain VIP individuals by keeping their exposure to danger within our control. There is also the element of public danger to mitigate. Some companies have very high profile executives who just cannot travel with the public without endangering the public via the threat of kidnapping, assault, etc. This becomes especially acute overseas.

There are 5,000 public use airports in this country making general aviation a lifeline to thousands of communities across the country and their only link to our nation's air transportation system. US companies use a variety of non-commercial, or poor-commercial served airports to get their business accomplished.

Today, about \$150 Billion a year is provided to the national economy via general aviation. Also over 1.25 million jobs are provided! Many of these are skilled and high paying jobs. It was these two facts that helped turn Congress around recently in an ill-conceived notion to force certain US companies to not use business aviation to get their jobs done.

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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My first 100 Bus hours- reflections on the A-320

[Ed Note: This was written in 2005 and posted to rec.aviation.piloting. The US Air 1549 "float plane" that landed in the Hudson River on Thursday, Jan 15, is the same model described here. Thought everyone would be interested in the cockpit and takeoff details]

I'm writing this while cruising at FL370, staring at a bright half-moon through the windscreen, waiting for falling stars. There isn't a cloud in the sky tonight. I have my laptop sitting on a pullout tray in front of me and plugged into the 110V outlet. The cockpit is quiet, as are the radios this time of night. We are cleared direct destination. Most of the pax are asleep. There isn't much to do, so I thought I'd share some thoughts about the Bus.

I went through the company's assimilation program and received a type rating without ever touching a real Bus. I followed my standard training program mantra- Cooperate, Graduate. Unlike previous training on other types, Bus training didn't focus on knowing every nut and bolt, but rather focused on things that pilots can control from the cockpit. Common sense prevails at last.

Even with common sense, there is a lot to learn. The flight manual has 1600 pages divided into 4 volumes. Add to that some Jeppesens, a quick reference handbook for emergencies, and a company operating manual, and the old flight bag gets heavy. Fortunately, I've found that in practice most of these publications are seldom used. If there is a problem, the airplane will tell us. Then it will tell us what to do about the problem. The flight management computers have a chart database, so the Jepps are set to the side quite often. The FADECs calculate maximum N1 speeds. The FMS calculates maximum altitudes. Rarely do we need to pull out a publication. The airplane has its own laptop with all the above documents on it plus more, such as the minimum equipment list. Unlike the printed version, the laptop has a search function, which simplifies finding procedures. The laptop also contains the performance tables for every runway we can access worldwide. For ATIS, I hit a button and the printer spits out a written ATIS for me. The printer spits out the weight and balance too. It's so easy and yet I had to study so hard!

My first flight in the real airplane was sweet. That airplane was less than a month old. It smelled new. The carpets weren't sticky. The seat cushions weren't torn or flat. The cockpit is larger than my previous ride. I don't hit my head on the overhead switches when getting into the seat (hopefully the B-727 fire handle scars on my scalp will disappear before I lose all my hair). There is room for my overnight bag, so I no longer worry that a passenger will deplane with my clothes. The seats are electric just like a luxury car, though they won't fully recline. Each pilot is surrounded by 5 cold air vents, which really do cool

us off. The windows don't leak in the rain so I won't have de-ice fluid running down my leg this winter. There are built-in window shades on the side windows. Just pull them down and hook them in place. The sewer stench from the front lavatory that overwhelmed us with regularity on my old ride is pleasantly missing on the Bus.

The pre-flight is simpler. Test the fire detection, turn on the seatbelt sign, and check the flightplan in the FMS. The exterior pre-flight is simpler too, which does bother me. It is nice to fly an airplane I can walk under, however I can't get into the wheel-wells or avionics compartments because I can't reach them. I can't run my fingers across the top of the wing to check for ice unless I call maintenance to bring a lift-truck. On the plus side, the APU runs so quiet I don't need earplugs. I don't need to stand on tippy-toe to access the fueling panel. I don't need to hop on a belt-loader to check the fan blades for damage. This particular airplane is so new that the manufacturing stamps are still visible on the backside of the turbine blades.

Starting the engines is easier. I no longer have to hold the start switches in place. I simply flip the switch to 'ON', and the computers do the rest. The computers will shut off the fuel and continue motoring the engines if a hot-start happens. Then they will try a second start. If that is unsuccessful, the computers will tell us to call maintenance. The computers will also tell us if we missed anything important on the checklist such as arming ground spoilers, arming auto-brakes, setting flaps, or turning on the transponder.

Taxiing takes some care. Sitting higher than I'm used to makes me think I'm going slower than I really am. The airplane wants to taxi at 40 knots at ground idle. For the first few taxi outs, I had to refer to the groundspeed read-out to keep from spilling the coffee while turning. Riding the brakes lightly is okay, which took some getting used to because I'm programmed to use brakes as little as possible. The brakes are carbon fiber, which prefer to be a little warm rather than stone-cold. As with the brakes, I'm programmed to always stow the armrests for take-off and landing. On the Bus, it is preferable to have the armrests down for better control of the joystick. It still feels a bit strange to have the armrests down for landing and take-off. The sidestick itself didn't feel strange, maybe because I've flown sidestick before in a homebuilt.

The first take-off was a rush. I chose to use maximum power, which gave us a weight to thrust ratio of 2.4 to 1. We were off the ground in about 3500 feet. The initial climb rate was like being in a 20 series Learjet. Reducing to climb power still gave us 4400 feet/minute. Climbing through FL300 had us doing better than a 1000 feet/minute. We settled at FL370 at M.78 burning 4800 pounds/hour. We were burning 2.4 times as much fuel as a Lear 25, but carry-

ing 19.7 times as many passengers.

The descent is handled by the FMS for best fuel efficiency. I just sit back and watch it do its thing, crossing restrictions and everything. In my previous rides, I flew climb and descent profiles that weren't in the manual but could beat the flightplan's fuel burn figures by quite a bit. I was mildly proud of myself when I discovered that the profiles I used are similar to the profiles used by the Bus to save fuel. To beat the Bus's flightplanned fuel burn, I have to use my brain.

Jets don't descend and decelerate simultaneously very well. The Bus is no exception and it requires proper planning to descend for an approach. The wing feels like a glider at times. Speedbrakes come in handy and can be used when the flaps are extended. Landings are real easy. It just wants to roll on every time. It's almost too easy. I can be lazy and still have a sweet landing. I fear I might lose the golden landing touch that my previous rides have demanded of me.

Studying the systems has allayed my apprehensions about the design. There are many improvements over older designs like the wiring for the fuel pumps being outside the wing. However, there are some vagaries that leave me scratching my head. There is no protection against tailstrikes. The nosewheel centering mechanism is hydraulic and has been known to blow a seal. The wingtips save fuel (2.4% increased fuel burn without them) but they look silly. Retractable landing lights cause an irritating vibration when extended. This particular plane is new, but the design is over 2 decades old and the FMS is a dinosaur compared to the new stuff. The fuselage bends and twists in turbulence, but it weighs less which saves fuel. The public address is set up to prevent an inadvertent broadcast to the passengers when replying to ATC, but the backlighting for the switch burns the fingertip like heck after a few sentences.

Overall, I like my new ride. It's comfortable. At the end of the workday, I don't feel as fatigued. It's efficient. We can carry 200 passengers yet weigh about 53,000 pounds less than a B-757 at MGTOW. Passengers love it. Many of our passengers comment favorably about the Bus. The seats are wider and the temperature control is much better. The air conditioning pumps out clouds of rolling condensation from the ceiling vents on hot steamy Caribbean days (some of our less savvy passengers worry that it's smoke). Push a button during an approach in a rainstorm and non-toxic rain repellent squirts on the wind-screen to help bring the runway into sight.

The time has come to open the cockpit door and accept the deplaning passengers' accolades for another sweet landing as the condensation rolls out of the ceiling vents.



Fly Mart



FOR SALE: 1995 Maule MX-7-180A. A low time, fun, go anywhere VFR airplane. It has had one owner and has always been hangared. NDH and is well maintained and in excellent condition.

Contact: Jack Buschmann (303) 321-7859 (H) or (303) 842-7381 (C) or email buschfolk@earthlink and I'll send you a detailed spec list.

FOR SALE: 1962 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 harness and bungees. M-20 air/oil separator, one piece windshield in excellent condition. Custom paint job and recently restored interior. No gear ups or prop strikes. Always hangared. Price Reduced to \$75K OBO **Contact:** Sharon Hines hinessj@msn.com

RESIDENTIAL AIRPARK LOT FOR SALE

at Meadow Lake Airport (00V) for \$99,900.

Contact: (719)440-5608 or www.tgpaviation.com

HANGARS FOR SALE at Meadow Lake Airport (00V)

Contact: (719)440-5608 or www.tgpaviation.com

FOR RENT: INSULATED T HANGARS at Fort Collins-Loveland (KFNL)

Airport. **Contact:** Tom Barlow (970) 204-0508 tkbarlow@hotmail.com

PARTNERS OR SALE:

1962 Mooney M20C. Everything from firewall forward new or rebuilt. Updated panel with 201 style yokes. Two time Oshkosh winner. Hangared at Meadowlake 00V. Sale price \$65,000.

Contact Ray Miller at 719-495-2470 or e-mail jon2sum@aol.com.

FOR SALE: 1966 Cessna 182 New paint job in 2005 and new interior.

4645.9 TT, 689.0 TSMOH, Annual 11/18/08, N3451F, 2 king 170B navcom, MKBKN, KN64-DME, KR-86 ADF, 4 place intercom, new transponder, long range fuel 84 gal total. \$74,900.00

Contact: Clyde Cable 970-454-5469 or email jimmyfield@yahoo.com

Start 2009 Right; One-third of Cessna T-210M Centurion Make an

offer – asking \$46,000. at APA; Updated panel with GNS 530W, 2/09 annual, fresh prop overhaul; greater load and speed than singles and light twins costing five or ten times as much; TT 3250, STOH 500, Robertson STOL

Contact Gary Tobey at 303-799-8600 or gtobey@tobeytoro.com

More FlyMart!

For Sale: David Clarke H10-40 Headset. Good condition \$75.00

Contact: Wayne Munson 303-666-8757 wayne@munson.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.

Colorado Pilots Association Welcome New Member!

James Greer
914 Kettle Rock Court
Colorado Springs, CO
80921-3048

Bruce McMillan (rejoined)
509 W. Princeton Circle
Glenwood Springs, CO
81601-2853

Mike Donnelly
619 Orion Drive
Colorado Springs, CO
80906-1016

Beau Coleman
2939 N. County Road 29
Loveland, CO 80538-9723

William Griffith
160 Franklin Street
Denver, CO 80218-4005

Colorado Pilots Association Renewing Members

Steven Mutzig, Breckenridge
Aaron Schomberg, Littleton
Stan Specht, Lakewood
Perk Odell, Akron
Don Smith, Lakewood

Charles Knuth, Carbondale
Michael Jolovich, Granby
Mark Dahl, Johnstown
Jack Wilhite, Morrison
Michael Priess, Lyons

So Much for Microsoft FlightSim...

It appears the Microsoft has shut down the ACES facility which was responsible for, among other things, Flight Sim development, and laid off everyone immediately except for a small core team that will handle the shutdown for the next 2 months.

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