

CPA FLIGHT LINES

Volume 26, No. 10

October 2009



Sunset at the Creede Camp



www.coloradopilots.org



President's Message

by CPA President

Bob Kinney

As president of the Colorado Pilots Association, I recently had the pleasure to attend Front Range Airport's 25th Anniversary dinner as the guest of AOPA. What a delightful, and surprising, event!

Local and national aviation notables filled the ranks. Perhaps one of the most delightful aspects of the evening was the short address given by CDOT's Aeronautics Division Director, Travis Vallin. Travis highlighted the incredible worth of general aviation to the State of Colorado. As a Colorado aviator, I found his statistics very inspiring. I'd like to share these numbers with you. I'm sure you'll be equally impressed. With Travis' blessing, I'm taking the liberty of paraphrasing some of what he said.

The Denver metropolitan area ranks 21st in the U.S. in population with 2.5 million people, however, we rank 3rd in the number of aircraft operations at our reliever airport system (BJC, FTG, APA, etc.). The only cities that rank higher are Los Angeles and Dallas/Ft. Worth.

Let's look at the number of aircraft operations in relation to the population to determine how healthy and what role aviation plays in the local community. When you look at the five largest aviation activity centers, Atlanta-Chicago-Los Angeles-Dallas/Ft. Worth and Denver, you start to understand what aviation means to the Denver area. In operations at reliever airports, on a per capita basis, we rank 1st with one aircraft operation for every 4 people. Dallas is second with 5 people per operation. L.A. and Atlanta has one operation for every 10 people, and Chicago has one operation for every 12 people. Even when you add in the hub airport, the Denver system is again 1st with an aircraft operation for every 2 people, Dallas and Atlanta for every 3 people and Chicago and LA an operation for every 12 people.

These statistics are staggering! Think about it. . . Coloradans love to fly! Go ahead, go back and re-read the last paragraph. We love our airplanes and flying in this glorious state. Travis, thanks for bringing us the "light". Hallelujah brother! Praise be! Raise thy hands and shoot, I kind of got carried away. Sorry. Enough of that. Let's go on to another topic.

Don't miss this year's annual membership meeting. It's scheduled for November 7 at Rocky Mountain Metro Airport, but stay tuned for possible future developments. This is your chance to be enjoy a meeting planned

specifically for our members. Visit with your board and other fellow CPA members. Put it on your calendar now. We'd love to meet you. Our featured speaker will be Larry Carpenter who will address "The toll on lives in WWII training accidents and current day crash sites in Colorado". You won't want to miss that.

Smoooooth landings!

Bob

ANNUAL MEETING

The **correct date** for the Annual Membership Meeting is Saturday, November 7. A flier with details is included with this newsletter.

This is the most important meeting of the year of the entire membership. This is where we vote/confirm officers for the coming year and conduct any other needed business. Please plan to attend.

And remember to vote! The ballot is included with this issue. Vote, and don't forget to mail the ballot back!

Got a Spare Radio?

When Shawn and I visited mountain airports this week we included a stop at the Marble airstrip. We arrived just as the last airplane was departing following the CPA-sponsored fly-in this past weekend. While visiting with the wonderful owner of the strip we learned of the need for a portable two-way aircraft radio for the couple who manage the airstrip. They've had numerous requests for surface info when our people are arriving for our annual fly-in.

We're looking for someone who might have a used portable, VHF, two-way aircraft radio they'd either be willing to donate or sell for a very reasonable price so Marble arrivals have ground communications at future fly-ins. Members can contact me at my email address twinlake1@aol.com.

In this month's issue

Amarillo, Glenwood Springs, Creede Flyins, the Bonanza Owners flying, changes to 14 CFR (aka "the FARs"), updates on Granby airport, and the final draft of the Recreational Airstrip Efforts working group. Sorry, didn't get the report in time on Rep Salazar meeting at Steamboat Springs - next month. Also, check the updated prices and styles of CPA logo merchandise on the back cover.

Glenwood Springs Welcomes CPA Fly-In

Chuck Knuth

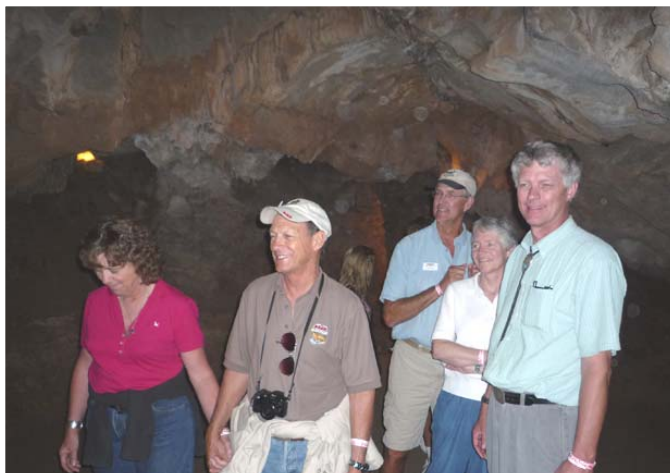
Despite mountain obscurity and even a brief hailstorm in Glenwood, all fifteen guests in their seven aircraft arrived on time and in good spirits on August 15. Coffee and muffins (baked by Heidi) were served at the airport office as new arrivals visited. Greg and Chuck took turns shuttling guests to the tramway of Glenwood Caverns Adventure Park.

Sara Feis, Deb Jensen, and Heidi McGuire at Glenwood Springs

After the scenic 1500' ride on the gondola, there was time to enjoy the park's amusements: weird but fun stuff like the Alpine Coaster, the Maze, "4D" films, bungee trampoline, the Conestoga simulator, and the SwingShot – a bit of letting loose



between aviation and lunch. Fajita buffet (and cookies by Heidi) was on the patio overlooking the confluence of the Roaring Fork and the Colorado, with Mt. Sopris in the distance.



The actual Caverns adventure was guided by Bob (I don't think we ever got his last name,) a geologist and former Glenwood Springs science teacher. CPA visitors descended

through the still-growing caves to the second largest (known) underground

chamber in Colorado.

Check-in time at the Hotel Colorado brought a bit of free time, and a few folks walked across the river to swim at the Glenwood Hot Springs Pool.

Happy Hour and Dinner on the Veranda of the Hotel Colorado (dessert not made by Heidi) were followed by the historic and haunted tour of the hotel, a behind-the-scenes view of the venerable relic. Although there may be connecting passageways between the Caverns and the hotel catacombs, that exploration was left for next year.



Neil Davis and fiancée Kim Nissen dealing with the original Dept. of Homeland Security.

The following sunny and calm Sunday mountain morning was the kind that makes everyone want to go to the airport, and they did.



Memories of Creede Flyin

We had 3 camping flyins this year, Creede had great weather and fantastic views.



More Amarillo/Palo Duro Canyon Photos



Amarillo / Palo Duro Canyon Fly-In

By Torry Krutzke

The Texas Panhandle is sometimes described as the "Only place in the World where you can look so far to see nothing". The Caprock plains of the Panhandle 20 miles southeast of Amarillo offer truly little to block one's view of the horizon. Yet, for those who are willing to explore the vista further, a stunning and enthralling landscape offers itself. As you drive some 10 miles east out of Canyon, Texas there is no hint of what lies ahead until you are instantly and unexpectedly upon the edge of Palo Duro Canyon. Carved 800 feet deep into the Panhandle plains by the Red River, Palo Duro Canyon courses some 120 miles in a southeasterly direction and is the second largest canyon in the United States. As a geological structure it is relatively young, dating back only a million years or so.



Although indications of first human habitation date to 15,000 years ago, its modern history dates to the mid 1800s when the Red River was mapped by the US Army. The land became a part of the Charles Goodnight ranching empire. In 1934 the northwestern 20,000 acres of the canyon was purchased by the State of Texas to become the premier attraction of the Texas Panhandle.

Palo Duro Canyon State Park and its surroundings are a unique tourist destination that recently beckoned 7 couples from the Colorado Pilots Association to gather for two days of fellowship, camaraderie, exploration and entertainment. Our trip began with arrival at Amarillo International airport on Friday at about

noon. Ramp services were provided by TAC Air, and Manager Mike Ryan had arranged for each of us to top off our aircraft at a significant discount. The 14 in attendance were soon divided up into 4 rental cars and on our way to the Ambassador Hotel where we would spend 2 great nights while staying in Amarillo.



After getting settled in, most of us went shopping for beverages and snacks to share at the before dinner social hour. The usual hospitality is always pleasant for meeting new

friends and renewing old acquaintances. In the case of our host Torry and attendee Bill Nettleblad, it was a unique opportunity to get together. Having lost track of each other following college, the renewal of a friendship from over 40 years ago was an exciting event.

Saturday morning found the several rental cars departing in various directions as the group split up for some free time to explore Amarillo. A number of us went to the American Quarter Horse Association and Museum for a very interesting and informative visit. This facility has a very large collection that traces the history of the American Quarter Horse and its unique place in the development of the west; also showcased is a history of the Association.

Meeting back at the hotel at 11:00 AM, box lunches were distributed and we departed for our afternoon at Palo Duro Canyon and vicinity. On the way to the canyon we stopped by the Panhandle Plains Historical Museum. This 285,000 square foot facility, established in 1933, is dedicated to the preservation of northwest Texas heritage and is the oldest and largest museum of its kind in the state. Their extensive set of collections reminds one a little of Harold Warp's Pioneer Village in Nebraska. Especially interesting is the collection devoted to energy and the development of the oil patch. But there are collections of interest to everyone, from guns to pioneer clothing and Native Americans to early pioneer life.



During the afternoon we also spent time taking in the unique beauty of Palo Duro Canyon. The strong red colors of the cliffs against the verdant green of the valley floor provide a sensational view. At 6:00 PM we assembled at the Pioneer Amphitheatre for a delicious and plentiful steak dinner; following which we took our seats for the musical melodrama "TEXAS." This 2 hour production, which is in its 44th year, can not be adequately described in words. The physical stage itself is back dropped by the magnificence of the canyon wall a quarter of a mile behind it, and the entire area from stage to canyon wall comes alive in this unique pageant about the early history of the Texas Panhandle. The special effects light up the canyon with an overwhelming array of elements to

enhance the storyline taking place on the physical stage as well as the activities on the valley floor between the stage and canyon wall. All of us were awestruck and thrilled by the pyrotechniques that took place during the presentation and at its closing..

With the clear skies and the fairly moderate temperatures of Friday and Saturday extending into Sunday, the wish that our "Panhandle Adventure" could be extended was felt by many. Sunday morning found most of us getting a somewhat late start for our return to Colorado, with one couple continuing on to Fort Worth for a family visit. After a most enjoyable weekend in Amarillo and Palo Duro Canyon the trip's hosts are already being asked, "Can you please do it again next year?"

Flyin Planning Meeting

Got an idea for a flyin? One day? Two Day? Longer? Start planning now and be ready to present it at the meeting in January. More details next month.

Recreational Airstrip Efforts Underway

So, you own or fly an airplane. Gas is more expensive, you aren't flying much, long trips or motels are expensive, you have a family, job, other interests, but still want to fly and have some low cost fun. How about close to home, where you could camp, fish, bike, hike, relax, and maybe join a relative, CPA friend or two? Some of us have done just this sort of thing, with other couples and singles and thoroughly enjoyed those times.

Following the effective successful lead of the Recreational Aircraft Foundation (RAF), an offshoot of the Montana Pilots Assn. and Utah Back Country Pilots success, some CPA members are exploring YOUR interest in Recreational Airstrips, which may or may not be "back country." Visit one of the following:

www.recreationalaircraftfoundation.org

www.montana_pilots.org

www.utahbackcountrypilots.org

The overall goal is to work with existing strips, private or public (BLM, Forest Service, etc.), with little use or seem abandoned but eminently reclaimable for recreational or emergency use.

The goal is to have strips useable by most member planes, not just tail draggers able to carry anvils into 300 foot strips. We have identified two strips easily accessible by nose draggers, close to fishing, camping etc. from Bill Meine's list of over 100 admirably compiled for years. If you know a strip that should be listed please email Bill, soon, at **wmeine@comcast.net**

RAF worked with the US Forest Service. Abigail Kimbell. On July 2 of this year she wrote DIRECTING Forest Service managers to "inventory, maintain such facilities and support aviation as an important recreational activity." Managers are to not only allow but budget for recreational use and access. She overruled closing four strips. If SHE wants this, how about YOU?

To start we wish to identify and re-establish one or two non-controversial strips, perhaps private land adjacent to hiking/biking trails, fishing, etc. Airplane tires rarely are used on trails. This will be low impact often adjacent to, not on, public land. Landing noise is little, takeoff 45 seconds.

The goal is to learn, from YOU. Are you are interested in such places and would actually use them. Sound like fun? if so, send an email to Scott Morse at **morse@kaycee.net** before 10/31/09.

If at all interested, send an email to Scott indicating:

- ____ 1. Your own interest
- ____ 2. Willingness to scout a site by car
- ____ 3. Willingness to do some minor (not chain gang) labor to mark or open a site (some public sites forbid mechanized work). This could be fun
- ____ 4. Meet with land owners or government managers.

Please let us hear from you!

Granby Reconstruction In Progress

Jerry Teitsma

An action shot showing paving at the Granby Grand County airport. It is hard to capture the scope of the project but the type of equipment being used speaks to the size of the job.



With most funds coming from aviation fuel taxes, the Granby Grand County airport is being totally renovated this summer. The airport will remain a general aviation airport but much improved.

The reconstruction project started last year with half of the runway and a small section of paving. The project was stalled at that time due to shortage of paving components unique to runway construction. This year, bids were favorable and the project was greatly expanded to include finishing the runway completion and replacing and expanding all asphalt taxiways and airplane parking areas. Upon completion later this fall, Granby's airport will be one of the finest general aviation airports in Colorado, providing access to Grand County's many recreational activities for fly-in tourists.

Jerry Teitsma, RRC, RRO, CCCA
RCI, Inc
PO Box 796, Granby CO 80446
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American Bonanza Society Flyin

Beechcraft Bonanza flying CPA members pulled on their flying gear and made the pilgrimage to the annual convention of the American Bonanza Society in Salt Lake City, September 2 - 6. The four days of convention activities included type-specific seminars and two day trade show. The highlight of the convention was, as always, the afternoon spent at the airport admiring the gaggle of Bonanzas and Barons from around the country, followed by a formation fly-by and then, a catered hanger party that lasted well into the beautiful Utah evening.



Kevin & Tabby Condroski, John & Joyce Thielen, Vince & Linda Phelps, Bob & Shawn Kinney, Jill & Bill Teater



On the ramp at Utah South Valley Airport: Vince Phelps, Bill Teater, Shawn Kinney, Linda Phelps, Joyce Thielen, Jill Teater

Wyoming Aviation Conference

Bill Hamilton

AOPA Central Region Rep

The first-ever, state-wide Wyoming Aviation Conference went off without a hitch this last Thursday, Friday and Saturday. AOPA was well represented by Craig Spence and his two excellent presentations to the attendees. Craig has strong presentation skills and did an outstanding job with the two subjects he covered. On Saturday morning, I was part of a panel of aviation speakers that spoke to a plenary session. On Thursday, I attended meetings of both the Wyoming Pilots Association and the Wyoming Airport Operators Association. The AOPA door prizes went over very well. The AOPA banner and the table top display of AOPA literature made a good impression as well.

The opening session featured FAA NW Mountain Region Administrator, Kathryn Vernon, plus the usual mix of local and state officials. When I met with Wyoming staffers at the WAOA conference in Cheyenne in early 2009, they were planning on hiring the University of Wyoming to administer the conference. Then, 90 days ago, the University flaked out on them and all the work had to be done by the division staff. Actually, this turned out to be a good thing because the division had to put all hands on deck to produce this conference. I dare say their professionalism was akin to what we have seen at previous AOPA EXPOs. From the signage in the corridors outside each class to having staff monitors present at each session to introduce the speakers and to assist the speakers, the entire conference smacked of professionalism. I took a number of occasions, both private and public, to praise the commission (a few years ago, AOPA helped save the commission from sunset and prevented its AIP funds from being turned over to the WY Highway Commission) for funding the conference and to praise the staff for their hard work. I have been asked to help with the planning for the next conference.

Getting Wyoming to hold this type of conference has been a long time in coming. Now, every state in AOPA Central Region is holding this type of conference, although Colorado's highly successful Rocky Mountain Air Fair is in hiatus right now.

Currently, Wyoming has the airport operators and the fledgling state pilot association under the umbrella of its conference, and also includes the WINGS Program. I am pushing for the Division of Aeronautics to create a state-wide aviation association that includes the FBOs, ag applicators, mechanics, Flying Farmers and sport aviation enthusiasts under its umbrella -- a la North Dakota and the Upper Midwest Aviation Symposium. Also, I hope to get them to hold

this conference in Cheyenne when the legislature is in session.

The Colorado Pilots Association (CPA) was well represented by Bill Standefer who provided an excellent presentation on mountain flying. Hopefully, more Wyoming pilots will sign up for CPA's outstanding mountain flying course that includes both classroom instruction and actual flights to mountain airports such as Aspen and others.

Dozen of pilots came up to me to praise the work of AOPA, and so I, hereby, pass those kudos to the staff in Frederick. I was able to recruit someone to apply to be the ASNv for the Powell, WY airport. I think he will follow through.

CPA Update - What We're Doing

Anyone ever ask you "Why should I join CPA?" Here are a few reasons....

Once in a while we need to remind ourselves of matters other than fly-ins...Yup, we got great fly-ins, something for everyone. Got a small, slow plane to punch holes in the air? One day trips to Scottsbluff, Trinidad, Salida are just perfect. More time or more speed? Hutchinson, the Jackpot Air Classic, Sandpoint (Idaho), and don't forget Oshkosh.

But more than that, CPA and our members are strong advocates for General Aviation in Colorado. For example Scott Morse, Lynn Ferguson, Gary Rohr and Bill Meine have been leading the way, working with other regional groups, to draft recommendations to Colorado, Montana and Wyoming as well as the US Forest Service to renovate and improve back country airports.

A number of smaller airports are not residential airparks yet each has many pilot/aircraft-owners living in close proximity. Meadowlake and Erie are two examples where CPA is monitoring the TTF debate. TTF, or Through the Fence, is the concept where the owner of a public airport permits access to the public landing area by independent operators offering an aeronautical activity or by aircraft based on land adjacent to, but not a part of, the airport property.

Another key issue, closely watched by the CPA Airport Rep at Front Range Bill Totten, is the proposed Landfill near FTG & DIA (or DEN for us pilots). What's critical here is the increase in bird population. A single small bird strike on a B757 may not even be noticed until the aircraft is washed but can be devastating to the single-engine aircraft that many of us fly. And the fact that FTG is heavily used for training adds to the potential dangers.

On the national front, not only have many of our individual members commented on various TSA directives, but CPA as an organization has conveyed its concerns to our Senators and Representatives noting the economic contribution of General Aviation to Colorado.

CPA has been active and very visible at several local and national aviation events including Airventure (Oshkosh) where we supported the Colorado Aeronautics Division, Reno Air Races, Spirit of Flight Museum, Airport Fun Day at La Junta, Classic Car & Airplane at Front Range, Longmont, and the Colorado Sport Air Show at Rocky Mountain Metro (Jeffco).

Financially, we're sponsors of scholarships for Colorado students in all areas of aviation, the Jackpot Air Classic, the Mountain Flying course and the Colorado 99s to host the starting point of the 2009 Air Race Classic.

Last, but not least, we have a revitalized Membership chair and committee to keep our organization growing and relevant in the ever-changing landscape (airscape?) and ensure that CPA remains the Voice of General Aviation in Colorado.

New 14 CFR (the FARs) Rules for Flight Training

On August 31, 2009, FAA published a notice of proposed rulemaking (NPRM) in the Federal Register. The NPRM recommends several changes to pilot, flight instructor, and pilot school certification rules under the Code of Federal Regulations (parts 61, 91, and 141). The proposed changes reflect advances in aircraft design and avionics, pilot training, and international agreements. Among the 16 proposed rule changes is requiring a □ 61.58 pilot-in-command (PIC) proficiency check for single-piloted, turbojet-powered airplanes; the ability of applicants to apply for and be issued a private pilot certificate and instrument rating concurrently; and a proposal for replacing the 10 hours of complex airplane training at the commercial pilot certification level with 10 hours of advanced instrument training.

The NPRM represents the potential for several safety benefits. According to John D. Lynch, of the FAA Certification and General Aviation Operations Branch, replacing the required 10 hours of complex airplane training with 10 hours of advanced instrument training “allows students to use their time more efficiently and gives them experience with more useful instrument flight training” .Lynch adds that flight schools would save by not having to keep an inventory of two kinds of airplanes (i.e., complex and non-complex airplanes) to meet the commercial pilot and flight instructor certification requirements.

To see the proposed changes, as well as to send any comments, go to www.regulations.gov and search for **FAA-2008-0938**. Comments must be received on or by November 30, 2009. (Ed Note: the PDF is 294 pages long...)

Colorado Pilots Association Welcome New Member!

Matt Freund
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Robert Harrison
3500 E. 156th Avenue
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Comment from a passenger, on the localizer through the crud into Tyler, TX -

45W, verify you have the NOTAM that the glideslope's out of service

"Affirmative"

Just for your information, I've had 5 planes get into Tyler no problem in the past hour

"Ok, thanks"

Passenger in back seat, through intercom: "OUT OF HOW MANY???"



Fly Mart



FOR RENT: INSULATED T HANGAR at Fort Collins-Loveland (KFNL) Airport.
Contact: Tom Barlow (970) 204-0508 barlowtk@gmail.com

PRICE REDUCED! 1995 Maule MX-7-180A: A fun, go anywhere, day/night VFR airplane that has been well maintained and is clean inside and out. Low time, NDH, always hangared (FTG-Denver Front Range). Fresh annual and ready to go. Now asking \$67,500.

Contact Jack Buschmann for a spec sheet or with any questions: 303-321-7859 (H), 303-842-7381 (C), buschfolk@earthlink.net

FOR SALE: 1976 SKYLANE-ONE-OF-A-KIND PRISTINE COLORADO AIRPLANE. Airframe TTSN 2650 Engine 1215 TTSTFactoryO Gold Medallion, New paint 2002 (9.5/10) Immaculate Original Interior (9+/10), Tanis heater, Standby vacuum, Rosen Visors, S-Tec 60-2 autopilot coupled, precise airflow, BAS Retract shoulder harness, Horton Stol, Four place intercom with stereo input, New 406 mHZ ELT, Air oil Separator, Alcor 6 pt EGT analyzer, Avionics Fan, IFR 4/09, alternator and static pump 120 hrs.ago, Davtron OAT/Volt REG with Dig clocks, KMA28 audio panel, KX155/glide slope, KX170B, KN64 DME, Kr86 NDB \$85,000

Contact: Lynn Ferguson 303-651-0708 willflycessna@msn.com

Events & Flyins for 2009

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

CPA FLYIN SCHEDULE

Oct. 2-4. KPAN: Payson AZ - Mogollon Rim, Tonto Natural Bridge
Oct. 9-12. KHUT: Hutchinson KS Cosmosphere's Adult Astronaut Experience

January 2010 Flyin Planning Meeting - more details next month

Other CPA, Local & Not So Local Aviation Activities

Oct 3 Colorado Aviation Hall of Fame Banquet
Nov 7 KBJC: CPA Annual Meeting
Dec 13 CPA Holiday Party, Buffalo Run Golf Course

Colorado Pilots Association Renewing Members

Robert Goubitz, Pagosa Springs
Jack Dysart, Steamboat Springs
Daryl Cinquanta, Arvada
Sandy Wickham, Placerville
Tom Hendershot, Lone Tree
Steve Hickman, Parker
Stephen Paul, Denver
Marijke Unger, Longmont
Karl Sutterfield, Denver
Gretchen Jahn, Denver
Jack Burson, Superior
Wayne Patrick, Longmont

William Gee, Golden
Tal Miller, Denver
Michael McRhodes, Erie
Judi Haglin, Erie
Dana Haglin, Erie
Richard Bonilla, Berthoud
John Webb, Springfield
Mark Klapperich, Limon
Bill Moore, Longmont
Vernon Randel, Erie
Paul Chetham, Denver
George Walter, Frederick

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.

Don't forget the Classified section on the CPA website! You can always post to the Classifieds at any time.

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

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