

CPA FLIGHT LINES

Volume 26, No. 4

April 2009



U.S. AIR FORCE



Everytime we fly...might be actively or passively, but these are some of the organizations with which we interact.
Be careful out there!



www.coloradopilots.org



President's Message

by CPA President

Bob Kinney

There's always been an effort to regulate the aviation world, and in many cases it was much needed as the numbers of aircraft increased year after year in the skies over America. Recently, however, and I'm talking since September 11, 2001, regulations aimed at general aviation, business aircraft on down to the smallest of the general aviation fleet, have increased dramatically. This, despite the lack of even one instance of terrorism ever, utilizing a general aviation aircraft. The Federal Government, insists on promulgating a mountain of regulations aimed directly at our fleet of light aircraft. Granted, some have been common sense rules that impose a minimal amount of angst on those of us who enjoy the freedom of America's skies. For example, I don't mind ensuring that my Bonanza is secured from unauthorized entry when I leave it after a day of flying. I sure as the dickens don't hesitate to take an extra look around to be aware of the goings on at my airport and report activity that seems out of place. Yes, I even refuse to allow an extra car to pass through the security gate behind me when I enter the airport with my security access card.

Concerning, however, are the demands that we abide by overbearing rules governing our departure from and subsequent arrival back to our country of birth. New rules are being conceived to require security badges and background checks for those many of us who fly into and out of airports with commercial air service. Aircraft over 12,500 pounds are being targeted for greatly increased security measures demanding, in this writer's eyes, unreasonable and expensive procedures. It's a daily task to keep up with the regulatory and legislative assault on our flying freedoms.

Your CPA board continuously monitors this action, reacts via participation in political action groups, lobbies, sends letters, drafts resolutions, and makes phone calls & emails expedient to our cause. Gary Tobey, our legislative affairs chairman, monitors and advises of pending legislation to ensure our best interests are met. However, WE NEED YOU!

Advise us when you become aware of pending regulations of concern, notices of proposed rule making, or any other activity that might be construed as damaging to the future of general aviation. We'll follow up. You must too! The voices of thousands of pilots writing, calling and emailing to comment on proposals is remarkably effective. . .perhaps even more so than the constant drone of the AOPA, CPA, EAA and many others. Be involved. Let's not let our

freedom to enjoy America's skies slip from our grasp for lack of participation by our individual members.

Now, on a topic of lighter note, as you recall, we recently posted new CPA apparel for sale on our web site. We now have one more item to consider. . .a ladies jacket. The jacket we introduced a couple of months ago is good for both the guys and the gals whereas this additional jacket is more specific to the gals. This gives us two jackets to choose from in addition to the new ladies shirts. Go to www.coloradopilots.org and check them out. I think you'll find them very reasonably priced.

Flyers for the first of the 2009 fly-ins should be appearing with this issue of FLIGHT LINES. This is your golden opportunity to try a fly-in. You could be missing out on a ton of fun.

Keep the blue side up!
Bob

The Neverending Story -TSA LASP

Editor's Note: I recently sent a letter to our Congressional elected officials regarding the recent meeting at Montrose (MTJ) with TSA representatives. The focus of the email pointed out that at no time has the TSA provided a Cost Impact nor an estimate of costs of this proposal and that it's possible that this approach may violate the formal rule-making process. Only one sent a reply:

In the Homeland Security Committee, I voted for legislation requiring TSA to address the issue of airport security with regards to its employees. This came on the heels of the regrettable incidents that occurred in early 2007, where airport employees were able to smuggle weapons onto airplanes. The bill creates a pilot program to screen all airport employees at seven airports, including two large hubs. I look forward to working with TSA's management at DIA during the employee screening pilot programs to address unique challenges pertaining to DIA. Further, their plan is in the final stages of approval, and is scheduled to begin in early May.

I should point out that my comments only related to the current TSA NPRM and at no time did I ever mention DIA nor any DIA personnel. So it appears that the meeting in Montrose and the proposed rules are the result of employee problems at the Big Airports? But don't despair. Here's two comments that provide hope that some level of common sense will prevail:

The Transportation Security Administration's Large Aircraft Security Program (LASP) is not suited to general aviation aircraft and should not

go forward without industry input, said the chairman of the House Committee on Homeland Security, which has jurisdiction over the TSA.

In a March 2 letter to the TSA, Rep. Bennie G. Thompson of Mississippi called for the agency to delay implementation of the program and engage with Congress and industry stakeholders. Under LASP, commercial airline security procedures would be applied to aircraft weighing more than 12,500 pounds, regardless of how they are used.

Rep. Vernon Ehlers (R-Mich.) put it even more strongly. "One of the reasons I ran for public office was that I have always fought against stupid rules. This is a prime example of a stupid rule," Ehlers said. "Simply put, the threat does not warrant this level of regulation. One might remember that the TSA issued a similarly stupid rule a few years ago which required all passengers flying into and out of Reagan National Airport in Washington, D.C., to sit in their seats 30 minutes prior to landing and 30 minutes after takeoff. I was able to lead the charge in Congress to get that useless rule overturned—it passed the House of Representatives by unanimous applause. Hopefully, the TSA will scrap this proposed rule and Congress will not have to once again get involved."

Keep those fax and emails coming folks! Need names and fax/email addresses?
Check out

www.eaa.org/govt

www.aopa.org/advocacy

www.house.gov

www.senate.gov

Your Representative

Your Senator

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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CHANGES AROUND PUEBLO

BE AWARE!

Bill Linenberger, Safety Chair

A significant change is being seen by general aviation at one of our popular airports, Pueblo, Colorado.

Over the years most of us have gone there in search of the famous \$100 hamburger, or, as instructors, have sent students there for cross county and tower experience due largely to the location, ATC facilities, and a quiet, easily accessed traffic pattern. Much of this has indeed changed.

The food is still good, the restaurant staff friendly, and the personnel at the FBOs very helpful. The airport itself, however, is no longer quiet, especially on weekdays.

Intensive student training has come to PUB with Doss Aviation providing Initial Flight Screening for young Air Force officers and flying 120 to 160 sorties per day, usually on weekdays (and occasional Saturdays.) These flights are conducted during daylight hours and are VFR only according to their chief pilot.

This flight environment, along with government cutbacks, has necessitated changes in ATC procedures. Previously, we could contact Colorado Springs approach for flight following, be handed off to PUB approach and then PUB tower. No more. PUB approach is now handled by Denver Center.

According to a recent briefing by John Merrit, Front Line ATC Manager at PUB, the radar controllers have been removed from the tower facility. Denver Center will now handle the advisories and will NOT provide VFR separation. At 12 to 15 miles from the airport, you will be instructed to squawk VFR and call PUB tower. They will not hand you off to the tower. That may change, but at this time that's the procedure.

The Doss Aviation training aircraft, DA20 Katanas, will normally be inbound at 6000 msl and descend into the traffic pattern abeam the tower. They are very hard to see due to their size and may pass as close as 500 feet above you in the pattern. ATC may direct you to an "outside downwind" if there are a number of aircraft in the pattern. As always, if you are not familiar with a procedure as cleared, tell the controller and ask for further directions.

ATC priorities are given to departures, arrivals and pattern aircraft in that

order. Touch and goes may not be possible and practice instrument approaches may be limited. Again, this mainly pertains to weekdays. Weekends and nights are less congested.

If you wish to verify whether the Doss training sorties are active before flying to PUB, the Doss operations desk phone is 719-423-8675. A depiction of the practice areas they are using is available at www.seeandavoid.com. Grab on Colorado and then pull down and go to the area chart section.

Once on the ground, you will find numerous other changes. The area between the ramp and 8R/26L has double yellow stripes around it, as well as 30 inch stanchions throughout. They have been installed in an attempt to stop the incursions from the ramp onto the active runway.

The signage has changed. New signage was installed in March. Taxiways have different designations. ***Your old airport diagrams ARE NOT VALID.*** Check for current diagrams at naco.faa.gov/index.asp?xml=naco/online/d_tpp.

Taxiways are Alpha, Charlie, Delta, or Foxtrot only. 8R is accessible only via Foxtrot. 26R is accessible via A9 for full length, while crossing 8R/26L may be possible at A3 or A6 with proper clearance. If requesting the long runway (8L/26R) for takeoff, put your request in on your initial call so they will have time to try and work it out.

Numerous construction projects will start in April 2009 and continue for the next two years, depending on funding. 8L/26R will be resurfaced and the threshold for 8L will be moved during this time. 17/35 will be closed during work on the west end of 8L.. Ultimately, 8R/26L will be closed as a new parallel runway will be constructed north of 8L/26R.

Change?? That's for sure. Hopefully, this information will help you if you fly there. Please check NOTAMs every time you fly there and keep your flights safe and fun.

[Ed Note: The ***Tiger*** call sign is used by students who have solo'd and report on 122.75. Pre-solo students are ***FurBall*** and report on 122.77

A Reminder

Flyin season is upon us. Publishing stories and photos of flyins are high priority around here! But remember - Photos MUST be JPG format and NOT from a cell phone. The printed quality of a cell phone photo is really bad. What looks good on the web is mediocre when printed.

FAA Aviation News Update - ELT Disposal

ELT Disposal – emergency locator transmitters (ELT) to the newer and more reliable 406 MHz digital emergency beacons, many of the older ELTs are finding their way to trash dumpsters and landfills. If the old ELTs are not removed and discarded properly, the device could be accidentally activated and broadcast a distress signal forcing emergency responders, namely the Civil Air Patrol (CAP), to locate the disposed transmitter. “It is time consuming for our members to locate and silence ELTs in landfills and dumpsters,” says CAP National Commander Maj. Gen. Amy S. Courter, “but it is something that must be done to make sure all emergency signals are accounted for.” If you are discarding one of these devices, please remove or disconnect batteries so the device cannot be accidentally activated. Then, contact an electronics waste facility in your area for proper disposal.

[Ed Note: Published with the permission of the writer, Robert Epting. Bob is an attorney in Chapel Hill, NC, a principal of a small airport, a pilot and a member of EAA 1114. The “transcript” of the Montrose TSA meeting got around the country in less than a day. That’s the Colorado meeting referred to midway through the letter.]

March 9, 2009

Congressman David Price
U.S. House of Representatives
2162 Rayburn Building
Washington, DC 20515

Re: New TSA Rules Prohibiting Access to General Aviation Airports

Dear David:

TSA claims to have adopted rules intended to go into effect on April 30, 2009, that would prohibit access to the ramp area of any airport served by passenger transport service, by any person not previously certified, cleared, and badged by the local airport operator, or accompanied by representatives of that operator to and from aircraft on the ramp.

Tens of thousands of pilots across the country have questioned and filed written objections to the rules, and in a few places have been permitted to meet with TSA and Homeland Security officials, to ask questions and point out the many ways in which the new Rules are unnecessary and unsupported in fact, and how wholly unworkable and grossly expensive they would be to implement. Airport operators are all of the same view that the new rules impose restrictions that will in practical effect put them out of business.

TSA employees have attended a few public meetings to take (but not answer) public questions. Enclosed is a report of one such meeting, recently held in Colorado. I urge

you to take a moment and read the meeting summary. I believe you will be outraged by the TSA rules, by the conduct of the meeting, and by their presentation as though we pilots are the danger from which they are bound to protect the country, and in any event, not even entitled as citizens of the United States to know their basis, purpose, specific provisions, or how they will be applied in specific situations.

You are in a unique position to look into the legality and practical effect of the new rules, and to help rein in their imperial, unconstitutional reach. The process and authority under which they have been imposed contradict, and I must say, directly abuse everything you ever taught your students about the process of constitutional government, and especially American democracy, and deserve your attention, if for no other reason, because they are so representative of the great damage being done every day by TSA and Homeland Security to the privileges and rights we have taken for granted during my lifetime, often without explanation, as if the American people have suddenly become stupid and needy of faceless government bureaucrats to protect our homeland.

I urge you, please, to provide us with a schedule of public hearings where you and your staff can gather information from those of us who use the public airports and general aviation facilities, as necessary to understand the unconstitutional and unnecessary reach of these regulations. The idea that they might have been imposed without a formal rule-making process is entirely inconsistent with all I have learned about administrative law in my forty years of law practice, and instead, in my opinion, continues the unconstitutional reach of the former administration into the present one.

Please, I urge you, help us to understand and give us a chance to help put into place what is needed in these circumstances. And at a minimum, help us to find out how we can cooperate with our government, rather than being treated in sum as though we are all in league with potential terrorists, as these rules reflect.

I am willing to come to Washington to meet with you, or to testify or arrange the testimony of knowledgeable persons about this problem. Please help me arrange for you to hear from us before the date we are told we will be required to follow new rules we are not entitled to know the purpose or necessity for, much less the entirety of their provisions.

Please help us take back our government, so that we can become again, a self-governed people.

With warm personal regards, I remain
Very truly yours,
Robert Epting

A reminder

If you wish to contact your Senator and/or Representative, do not send SnailMail. All US Mail is sent to a processing facility (anthrax, remember?) and is delayed for weeks. Send a fax or email.

Night Carrier Qualifications

A Navy pilot's tale of his first landing on the boat in the dark.

LTjg. Doug Masters

Part 2

As I step up the catwalk I realize the tail end of a Superhornet is over my head, as well as a 70-foot drop to the water to my left. They're packed like sardines up here. They're also turning, and I need to get to the other side of the deck. My senses peak out of pure self-preservation. I'm instantly aware of everything going on within 50 yards of me, and it's a lot. I don't need to walk into a prop or a tailpipe. Something else becomes readily apparent. I'm getting wet. "What the ?" Well, if we're gonna do this, might as well pull out all the stops.

As I step up to my jet, I eye it over as best I can in the dim orange light. The airplane captain greets me in the dark, and introduces himself with a salute and a handshake. There's actually a calming effect. Something familiar. A familiar face from the beach. Whatever it is, the tension is eased slightly as I do my abbreviated preflight. Abbreviated because the back half of my jet is out over the side of the ship. Looks good from here, time to man up and get out of the rain.

Canopy down, I'm strapped in, the jet is up and running with a solid INS alignment and no real problems. Let's do this. "Tower, 303 up and ready, 38,000 pounds."

Okay done this too cricket, cricket. Damn, wrong freq. I get the appropriate freq channeled and check-in with the Air Boss. Seconds later my jet is swarmed by brown shirts breaking down all the chains and tiedowns. My airplane captain passes off control to a set of yellow glowing wands (the handlers) and gives me a salute with a "good luck" look on his face. Great, was the nervousness that obvious? The handler gives me the signal to start rolling forward, and with little twitches left and right squeezes me past a few other jets on deck before handing me off to another set of wands down the flight deck towards the catapult.

Several sets of wands later I'm parked behind the jet blast deflector (JBD), which is up protecting me from the jet 20 feet ahead that's at full grunt about to be shot off the front of the boat. I marvel at the choreography that's gotten me to this point. Somehow I've managed to fit into this silent dance (with two left feet) that is the moving of jets around a moving flight deck, which is launching and recovering aircraft simultaneously, at night, without a word ever being said, and mainly by guys and girls not even old enough to legally drink.

As the JBD comes down, I double-check my trim settings, radar altimeter set to alert me to any settle off the front of the ship, double-check my ejection seat is armed, and all radios, nav aids and datalink are turned on. My three multifunction displays are all set appropriately, and I continue to taxi onto the catapult. I roger up the weight board for the jet's weight with a circular motion from my little flashlight (too dark for hand signals) and the holdback is attached to my nose gear. The holdback is what physically restrains the jet from rolling forward at full power, but breaks free when the catapult fires.

Ongoing TFRs Near HGO

Have you noticed this TFR?

Hugo [HGO VOR] : December NOTAM #9 issued by Denver CO
Airspace KELLY B MILITARY aircraft 8000 / below 3 nautical
miles EITHER side 21 nautical miles on the 352° radial of
Hugo [HGO VOR] - 12 nautical miles on the 332° radial of
Hugo [HGO VOR] - 10 nautical miles on the 254° radial of
Hugo [HGO VOR] - 12 nautical miles on the 243° radial of
Hugo [HGO VOR] - 19 nautical miles on the 172° radial of
Hugo [HGO VOR] avoidance advised 0130 - 0500 daily until
December 30th, 2009 at 10:00 PM MST (0912310500)

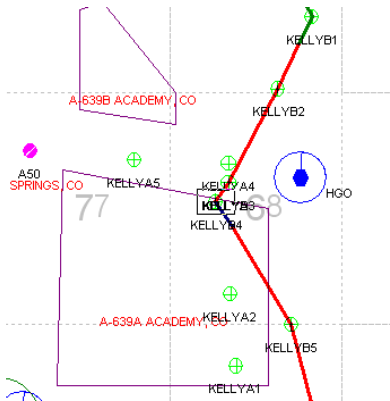
This is one of 4 TFRs near HGO. They aren't areas, but transition routes, fairly low level, and crossing multiple airways.

The Kelly B TFR route crosses V263, V366, V108, V169, V10/244 and is active twice daily:

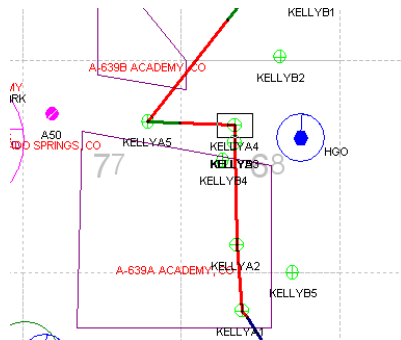
0130 - 0500Z and 1800-2230Z daily, or,

7:30 pm - 11 pm MDT and noon - 4:40 pm MDT

Kelly B TFR



Kelly A TFR



The Kelly A TFR route crosses V263, V366, V108, V169, V10/244 and is active twice daily:

0130 - 0500Z and 1800-2230Z daily, or,

7:30 pm - 11 pm MDT and noon - 4:40 pm MDT

Prescott FSS did not know who or why other than it belongs to the USAF.

More CPA Styles!

We are pleased to announce the addition of a Ladies' Technical Shell Jacket to our inventory of CPA Logo Products. Pictures of this new jacket are on the Website (ColoradoPilots.org CPA Logo Products) as well as an order form. This form should be printed and mailed together with check to: CPA, P. O. Box 200911, Denver, CO 80220-0911. Allow about three weeks for delivery. For another view (better one) of the jacket, Google StormCreekJackets. It is 4450. Our price of \$50 includes embroidery and tax. Following is a more detailed description:

Shell and lining are 100% lightweight polyester. Feminine fit. Water resistant and windproof. Hood rolls up into cadet collar with Velcro closure. Ciba© treated, moisture wicking mesh lining. Storm flap behind two-way zipper. Interior right side chest pocket. Sleeve cuffs with adjustable Velcro closure. Interior hidden zipper across back and vertical zipper on left chest to allow easy access for embellishing. At the waist in the back there is a drawcord with locking toggles hidden in the front pockets.

I am in the process of compiling an order for the ladies' camp shirts and T's. So now is the time to place your order and be ready for the upcoming fly-in season.

A supply of both the men's long and short sleeved denim shirts is on hand and orders for these can be filled immediately.

Terry Barbo

The Airplane

An airplane has gigantic wings but not a feather on her breast.
She only mutters when she sings and builds a hangar for a nest.
I love to see her stop and start, she has a little motor heart
That beats and throbs and then is still,
She wears a fan upon her bill.

No eagle flies through sun and rain so swiftly as an aeroplane.
I wish she would come swooping down between the steeples of the town
And lift me right up off my feet and take me high above the street
So all the other boys might see
The little speck that would be me.

From *Favorite Poems Old and New for Boys and Girls selected by Helen Ferris*, published in 1926, compliments of Drew Chitica.

Events & Flyins for 2009

Always check the CPA website for the latest updates and changes.

CPA Flyin Schedule

- May 29-31 KOUN: Oklahoma City/Norman OK --NWS Severe Storms Lab, USAF AWACS
- June 6-7. KEAN::Wheatland WY. An old-time mountain ranch weekend
- June 20-22. U87: Smiley Creek, ID. Smiley Creek, in the Sawtooth Mts near Ketchum
- June 26-28. KVEL:Vernal UT- Dinosaur National Monument; Jones Hole Trail, rafting
- Jul 11-12 06U: 33rd Denver-Jackpot Air Classic
- July 17-19. KSAA: Saratoga WY 7th Annual Cowboy Gathering in nearby Encampment.
- July 3 Aug 2 KTWD: Amarillo, TX--chuck wagon dinner and melodrama "Texas."
- Aug. 8 (&9) KTAD: Trinidad. one-day tour of the new historic area., golf
- Aug. 15-16 KGPS: Glenwood Springs -- Hotsprings
- Sept. 11-13. Marble Traditional back-country fly-in to private strip.
- Sept. 19-20. KBFF: Scottsbluff NE Tour the National Monument.
- Oct. 2-4. KPAN: Payson AZ - Mogollon Rim, Tonto Natural Bridge
- Oct. 9-12. KHUT: Hutchinson KS Cosmosphere's Adult Astronaut Experience

Other CPA, Local & Not So Local Aviation Activities

- May 16 KPSO: Pagosa Springs flyin
www.archuletacounty.org/Airport/newsletters.asp
- June 12-14 KHWD: 45th Annual Hayward Air Rally
- June 13-14 KFTG: Navy Blue Angels, Front Range Airport
- June 20 KAPA: CPA Mountain Flying Ground School
- Jul 27-Aug 2 KOSH: EAA Airventure
- Aug 8 KAPA: CPA Mountain Flying Ground School
- Aug 22-23 KBJC: Colorado Sport International Air Show & 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

Share the Fun!

If you've got room in your aircraft, invite someone along. Don't have an airplane? Don't worry, we'll find a seat for you!

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.



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.net and I'll send you a detailed spec list.

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

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 at jon2sum@aol.com.

FOR RENT: INSULATED T HANGARS at Fort Collins-Loveland (KFNL) Airport. **Contact:** Tom Barlow (970) 204-0508 tkbarlow@hotmail.com

FOR SALE: 1976 C182P \$20k for 1/5 Ownership. Hangared at Erie (KEIK), 3250 TTAf, 60 SMOH, 150 SPOH, Garmin 155 GPS, King 155 Nav/Com w/GS, 2-axis STEC-50 Autopilot, 4 place intercom, Flap gap and seals, long range tanks, stereo, good paint and interior, EXCELLENT mechanical, NDH, 135kias TAS, Co-pilot PTT, Reiff pre-heater, Complete Logs, 5/08 Annual Currently, three great partners, online scheduling, maintenance fund, engine fund. Currently flown about 100 hours per year. **Contact:** Steve at 303-883-5306 or email steve@lookoutcommunities.com

FOR RENT: One week stay in a 3 bedroom private villa on the beautiful US Virgin Island of St. Croix. The villa is completely furnished and has its own pool. Close to the beach and next door to the Divi Casino. Check it out at www.thepalmsatcarinabay.com Your stay would preferably be before November 15, 2009 but other arrangements can be worked out. \$2800.00 or best offer. **Contact:** Bob Kinney at 303-288-7371.

FOR SALE: Misc stuff

(1) Sigtronics 4 place portable intercom \$130.00 (4) Sigtronics S40 headsets, seldom used \$100 each. Intercom and headsets together \$500.00

(1) Hushacom portable intercom \$100 with 4 headsets (headsets usable only with this intercom) **Contact:** Bill Linenberger 303-918-6452

Colorado Pilots Association Welcome New Member!

Jim Cure
P. O. Box 192
Walden, CO 80480-0654

Christopher Leach
1400 16th Street
Denver, CO 80202-1470

Thomas Romano
10567 Madison Way
Northglenn, CO 80233-4446

Randall Rahlf
3718 Sutton Woods Drive
Crystal Lake, IL 60012-1564

Colorado Pilots Association Renewing Members

Roger Keithley, Denver
Alex Hauser, Golden
Ken Peach, Broomfield
Randy Robida, Aurora
Roger Hughes, Arvada
Mark Lister, Denver
Mel Callen, Milliken
Paul Foster, Monte Vista
Carl Talkington, Keystone
Ace Avakian, Castle Rock
John Powers, Denver
Bart Whitehouse, Greenwood
Village

Herbert Spencer, Montrose
George Gordon, Snowmass
Village
Emily Warner, Denver
Rich Barclay, Elbert
Rodney Eisenbraun, Lakewood
Bret Tredway, Broomfield
JC Over, Mack
Keith Lammey, Battlement Mesa
Ralph Hanson, Erie
Paul Reader, Fort Collins
Michael Cerretani, Boulder

It is with deep regret and sorrow that we report that Sparky Imeson died in the crash of his Cessna 180 on March 17, 2009. Complete details at the Helena Air online newsletter

www.helenair.com/articles/2009/03/19/top/top/501o_090319_plane.txt

Our thoughts and wishes go out to his family and many friends all over the world

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Granby Robert Braaf
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970/531-3216 (cell)

Grand Junction
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Greeley
vacant

Jeffco (see Rocky Mtn Metro)

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