

CPA FLIGHT LINES

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October 2010



Rob Duncan having waaay too much fun at Airventure 2010

(yes, I know it's a fake upside-down photo, but he didn't send me one of the real upside-down photos...)



www.coloradopilots.org



President's Message

by CPA President

Bob Kinney

Oh my gosh! Where did the past two years go? It's a good thing we have a two year term limit on the president's position or I'd be tempted to run for another term. That would get my wife, Shawn, going. She's convinced that 100% of my time's been spent on CPA business. Shoot, I'll bet I only spent 30% of my waking hours dealing with CPA business. No, really, I've loved being able to have a small hand in managing the operations of this great group of people. I had a very ambitious set of programs I hoped to pursue early on and, with the help of a willing board, we succeeded in making a number of changes, and pursuing far-reaching ideas, some of which worked well and others that failed. Generally speaking, I'm happy with the progress that was made. The Colorado Pilots Association has always enjoyed recognition as one of the nation's top state aviation associations. I'm proud to say that we're looked upon even more favorably now.

We're still failing closer to home, however, right here in our own state. Colorado pilots, in general, don't know who we are or that the Colorado Pilots Association even exists. In the coming years, we must continue to pursue new, young members and get our name before the flying community. That's where you can help. Never stop trying to draft new members. If each of us drafted just one new member a year, we could double our membership annually. (See how good I am with that high math)? It could be so easy, and yet, it seems so hard to accomplish. Our membership is at an all time high. There's no reason we can't keep topping our high figures if you will all just help a little.

I have one last request. Make your interests in the CPA known. Drop a quick note to someone you know on the board of directors. Give them your ideas. Offer your insights as to what you see that's right and what you think needs improvement. Above all else, if you'd like to be involved on the board, or as a member of one of our committees, let us know. The list of committees and board positions is in your CPA Roster. We're frequently looking for people to help run this organization.

Please plan to attend the annual membership meeting on Saturday, November 6, 2010. Come for continental breakfast at 8:30 a.m. The meeting will start at 9:00 a.m. We've planned an event that will entertain the chef wannabes, as well as, fascinate our member pilots. Major General Pat Halloran will be speaking on his experiences flying the SR 71 Blackbird. Meet your new board

of directors, in person. The ladies will be enticed by Roth Distributing's fabulous Concept Center featuring Wolf and Sub-Zero appliances. Guys, hang onto your wallets! This is a wonderful facility that CPA member John Theilen has made available to us this year. Roth Distributing is at 17801 East 40th Avenue, Aurora (between Tower Road and Airport Road on 40th Avenue).

Where do I go from here? As much as I like to write, you can count on more prose from this guy in FLIGHTLINES. And, I have an idea for a video project that I know you'll love if I can now find the time to pursue it. I hope to have a surprise for you all sometime in the next year. Who knows, perhaps I'll be able to convince the new president to keep my ugly mug around in some other capacity on the board over the next year or two. You'll certainly see me on many more fly-ins, as that's my first love when it comes to CPA activities. Fly-ins are where I get to spend quality time with my CPA friends.

I want to thank my great committee chairpersons, and the many liaisons, who provide an interface for this board with other aviation organizations, for a splendid two years. Vice President, Bob Venohr; Treasurer, Cindy Jewell; and Recorder, Karen Hitchcock. . .you're the best. Your support has been wonderful. You're the heavy lifters. One last person I'd like to thank is Walt Barbo. His unwavering support for CPA, and aviation in general, is remarkable. Take a look at that new home page and you'll know what a worker he is. Much of what you see there is a result of Walt's labors.

Thanks to you all for your support for the past two years. You're a great group of people with one commonality. . .you love to fly, and so do I. Let's go out there and bore some holes while we still can.

Your friend and willing accomplice in aviation,
Bob Kinney

Low Altitude Training Navigation Proposal

Cannon Air Force Base in Clovis, NM is proposing a new low level training area which covers most of southern part of Colorado west of LaJunta and a lot of New Mexico. Maps of and rationale for the training can be found at

<http://www.cannon.af.mil/shared/media/document/AFD-100820-045.pdf>

<http://www.cannon.af.mil/shared/media/document/AFD-100820-046.pdf>

<http://www.cannon.af.mil/shared/media/document/AFD-100826-008.pdf>

Marble CPA Flyin and Campout Jer/ Eberhard

Each year the wonderful owners of the private Marble Airport host a fly-in and campout for CPA members. We have a BBQ on Saturday evening, then instruments and singing until the wee hours!

It frosted Friday and Saturday nights, so early morning departures were delayed until the frost melted. It's already fall in the Colorado High Country at 7,700 MSL in the Crystal River Valley at Marble.

The Marble museum is often open Saturday and Sunday 11AM-4PM. This time there was no one available, so next time I'll know to call ahead for docent reservations. :-)

URL information:

- Click on a picture in the index to get to viewable pictures.
- For navigation, choose one of: "Index << Prev Next >>".
- To see a larger picture, click on the picture itself.

Pictures with captions flying in Colorado from FNL to Marble, Crested Butte and back to FNL (192 pictures and captions):

<http://www.jerslash.net/~jer/photos/2010-09-11-Marble-CPA-flyin-campout/>

Earth Angels Benefit

A fund raising event to benefit patients with cancer will be held at Rocky Mountain Metro Airport (BJC). The Earth Angels event is an annual event that brings pilots together to fly around Denver and land at an airport at the start of the event. Over the last two years we had limited number of pilots 5-10 but we were able to gather funding to support patients. Our mission is to help those who lose their insurance as they are not able to work due to the effect of cancer on their lives. We are helping patients throughout Colorado.

I am writing to you to ask for your help to get pilots together for a fly-in to Metro on October 16. It starts at 5 PM.

Pilots are welcome to join for the event for free.

I hope you could join us and help to make this event successful.

Please visit the website: www.anthiogen.com for more information.

New Rules for Aircraft Registration and Renewal

The Federal Aviation Administration ("FAA") has issued the Final Rule regarding the Re-registration and Renewal of Aircraft Registration, ("Final Rule"). The Final Rule detailing the new regulation was published in the Federal Register on July 20, 2010 and becomes effective on October 1, 2010.

The goal of the new regulation is to provide the FAA with accurate up-to-date registration information. The Final Rule requires all current U.S. registered aircraft to re-register and receive a new certificate of registration that will include an expiration date and only be valid for a period of three years.

Re-Registration

- All current U.S. registered aircraft or those registered prior to October 1, 2010 have been assigned a date on which their certificates of registration will expire. The expiration date is based on the month in which the aircraft was registered to the current owner. All aircraft owners must re-register their aircraft pursuant to the schedule set forth in the Final Rule. The schedule provides for the re-registration of all U.S. registered aircraft over a period of three years.
- All certificates issued by the FAA after October 1, 2010 including those issued for re-registered aircraft will state an expiration date and will be valid for a period of three years.

Renewal

- All aircraft registrations issued after October 1, 2010 must be renewed prior to the expiration date stated on the certificate of registration. No registration will be valid for longer than 3 years.

The time frames (also known as filing windows) during which the owner has to complete re-registration are critical. Each aircraft owner must re-register during the filing window detailed in the Final Rule to avoid having the current certificate expire prior to the issuance of the new certificate.

Re-Registration Time Frames

The schedule set forth in the Final Rule assigns an expiration date to all certificates issued prior to October 1, 2010 and the time frame for re-registration is based on the month the current owner's certificate of registration was issued. The schedule in the Final Rule is included on the next page.

- The FAA will make a good faith effort to complete the processing and issue the new certificate prior to the expiration of the old certificate. However, the FAA is not under any obligation to complete the process before the expiration date.

<i>If the Certificate was issued in:</i>	<i>The certificate expires on:</i>	<i>The owner must apply for re-registration between these dates, - to allow delivery of the new certificate before expiration.</i>
March of any year	March 31, 2011	November 1, 2010 and January 31, 2011
April of any year	June 30, 2011	February 1, 2011 and April 30, 2011
May of any year	September 30, 2011	May 1, 2011 and July 31, 2011
June of any year	December 31, 2011	August 1, 2011 and October 31, 2011
July of any year	March 31, 2012	November 1 2011 and January 31, 2012
August of any year	June 30, 2012	February 1, 2012 and April 30, 2012
September of any year	September 30, 2012	May 1, 2012 and July 31, 2012
October of any year	December 31, 2012	August 1, 2012 and October 31, 2012
November of any year	March 31 2013	November 1 2012 and January 31, 2013
December of any year	June 30, 2013	February 1, 2013 and April 30, 2013
January of any year	September 30, 2013	May 1, 2013 and July 31, 2013
February of any year	December 31, 2013	August 1, 2013 and October 31, 2013

- The Final Rule does not require the FAA to issue an extension of time in the event the FAA is unable to process the re-registration application in a timely manner.
- If the aircraft owner misses the filing window they can and should still apply for re-registration. Applications to re-register filed after the filing window closes will be processed by the FAA, but the FAA is under no obligation to process the re-registration before the expiration date.

FAA Notices to Owners

Notices will be sent by mail from the FAA direct to aircraft owners at 3 intervals prior to and after the expiration of the current certificate.

- Owners should make certain they notify the FAA of address changes immediately to ensure that all FAA notices are sent to the correct location.
- The first notice will be sent to the owner approximately 180 days prior to the expiration date of the current certificate. The notice will include basic instructions and outline the expiration date and filing window for re-registration. The first notice will also provide the pass code for online re-registration.
- The second notice will be sent to aircraft owners that failed to file the application for re-registration during the filing window. The second notice will be mailed approximately 60 days before the expiration date of the current registration.

Aircraft owners that did not file during the filing window will not be able to file the application for re-registration online and must submit the 8050-1A paper form to the FAA. These owners run the risk of having their current certificate expire before the FAA has processed the re-registration and will have to ground the aircraft if this occurs.

- The final notice will be sent to owners after the expiration date of the current certificate. This notice will let aircraft owners know the aircraft must be grounded and provide instructions to apply for reinstatement. It will also advise

owners of the ability to reserve the U.S. registration number in their name prior to the cancellation of the aircraft registration.

Failure to Comply

Failure by aircraft owners to comply with Re-registration and Renewal of Aircraft Registration will result in cancellation of the aircraft registration and loss of the U.S. registration number.

- The FAA has indicated that the cancellation of the registration and US registration number will occur approximately 90 days after the expiration date. However, the cancellation is not automatically completed in the FAA database. An FAA Examiner must initiate the cancellation of an aircraft registration so the actual cancellation date could be more than 90 days after expiration.
- An owner cannot operate an aircraft with a cancelled or expired registration. The aircraft must be grounded until the registration is reinstated.
- If the aircraft is financed or leased, the owner could be in default under the terms and conditions of the financing or lease agreements.
- Cancelled aircraft registration could impact insurance coverage for the owner/operator /lender.
- After cancellation of the registration has occurred, the owner will lose the U.S. registration number and this will cause significant costs and delays to reinstate the aircraft registration and obtain a new U. S. registration number.
- U.S. registration numbers that have been cancelled will be unavailable for assignment for a period of five years.

[Ed Note: But will this solve the problem that the Kings and others have run into with other Federal & State law enforcement?]

There are many issues that could arise as the FAA implements the Final Rule. The FAA's position as it relates to the Final Rule is subject to change at any time as the rule is interpreted and implemented by the FAA.

[Ed Note: Insured Aircraft Title Service sent this report as a courtesy to CPA members who own aircraft. Publication in FLIGHTLINES implies no recommendation by CPA about IATS.]

Awards!

There's still time to nominate an airport for Outstanding Airport of the Year. Contact Bruce Hulley for nominations or more information.

<http://coloradopilots.org/board.asp?menuID=>

Colorado Airport Operators Association Briefing Paper

THE POTENTIAL IMPACTS OF AMENDMENT 60, AMENDMENT 61 AND PROPOSITION 101 FOR COLORADO AIRPORTS

Introduction

Colorado voters will decide on three ballot measures in the November general election related to local government finance: Amendment 60, Amendment 61 and Proposition 101. While not seemingly targeted at Colorado's airports, each of the three ballot measures may affect airports and airport financing if enacted. This CAOAB Briefing Paper summarizes the elements of the ballot measures with potential effects on Colorado airports and identifies the airport-related legal issues and uncertainties surrounding the ballot measures. Airport operators also may use this CAOAB Briefing Paper to calculate the potential budgetary and financial impacts of the three measures.



The CAOAB Briefing Paper is not intended to examine the more general consequences of the three ballot measures for local governments in Colorado.

Advocates for and against the ballot measures and industry groups have summarized and examined various aspects of the ballot measures. Compilations of relevant materials can be found on the Colorado Municipal League's website:

<http://www.cml.org/advocacy/general.aspx>

and on the Colorado Counties Inc website:

<http://www.ccionline.org/index.cfm/ID/126>

and the Colorado Aeronautics Board resolution is at



http://www.coloradodot.info/programs/aeronautics/PDF_Files/AeroRes11_01

[Ed Note: At the September meeting, the CPA Board voted to agree with the CAB and CAOAB position. Whether you agree or not, please remember to vote.]

The Ballot Measures

Amendment 60 (Imposition of Property Tax on Enterprises and Authorities)

Amendment 60 is a proposed amendment to the Colorado Constitution that would affect government taxes and charges on property in numerous ways.

Airports – Amendment 60 contains two features with potential consequences for Colorado’s airports:

1. *“Enterprises and authorities shall pay property taxes; lower rates shall offset that revenue.”* This provision would require that airports designated as “enterprises” for purposes of the Taxpayer’s Bill of Rights (“TABOR”) and airport authorities would newly obligated to pay property taxes. The provision does not indicate whether permitted taxes include personal as well as property taxes. Airports owned and operated by Colorado cities and counties that have not been designated as TABOR enterprises seemingly would continue to enjoy an exemption from property taxes.

2. *“Enterprises and unelected boards shall levy no mandatory fee or tax on property.”* This provision is ambiguous, but may be interpreted to restrict airports’ ability to charge for the use of airport property.

Amendment 61 (Restrictions on Government Borrowing)

Amendment 61 is a proposed amendment to the Colorado Constitution that would limit government borrowing by, for example, prohibiting borrowing by the state; requiring voter approval of future borrowing by local governments not previously covered by TABOR; limiting certain aspects of local government borrowing; requiring all current borrowing to be paid; and reducing tax rates after certain current borrowing is repaid.

Airports – Amendment 61 contains several features with potential consequences for airports the most prominent features are:

1. *“Local districts, enterprises, authorities, and other political entities may borrow money or other items of value only after November voter approval.”* This provision would subject virtually all forms of debt issued by airports to voter approval, which could only occur in a general election during even-numbered years. Currently, certain bonds such as airport revenue bonds issued by an enterprise or an airport authority are not subject to voter approval. Financing mechanisms such as certificates of participation, also not currently subject to voter approval, would be covered.

2. "Future borrowing may be prepaid without penalty and shall be bonded debt repaid within ten years." The ten-year ceiling would be difficult for airports to satisfy considering that the useful life of airport improvements typically exceeds ten years.

3. *"No borrowing may continue past its original term. All current borrowing shall be paid."* The prohibition on borrowing past the original term arguably precludes refinancing that would extend the term beyond the original period. Airports may lose flexibility to refinance in order to, for example, take advantage of lower-interest rates if doing so would entail extending the initial term.

Proposition 101 (Taxes and Charges on Vehicles)

Proposition 101 would reduce government charges in the areas of vehicle ownership taxes; taxes on vehicle rentals and leases; vehicle sales taxes; registration, license and title charges; other vehicle charges; income taxes; and telecommunications taxes and charges.

Proposition 101 contains two features with potential consequences for Colorado airports:

1. *"All state and local taxes shall cease on vehicle rentals and leases."* This provision would affect local taxes on vehicle rentals, including vehicles rented on and around airports. Because this tax revenue typically is not treated as airport revenue, the provision would not directly affect airport budgets, but may have indirect consequences for airports where, for example, airports are subsidized by a General Fund supported in part by vehicle rental taxes.

2. *"Except [registration, license and title charges], and tax, fine, toll, parking, seizure, inspection, and new plate charges, all state and local government charges on vehicles and vehicle uses shall cease".* Except the last six specific charges, added charges shall be tax increases." This provision arguably restricts airports' ability to impose customer facility charges, transportation fees, access fees, and similar charges. The language is ambiguous.

Coming Next Month

Chuck Knuth's report on Airventure 2010
Bill Bredar's 1959 MedEvac adventure
More reports and photos from CPA Flyins

North to Cavanaugh Bay: A Journey of Adventure and Remembrance

© 2010 Charles F. Luce, Jr.

[Ed Note: Charles' article is very long - more than 20 pages and well worth it - hence the need to go to Plan B. Only the first two pages are presented here. The entire article along with the many links to photos and site locations can be found on the CPA website at www.coloradopilots.org]

There's A Place In the North Woods

There's a place in north Idaho that can make even an average weekend wing-warrior feel like a bona fide bush pilot. If a pilgrimage to Priest Lake doesn't fully restore your pilot soul, you may not have one. My journey began about 18 months before our Skylane's wheels touched down on the well-loved lawn at Cavanaugh Bay, with a flight plan not filed.

For years I had wanted to show Tammy, my oldest daughter and most faithful barnstorming companion, the Pacific Northwest, where her old man was born and spent the first ten years of his life. And for years her over-scheduled adolescence—basketball camps, trips to Thailand, the start of college—conspired with annual summer family reunions to scuttle my plans for a “Great Northwest Barnstorming Tour.”

Finally, in 2007, the calendar cleared. Mandatory tour stops included my home town, Walla Walla, and Vancouver, Washington, where I lived from age five to ten. A side trip to the Wallowa Mountains of northeast Oregon for Chief Joseph Days, and a return loop through Canada via Vancouver and Banff, were added to the itinerary as reparation for dragging Tammy down her old man's memory lane.

There are many routes to Walla Walla from Colorado. I had wanted to see Priest Lake in far north Idaho, 15 miles south of the Canadian border to be precise, since reading about it in the May/June 2005 issue of Pilot Getaways magazine. But the high-arching route to Walla Walla that would have resulted from adding Priest as a waypoint made no sense. Plus, I also wanted to explore McCall, Idaho, where I stopped once for fuel on a return flight from Joseph, Oregon in 1995. So plans for Priest put on hold.

The Great Northwest Barnstorming Tour of 2007 was everything I had hoped for – I'll write of it someday. But it left me wondering: When would I get back to this part of the world given the difficulty in scheduling the first adventure

and that there are so many other places I want to see? Fate then intervened. My father, my barnstorming companion when Tammy was younger, passed away in January 2008 at the age of 90. Interment in the family plot at Blue Mountain Cemetery in Walla Walla was scheduled for July. My alternate Northwest flight plan was retrieved, and the planning for our second Northwest barnstorming tour in as many summers began in earnest.

Off To Driggs

Over the years, Driggs, Idaho, on the back side of the Tetons, has replaced Jackson Hole as our favorite gateway to Northwest adventure. There are three reasons for this:

First, the Warbirds Café. Land, taxi to the ramp, and while the helpful line crew tie you down, stroll 50 yards to the cool, commodious confines of a genuine oasis. A great menu, a full bar, and taxiway seating on the patio beneath shady umbrellas. The perfect end to any flight.

Second, the Super Motel 8. Tammy and my tastes are simple when it comes to overnight accommodations – a clean, smoke-free room with a television and good air-conditioning. Everything else is gravy. Super 8 in Driggs has all of that, a pilot discount, and something no hotel in Jackson Hole can compete with: location, location, location. Drive off the Driggs airport grounds, turn right, drive 200 yards, turn right, and you're in the Super 8 parking lot. While the complementary breakfast is nothing to write home about, it's served early, and you can be at your plane in 5 minutes vs. about 30 minutes from any hotel in Jackson to KJAC.

Third, weather. Pocatello can have early morning thunder storms, and Jackson Hole is prone to fill with fog that can hang around until noon. But Driggs, nestled higher up the Snake River Valley on the windward side of the Tetons is usually in the clear. It's not unusual to cross Teton Pass and find the entire Jackson Hole filled up with fog. We'll be back in Boulder before it breaks up.

There are other good reasons to choose Driggs. The service is excellent and the fuel is a little less expensive than Jackson, though not a lot. However, the rental cars cost the same or a little less, the turn is much quicker, and for a short drive across Teton Pass ("Howdy Stranger. Yonder Is Jackson Hole, the Last of the Old West"), you can still have the JH experience without overpaying. Driggs itself offers a great book store and a few interesting shops, but has no pretention to being Jackson.

[Full article on the CPA website]

House Passes Resolution Recognizing Recreational Aviation

The Recreational Aviation Foundation (RAF) welcomed a resolution passed by the U.S. House of Representatives recognizing the value of recreational aviation and backcountry airstrips on America's public lands. RAF President John McKenna noted that Resolution 1473 acknowledges the many benefits that backcountry airstrips provide to the general public, including search and rescue, fire management, disaster relief and safe havens for pilots in emergency situations. Recreational airstrips also serve as access points for outdoor enthusiasts, leading to valuable economic activity in small communities.

"This resolution provides invaluable recognition to this vital part of America's transportation system and will help protect these national treasures," McKenna said, adding, "We express our deepest appreciation to Representative Denny Rehberg (R-MT) for his leadership on this important resolution." The RAF also wishes to thank four early supporters including Representatives Allen Boyd (D-FL), Vern Ehlers (R-MI), Walt Minnick (D-ID), and Mike Simpson (R-ID). Signing on before today's conclusive vote were Sam Graves (R-MO), Pete Olson (R-TX), Jason Chaffetz (R-UT), John Salazar (D-CO), Bobby Bright (D-AL) and Collin Peterson (D-MN). McKenna said, "Their support has brought significant attention to this segment of general aviation and we look forward to continuing to work with them on issues facing our community."

The Official Resolution concludes:

Resolved, That the House of Representatives recognizes the value of recreational aviation and backcountry airstrips located on the Nation's public lands and commends aviators and the various private organizations that maintain these airstrips for public use."

http://www.youtube.com/watch?v=wAFpZQbHaEg&feature=youtube_gdata

The Resolution originated with the Recreational Aviation Foundation Board of Directors after discussions with the Congressmen in Washington, DC. The Recreational Aviation Foundation is headquartered in Bozeman, MT, and has supporters in all contiguous states and Alaska. It is a 501(c) 3 non-profit organization whose mission is "Keeping the legacy of recreational aviation strong by preserving, maintaining and creating public use recreational and backcountry airstrips nationwide

<http://www.theraf.org>

Adventure @ Airventure 2010

One of the benefits of working with so many aviation special interest groups and businesses is that our webmaster Rob Duncan was unexpectedly offered an available rear seat in one of the AeroShell Aerobatic Team's AT-6 aircraft. They were doing some warm-up practice on Saturday morning flying the usual diamond-four formation. Rob ate a one banana breakfast, no coffee please, and showed up ahead of schedule. His AIRbase One co-worker, Joel Taylor from Milwaukee, was also on hand to witness this event. Then it turned out that another AT-6 seat opened up, so Joel also got a ride although he had not breakfasted accordingly.

The AeroShell Team may be the last remaining team to use these venerable WWII training aircraft for airshow quality aerobatics. Although intentional spins are prohibited, the AT-6 makes a mighty roar as the propeller tips are traveling at nearly transonic speed as powered by a 600 HP radial engine. Trailing aerobatic "smoke" from oil injected into the exhaust, both Joel and Rob remarked that all maneuvers were exceptionally smooth and the ball never varied from "straight down" although a few G's were pulled. So all breakfasts remained firmly in their usual locations.

Sporting "perma-grin" smiles [see front cover], both Rob and Joel left the AeroShell team and wandered off the flight line into Oshkosh's display hangars, trying to concentrate on getting more new website customers - and perhaps an aerobatic team or two! Rob was doubly blessed this year at Oshkosh as on the previous day he got to fly in the EAA's Ford Trimotor with Jeffrey Skiles [aka The Other Guy], Sully's skilled copilot during the Hudson Airbus incident. Lucky again later, Rob also found a resource for remaining parts in the TBM Avenger WWII Torpedo Bomber he works on for the Grand Junction Commemorative Air Force. It may have been a good week for Rob to buy a Lotto ticket but he could not find the time. Oshkosh experience can just be all consuming!

Heber City Fly In

Check out Mark Kolber's photos at

<http://picasaweb.google.com/midlife.flyer/HeberCity?authkey=GvlsRgCNYElI31jOXnlQE&feat=email#>

Stay in touch with the Colorado Aeronautics Board
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www.coloradodot.info/programs/aeronautics/colorado-aeronautical-board
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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

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

The 2011 Flyin Planning Meeting will be in January, so decide where you're interested in traveling to and start planning your presentation.

Other CPA, Local & Not So Local Aviation Activities

Oct 2-3	KCOS	Colorado Springs Air Show
Oct 16	KBJC	Earth Angels Fundraiser
Oct 21-23	KCGZ	Copperstate Flyin, Casa Grande, AZ
Oct 23		Colorado Aviation Hall of Fame Banquet
Nov 6		CPA Annual Meeting @ Roth Distributing
Nov 11-13	KLGB	AOPA Aviation Summit
Dec 12	CPA	Holiday Dinner at Buffalo Run

Colorado Pilots Association Renewing Members

Lynn Ferguson, Longmont	Robert Figgie, Colorado Springs
Dan Dunning, Aurora	Scott Cravens, Fort Collins
Steve Konieczka, Golden	Tim Modde, Littleton
Hap Pool, Vail	Sandy Wickham, Placerville
Leslie Ranniger, Boulder	Chuck Stout, Denver
John Pritchard, Lafayette	Bud Lewis, Aurora
Michael McRhodes, Erie	Paul Fedec, Centennial
Dan McDonald, Eden Prairie, MN	Rick Schein, Silverthorne
Gary Coleman, Colorado Springs	Mark Smith, Littleton
Wallace Pond, Colorado Springs	Terry Riedel, Erie
Jeff Nickels, Broomfield	Donald Welliever, Erie
Scott Flugum, Greeley	Carl Hasselbrink, Salida
Ray Brown, Louisville	Roger Beard, Fort Collins
John Juul, Broomfield	Gretchen Jahn, Denver
Greg Feith, Golden	Karen Hitchcock, Highlands Ranch
Alan Sparks, Englewood	Michael Tobias, Aurora
Beverly Cameron, Erie	William Nettleblad, Longmont
Helen Pustmueller, Englewood	Jim Carey, Pagosa Springs
Phillip Parker, Castle Rock	Scott deLuise, Erie
Jonathan Apfelbaum, Parker	

Colorado 99s & NIFA Sue Osborne

The Region I NIFA competition, it will be held at BJC starting Tuesday evening 1600 Oct. 12 with the Contestant Briefing and followed by the Aircraft Recognition test. Wed. 10/13 7 am is the Judges Breakfast and briefing with the Navigation event starting that day at 0800.

We invite CPA members and anyone interested to help with the Message Drop judging.

Thur. 10/14 will be the landing events starting at 8 am.

That afternoon is the Message Drop at 3 pm.

Fri 10/15 will be ground tests at Metro State College Tivoli Building.

Sat 10/16 will be weather makeup for flying events.

If any one needs more info and would like to Volunteer, please email Sue at sueav8s@q.com

Colorado Pilots Association Welcome New Members!

Michael Wotovitch
190 Ammons Street
Lakewood, CO 80226-1324

David Ries
5988 S. Helena Street
Centennial, CO 80016-1036

Robert Jones
1993 S. Broadway
Grand Junction, CO 81507-9592

John Reynolds
13481 Pecos Street
Westminster, CO 80234-1027

Thomas Maurer
7010 Poorman Rd P.O. Box 597
Vermilion, OH 44089-9531

David Plucker
12915 N. Roundup Road
Parker, CO 80138-8422

Samir Witta
9030 Big Canon Place
Denver, CO 80111-3517

Michael Passantino
19269 E. Eldorado Drive
Aurora, CO 80013-3718

Frank Walther
3512 Stearman Lane
Crawford, CO 81415-9322

Joshua Burger
6355 S. Newcastle Way
Aurora, CO 80016-6135

Ben Rooke
19 Oakglade Drive
Hummelstown, PA 17036-9524

Barry Biggs
10458 E. Weaver Circle
Englewood, CO 80111-5616

David Fitzgerald
P. O. Box 336057
Greeley, CO 80633-0601

Barney Jones
3815 Observatory Dr
Fort Collins, CO 80528-4464

POWDER PUFF PILOT —*Gear for Gals and Feminine Flyers*



Pink Headsets - ANR or PNR

Something for Everyone:

- 👉 Headset bag by Oregon Aero
- 👉 T-shirts aviatrixes
- 👉 Pink pilot logbook
- 👉 Books by and about women pilots
- 👉 Pink seat cushion
- 👉 Aviation books for children
- 👉 Sunglasses
- 👉 *This Day in Women's Aviation*
- 👉 Jewelry and E6B watches
- 👉 A page-a-day calendar for 2011



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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 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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Pilot Rating Held _____ Profession _____
A/C Owned (make) _____ Model _____ N# _____
Principal airport based at or flown from _____
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P.O. Box 200911
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Includes two 1/2 page ads
In CPA Flight Lines newsletter.

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You're Invited!

Colorado Pilots Association

Annual Membership Meeting

Saturday, November 6, 2010

8:30 a.m. - noon

Where:

Roth Distributing's Ampitheater

17801 East 40th Avenue

Aurora, CO 80011-0816

(West of Tower Road on 40th Ave.)

Featured speaker:

Major General (Retired) Pat Halloran

General Halloran accumulated more than 1,600 flying hours in high-flying reconnaissance aircraft. he eventually became one of the first pilots in the SR-71 reconnaissance aircraft. General Halloran is a highly decorated veteran and will captivate you with his SR-71 exploits.

New this year:

For the non-flyers & chefs in the group, Roth Distributing's 15 Living Kitchen showrooms, which feature Wolf, Sub-zero, & Asko appliances, will be open throughout the morning activities. See what your dream kitchen can be.

Don't miss this opportunity!

Please join us for a
Continental breakfast prior to the Business Meeting and guest speaker.

