

# CPA FLIGHT LINES

Volume 27, No. 4

April 2010



And just **where** in 14 CFR Subchapter D Part 61 does it say the PIC must be human? I have my license and my medical (from my AVE - Aviation Vet Examiner), and my seatbelt and my headset. Oh, wait...there's that requirement for understanding and speaking English. Talk about canine discrimination.

*Cathie and John Martyny's new chocolate lab, Kodi, wearing Mutt Muffs.*



[www.coloradopilots.org](http://www.coloradopilots.org)



# President's Message

*by CPA President*

*Bob Kinney*

Oh wow! What a dizzying 24 hour period. My wife, Shawn and I were slated to host the first fly-in of the 2010 fly-in season. We had over 60 people signed up to fly to Kearney, Nebraska to witness the annual Sandhill Crane migration. We started the initial planning 5 months ago. Although March weather can be tricky, we pushed forward with a great plan. Everyone was to arrive by Saturday morning, March 13; enjoy lunch at a local steak house; visit a few local attractions; and then, following a short presentation by our own bird expert, visit the mighty Platte River to view the cranes returning from a day of feasting in local farmer's fields. Sunday we were slated for a pre-dawn visit to the river to witness the mass ascension of tens of thousands of cranes as they left the river to return to the fields. The return to Colorado was scheduled for later that morning. Things didn't quite work out as planned.

We spent a full day on Friday analyzing current and forecast weather. All the on-line charts, TV weather, and FSS specialists indicated the flight was doable. We'd be arriving right behind a storm system that was departing the central Nebraska area. The flight home Sunday was just ahead of a new, approaching system. All day Friday, all but one of the charts continued to promise decent weather. TAF's and Prog Charts all agreed. One chart, however, on AOPA's website, issued a foreboding prediction of severe visibility and ceiling conditions for much of the flight on Sunday despite the lack of a storm system that might cause bad conditions. Long story, short. . .we cancelled the fly-in late Friday night. This one chart just proved too ominous to overlook. We were consumed by the fear of heavy fog developing in the region which would force 60 friends to spend several extra days in Kearney. The forecast was accurate. Sunday morning, Akron reported 1/4 mile in freezing fog. (Check out the chart that saved us. On the AOPA website under Flight Planning, go to Weather and then Ceiling/Vis/SFC Wind. It won't let you down).

This as an education to those of you who have never hosted a fly-in. It involves masses of planning, whether the event takes place or not. If the trip is cancelled, the impacts on local businesses can be rough. It can result in hysteria by the rental car company who shuttled cars from nearby towns, uneasiness by restaurants who planned on a "big haul" for lunch or dinner, and displeasure by the motel/hotel who lost a night or two of business.

The hosts are saddled with the burden of notifying the airport to forget the 30,

or so, airplanes they had planned for; cancelling the rental cars; and cancelling restaurant and tour reservations. Even local media needs to be notified if they had planned on covering the event. Did I mention that pain of having to call and/or email every person registered to attend the fly-in? It needs to be done quickly to ensure no-one attempts the trip needlessly?

Shawn and I have hosted enough fly-ins through the years that we know the impacts of a cancelled fly-in, however, there are those who might host their first fly-in in the future. It's important that they realize their responsibilities, however, more importantly, it's important that CPA members recognize these people for the work they've done on their behalf. Make sure to thank them for their hard work, whether the trip happens or not. Shawn and I were overwhelmed by the messages of good will after we cancelled. Everyone recognized that it wasn't a decision that we took lightly, especially when they awakened to IFR conditions in the Front Range on Sunday morning. The 2010 fly-in to Kearney, Nebraska was a wild ride despite the fact that it never got off the ground.

One side note: We were going to introduce the new CPA logo'd t-shirts at Kearney. That never happened. Please contact Terry Barbo at [tbarbo@comcast.net](mailto:tbarbo@comcast.net) if you're interested. They're inexpensive, quality shirts and really look great!

VFR flying,  
Bob Kinney

P.S. Does anyone know what to do with 10 dozen home-baked cookies left over from a cancelled fly-in?

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## **Hooper Airstrip**

### **Jim Hollis**

### **Backcountry**

There is a gem of a destination for a day outing within an hour or so from Denver. Sand Dunes Recreation Pool (719-378-2807) near Hooper, Colorado is and operated by Ed and Shari Harmon. It has a thermally-heated swimming pool, a 25 person soaking pool, RV campgrounds and a concession stand open year around. They are building a tent camping area. Regular hours are 10:00 a.m. to 10:00 p.m., and winter hours (December through February) are 1:00 p.m. to 8:00 p.m. (closed on Thursdays for pool cleaning). Sand Dunes Pool does close for 10 days starting the 1st Thursday in April for yearly maintenance. Children 2 and under are free, children 3 to 13 are \$6, and adults \$ 10 (seniors, college students and military \$8).

This is a pilot-friendly facility! Ed invites pilots using the **Sand Dunes Pool** to fly to his private airstrip across the road at their own risk.

**Hooper Airstrip** is an east-west airstrip up to 2,550' long, elevation 7,540' MSL and located 20 miles north of ALS (37-46-50.25N, 105-51-02.82W).



Vicky and I flew in for a visit in early January, and were delighted at what we discovered. Entering the main greenhouse, we found ourselves in a warm, inviting area with the gift store, concession stand, seating area, large soaking pool and friendly staff. After a quick check of all the facilities, we ordered a couple of sandwiches and

*Looking down the airstrip from east to west, with parking and pool at the west end.*

salads for lunch. The menu is extensive, and includes appetizers, pizzas, Mexican food, salads, burgers, sandwiches, burgers, hotdogs and more. Tomatoes and cucumbers are homegrown on site, and are delicious. Food was prepared fresh, not pulled out of a freezer and nuked in a plastic bag.

After lunch, we headed to clean, modern changing rooms and then straight to the pool! Kept at 98-100 degrees, swimming was wonderful even with an air temperature of 40. Floating at the edge while enjoying the panoramic views of the Sangre de Cristo Mountains, I felt totally removed from the stresses of everyday life. I eventually headed inside to the soaking pool and immersed myself in 106 degree bliss.

Reality set in too soon, and we dried off, said thanks and headed back to our Skylane to fly home while it was still light. Vicky said I wouldn't have to talk her into going back, and we will when we can stay longer.

Check out the Pool's website at [www.sanddunespool.com](http://www.sanddunespool.com). Admission rates, hours of operation, current weather and concession links (including their menu)

provide all the information you'll need. A "Getting Here" link extends the invitation to fly in!

Land to the west, takeoff to the east is preferable. There are 30+ foot tall powerlines just across the road at the west end, requiring a steep climb immediately after liftoff if departing west. I observed no obstacles to a slow climbout departing to the east.



*Looking northeast from the swimming pool past the windsock towards the aircraft parking area.*

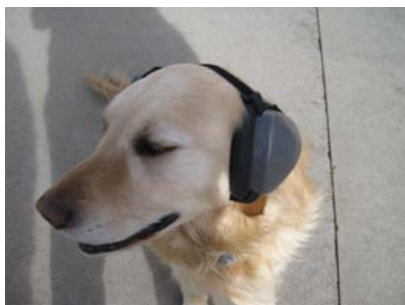
It's a great possibility for pilots of all experience levels to access, although the runway is fairly narrow (60 feet total, the worn area only 15 feet wide?) and may be a little short for some aircraft. The runway's gradient is flat, and its surface is hard-packed dirt.

Ed has graded a parking area of loose dirt on the west end. ***Bring your own tiedowns.***

Look for the windsock near the pool complex, at the north end of the basketball court. Be sure to visually familiarize yourself with the landing area prior to landing to assure it's compatible with your aircraft's capabilities.

---

Kaela, Kodi's flight instructor.



**To:** CPA Membership  
**From:** Robb James <Robb@Robbcapital.com>  
**Subject:** Email to Senators and Congress

Can I please ask for your help with writing to at least your local senator and congress representative? I have personally written to 20 so far across the US and plan to get to at least all the senators and as many congress representatives as possible. Feel free to use the text below or to modify to your liking but we need to get the support for this bill so that airports like our airport across the country will be protected. As we know, through the fence fees are critically important to help make airports viable and sustainable and they are part of the eco-system to make airports thrive.

Thank you!

----- Text to Congress -----

The Honorable [firstname] [lastname]  
[address]

Dear Senator/Representative [lastname]:

I ask for your support concerning an important bill or amendment known as "Community Airport Access and Protection Act of 2010". Senate Bill H.R. 1586 Amendment #3465 is sponsored by Senator James Inhofe, co-sponsored by Senator Ron Wyden. House Bill H.R. 4815 is sponsored by Representatives Sam Graves and Leonard Boswell.

This bill is critically important to the hundreds of smaller general aviation airports around the country. The FAA has conflicted "grant assurances" with inconsistent interpretations. In the last few years the FAA has said there is no different between simple residential and hangar-home residential, and that hangar-homes are an incompatible land use. The FAA has called to cut-off all users and buy-out easements if necessary. At one small airport alone (Erie Municipal KEIK) this could cost the FAA \$75M and it would be cutting off the people that care most about protecting the FAA's investment in the local airport. Residential and business owners adjacent to the airport pay "Through The Fence" (TTF) fees to access the airports thus contributing to their viability and sustainability.

This might sound like this only impacts the people at the specific airport but it does not. It is an eco-system to where the residential users support the TTF businesses and this makes a successful airport for local traffic, local businesses and transient traffic that utilizes local businesses.

According to the most recent Economic Impact report from the Colorado Dept of Transportation Aeronautical Division, the Erie Municipal Airport (KEIK) employed 160 people and contributed over \$12 Million to the local economy.

[if not at Erie, add your home airport's numbers here]

In the State of Colorado alone, the General Aviation airports alone contributed \$68 Million in tax revenue, employed more than 22,000 people and produced almost \$2 Billion for the state economy.

Many cities are not supportive of local airports. These cities simply do not understand the economic impact generated by General Aviation airports. When cities receive innuendo or ideas from the FAA, this is used to intimidate local citizens and limit progress at airports. The FAA's position on TTF is destructive and it needs to be directed to stop the madness and to work toward progress. We want to prevent "takings" by the Federal Government. It makes no sense to attempt to damage to the very people that protect the airports, the FAA's investment and the economic contribution these people and airports make.

Please support this bill as it is a very important national issue.

Thank you!

[be sure to sign your name and address]

-----  
***Need help finding names and addresses?***

**[www.house.gov](http://www.house.gov)**

**[www.senate.gov](http://www.senate.gov)**

Look up your home airport's economic impact at ***CDOT Aeronautics***  
***[www.colorado-aeronautics.org/aeroecono.htm](http://www.colorado-aeronautics.org/aeroecono.htm)***

and include those numbers in your letter. Emphasize jobs, tax revenue and contribution to the state's economy.

## **Colorado Pilots Association Renewing Members**

Jeff Hinkle, Arvada  
Robert Sumner, Aurora  
Jeffrey Cain, Denver  
Keith Lammey, Battlement Mesa  
Carl Talkington, Broomfield  
Bret Tredway, Broomfield  
Bart Jones, Colorado Springs  
Mary Jones, Colorado Springs  
Eric Heczko, Longmont  
Mel Callen, Milliken  
R. H. Stienmier, Castle Rock  
Robert Stucklen, Loveland  
Dan Downing, Nathrop  
Brenda Sue Beltowski, Aurora

Greg Anderson, Denver  
Ralph Hanson, Erie  
Andy Parks, Highlands Ranch  
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Walter Berger, Highlands Ranch  
Vicki Stone, Durango  
Charles Stone, Durango  
Chuck Leathers, Frisco  
J C Over, Mesquite, NV  
Jim Lane, Pagosa Springs  
R. Ace Avakian, Castle Rock  
Marilyn Allison, Estes Park  
L. W. Bridges, Broomfield  
Donald Hopkins, Aurora

## **“COLORADO TAKES OFF”**

A Traveling Museum Exhibit on the History of Colorado’s Aerospace Industry  
By Walt Barbo

When CPA member Chuck Stout alerted us that the new exhibit had just opened at the Tamarac Square Mall in southeast Denver [Hampden & S. Tamarac Drive], I thought it prudent to at least take a look at the exhibit before alerting our members of its existence. Any of you who have visited Tamarac recently are probably aware that this aging mall is not one of the busiest malls in the metro area. It continues as a beautiful and friendly mall . . . but with mostly vacant store fronts separated by occasional boutique shops. And, of course, the movie theater. On my first walk through I failed to find the museum exhibit and had to call Chuck Stout for directions. With his advice that it was just a door or two down from the theater, I finally found it. Couldn’t believe that I had walked right past it on my previous search. But it wasn’t that conspicuous . . . and there was no one else walking the mall that I could ask. This is a lonely place!

Chuck shared with us that the exhibit will be at Tamarac until at least Memorial Day after which it will travel to several museums around the state over the next three years. The exhibit celebrates the first flight in Colorado and features artifacts, photographs, and models that tell the story of aviation and space exploration related to Colorado. The displays are presented in an area of approximately 1,000 square feet. Sponsors are Jeppesen, Lockheed Martin, and Redstone College of Aviation. The exhibit is currently open from 11:00 am to 7:00 pm on weekdays and 11:00 am to 6:00 pm on weekends. The exhibit is free and open to the public.

The exhibits consist of a few select areas of historic Colorado aviation including a video of Emily Howell in which she describes challenges leading up to her selection as the first female airline pilot by a U.S. air carrier in this country. A second video portrayed Scott Carpenter, a resident of Boulder, Colorado, who was one of this country’s first seven first astronauts. And a range of displays depicting events and individuals such as the Alexander brothers and how they got into the aircraft manufacturing industry. For example, I didn’t realize that the brothers were in the movie industry and wanted to purchase aircraft to distribute film throughout the country. It was at a time, however, when aviation was a booming industry and there were no planes available. So the brothers created an aircraft manufacturing plant and built their own. The first factory was located near Broadway and Hampden in Denver. When the plant was destroyed by fire in 1928, the brothers relocated to a new site in the Colorado Springs area. But the depression of the late 1920s reduced demand for aircraft and the firm went bankrupt in 1932 after building approximately 1,000 aircraft

during the lifetime of the plant.

An interesting footnote to history, Charles Lindbergh negotiated with the Alexander brothers when looking for a manufacturer to build an aircraft for his attempt to fly non stop across the Atlantic. Because of an extensive backlog of orders, the firm could not accommodate Lindbergh, which influenced Lindbergh to work with the Ryan Airlines Company in San Diego, California. Among the several displays featured is a short feature on Jerry Cox Vasconcells, a WWI ace who served several years as head of the Colorado Aeronautics Commission. When Vasconcells was inducted into the Colorado Aviation Hall of Fame in 1969, the CAHS noted that he joined the military at the start of WWI and trained to be an aviator in Canada before joining the Royal Air Force. In 1917, he was sent to France to fly in combat. He flew the SPAD in combat and was once shot down, but his flying skill enabled him to land in "no man's land" to be rescued by allied soldiers. In due time he became an "Ace" with a score of 6 airplanes and two balloons. Jerry was probably Colorado's only ace from World War 1.

After returning to Colorado, Jerry helped Mayor Ben F. Stapleton establish Denver's Municipal Airfield and was active in opening and extending air services in and around Denver. He served two terms as chairman of the Colorado Aeronautics Commission, contributing much to early aviation in this state. Since the exhibit celebrated 100 years since the first flight of an aircraft in Colorado, I was understandably interested in the background behind that event. Turns out it was performed by a Frenchman named Louis Paulhan who was on sort of a barnstorming trip around the US. The aircraft he flew was a French Farman biplane which looked strangely similar to the Wright Flyer. Though the Farman had operational flight controls rather than the flex wing controls of the Wright Flyer.

The barnstorming trips in these early years included transport of several aircraft by rail and assembly of the aircraft for flight at the location of the event. For the Denver program, the aircraft had been transported from Los Angeles via Salt Lake City where an event was scheduled for Saturday and Sunday, July 29-30, 1910. Up to this date, Lois Paulman had established an altitude record of 4,160 above sea level. Since the ground level at the Salt Lake City site was 4,300 ft MSL, it was predictable that there could be some problems getting airborne. Which proved to be the case when Paulhan attempted flight before an estimated crowd of 30,000 to 40,000 disappointed spectators on Saturday. Paulhan was unable to get a 38 hp Farman biplane into the air. On Sunday, after a few failed attempts, and an appreciation of the impacts of high altitude on aircraft performance, he was able to get a 50 hp Farman biplane into the air. Though possibly not enough to assure successful flights at the

higher elevations of Denver.

History of the Denver event (100 years since the first powered flight in Colorado) is recorded from this article attributed to the Dallas Morning News, Dallas TX.: “Denver, Colo., Feb. 3. - Louis Paulhan had a narrow escape from death today when his Farman biplane collided with the fence guarding the race track at Overland Park, smashing through it, and came down in a heap of wreckage. Paulhan was thrown headlong, but beyond a severe shaking up was unharmed. Before the accident Paulhan had successfully guided his machine up into the rare mountain air and had circled the Overland race track a dozen times. He then came to the ground and it was announced that the aviator would attempt to fly over the business district of Denver, three or four miles away, and return.

“But the runway for his machine, only 140 yards in length and cramped by the race track fence and by an irrigation ditch running diagonally across the grounds, proved too short. The machine left the ground too close to the fence, struck the fence, rebounding and ricocheted on the bank of the ditch, breaking one of the starting wheels. Paulhan shut off his motor and brought the machine to a stop.

“The machine was repaired and again Paulhan attempted a flight. The machine was not three feet from the ground when the end of the runway was reached and the machine crashed through the fence into the ditch, rebounded and came down in a mass of wreckage. Paulhan was fairly catapulted from his seat, but he lit in the soft snow and escaped serious injury. A dozen or more people were knocked down by the machine when it tore through the fence, but no one was seriously hurt.”



Though the exhibit is a little sparse on detail, it does an exceptional job of presenting the wide and varied background of Colorado aviation in a small compact exhibit area. It creates a curiosity of Colorado’s historic accomplishments in aviation. And for those curious for additional information, it encourages research elsewhere . . . as it did for me in researching this article. Also, the price is right.

# ***Events & Flyins for 2010***

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

## **CPA FLYIN SCHEDULE**

**May 22-23 KCNY** Moab UT. Drive to Canyonlands National Park for a tour of the magnificent “Island in the Sky” motor road. Optional hikes from ½ to 5 miles.

Dean Jaros, jarosd@digis.net 970 686-1233

**June 11-13 KALS** Alamosa CO. Travel to Antonito to board the steam powered train of the famous Cumbres & Toltec Railroad. Ride to Chama NM over spectacular trackage.

Ray Watts, wattsray@comcast.net 970 223-6293

**July 16-18 KSAA** Saratoga WY. Annual Cowboy Gathering at Encampment WY; old-fashioned melodrama; campfire jam session; cowboy poetry; chuck wagon breakfast.

John Mitchell, johnm@lamar.colostate.edu 970 484-4442

**Aug 14-15 KTHP** Thermopolis WY. Old western town with famous hot springs; soak and get a massage; float the Wind River canyon; visit dinosaur digs; marvel at the rocks.

Lothar Klingmuller, Klingmuller@Alumni.Mines.edu 303 984-4469

**Sept 4-6 36U** Heber City UT. “Little Switzerland of the West;” hiking; Heber Valley Railroad; Swiss Days; sheepdog festival; Olympic museum; crater scuba diving.

Kevin Condroski, Kevin@Condroski.com 303 466-4801

**Sept 18-19 KBFF** Scottsbluff NE Old-west narrated covered wagon tour of Chimney Rock; Annual Regional Harvest Festival; Farm and Ranch Museum; Hands-on activities.

Sarah Jane Dolliver and Greg Reedy, gregeagle1@hotmail.com 303 814-3351

**Oct 1-3 KLAM** Los Alamos NM Historic home of the first nuclear bomb; Atomic Energy Museum; Bandolier National Monument; hiking and beautiful views.

Craig Kozak, cpkozak@gmail.com 970 226-8724

**Oct 16 KLHX** LaJunta CO Fun and friendly 9 hole game and lunch

at La Junta Golf Club adjoining LHX; “Scramble” best ball rules; All experience levels welcome!

Neil Davis, hireahoosier@yahoo.com 303 882-5642

## **Other CPA, Local & Not So Local Aviation Activities**

|                |             |                                                                            |
|----------------|-------------|----------------------------------------------------------------------------|
| <b>June 12</b> | <b>KAPA</b> | <b>CPA Mountain Flying Ground School</b>                                   |
| June 19        | CO12        | Van Aire Fly-In & Open House for CPA                                       |
| June 26        | CO15        | Kelly Air Park Fly-In Breakfast                                            |
| July 3         | KGNB        | EAA 1267 Pancake Breakfast & Flyin celebrating the Grand Reopening of KGNB |

|                   |                 |                                                  |
|-------------------|-----------------|--------------------------------------------------|
| <b>July 10-11</b> | <b>KBJC-06U</b> | <b>34th Annual Denver to Jackpot Air Classic</b> |
| July 26 - Aug 1   | KOSH            | EAA Airventure 2010                              |
| <b>Aug 7</b>      | <b>KAPA</b>     | <b>CPA Mountain Flying Ground School</b>         |
| Aug 20-22         | KCAG            | Balloon Festival                                 |
| Aug 28&29         | KBJC            | 2010 Colorado Sport International Air Show       |
| Aug 28            | KFTG            | 6th Annual Front Range Aircraft & Car Show       |
| Sept 4-5          | KSBS            | Wild West Air Fest                               |
| Sep 15-19         | KRNO            | 2010 National Championship Air Races             |
| Sep 18            | KLHX            | LaJunta Fun Day & Fly-In                         |
| Nov 6             | KBJC            | CPA Annual Meeting                               |
| Dec 12            | CPA             | Holiday Dinner at Buffalo Run                    |

## **Colorado Pilots Association Welcome New Member!**

Katie Mikevich  
5333 Maggie Lane  
Evergreen, CO 80437-7210

David Marker  
6213 West Flora Place  
Denver, CO 80227-5446

David Stevens  
11214 Palmers Green Drive  
Peyton, CO 80831-8168

Richard Anderson  
P. O. Box 1236  
Longmont, CO 80502-4226  
Richard Johnson  
24250 David C Johnson Loop  
Elbert, CO 80106-9521

Robert Stedman  
Independence Aviation, LLC  
12780 E. Control Tower Road J-15  
Englewood, CO 80112-4515



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**CONTACT:** Ray Miller 719-495-2470 (H), 719-649-2663 (C)  
miller1991@a.com

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

## Just a reminder...

if you see a phrase or web address underlined & bolded, you can click on it and be taken to that webpage. Like this one:

***Colorado Pilots Association***

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### 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](mailto: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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## 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  
idacraser@4dv.net

#### Colorado Springs - Bob Figgie

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

#### Craig-Moffat - vacant

#### 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

Eric Jensen  
970/482-7160 (H)  
ericjens@aol.com

#### Front Range Airport

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

#### Granby - Mike Jolovich

970/887-9225 (W)  
Granby, CO

#### Grand Junction - Deanna Strand

970/245-7289 (H)  
970/243-4359 (W)  
Deanna.strand@gmail.com

#### Greeley - Raymond Watts

970/223-6293 (H)  
970/680-4250 (C)  
wattsray@comcast.net

#### Kremmling / Summit County

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

#### LaJunta - vacant

#### 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)  
torryrk@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

Patti Arthur  
719/539-7050 (H)  
arthurlawoffices@aol.com

#### San Luis Valley - Lynn McCullough

719/852-5890 (H)  
silvereagle56@wildblue.net

#### Springfield - John Webb

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

#### Steamboat Springs - Joe Birkinbine

970-879-1636  
atpfinancial@springsips.com

#### Telluride - John Steel

970-728-6888(H)  
justice@johnsteellaw.com

#### 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

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303/288-7371 (H)

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Bob Venohr  
303/503-7198 (C)  
rkvenohr@comcast.net

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Karen Hitchcock  
303/482-6167  
karenhitchcock@yahoo.com

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720/301-9032 (C)  
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