

CPA FLIGHT LINES

Volume 27, No. 9

September 2010



Required aircraft markings to accompany new FAA Aircraft Registration rules and the updated ATP checkride.



www.coloradopilots.org



President's Message

by CPA President

Bob Kinney

Oshkosh! The name is synonymous with Sturgis. Airplanes vs. Motorcycles. My heart's in Oshkosh. Many other American's hearts are in Sturgis. I'm one of those very lucky pilots who enjoys the love of a spouse who really enjoys flying. For over a year, my wife, Shawn, and I had planned a trip to Oshkosh together this year. Our departure was scheduled for Saturday, July 24 with arrival planned for noon CDT.

Isn't it funny how well thought out plans change? Here's our short story.

We met up with Bob Venohr, Tim Roberts, and Bill Venohr shortly after departing Rocky Mountain Regional Airport just after sunrise and our four plane flight progressed toward OSH totally oblivious to the fact that, due to many inches of rain two nights before, Whitman Field was under water and closed. (This was one time that float planes and amphibians could have actually landed at the main field and skipped the seaplane base altogether). Following a refueling stop at Yanktown, SD, we pressed on toward our destination, having learned of the temporary closure at Whitman that was in effect. Closer to destination, and the closure still in effect, we all landed at LaCrosse, WI to gather our thoughts on what to do. We decided to press on with the hope that Whitman would soon open. It didn't! It was painfully obvious, despite EAA's optimism, the field wasn't opening to fly-in-campers for quite some time. Shawn and I headed to Wautoma, WI, knowing it was within striking distance of OSH, planning on a good night's sleep in our tried and true Cabela's tent. The rest of our gang headed to Fond du Lac as they had housing in the town of Oshkosh and wouldn't have to rely on dry grounds at Oshkosh to sleep on.

Sunday morning dawned bright and sunny and our hope of making the last 35 miles to Whitman were renewed. It was not to be. The field was still closed, with no projection of an opening time or date. We opted to head to Fond du Lac to, at least, be able to camp close to Oshkosh and have a reliable shuttle. Arrival at Fond du Lac was an extreme disappointment as they were trying to accommodate the hundreds of aircraft and campers now unable to access Whitman Field. We took one look at the single portable toilet sitting forlornly alongside the camping/tie down area; counted the hundreds of campers that would be forced to rely on it for comfort; considered the logistics of shuttling to the one-mile-distant showers, computed the inflated tie down fee and daily shuttle fees; and considered the lack of nearby meals. The decision was an

easy one. We bugged out, departed the premises, left for parts unknown, rode off into the sunset. . .you get the picture. We left.

It was time to make lemonade out of lemons. We thought, how about if we take these valuable few days we have off work to do some sightseeing? We flew over Green Bay so "Packer Bob" could see the home of the mighty Green Bay Packers. We scooted down to the Branson wannabe, Wisconsin Dells, to check out the area, aviation fuel prices, and visit with some awfully nice "locals". Have you ever seen that actual site of the filming of "Field of Dreams"? We did, from the air. Our next stop was Boscobell, WI. What a gem! We camped in one of the most beautiful tree-covered valleys you can imagine. A courtesy car allowed us a visit to Prairie du Chien to see the Mighty Mississippi. We spent a gorgeous evening in the light of a full moon watching the dancing majesty of the resident fireflies. I can't begin to tell you what a special experience we had that evening. It was truly magical.

The next day we made a short flight to Dubuque, IA and borrowed a crew car and visited downtown for lunch and a tour. Following a quick fuel stop at Manchester, IA we were on to Pella, IA. With the keys to the FBO courtesy car in hand we were turned loose on this poor, unsuspecting Dutch settlement, home to Pella Windows and Vermeer Manufacturing. This Dutch colony has wonderful motel accommodations, clean streets, friendly people, and, I'm telling you, scrumptious Dutch pastries. I see a CPA fly-in to Pella in my crystal ball.

On our final day, we stopped at Holdrege, NE; grabbed the keys to the courtesy car and made a quick run to the hospital to visit with Shawn's ailing aunt. Whew! That was a whirlwind, four day tour of the Midwest.

Is there a moral to this story? Yes, and learn it well. Much of the freedom we enjoy when flying our own airplanes around this wonderful land is greatly enhanced by the availability of loaner vehicles at almost all U.S. general aviation airports. Most of us rely on this great resource regularly. Don't take it for granted and, for crying out loud, don't abuse the privilege. Please, always make a generous cash donation to the airport or FBO loaning the vehicle or ensure that you leave it with more fuel in the tank than when you picked it up. If we all show this simple courtesy, we'll enjoy the use of loaner cars, vans and trucks for many more years.

Now, go out there and make some lemonade.
Bob Kinney

Friends of the Colorado Pilots Association

Past years we've highlighted the "infrastructure" of managing Air Classic. Photos of the starters, timers, not to mention all the participants and final scores. This year we thank all the companies who've made this long-running event not merely possible, but a success. We call these organizations ***Friends of the CPA.***

Need to repair that hangar roof (or your home) after the latest hail storm and need roofing materials? Maybe you need a good foreign car mechanic. Or a nice box of candy and a bottle of fine Colorado wine for your sweetie? You just want to find a spot for your next \$100 hamburger? You can obtain all these things and more from the many sponsors and prize donors who support the Colorado Pilots Association through their contributions to the annual Denver to Jackpot Nevada Air Classic. Help us show our appreciation for these supporters by frequenting their businesses when you get the chance. Let them know you found them through CPA.

FBOs

KFTG	Front Range Airport
KBAM	Harless Aircraft Services (Battle Mountain NV Nevada Airport)
KGXY	Peak Flight Support (Greeley/Weld County Airport)
KSBS	Steamboat Springs Airport
KGJT	West Star Aviation (Grand Junction Regional Airport, Grand Junction, CO)

Flight Schools

KFTG	Daedalus Aviation (Front Range Airport)
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Aircraft Maintenance and Conversions

KGXY	Aircraft Cylinders and Engines (Greeley/Weld County Airport)
KNFL	Avionics Specialists, LLC (Ft. Collins/Loveland Airport)
KAPA	Straight Flight (Centennial Airport)

Aircraft Sales

KFTG	Jetter Aviation (Front Range Airport)
Trade-A-Plane	

Airport Restaurants

KFTG	Aviator Café (Front Range Airport)
KGXY	Barnstormer (Greeley/Weld County Airport)
KAPA	Perfect Landing (Centennial Airport)
KCOS	Solos (Colorado Springs Airport)

Aviation Organizations

AOPA

Colorado Pilots Association

Automotive Sales/Service

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Len Lyall Chevrolet (Aurora, CO)

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06U Cactus Pete's Hotel and Casino (Jackpot, NV)

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A V I A T I O N

From the Safety Committee

Bill Linenberger, Chairman

“Position and Hold” Soon to be History!

© 2010 by Drew Chitica, DPE

For years we have been told by ATC “Taxi into position and hold” when they want us on the runway ready to launch, but not specifically giving the magic words “cleared for takeoff.” The phrase “...position and hold...” will be a thing of the past after 30 September 2010. The new instruction will consist of “Aircraft XXXX, runway XX, line up and wait.”

Intended to help simplify and standardize ATC phraseology, this new wording also complies with standard ICAO terminology in use all around the world. Again, the new phrase “...line up and wait...” will mean for the pilot to taxi onto the runway in the clearance, place the airplane in a state of readiness for takeoff but awaiting the normal and usual takeoff clearance.

Reasons given from the FAA – in addition to standardizing with ICAO terminology – mention that with many non-native English speakers in the cockpit, ‘position and hold’ can be (has been?) misinterpreted as ‘position and roll’, position at hold’ or even ‘hold position.’ Using “line up and wait” is said to avoid ambiguity and keeps the global aviation community accountable to the same standard of phraseology.

OTHER changes you may have noticed as well at your local towered aerodrome might be ATC no longer uses the phrase “taxi to” when authorizing an aircraft to taxi to an assigned runway. Now the controllers MUST issue specific and explicit taxi route clearances to pilots crossing any runway (active or not) along the taxi route. Additionally, pilots crossing multiple runways must be beyond the first runway they are cleared to cross before controllers can issue the next runway crossing clearance. In the past, “taxi to” meant the pilot could cross any runway between him and the cleared-to runway. Now, the pilot must receive and acknowledge each and every runway crossing clearance.

This clearance pertains specifically to departing traffic, arriving aircraft will still hear “taxi to” when instructed to taxi to the gate or ramp area. The controllers will still be required to issue specific crossing clearances for each runway crossing along the taxi route.

Remember, if in ANY doubt regarding taxi instructions and/or clearances, ASK for clarification from Ground Control. If you are unfamiliar with the airport, ask for “progressive instructions”. Best of all, make sure you are carrying an airport diagram for each airport on which you intend operating. These can be downloaded and printed out easily from several sources available on-line.

So now, we pilots can be just like the rest of the people at the bank, supermarket, movie theatre or coffee shop, and we will “line up and wait.”

CPA MEMBER GRETCHEN JAHN ON THE MOVE AGAIN!

By Walt Barbo

This time as Chief Operating Officer of REMOS Aircraft, Inc. Hard to keep up with her career changes. A few years ago a group of us flew to Kerrville, TX to look in on Gretchen when she was CEO of the Mooney Aerospace Group. After two years in that position she left to take a similar position with Alpha Aviation Ltd in New Zealand. Then a move into consulting work as Director of Knotridge, Limited which provided strategic consulting services to businesses in aviation and manufacturing industries, including services to New Zealand Trade & Enterprise, a branch of the NZ Government. And now to a position as COO of REMOS.

The REMOS GX, the latest in a family of aircraft produced by REMOS Aircraft Company in Pasewalk, Germany. The GX, designed to compete in the Light Sport Aircraft market, features folding wings and carbon fiber construction. For the US market the aircraft is packaged and shipped to a plant in Arkansas for final assembly. In her current position, Gretchen finds herself making frequent trips to Germany and Arkansas from her current residence in the Denver area.



Gretchen is an avid flyer and, since earning her wings something over 20 years ago, has competed in 17 Air Race Classics (a women's air race which originated in 1935 as the Powder Puff Derby), and has competed several times in the CPA Denver-to-Jackpot Air Classic. She and husband Karl Sutterfield have owned several aircraft during her flying career, typically models of aircraft from whatever aerospace company she happens to be affiliated with. Don't be surprised to see her flying soon in her own REMOS GX.

[Ed Note: I've been getting checked out in a number of the LSAs including the Remos - incredible fun! But I'm not giving up my Cherokee]

CPA & Social Media

Follow us on Facebook as **Colorado Pilots Association**



Colorado Pilots Association Welcome New Members!

Michael Kadlubowski
1530 Shadowtree Court
Colorado Springs, CO 80921-3702

Michael Rabon
8730 E. Mad River Road
Parker, CO 80134-5707

Neil Asting
19670 Blue Clover Lane
Monument, CO 80132-9448

Phyllis Stovall
32675 Woodside Drive
Evergreen, CO 80439-9607

Christopher Schultz
9632 S. Dudley Way
Littleton, CO 80127-8521

William Rink
2330 Ridgetrail Drive
Castle Rock, CO 80104-7692

Michael Gress
38902 Back River Road
Paonia, CO 81428-6318

David Oberbeck
P. O. Box 808
Erie, CO 80516-0808

Toby Tiffany
7138 S. Little River Court
Aurora, CO 80016-2190

Duane Wildes
16611 Las Ramblas Lane, Unit B
Parker, CO 80134-4252

Tom DeBoalt
20170 Broken Saber Lane
Monument, CO 80132-8030

Lindsey Moreland
3210 Jay Road
Boulder, CO 80301-1714

Donald Kryder
6220 Powder Puff Drive
Colorado Springs, CO 80918-1615

Andy Piszkin
6915 Sedgwick Drive
Fort Collins, CO 80525-7056

Michael Mayfield
8724 Portico Lane
Longmont, CO 80503-9396

Michael Koscielniak
4900 S. Ulster Street
Denver, CO 80237-2880

Steve Jensen
2645 Mohawk Way
Monument, CO 80132-8316

Michael Williams
2025 Foothills Drive South
Golden, CO 80401-8017

Chris McFarland
P. O. Box 460133
Denver, CO 80246-0113

Robert James
1729 S. Ironton Street
Aurora, CO 80012-5018

Ron Rouse
30370 N Road
Hotchkiss, CO 81419-3108

Linda Harless
446 Seasons Drive
Grand Junction, CO 81507-8705

Patrick Romano
3210 Jay Road
Boulder, CO 80301-1714

Michael Wiley
12703 Elk Valley Road
Paonia, CO 81428-7700

Scott Webber
1091 Sleepy Hollow Road
Golden, CO 80401-8037

Jason Pronto (rejoined)
4100 E. 119th Place, Apt. E
Thornton, CO 80233-1786

Eric Fenster
P. O. Box 44011
Denver, CO 80201-4011

Colorado Pilots Association Renewing Members

Mark Brown, Aurora
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Stephen Dyer, Brighton
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Lothar Klingmuller, Lakewood
Dave Burke, Brighton
Gregory Reedy, Franktown
Tal Miller, Denver
Todd Mellema, Littleton
Tom Hendershot, Lone Tree
Jim Kreutzfeld, Castle Rock

Coming Next Month!

New FAA Aircraft Registration Rules
Colorado Airport Operators Assoc (CAOA) on the impact of proposed Amend
60 & 61 and Prop 101
North to Cavanaugh Bay: A Journey of Adventure and Remembrance by
Charles Luce, Jr

[Ed Note: CPA has a long history of backcountry flyins to the Marble airstrip. The Gallegos and the Blues have always been welcoming and go out of their way to make sure the flyins are wonderful. As an organization and everyone who has flown or will fly into Marble expresses their condolences to the families and friends.]

So Many Things Right/So Many Things Wrong

So many things went wrong and so many things went right on that beautiful brisk morning in Marble. William “Mike” Fritts of Osceola, Mo. woke up early, he wanted to check out his Beechcraft G35 single-engine plane for an early morning flight. He, his wife and daughter had spent a couple of wonderful days camping on the Marble airstrip. Planning on leaving the following morning he wanted to burn off some fuel before loading his camping gear and family onto the plane. He felt it would be better to have a lighter plane for take off, at an altitude of 7,700 feet.

The night before the Fritts’s joined the Gallegos’s, the owners of the airstrip, the Blues, the caretakers, and the Gallegos’s visiting cousins, Jeryl and Kelly Schauer from Tucson for a barbeque. Mike had offered them a flight around the area, as thank you. Glen bowed out and had a weird feeling about this, but didn’t say anything. Diane Gallegos, Sue Blue, Jeryl and Kelly decided to go. Mike was concerned about weight so he decided to take only two passengers at a time. The arrangements were made and it was decided that Diane and Sue would go first and then Jeryl and Kelly would fly second. At that time Jeryl had a premonition that something was going to happen, but everything was going to be ok.

That morning Diane was awoken by the engine of the plane. She got dressed quickly and woke up her cousins. As she walked toward the plane the bright sun cresting the mountains blinded her. In that moment she turned around and decided not to fly first, but would have her cousins take the first flight instead. Jeryl had the same feeling she had the night before, but dismissed it. She thought she was just nervous because she hadn’t flown in a small plane in 30 years.

Jeryl and Kelly were buckled into the plane, had an easy take off and a wonderful flight around the beautiful Marble area. After the tour, Mike headed for the airstrip to land but could not see it, because he was blinded by the new days sun arising from behind the mountain. Once he realized he had passed the airstrip and saw the mountains advancing, he tried to gain altitude and couldn’t. He then attempted to turn, the sun blinded him again and he couldn’t see the mountain and Aspen trees directly ahead of him.

“Oh Sh.... !” That was it. The plane crashed above Beaver Lake at the end of the Town of Marble. Mike died on impact. Jeryl and Kelly miraculously survived the crash. So many things went wrong, so many things went right. Because the pilot couldn’t gain altitude the plane was close to the ground. As the plane crashed through the aspen tress, Kelly sensed her deceased relative that was a military pilot from Glenwood Springs, guiding their landing. The aspen trees that caused the crash also cushioned their fall.

Kelly had read and memorized the instructions when she got into the plane on how to open the back window. After the crash she took out the pin, kicked out the window and crawled out of the plane. She unhooked her injured and bleeding mother from the seat belt and helped her out. Now what?

The light of the early morning sun shone upon a path. So she followed it. The path took her directly to a house. No one was home, so she continued down the road. She couldn’t see any more houses so she went back to the house and searched for an open door and found one. She broke in and luckily found a phone that worked and called 911. Few that crash in this mountain terrain can be found right away. Thanks to Kelly’s quick thinking rescuers could get to the plane and help her and her mother.

Jeryl and Kelly sustained injuries that they will hopefully recover from. They feel blessed and believe that it was a miracle they are alive. The unfortunate news is that the pilot did not have any insurance. Kelly had just graduated from the University of Arizona and was moving to California to start a new career after her trip to Colorado. This was put on hold because she decided to take care of her mother who needed consistent care. So neither Jeryl nor Kelly have been able to work since the crash. There are also extensive medical and additional bills that the insurance company did not cover.

Jeryl and Kelly would appreciate and be very grateful for any help you can give. The following Pay Pal account has been set up under the log in name of **kellymschauer@gmail.com** or you can send a check to Jeryl or Kelly Schauer at 1287 W. Cysalline Way, Tucson, Arizona, 85737.

Stay in touch with the Colorado Aeronautics Board

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

Remember - CPA members can post For Sale and Wanted on the Classified section on the CPA website at any time.

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

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

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

AirVenture 2010, Oshkosh

Jer/ Eberhard

Ah! AirVenture@ Oshkosh... it was the best of times, it was the wettest of times. Apparently it had been raining for the past 3 weeks in the midwest, and Wisconsin was very wet. Normally, around northern Wisconsin it is dry for a week, then it rains hard for a day or two. When it quits raining, the water soaks in and drains away over the next three days. However, at this time, since the ground was already saturated, the water was not draining away. A lot of fields, and specifically the grounds at Oshkosh had standing water.

[Ed Note: I'm still looking for a "I Survived Sloshkosh tshirt!]

The trip: We departed Fort Collins - Loveland (FNL) at 0815MDT on Friday, 07/23/10, on an IFR flight plan, enroute to Juneau, WI (UNU), the rallying point for "Cessnas 2 Oshkosh" (C2O).

The approximate 1/2 way point (about 3 hours out in the Cessna Turbo 210, N2011S) is Yankton, SD (YKN). We planned FNL to YKN for fuel and lunch, then on to UNU.

The YKN FBO has fabulous service, provided by the Carlsons, Gary and Katie. Carlson Aviation has a fuel discount for Oshkosh Bound flyers... and free lunch and drinks. They even gave out Carlson Aviation t-shirts to wear around Oshkosh! For lunch in 2009, they had "Taverns", which are sloppy joes. In 2010 it was huge hotdogs. Maybe BBQ for 2011????

<http://carlsonaviation.com>

Arrival on Friday at UNU was hot and muggy. There were about 30 Cessnas on the ground at UNU. We got an a #1 parking place close to the FBO and close to the fueling ramp... *[Pictures on jer/'s website, the link is at the bottom of the article.]*

While airborne, I had spent quite some time entering the two C2O Oshkosh C210 arrivals for RWY 36 and RWY 27 into the Garmin 430 as waypoints and flight plans. Ready to go! Upon arrival at UNU, there was a C2O briefing sheet that the FAA decided that the special C210 arrival was too complicated, and all the Cessnas would do the same arrival path and process, albeit at different speeds.

Saturday morning, two Canadian airplanes arrived. Their C2O formation training class had been cancelled. Fortunately Steve Wolf, one of the trainers, and I, one of the instructors were available, so we did the ground school and the train-

ing flight for our Canadian pilots.

Saturday afternoon we were to do the C2O flight. Unfortunately, the ground was too wet and Oshkosh was not accepting arrivals that did not have paved parking preplanned/prepaid. So... C2O called Oshkosh tower to see if we could do a fly-by to help their traffic count. They said yes! We briefed the flight... about 34 minutes UNU-OSH-UNU and did a fly-by at 1000 AGL. Perfect! Usually, you "arrive" at Oshkosh, but have no idea what it looks like from the air. This time, since we got to do the fly-by, I have pictures... Oshkosh was wet and empty. When the flight arrived back at Juneau, during debrief we agreed to do the fly-by again, daily, until they let us land. Since we did not get to Oshkosh for our catered supper, it came to us in Juneau.

Sunday morning Oshkosh said "no arrival today, maybe Monday", so we proceeded with the fly-by plan. Briefing time came and went, and Oshkosh said "maybe not Monday for your arrival". Time for another plan! (Plan B? C? D?) We decided that we would abandon the fly-by and move C2O base camp from Juneau to Oshkosh. That was negotiated... "be on the bus at 3PM with your stuff, we are moving to Oshkosh, they have a place reserved for us on the North 40". C2O also rented a truck to transport an amazing amount of base camp/camping gear. We arrived at Oshkosh and had our catered supper on-site. Yum!

Monday was the first day of the official AirVenture. I attended some forums, an FAA Wings briefing and walked all the vendor buildings. Found a great slogan on a pink shirt: "Girls need a Flight Plan, not Fairy Tales". How true! During the airshow I volunteered for flightline safety. They gave me a motor scooter and a safety vest and I got to patrol the flightline from taxiway "P" to AeroShell Square. The crowd was well mannered, as we always are at Oshkosh.

Monday evening, the band Chicago played a concert on AeroShell Square. Yes, they were as good as I remember from my youth. :-) After the concert, the movie at "Fly-In Theater" was *Avatar*.

Tuesday morning I went to the EAA Museum. Wally Funk was there giving a briefing in a room that would hold 200 people. There were only 9 of us, so we got some really close personal question and answer time with her after her briefing/story. She is one of the women that signed up to be astronauts in the '60s. There were the Mercury 7 astronauts. Wally was in the group "Women in Space", now known as the "The Mercury 13". But, she was not to fly... yet... She has now completed the training to fly from Russia as a Cosmonaut in the next few years.

http://www.ninety-nines.org/index.cfm/wally_funk.htm

Later that morning I attended a briefing by Francis Gary Powers' son who told of the life and times of his father who went down in Russia May 1, 1960. There was a traveling Francis Gary Powers display in the Eagle Hangar. I've posted several pictures.

Later that morning there was a briefing by Captain Tony Yule about Captain John Cook, pilot of the Concorde that flew into Oshkosh in 1985, doing an unauthorized touch and go on RWY 36L. I was there and have pictures of that awesomely noisy touch and go. That year they also did "supersonic flights" over Canada for about \$400. I wish I had gone on one!

<http://www.eaaapps.org/presenterinfo.aspx?id=1040>

Touring the flight line, I found the Civil Air Patrol display. They had a Cessna T182T/G1000 on display. Maybe next year I'll get to bring a CAP ASK-21 glider to display at Oshkosh!?!

Tuesday supper was with the Cessna Pilots Association (the "other" CPA), which is one of the sponsors and coordinators of C2O, at the Oshkosh Hilton. Great door prizes and drawings, wonderful food and libations! We were on the upstairs patio deck with an excellent view of the airshow and grounds at Oshkosh. Several pictures are presented. The Bonanzas 2 Oshkosh (B2O) crowd was downstairs at the same time...C2O had the better view. :-)

On Wednesday, 8AM my pilot Rick Rickert and I were packed up and on the bus back to Juneau for an IFR flight back to FNL. It was an ordeal to get an IFR clearance from Juneau because of all the inbound traffic to OSH that was diverting to available airports. Eventually we got a clearance and stopped once again at YKN for fuel and food. Then, on to FNL.

That is my story of AirVenture 2010 at Oshkosh, Wisconsin.
Here are the pictures:

<http://www.jerslash.net/~jer/photos/2010-07-26-Oshkosh/>

Jer/ "Flight instruction and mountain flying are my vocations!"

-- Jer/ (Slash) Eberhard, Mountain Flying Aviation, LTD, Ft Collins, CO CELL 970 231-6325 EMAIL jer'at'jerslash.net <http://www.jerslash.net> C206/182/140 CFII Airplane&Glider, FAA-DEN FAAS Team Representative CAP-CO Mission&Aircraft CheckPilot BM218 HAM N0FZD 325 Young Eagles!

Balance Sheet 7/31/2010

				Jul 31, 10	Jul 31, 09	\$ Change	% Change
ASSETS							
	Current Assets						
		Checking/Savings					
			Key Bank Checking	9,079	8,004	1,075	13%
			Savings	15,141	17,278	-2,137	-12%
		Total Checking Savings		24,220	25,282	-1,062	-4%
	Total Current Assets			24,220	25,282	-1,062	-4%
TOTAL ASSETS				24,220	25,282	-1,062	-4%
LIABILITIES & EQUITY							
	Equity						
		Opening Bal Equity		18,830	18,830	0	0%
		Retained Earnings		6,567	11,882	-5,315	-45%
		Net Income		-1,177	-5,431	4,254	-78%
	Total Equity			24,220	25,281	-1,061	-4%
TOTAL				24,220	25,281	-1,061	-4%

Profit/Loss Budget vs Actual

		Nov '09 - Jul 10	Budget	\$ Over Budget	% of Budget
Income					
	Advertising	0	225	-225	0%
	Air Classic	2,530	2,500	30	101%
	Fly-in events	1,355	4,000	-2,645	34%
	Holiday Party	3,570	4,000	-430	89%
	Interest Inc	125	183	-58	68%
	Membership Dues	11,112	9,955	1,157	112%
	Merchandise Sales	876	855	21	102%
	Mtn Flying Course	4,435	3,001	1,434	148%
	Postage Refund	16	11	5	145%
	Scholarship Fund Donations	0	225	-225	0%
Total Income		24,019	24,955	-936	96%

Expense						
	Air Classic		5417.90	4931.13	6296.61	1720.65
	Awards & Recognitions		0.00	76.74	453.34	23.77
	Bank Charge		85.00	9.00	6.00	0.00
	Booth Space		300.00	0.00	390.00	0.00
	Charitable Contribution		1000.00	100.00	0.00	150.00
	Flightlines					
	Printing		3776.93	3748.91	4596.69	3276.53
	Admin, Mail		1935.50	2490.77	3303.52	1653.38
	Layout		1200.00	1200.00	1100.00	900.00
	Other		0.00	399.05	0.00	0.00
	Total Flightlines		6912.43	7838.73	9000.21	5829.91
	Flowers		0.00	0.00	72.38	0.00
	Flyins		3286.29	7800.48	8752.21	1275.88
	Holiday Party		3532.86	3875.76	3885.50	4081.45
	Legal & Acct		0.00	50.00	10.00	0.00
	Meetings		0.00	0.00	42.68	80.11
	Membership Services		1000.00	1600.00	1850.38	800.00
	Merchandise		1433.37	731.03	2167.18	533.00
	Mtn Flying Course		2295.52	1681.75	6545.29	1691.93
	New Members Campaign		0.00	0.00	607.63	1284.82
	Office Supplies		629.84	500.84	376.46	1319.91
	Pager		150.57	134.56	94.00	0.00
	Postage		331.51	304.67	513.54	351.41
	Printing		2520.14	2973.67	2973.52	1817.90
	Reconciliation Discrepancies		0.00	0.00	0.00	0.00
	Scholarships		2000.00	2000.00	2000.00	0.00
	Tax					
	Fed		272.00	742.00	1182.00	-400.00
	State		92.00	233.00	252.00	0.00
	Total Tax		364.00	975.00	1434.00	-400.00
	Website		0.00	450.00	690.49	4635.00
Total Expense			31259.43	36033.36	48161.42	25195.74
Net Income			2740.26	3466.93	-5315.21	-1176.80



Fly Mart



FOR SALE or LEASE: 75X60 Hangar with loft and bathroom, 60X20 clear Bi-Fold door, 12X14 overhead door. Front Range Airport

Contact: Jim Tapp 303-503-8043

FOR SALE: 1977 TURBO ARROW III \$59,500.00. Exceptionally clean Turbo Arrow. Original leather interior, condition 9. Custom Paint also condition 9. Logs are complete and all ADs c/w. Original Collins Avionics with a yoke mounted G295 (see below). Merlyn wastegate and GAMInjectors. Fresh annual.

TT 4122, 1187 SMOH, 707 SPOH. Based at Front Range. (FTG). **Special:** \$9500.00 Rebate for Avionics Update of Your Choice or Garmin 430W Installed w/ Factory Warranty.

Contact: 303 842 8618 or jensenc@ecentral.com for more pics and specs.

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.

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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

LOS ALAMOS, NM, FLY IN

THE ORIGINAL HOME OF AMERICA'S NUCLEAR PROGRAM

OCTOBER 1-3, 2010

Come to Los Alamos and learn about the fascinating history of America's nuclear programs in the place where the atomic bomb that ended World War II was secretly developed. Excellent museums, beautiful scenery, nearby hiking, and a cookout await!

You may arrive Friday night (sunset is at 18:49) or Saturday morning before 10:00. We will have vans to shuttle you from the airport. Lodging will be at the Best Western in Los Alamos, about a mile from KLAM. Call 800-462-0936 and ask for the discounted \$79.95 rate for CPA members. The local fuel co-op will grant us a .10/gal discount on their fuel.

The Los Alamos National Laboratory, while not being open for tours, does have an outstanding Museum (www.lanl.gov/museum) that is not to be missed. In addition the Los Alamos Historical Museum (www.losalamoshistory.org) is a wonderful look at the amazing transformation of this sleepy little locale when the labs were started here. Both are free.

For those wishing to do something out of town, Bandelier National Monument is about 12 miles away and a van will be available for a side trip there to hike and explore. The van will leave the Best Western at 08:00 Saturday and return a bit after noon to allow time to visit the museums.

Saturday evening we will be visiting the home of a local pilot who is hosting a cookout for us along with with some of the local pilots. We'll try to arrive at 17:00. The CPA and the hosts will provide the food, but if you wish to, you may BYOB.

Cost for the trip is \$30 per person to cover the costs of the vans and the cookout. Other meals and lodging are the responsibility of participants; we will provide a list of recommended local eateries for the various meals.

Further questions? Call Craig or Sue Kozak at 970-226-8724 or email cpkozak@gmail.com

RESERVATION FORM

Names: _____ Address: _____

Town & State: _____ Zip: _____ Phone: _____ Email: _____

Aircraft type & Tail Number: _____ Number Attending: _____ Arrive ___ Friday ___ Saturday

Please complete and mail to C&S Kozak, 1140 Trappers Point, Fort Collins, CO 80524 by 09/20/2010, along with your check for \$30 per person attending the event. Fly Safely!



Colorado Pilots Association

9-Hole Scramble and Lunch Fly-In

La Junta Golf Club, La Junta, CO

Sunday, October 17, 2010



IMPORTANT NOTICE: The original date of this event that was published earlier in the year was Saturday, October 16, but that has changed to Sunday, October 17.

Fly into La Junta Municipal Airport (KLHX 120 NM SE of KAPA) for a fun and friendly 9-hole game of golf at the adjacent La Junta Golf Club, followed by lunch at the golf course's restaurant. **Everyone is welcome for lunch whether you are golfing or not!**

The first tee time will be 10AM. If you come up with a team yourself, please specify below. If not, you will be placed with the next available foursome. Final pairings and tee-times will be sent out a week in advance.

A limited number of golf carts are available; first registered, first served. If you reserve a golf cart, it will be waiting for you on the ramp when you arrive. Please specify with whom you will share your cart, or expect to be paired someone.

Lunch will be "home-style cooking." The restaurant will make something like roast beef or meat loaf. \$15 includes food, soft drink, and gratuity.

Contact Neil Davis at 303-882-5642 or hireahoosier@yahoo.com if you have any questions.

Return the registration form with a check made out to CPA to: Neil Davis, 2905 N Inca St. Unit 5031, Denver, CO 80202

Registration Deadline is September 30, 2010.

Name (s): _____

Address: _____

Cell Phone: _____ Email: _____

Emergency Contact Name and Phone: _____

Aircraft Type and Registration Number: _____

I want to be on a team with these people: _____

I'll share a golf cart with this person: _____

I need a ride for ____ people. I have extra seats for ____ people, including golf clubs.

Golf \$20/person Golf Cart \$10/person Lunch \$15/person	Number Golfing: ____ x \$20 Number in Golf Cart: ____ x \$10 Number for Lunch: ____ x \$15	Total Enclosed: \$_____ Make check payable to "CPA."
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