

CPA FLIGHT LINES

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Vern & Cheryl Randal in their (winning!) SNJ-4



www.coloradopilots.org



President's Message

by CPA President

Bob Kinney

Now that we're into the middle of the flying season and making many flights around the western half of the country, I was reflecting on a rather simple aviation truism. The aviation world is loaded with truly nice people who are dedicated to this profession/hobby/way of life. Seriously, the flying world, at least as we know it here in America, lends itself well to people who love people. No, I'm not going to sing a Barbara Streisand song! You don't know how lucky you are, although my wife, Shawn, would probably tell you I have a magnificent voice based on what she hears emanating from my daily shower.

Although it happens, it's rare that you hear "flying rage" on the aircraft radio. Unlike its "road rage" counterpart, pilots learn a strong discipline early in their flying careers. They learn the importance of controlling their emotions lest their emotions control them and deprive them of the full use of their Cerebral Cortex. . .especially during emergencies and times of high work loads which occur on regular basis while flying. Thus, I like to think we pilots are above the norm when it comes to maintaining our cool. Perhaps that's not the reason though. Maybe, just maybe, the reason stems from the fact that pilots like other pilots. It's that brotherhood, that camaraderie that I've spoken of before in previous editions of FLIGHT LINES. We all have a flying acquaintance or two who you'd just as soon see fly inverted in an open cockpit biplane without their shoulder harness fastened, however, they're, by far, the exceptions. We love being with other pilots, talking with other pilots, drinking with other pilots, well, we like to do just about anything with our flying friends. And it doesn't have to be people we've met before. Stop and talk to anyone at an air show or at any airport in the country and I can almost guarantee you'll be met with a smile and a warm handshake. You're good people!

I remember CPA member Lynn McCullough telling me how he and his wife, Shirley, ran into (figuratively, not literally), Harrison Ford over at Driggs, Idaho one day a few years ago. They had a nice visit. He was just another aviator who loved to talk flying. Member Vince Phelps had to rely on a perfectly wonderful A&P up at Worland, Wyoming to get him out of a terrible bind a few years ago during a fly-in to Thermopolis. This guy stayed on the phone with Vince for hours until Vince's electrical problem was fixed and he could return home safely. He was a great guy! (Vince, you're a good guy too)! I'm constantly meeting tower controllers, FBO counter personnel, fuel truck drivers, other CPA members, and many others who just seem to love being around the

aviation industry. How many times have you had the terminal building left open for you at an airport your camping at just in case it rains?

A great contrast to what we have going for us, in the flying community, is to look at the boating world. In many ways, boating parallels flying. We both love our hobby. We have expensive machines to satisfy a certain wonderlust that burns inside us. Boating has been described as a hole in the water that we throw our money into. Weeelllll, have you seen what a good wind can do to a pile of \$100 bills? What does a propeller do? It creates wind. Enough said. The comparison ends there however. Maybe my experience is all out of whack, but I can tell you I've met some of the most rude, nasty, unfriendly people back when Shawn and I used to spend a good part of our time plying the waters of North America. We gave that up to follow in the footsteps of Orville and Wilber. Anyone can steer a boat. Only a well trained, properly-certified person can fly an airplane. Enjoy this world that you're involved in. It's so special and it's easy to take it for granted. Now, go out and bore some holes in those clouds and enjoy the people you meet.

Till next month.
Bob Kinney

AOPA Regional Rep Report

Many thanks to the CPA members who helped the CO 99s with the recent air-marking of the Granby Airport (GNB). The work looks splendid. Also, many thanks to those who flew or drove to GNB for the July 3d fly-in/pancake breakfast. Sixty aircraft flew in. A record number of people were fed grossing over \$7,000 for the aviation camp scholarships for youth. No doubt, the CPA's Airport of the Year Award sparked more than normal interest in GNB and played a big role in attracting such a large gathering of pilots and aviation buffs.

AOPA President Craig Fuller and Cessna CEO Jack Pelton flew to GAMI in Ada, OK, to check out a possible replacement fuel for 100LL. The ELT issue is still flapping around between the FAA and FCC. But, for now, it appears the 121.5 ELT is still okay to use. The FAA is considering changes to Class B airspace. This is being carefully monitored by AOPA headquarters.

Tailwinds,
Bill H.

BACK COUNTRY PILOTS!

We just got back from a fabulous back country flyin trip to Smiley Creek Idaho, sponsored by the Utah Back Country Pilots Organization. They welcomed us with enthusiasm and made us feel like a "part of the family".

Smiley Creek is one of the easiest Idaho back country strips to land your plane it is smooth mowed grass as close as you might want a golf course. Well, not quite, but you get the picture. There are free showers, camping by your plane or down a hill by the little stream (Smiley Creek), and plenty to do while you are there.

To make things even better, just across the road from the air strip was a GREAT place to eat and we had a choice of gourmet food for breakfast that was not only delicious, but reasonably priced. You could choose to spend the night in their cabins (or tents), eat at their restaurant, or do as we did and camp by the plane. We learned a little more about how to cook on a Dutch Oven, and enjoyed the ribs and chicken and all the trimmings at the group dinner we had that night.



Bart Jones roughing it in style in the back country

Bottom line is that we ALL are invited to join the Utah Back County Flyin Trips, and if you want to make it a membership that is even better. They do about 5 trips a year, and their last one is set for Sept 24-26. UBCAP Fall Fly In at Huntington Airport in Utah. N39° 21.68; W111° 55.01. Elevation 5915 msl, CTAF 122.8.

To quote them: Huntington is a perfect place for a fall flyin as it is accessible for any airplane. The airport also has two dirt runways and is just a short distance from many popular back country locations. Emery County goes all out to make us welcome even had a live band playing that night for us! There is camping on the field and two hot showers. Bring your shot gun for impromptu trap shooting at the edge of the runway!

Ok, so the UBCP Hot Line Number is 801-583-0342; their web site is www.utahbackcountrypilots.org. We are planning on being there, hope you will be there too!

Bart and Mary Jones

New Runway Crossing Procedure

Notice Number: NOTC2373

Beginning June 30, 2010, controllers will be required to issue explicit instructions to cross or hold short of each runway that intersects a taxi route. "Taxi to" will no longer be used when issuing taxi instructions to an assigned take-off runway.

Instructions to cross a runway will be issued one at a time. Instructions to cross multiple runways will not be issued. An aircraft or vehicle must have crossed the previous runway before another runway crossing is issued. This applies to any runway, including inactive or closed runways.

Changes will also be made to the Aeronautical Information Manual (AIM) and AIP to reflect the new procedures.

Never cross a hold line without explicit ATC instructions. If in doubt ASK!
Reminder: You may not enter a runway unless you have been: instructed to cross that specific runway; cleared to take off from that runway; or instructed to position and hold on that specific runway.

https://www.faa.gov/files/notices/2010/Jun/Runway_Crossing_Procedural_Change_FAASST_Blast.pdf for the Runway Safety notice

Resolution Introduced Honoring Backcountry Airstrips

BOZEMAN, MT – Montana's US Congressman Denny Rehberg initially carried a resolution to the US House recognizing the value of recreational aviation and its supporters, because, "Backcountry airstrips serve a valuable role for land managers and visitors alike," Rehberg stated. Language was initially drafted by Recreational Aviation Foundation board members in collaboration with Rep. Rehberg's staff, which became US House Resolution 1473 formally introduced in the US House on June 24.

Michigan Congressman Vernon Ehlers quickly recognized the impact of the Resolution and endorsed it as co-sponsor, saying, "The Recreational Aviation Foundation has done a great service by pointing out the potential loss of a number of backcountry airstrips. These airstrips allow citizens to land near wilderness areas, and be able to hike, camp, and explore these beautiful parts of our country."

In addition to Ehlers, the following US Congressmen signed on as co-sponsors: Allen Boyd of Florida; Mike Simpson and Walt Minnick of Idaho; Jason Chaffetz of Utah; Sam Graves of Missouri; Pete Olson of Texas and John Salazar of Colorado.

Congressman Simpson, emphasizing that Idaho upholds its strong tradition of backcountry access added, "Backcountry airstrips ensure that Idahoans and visitors to our state have access to beautiful and wild places for recreation, work, and management of land and wildlife, and I am pleased to have the opportunity to work with my colleagues to make sure that they continue to be able to use them." Simpson is a ranking Member of the House Interior Appropriations Subcommittee, which funds the U.S. Forest Service.

Congressman Minnick added, "For Idahoans who treasure our backcountry, these airstrips not only allow folks a great way to see the out of doors, but they also represent a lifeline for remote sections of the state," concluding, "They are important to our way of life and ought to be maintained."

Aircraft Owners and Pilots Association's president Craig Fuller weighed in, stating, "Too often, backcountry airstrips receive little if any attention, so they are vulnerable to efforts to close them. This resolution acknowledges the important role of these airstrips and raises their profile, especially among their colleagues on Capitol Hill whose actions are critical to the airstrips' survival."

John McKenna, President of the Recreational Aviation Foundation, summarized its position, saying, "We are excited that these Representatives are recognizing the value of backcountry aviation in this way. This Resolution clarifies the status of recreational aviation, its participants, supporters and those who work hard to maintain and preserve it for the future."

Colorado Pilots Association Welcome New Member!

Aaron Kanowitz
1153 S. Alton Street, Unit A
Denver, CO 80247-7904

Allen Hurst
3242 Bentwood Place
Highlands Ranch, CO 80126-7846

Bret Lowell
3847 Mossy Rock Drive, Unit 202
Littleton, CO 80126-6007

Jake Harkin
912 Countrybriar Lane
Highlands Ranch, CO 80129-1810

Robert Yusko
16922 Molina Place
Parker, CO 80134-9126

Matt Beyer
13843 Star Park Court
Broomfield, CO 80023-6576

Ken Koock
C/o General Delivery
Howard, CO 81233-9999

Cecil Stump
1026 Petras Street
Erie, CO 80516-2499

Stephen Hadley
13741 Harbor Drive
Waco, TX 76712-7501

Dave Gordon
5126 Front Range Parkway
Watkins, CO 80137-7700

Colorado Pilots Association Renewing Members

Miles Gray, Thornton
Christopher Leach, Denver
Cindy Jewell, Denver
Chet Jewell, Denver
Chuck Kellerman, Aurora
Steve Harless, Brighton
Paul Staby, Durango
Jerry Kelly, Denver
Rick Reisman, Montrose
Frank McLaughlin, Denver
Glenn Hetchler, Erie
Bill Venohr, Aurora
Deanna Strand, Grand Junction

Richard Brewster, Bellvue
Rick Kolker, Castle Rock
Richard Williams, Evergreen
Russell Ward, Wheat Ridge
Tom Lawson, Golden
Vance DiPasquale, Parker
John Seabury, Erie
Chris Verbil, Los Altos, CA
Emily Warner, Denver
Bill Hamilton, Granby
Penny Hamilton, Granby
Daryl Cinquanta, Arvada

Jackpot Results!



Class A Turbo: Vern randel (First), Chris Verbil & Dan Lann tied for Second.



Class B Retract: Dana Haglin (First), Tim Roberts (Second) and John Seabury (Third)



*Class C Fixed Gear: Bob Venohr (First), Sam Sun (Second)
and Bob Latham (Third)*



Fuel Estimate: Dana Haglin (First) and Sam Sun (Second)



Time Estimate: Sam Sun (Second) and Chris Verbil (First)



Everyone!

Speed Results

Class C				H'CAP	TOTAL TIME	AVG SPEED	% OF H'CAP
N#	MAKE	YEAR/TYPE	PILOT	SPEED			
878RV	Vans	2006 RV-8	Robert Venohr	183	2:40:46	170.5577	93.201%
28819	Grumman	AA5B	Sam Sun	135	3:54:55	116.7222	86.461%
75ET	Cirrus	2002 SR20	Robert Latham	152	3:33:13	128.6016	84.606%
4706K	Cessna	1975 C-182	Don Fredrickson	129	4:19:53	105.5089	81.790%

Class B

3731Y	Cessna	1964 C-210D	Dana Haglin	162	2:59:38	152.6443	94.225%
6688U	Beech	1980 BE-35B	Tim Roberts	174	2:48:47	162.4568	93.366%
5949F	Cessna	1968 C210F	John Seabury	172	2:59:29	152.7718	88.821%

Class A

763V	NA	SNJ-4	Vern Randel	150	3:15:52	139.9932	93.329%
20GF	Socata	1986 TB-21	Chris Verbil	159	3:11:58	142.8373	89.835%

Fuel Results

	CAT	N#	MAKE	YEAR/TYPE	PILOT	FUEL EST	TOTAL FUEL	FUEL DIFF
1	B	3731Y	Cessna	1964 C-210D	Dana Haglin	79.800	78.769	1.031
2	A	28819	Grumman	AA5B	Sam Sun	40.300	38.994	1.306
3	B	5949F	Cessna	1968 C210F	John Seabury	49.200	51.407	2.207
4	C	20GF	Socata	1986 TB-21	Chris Verbil	54.200	51.974	2.226
5	A	878RV	Vans	2006 RV-8	Robert Venohr	50.470	53.184	2.714
6	A	75ET	Cirrus	2002 SR20	Robert Latham	59.500	64.440	4.940
7	A	4706K	Cessna	1975 C-182	Don Fredrickson	57.500	66.839	9.339
8	B	6688U	Beech	1980 BE-35B	Tim Roberts	74.300	84.103	9.803
9	C	763V	NA	SNJ-4	Vern Randel	120.800	110.598	10.202

Stay in touch with the Colorado Aeronautics Board

www.coloradodot.info/programs/aeronautics/colorado-aeronautical-board

Granby Reopening

July 4th weekend was the Grand Reopening of the Granby Airport after extensive improvements. The Colorado 99s, and volunteers from EAA Chapter 1267, AOPA, CPA, and the FGA did an airmarking of the Granby Airport.



From left to right: CO 99s Governor, Jan McKenzie; one of the Living Legends of American Aviation, Captain Emily Warner; and FGA secretary, Penny Hamilton.

The previous day, the 99s and volunteers from the EAA, AOPA, CPA and FGA precisely laid out the areas to be painted. Three high school students who wanted to have community-service credit were recruited by Penny. They were impressed to see so

many women pilots. Rudy Perez of the EAA chapter signed up the high school students to take Young Eagle Flights at some future date.

We are grateful to you and the BOCC for providing some excellent highway marking paint. The first coat dried in only 45 minutes, so we applied a second coat. The leftover paint was returned to Gary Bailey on Tuesday. All the other painting supplies were provided by the CO 99s. The FGA provided the workers with Gatorade, bottled water, baked goods and some other comfort items.

We have asked Google Earth to make a new pass and take a new photo from space of GNB. CO Director of Aeronautics, Dave Gordon, tells me the Division of Aeronautics will be taking a new aerial photograph of GNB in the next few weeks and posting it on the Internet.

When the painting was finished, the FGA hosted the 99s, the high schoolers, and the other workers to lunch at Mad Munchies.

The front page of today's newspaper carried a photo of some of the painters on the front page and above the fold. Please apprise the BOCC of the fine work done by all the volunteers. Thank you!

Events & Flyins for 2010

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

CHANGES

The Scramble originally scheduled for Saturday, Oct 16 is now on Sunday, Oct 17. Check the entry below for more details.

CPA FLYIN SCHEDULE

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 10-12 Marble Marble, CO. East of McClure Pass & requires mountain experience to use. Camping on the field, accommodations in the area, and a community dinner Saturday evening. Info: Bill Meine 303/748-4588

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 17 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

Aug 7	KAPA	CPA Mountain Flying Ground School
Aug 14	KEIK	Spirit of Flight Day
Aug 20-22	KCAG	Hot Air Balloon Festival
Aug 21	KFTG	6th Annual Front Range Aircraft & Car Show
Aug 21	KEIK	Erie AirFair
Aug 28-29	KBJC	2010 Colorado Sport International Air Show & Rocky Mountain Regional Fly-in
Sept 4-5	KSBS	Wild West Air Fest
Sep 7-9	KSAF	New Mexico Aviation Conference
Sep 11	KAKO	National Radial Engine Exhibition
Sep 15-18	KRNO	2010 National Championship Air Races
Sep 18	KLHX	LaJunta Fun Day & Fly-In
Sep 18	KFTG	Pancake Breakfast
Oct 2-3	KCOS	Colorado Springs Air Show
Oct 23		Colorado Aviation Hall of Fame Banquet
Nov 6	KBJC	CPA Annual Meeting
Nov 11-13	KLGB	AOPA Aviation Summit
Dec 12	CPA	Holiday Dinner at Buffalo Run

Aviation Legend, Emily Howell Warner, was invited by the Greater Granby Area Chamber of Commerce to be the Grand Marshal in their Independence Day Parade because of her deep roots in the Granby area. The celebration theme was "Planes, Trains and Automobiles." Planes? Who better than Captain Emily, America's first woman pilot to be hired by a scheduled, jet-equipped Airline-Frontier.



Warner has a long list of firsts—first woman ALPA member and first female U.S. Airline Captain are just a few. She has been inducted into the National Women's Hall of Fame and also Colorado's Women's Hall of Fame. She was the national Amelia Earhart Woman of the Year. Her airline pilot uniform is enshrined in the Smithsonian National Air & Space Museum in Washington, D.C. Emily also holds membership #1 in the Colorado Pilots Association.

Bill Hamilton

Alamosa Fly-in June 2010

Cumbres and Toltec Railroad, the museum that you ride

Weather has not been kind to CPA fly-ins this year, and it was true to form on the June weekend of the Alamosa fly-in. It was windy in Alamosa, but the real challenges were along the Front Range, where most of the intended participants live and where marginal VFR conditions on Friday morning deteriorated through the day to low IFR, staying that way for Saturday and Sunday. But CPA members and their families are a determined lot, and those who did not fly in early—or finesse the whole weather pattern by flying in from Idaho, as Frank and Lynne Niehus did—just drove to Alamosa. Twenty four participants, ages 8.5 to 85, had a full day of fun train rides as a result.

Bring on the weather, the trains will run anyway, right? Well, sort of. When the wind blows over Cumbres Pass, aspens fall on the tracks and the crew has to stop—lock them brakes!—and move the trees before proceeding. The crew got a lot of practice on the day of our ride. The procedures must be pretty well established, because the Cumbres and Toltec Railroad was built as an extension of the Rio Grande railroad in 1881. When the Rio Grande wanted to abandon the line in the 1970's, the states of Colorado and New Mexico bought the line; it is now operated by a non-profit organization, with much of the maintenance work done by volunteers.

Alamosa makes things easy for train enthusiasts. There are three standard gauge lines out of Alamosa—to La Veta, del Norte, and Antonito—and one narrow gauge line, our main objective, from Antonito CO to Chama NM. The standard gauge train from Alamosa to Antonito coordinates its schedule with the narrow gauge schedule, with only one glitch. If you ride the narrow gauge line all the way to Chama and return from Chama by bus, which is operated by the rail line, then you will miss the standard gauge train from Antonito to Alamosa in the afternoon. We opted, therefore, for the shorter narrow gauge round trip to Osier, which is near the summit of Cumbres Pass. This round trip involves switching from the westbound to the eastbound train after lunch in Osier. Between Antonito and Osier the tracks cross the state line 10 times, so in our round trip we crossed it 20 times. It is easy to see why it took two states to preserve this rail line.

Our train trip was on Saturday 12 June, so participants either flew or drove to Alamosa on Friday (about half flew and half drove). We had a special occasion before happy hour on Friday, because CPA member Marsha Gallagher was participating in the Rocky Mountain Artists Arts and Crafts Show, which was being held in the lobby of the Inn of the Rio Grande where we were staying; we

were able to meet Marsha and the other talented artists of the San Luis Valley. The restaurant at the Inn not only arranged seating for our large group on Friday night, but also opened the restaurant early on Saturday so we could eat before our 7:45 ticketing time at the Alamosa train station. CPA members should plan to stay at the Inn of the Rio Grande when in Alamosa; this establishment provided five-star service for us throughout our event. They shuttled many trip participants between the airport and the Inn, and were prepared to shuttle us to the train station—a service that we did not end up needing because so many participants arrived in cars. Tim Gallagher, a CPA member and Alamosa resident, helped immensely with local advice on the trip arrangements, extra wheels for the group, and then rode the trains (his first time) with us. We hope that Tim did not get in too much trouble with Marsha for skipping out on the second day of her art show, and we regretted that Marsha could not also ride the trains.

The variety of scenery was extraordinary. The leg between Alamosa and Antonito crossed farm land; the San Luis Valley is the second largest potato growing district in the United States. For this standard gauge part of the trip, we were in a dome car and the train was nearly silent, especially when



compared to airplanes. Continental breakfast was available, and many of the participants would have skipped breakfast at the hotel if the trip organizer had told them about the on-board food option. Who knew?

Out of Antonito, the farm land quickly gave way to sagebrush as the narrow gauge tracks began to climb toward the pass. Many of us rode on the open car, which made for great photo opportunities on the winding route. In the sagebrush section, the tracks crossed a small trestle that had to be replaced after the movie crew for *Indiana Jones and the Last Crusade* (1988) failed to extinguish a trestle fire that the crew had started for dramatic effect.

As the terrain got steeper, the route designers had compensated by looping tracks around the “coves and noses” (draws and ridges), zigzagging to accomplish a slow climb. Just when the sage was getting boring, it gave way to fields of grass colored with wildflowers and interspersed with aspen groves, which consolidated to aspen-covered mountainsides as we climbed. The Cumbres and

Toltec has special rides (and rates) in the fall, and it is certain that fall riders would see expanses of shimmering gold.

The train entered coniferous forest and clung to the side of the Toltec Valley, with beautiful grazing land at its bottom. The steam engine needed water, so the train stopped at the partially restored section station at Sublette. It then passed along the top of the narrow Toltec Gorge. Above the gorge, the valley bottom was higher and closer to the train tracks; here we saw elk. With most of the climb behind it, the train meandered—again keeping to a slow climb—across the high plateau that comprises Cumbres Pass, about 10,000' MSL. The scenery was distinctly alpine—the result of snowfall in excess of 20 feet. After a few more miles we arrived at Osier and lunch, which was included in the train ticket price and was, shall we say, ample. The staff did not FORCE anyone to eat two desserts, but most of us did. This was an excellent ploy to make a boisterous group like the CPA sleepy and well behaved on the return trip.



The train adventure lasted from 0815 to 1800, so we were tired and hungry by the time we returned to Alamosa. For more than half of the trip, though, we had enjoyed blue skies while the Front Range got doused with clouds and rain. We were happy!

Sunday dawned clear with scattered clouds in Alamosa. The intrepid headed back to the Front Range, where the weather was not so pretty. I entrusted Beth to John and Cathie Martyny—on their 40th anniversary, no less (congratulations and thank you)—for their drive back to Boulder, and flew south to visit



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CONTACT Kathleen Bennett 970 586 5629

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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 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

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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4120 Brighton Blvd. Suite A21
Denver CO 80216
Phone: (303) 295-1172

CPA DIRECTORY

Area Representatives

Boulder - Robert Braun

303/567-8946 (H)
720/940-6588 (W)
RBraun2000@yahoo.com

Burlington / Eastern Colorado vacant

Centennial Airport - Bob Doubek

303/771-8148
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)
lynn.a.mccullough@gmail.com

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

CPA Executive Board

CPA President

Bob Kinney
303/288-7371 (H)

CPA Vice President

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

CPA Recorder

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

CPA Treasurer

Cindy Jewell
303/750-5645 (H)

CPA Committee-Chairs:

Airspace - Walter Bell

303/488-9780 (H)

Air Classic - Dana & Judi Haglin,

303/673-9381(H)
Steve Harless
303/659-8648 (H)

Back Country Airstrips

Jim Hollis

303/828-4119
vjhollis@comcast.net

Circulation Manager - Terry Barbo

303/367-0670 (H)

Education - Torry Krutzke

719/546-0888 (H)

Fly-ins - Dean Jaros

970/686-1233

Membership - Judi Haglin

303/673-9381

Membership Records - Terry Barbo

303/367-0670 (H)

Mountain Flying - Larry Camden

303/617-8342
Execuflight@aol.com

CPA Flight Lines, Editor

Blanche Cohen
303/755-1525 (H)
blanche@acm.org

Programs

Colleen Chambers
303/470-7837 (H)
720/301-9032 (C)
cscinhr@aol.com

Public Affairs - Emit Hurdelbrink

303/324-3416
e.hurdelbrink@att.net

Recognition & Awards

Bruce Hulley
303/344-2843 (H)

Safety

Bill Linenberger
303/344-0183 (W)

Web Manager - Neil Davis

303/882-5642 (C)
hireahoosier@yahoo.com

CPA Liaisons:

Web Master - Rob Duncan

970/921-3400 (W)
sales@airbase1.com

Compassion Flights

Mark Kolber
303/694-2603 (H)

AOPA - Bill Hamilton

970/887-2101 (H & W)

Colorado Aeronautical Board (CAB)

Joe Thibodeau
303-320-1250 (W)

CAP-Colorado Wing

Leonard Ginther
303/426-4955 (H)
l.l.ginther@worldnet.att.net

Colorado 99s - Sue Osborne

303/471-0665 (H)

Commemorative Air Force

Rob Duncan
970/921-3400 (W)

EAA - Don Smith

720-963-4108 (H)
303-524-4344 (C)

dhsmt@comcast.net

Colorado Pilots Association, Inc.
MAIL IN APPLICATION FOR INDIVIDUAL MEMBERSHIP/RENEWAL
Online application found at www.ColoradoPilots.org

Name _____
Spouse _____
Street Address _____
City _____ State _____ Zip _____
Phone (H) _____ (W) _____
E-mail _____
Pilot Rating Held _____ Profession _____
A/C Owned (make) _____ Model _____ N# _____
Principal airport based at or flown from _____
& identifier (e.g. APA) _____

Applying for:

- ☐ Renewal or
☐ New Membership

Check enclosed, payable to CPA, to cover
membership & *Flight Lines* Newsletter:

- ☐ \$20 for 1 year membership
☐ \$38 for 2 year membership
☐ \$55 for 3 year membership
☐ \$100 for 1 year corporate membership

CPA Hot Line 303/266-6266

Mail to: **CPA, Inc.**

P.O. Box 200911
Denver, CO 80220-0911

Includes two 1/2 page ads
In CPA Flight Lines newsletter.

I am interested in serving as an Area Representative for the
_____ **area.**

I am interested in serving on the following committees:

- | | | |
|--|--|--|
| ☐ Airspace | ☐ Membership | ☐ Fly-In Planning |
| ☐ Flight Safety | ☐ <i>CPA FlightLines Newsletter</i> | ☐ Air Classic |
| ☐ Education | ☐ Public Affairs | ☐ Programs |
| ☐ Legislative Affairs | ☐ Back Country Airstrips | ☐ Other |

CPA LOGO MERCHANDISE

Caps (light or dark beige)	\$15 + \$2 s&h	Mens Jacket	\$40 + \$5.95 s&h
Lapel pin	\$ 2 + \$0.44 s&h	Womens Camp Shirt	\$35 + \$3 s&h
Decal	\$ 1 + \$0.44 s&h	Womens Rib Tee	\$17 + \$3 s&h
Golf Shirts	\$25 + \$4 s&h	Womens Jacket	\$50 + \$5.95 s&h
Short sleeve Denim Shirt	\$25 + \$4 s&h	Logo TShirt (new!)	\$13ea, \$25 for 2
Long sleeve Denim Shirt	\$30 + \$4 s&h		

For shirt information please call Terry Barbo 303-367-0670.

Mail your order to:

CPA, Inc., P.O. Box 200911, Denver, CO 80220-0911



Scottsbluff Nebraska – Chimney Rock Tour September 18 - 19 (APA- BFF 150nm)

Join us in Scottsbluff, NE on Saturday for an old west Historic Narrated covered wagon tour of Chimney Rock. Sunday we will participate with the 14th Annual Regional Historic Harvest Festival. Taste the way it was in the 1850's both in the ruts of Pioneer Wagons crossing the Oregon Trail and an old fashioned harvest at the Farm And Ranch Museum. Lots of things to see and do – hands on activities.

Arrive BFF between 9:00 am and 11:00 am Saturday September 18th. Lunch at the airport restaurant. Depart for Chimney Rock at 1:30 PM. Covered Wagon narrated Old West Tour of one of the most prominent features that pioneers wrote about in their journals. End the day with a Chuck Wagon Cook Out.

Hotel is the **Comfort Inn, 308-632-7510**. Make your reservation **before September 5** for special \$57.99 plus tax rate. Mention you are a CPA fly in member.

Sunday depart after hotel breakfast or after Farm and Ranch Festival breakfast.

Costs with Chimney Rock and transportation: \$49.00 per person.

Your hosts – Sarah Jane Dolliver and Greg Reedy

Greg Reedy 720-201-8097 Gregeagle1@hotmail.com

Return this portion with a check made out to CPA to: **Sarah Dolliver, 5206 S. Laredo Way, Centennial, CO 80015-4152. Deadline: September 6, 2010.**

Registration: \$49/person (Chimney Rock Covered Wagon Tour and transportation)

Hotel is on your own. Total Enclosed: \$ _____

Name(s) & Address: _____

Home phone: _____ Cell: _____ E-mail: _____

Type of plane and N#:

Emergency contact Name and Phone Number:

Need a ride with someone else? _____ Do you have seats available to share? _____



COLORADO PILOTS ASSOCIATION AIRPORTS RECOGNITION PROGRAM

Fiscal Year 2010

Here is a chance to participate in a program to recognize those Colorado airports that have gone out of their way to provide exceptional services and facilities for general aviation. Separate awards will be presented to a commercial service airport and a general aviation airport at the CPA Annual Membership Meeting on November 6 from nominations made by our members. (*FY 2009 Awards - Harriet Alexander Field, Salida and Granby/Grand County Airport.*)

Nomination Form for Airport Award (*Use separate form for each airport category, please*)

Airport: _____

Nominated by CPA member: _____

Basis for Nomination:

Send form to: Colorado Pilots Association, Inc., P.O. Box 200911, Denver, CO 80220-0911
(Please submit your nomination no later than October 1, 2010)