

CPA FLIGHT LINES

Volume 27, No. 11

November 2010



When I grow up I want to be the NCC Enterprise N1701.



www.coloradopilots.org

President's Message

by CPA President

Walt Barbo

Back again! As your CPA president! For the third time! and at an age when most people of my vintage have either “gone west” or are spending their retirement years in assisted living. Fortunately I have been blessed with good health and a supportive spouse, and since I still have the energy and motivation to attempt positive improvements to the aviation system, I decided to contribute one more year. After which I hope that past president Bob Kinney is serious about his interest to serve an additional term. Bob is going to be a hard act to follow but I am convinced that we can talk him into a board director position for the current year.

Looking back over the years it is hard to comprehend the changes that have taken place in general aviation, and the Colorado Pilots Association, since 1989 when I first served as president of the association. At that time we had less than 300 members. **FLIGHT LINES**, our association newsletter, was printed in the current format. Preparation of the newsletter, however, seems almost primitive compared to current technology. In 1989 my wife Terry was newsletter editor and typed the narrative material in columns on an IBM Selectric typewriter after which she cut and pasted the material into a format that could be photographed and converted to plates for printing. Photos included in the newsletters were submitted to the printer where they were scanned and merged into the final plate for printing. What a dramatic change in how our newsletters are prepared in today's world. In the preparation and distribution. As with most members, we no longer even have a typewriter. Almost everything has gone digital.

Our current CPA membership exceeds 700 members and, with the exception of a handful of members, all have internet access. And our newsletters are no longer the principal means of communication with our members. Our website and e-mail has replaced the newsletters as our principal means of communication. Though our newsletters will undoubtedly continue to be produced into the indefinite future, it is uncertain how long it makes sense to print and distribute hard copies. This position is being driven by the reality of the high cost of printing and the trend towards members opting not to receive a USPS mailing in consideration that they are available on our website. Currently about a third of our members have opted to not receive hard copies by USPS mailings.

While I see all these positive changes in our organization, I wish I could say the same thing about changes taking place in the aviation community. There

were a lot of good years but I am confident most will agree, aviation is in real trouble. The current economic climate and cost of flying has driven many of us away from flying. Most of us fly much less than we did just a few years ago. The situation is awful . . . and unlikely to improve anytime soon . . . bringing adverse impacts to any and everyone associated with aviation.

There isn't much we can do as an association, working in isolation, to improve the situation. Nevertheless, it is important that we try. There is the reality, however, that a few written words or displays in our website and publications will not accomplish this objective. In my view there is a critical need for all of us in the aviation community to work jointly if we are to make meaningful accomplishments in pursuit of this objective. Therefore, expect my emphasis as I take the reins for this year to be on working with other groups and individuals for a more unified approach to the protection and growth of general aviation.

Also, while I have an interest in increasing membership in the organization, I have a greater concern that we may not be adequately fulfilling the interests of many of our current members. Therefore, I will be giving special attention to gain feedback from members on their interests in aviation-related activities and suggestions on how we could better function as a pilot association. I am deeply appreciative for those of you who have hung in with us all these years and trust you will stay with us for what could be a most challenging future.

Walt

AOPA Regional Report

Bill Hamilton

AOPA Central Region Rep

wmpenn71@earthlink.net

AOPA Central Region has proposed to both the CPA and CAO A that they write to the Colorado Real Estate Commission suggesting the addition of the word "airport(s)" or "airport(s) within five statute miles" to the Seller's Property Disclosure Form. Most of Colorado's real estate forms will be replaced by new forms on January 1, 2011. Currently, the forms are in the process of being modified. We have a 30-day window to get these proposal before the committee that is rewriting the real estate forms. Details on how to do this have already been provided to the leadership of CPA and CAO A.

Norman Osborne, Gone West

Norman A. Osborne, 78, passed away due to heart failure on Saturday, October 9, 2010 at Porter Memorial Hospital. He was born in Denver, Colorado on November 29, 1931 and lived in Highlands Ranch, Colorado. Norman is survived by his wife, Sue Osborne; daughters Deanna Osborne (David Chamness) of Fort Collins, Colorado and Wendy Pearce (Tom) of Englewood, Colorado, stepson Steven Reavis (Ladda) of Carson, California, stepdaughter Elizabeth (Sean) Halloran of Foresthill, CA and step-granddaughter Cassandra Halloran of Portland, Oregon.

At Martin Marietta Norm was a highly respected engineer and project manager. As one of the lead designers of the MMU, Norm's name is on a plaque at the Smithsonian Air Museum in Washington, DC. Norm got his pilot's license in 1977 and logged over 800 hours of flying.

The Colorado Pilots Association wish to extend its condolences to the Osborne family and its appreciation for Norm's lifetime of work and enthusiasm for aviation.

In lieu of flowers or gifts, the family requests donations go to the Engineering Scholarship Fund in memory of Norman A. Osborne, at **www.cufund.org**. Donation checks can also be sent to the

University of Colorado Foundation,
P.O. Box 17126, Denver, CO, 80217-9155

Make checks payable to the "University of Colorado Foundation". Add instructions to direct your contribution to the

"Engineering Scholarship Fund in memory of Norman A. Osborne".

Coming Next Month

Chuck Knuth's report on Airventure 2010
Bill Bredar's 1959 MedEvac Adventure
2010 Annual Meeting Report

Sen Mark Udall and the Proposed LATN over Colorado & New Mexico

In his Oct 13, 2010 letter to Colorado, Senator. Udall expressed many of the same concerns discussed in a recent CPA Board meeting. Below is his letter to LTGEN Wurster of USAFSOC and a link to the letter he and Sen Michael Bennet wrote to USAFSOC.

Protecting the Public Interest in Proposed Southern Colorado Training Flights

Dear Lieutenant General Wurster

As a member of the Senate Armed Services Committee, I am focused on ensuring that the military has the resources they need to give our men and women in uniform the best possible training while protecting the rights of private citizens. That's why I sent a letter to the Air Force Special Operations Command regarding the proposed low-altitude tactical navigation (LATN) area that extends into Southern Colorado.

In the letter, I expressed concerns that the proposed LATN training plan could come into conflict with existing civilian and military aviation operations, agriculture, tourism, and other interests in the region. The LATN flight activity has the potential to provide an excellent training opportunity for our Special Operations Forces that are so vital to our current war in Afghanistan and other operations around the world, but we need to be sure that training will be done safely and in concert with other military agencies and communities so it doesn't alter the quality of life in this beautiful region of our state.

I'm pleased that the U.S. Air Force has decided to extend the public comment period of this proposed training plan, and I encourage Coloradans who will be impacted by this plan to submit their comments before the November 15 deadline.

[Ed Note: You can view the letter at www.scribd.com/full/39194129?access_key=key-1tg7zdr5emtcaxvwwwv2]

Stay in touch with the Colorado Aeronautics Board

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

Why We Fly.

Brian Garrett

An LSA to the Los Alamos Flyin

What drives people to do something as crazy as strapping themselves into an airplane and leaving (albeit however briefly) the security of two feet firmly planted on Terra Firma? For myself, I can tell you this – it's not so that I can go out and fly in rounded rectangles touching down on the same patch of runway. While from a skill-building perspective, the pattern work is obviously an important skill, but not how I want to spend my time behind the stick. In my book, flying is not merely a method of transportation, but more of a means to an end. I see flying as a way of going places, experiencing new things, and meeting new people.

This past February after what seemed to be far too long, I earned my Sport Pilot license, purchased a ¼ share in an LSA and have been going places ever since. The first weekend in October my very patient and supportive wife Laurie and I joined other Colorado Pilots Association members for our first fly-in -- to Los Alamos, NM. I learned to fly through Skyraider Aviation (EIK and APA) and goaded a few club members into going along.

There are obviously many ways to get to KLAM, but at some point in time a mountain pass will be required. Our choice was to cross over La Veta Pass just west of Walsenburg. We chose La Veta because it afforded us to make a pit stop in La Veta (Cuchara Valley) to visit our next door neighbors who happen to have a little cabin in the small town. I must say, it is a little strange to fly for almost two hours to visit neighbors who live just a few feet away. They were extremely excited to see us and lucky for us the town was celebrating Octoberfest.

After a brief tour of the town and a cup of hot chocolate, we took the friendly La Veta Pass and enjoyed a little mountain flying and some beautiful Autumn foliage. The winds proved to be very cooperative. Flying an LSA with a 100hp engine and still reasonably low in my flying time, I usually tend to shy away from mountain passes, or at least be extra cautious. Weighing at or less than 1320lbs it's easy to get tossed around, and with only about a 500fpm climb rate a downdraft could prove to be deadly. This pass was very pleasant to cross and revealed the beautiful San Luis Valley on the other side.

The valley is just beautiful and leads straight into Los Alamos. Aside from a few mountain peaks poking up here and there it is a straight shot south. We passed Taos and made a mental note to make reservations to return to Taos for

some skiing at some point in time in the near future. I had considered Taos to be a gas stop, but my fuel burn rate was excellent and at roughly 4 to 5 gallons per hour I was going to make it into KLAM with plenty of fuel to spare. There was some bumpiness along the way, so rather than make the detour into Taos, we plodded on.

I had traveled to Los Alamos as a teen via the family car, and my memories of the town was it being dark and snowing (we visited friends in the winter) so I had no experience of the airport. The view of Los Alamos had me thinking that this is absolutely no place anyone sane would build a town. The airport quite literally is built on a plateau with deep valleys on either side. When viewed from the air it might make one think of the Roger Dean album covers from the 60s and 70s. Wait wait – you want me to land... there? By the way, don't over-shoot the airspace to the south, it's restricted airspace.

There is absolutely, positively, no place for a crosswind runway here, which I certainly could have used. The winds were almost exactly perpendicular to the runway. Fortunately it was within the limits of the airplane and I was reasonably comfortable in doing this type of crosswind landing. So in we went for an uneventful landing.

We were possibly the last folks to arrive into town, missing the arranged ground transportation. However we were greeted by Steve (last name unknown) and Kerry Habiger, two of the locals to LAM. Even though their vehicles were overflowing with a bar-b-que grill and chairs to be used later in the evening, they were happy to help get us to the hotel, and then onto the area museums.

We spent a few hours learning about the history of the area, enjoying the Bradbury Science Museum and the Los Alamos Historical Museum. That evening we gathered in the hotel lobby with the other fly-in participants. We were taken by a series of vans to the lovely home of our evening hosts. This was one organized trip! Minivans were rented to shuttle the whole group to the house where the evening's events were to take place. Seriously though, who invites 40-some strangers into their house for a bar-b-que, and how cool is it to do that?

A very special thanks to Kerry and Julie Habiger for opening up their home, extending their hospitality and fellowship of flying to all of us Coloradans who converged on Los Alamos for the weekend. Their hospitality made this a wonderful experience. In the living room their son, Andrew had a video that he shot during the family trip to Oshkosh this July running in a loop on the TV. It was fun to watch and gave everyone in the room a point of conversation to

break the ice.



Several local members from the KLAM flying community were also at the Habigers to share their own flying stories. I ran into one gentleman who, I believe was the airport manager. I commented that I had hoped he didn't hear my seriously botched radio calls and pattern alignment when I was arriving. No such luck, he had caught every word of it. He is a CFII and yet he was kind enough not to chastise me too much. I'm working on it – trust me.

Ultimately, I viewed the entire event to be about community. The community of pilots and those who support aviation. Events like this cannot happen without the efforts of many people. Someday I hope my wife and I get the opportunity to return the invitation extended to us on this trip. As I continue to attend more fly-ins I will meet more folks, remember more names, and along the way I will improve my flying skills.

It was up early the next morning, last chance conversations over a Continental breakfast at the hotel, get to the airport, gas up and get out before any weird winds showed up. For those who haven't flown into KLAM, the pump is all the way down at the west end of the runway requiring back-taxi-ing on the runway. So lesson learned – when in KLAM overnight, to avoid long waits for gas, it is best to fill up before you tie-down for the night.



The flight back was uneventful with the exception of the incredible views. Several planes from the fly-in tuned into a shared radio frequency. It is a lot of fun with a very high coolness factor to be able to have radio conversations with other planes up and down the mountain range, all conversing about their respective planes, and the events from the weekend.

I think I can safely say the Skyraider bunch had a great time! Chris Dillis has worked hard to build a business of bringing people into the world of Light Sport Aircraft and the Sport Pilot license. So I hope you will continue to see more of the Skyraider LSAs at upcoming CPA events. I know my wife and I, and our Sting Sport will be along for the flight as often as we can make it.

This is why we fly.

Congrats to Penny Hamilton

Penny's photo of Hamilton Lake at Granby has been selected for the Colorado Weather Calendars. This year there are two versions of the Colorado Weather Calendar, the wall calendar (12 x 12) and the new week-at-a-glance style Engagement Calendar. Look for Penny's photo in the calendar for the week of Nov 20, 2011

www.coloradoweathercalendar.com

From: Craig Kozak <cpkozak@gmail.com>
Date: October 5, 2010 7:09:12 AM MDT
Subject: Los Alamos Thank You

Friends,

Thanks for taking part in the Los Alamos fly in. Sue, JoAnne, and I had a great time, and we hope you all did as well. I want to again thank Eric Jensen for his help and guidance in setting up the event, and Sue (whom I somehow neglected to thank publicly on Friday night) for her behind the scenes work and helping to keep me on task.

Several people have wanted to say a special thanks to Kerry and Julie Habiger for hosting the cookout at their home. If you'd like to thank them (and I hope we all will), please drop them a note at: 1800 Corona, Los Alamos, NM, 87544.

Also, it might be nice to drop a note of thanks to Peter Soderquist, the airport manager at LAM. He stayed late on Friday, came in on his day off on Saturday, and did the groundwork to make sure we had adequate tie downs for all 16 of our planes. He and Kerry also worked together to waive the tie down fees and get us a discount on the fuel. You can write him at: County of Los Alamos, P.O. Box 30, Los Alamos, NM, 87544.

Thank you all again for a great trip!

Craig & Sue Kozak

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Marble 2010

Jim Hollis

September's wonderful flying weather was in abundance on the 10th when Vicky and I lifted off at Parkland Estates Airpark for a weekend of camping. After a stop in Kremmling to enjoy a bacon and eggs breakfast at the Moose Café, we climbed back into the sky for the slightly bumpy last leg into Marble. Despite a downdraft turning final, we managed to touchdown normally and turnoff quickly to make room for the Piper behind us. Vicky took a deep breath, which I interpreted as pure joy to be back in Marble and not relief at having survived another flight with me.

Glenn Gallegos and Kurt Blue, the caretaker, were the first to meet us and welcome us back to the Glenn's private airstrip. Purchased 2 years ago from Bob and Patti Conger, Glenn and his wife Diane have continued the Conger's tradition of making the airstrip available to the aviation community. Pretty remarkable as neither are pilots! The Gallegos certainly go all out hosting CPA's annual fly-in to Marble, and Vicky and I look forward to attending each year. It was great to see Bob and Patti join us again this year as the Gallegos' guests.

After setting up our campsite, we wandered along the airstrip renewing acquaintances with past attendees and meeting new folks. Several of them are on my Backcountry Volunteer list, and it was good to finally place faces with names. It was interesting to see Stinsons, , and a couple of RV-6s at this year's fly-in. Quite a few Maules and Cessnas, including both a Cessna 140 and 150. There were plenty of Super Cub-types with huge wheels, including a fairly new Carbon Cub, which must be the only LSA with 180 horse power! With so much power and so little weight, this airplane only needs a football field to operate...even at Marble's high elevation. The pilot and his aircraft commander (i.e. wife) were very careful packers, bringing in their tent, sleeping bags and even two bicycles.

After a lunch and a well deserved nap, I tried my hand at trout fishing for the first time in years while Vicky soaked in the sunshine and visited with other fliers. I managed to catch three small trout on lures, and released them to get bigger for next year (I didn't want people laughing at my "minnows"). Then it was time to walk up and down the airstrip to work up an appetite for dinner. We enjoyed the sun's last rays before it disappeared behind the mountains, while wolfing down chicken fajitas and sipping glasses of wine. Airplane camping at its best!

The evening's highlight was Petar flying in just before full darkness, delivering

4 large pizzas in a warming bag. Petar and his wife Krishna own Diorios South Pizza in Durango, and decided many of us would enjoy fresh pizza around the campfire. After sleeping under the wing of his Maule, Petar waited for the frost to melt off both him and the airplane then flew home Saturday morning to go to work.

Nights at 7,700' in September are cold! Be sure to bring coats, gloves, hats and warm sleeping bags when you camp. So much morning frost the airstrip looked like it had a dusting of snow.

Saturday morning brought calm winds and blue skies, and several pilots already at Marble couldn't resist making some local flights, including a formation of two Stinsons and the Carbon Cub. It was great sitting along the airstrip watching airplanes come and go...and watching cars on the road into Marble stop and do a double take seeing a bunch of airplanes parked in the mountains. At least 30 airplanes and one helicopter made appearances this year. Of course we all "graded" each landing, which is a good reason to arrive as early as possible...less people watching!



Patti Conger, Bill Meine and Bob Conger

The Marble Historical Society provided Saturday night's dinner. We've missed their involvement the past two years, and their return was very welcome. We feasted on BBQ beef and chicken, green beans, Olathe corn, and a cherry crumble tort for dessert. The Historical Society runs a first class operation,

even bringing out chairs and tables. I certainly don't mind the \$15 donation for such tasty food, knowing it supports other Society activities.

The evening campfire was packed with the people sitting close roasting and folks standing behind them to prevent any heat from escaping. Andy Moffat and Sue Blue entertained the crowd with their guitars and sang for several hours. I tried to get Chris Jacobsen to join in with the guitar he brought, but he mumbled something about not wanting to get the coyotes riled up and howling.



Another frosty morning Sunday, so we headed down to the airstrip's east end while everything thawed out. The contingent from Glenwood Springs traditionally cook up a big breakfast, and this year was no exception. Pancakes, eggs, bacon, sausage and coffee sure hit the spot. Someone in this group must have been an Army mess sergeant! I tried to contribute some money for their supplies, but they refused, asking that any donations go towards Jeryl and Kelly Schauer's relief.

Jeryl and Kelly were invited to take a flight at Marble last June. Jeryl was injured when the Bonanza crashed east of Marble, killing the pilot. He apparently lost sight of the terrain due to the rising sun, and flew into the treetops while turning back to the airstrip. Although not injured, Kelly has been taking care of her mother since the accident, and neither has been able to return to work. Between a collection jar at Saturday's dinner and the donations at Sunday's breakfast, I hope that all of us enjoying the Gallegos' hospitality were

generous and able to help Jeryl and Kelly out some. See “So Many Things Right/So Many Things Wrong” in September’s FLIGHT LINES if you would like to help also.

After stuffing everything into the airplane and reluctantly saying our goodbyes, we started up and took off into another CAVU sky. Flying home alongside neighbors from Parkland was both quick and beautiful, thanks to tailwinds and watching Colorado’s mountains sliding by the Riedel’s Cessna 205. Climbing out of our Skylane at home, Vicky wistfully said she could have stayed another day or two.

Marble truly is Colorado’s gemstone backcountry airstrip, and CPA benefits greatly from the relationship Bill Meine has developed with the Gallegos. Bill organizes each year’s fly-in, and provides airfield information, advice and liability waivers to pilots year round. The Gallegos rely on both Bill and the CPA to help him keep pilots flying safely at Marble. My sincere thanks to Glenn, Diane and Bill!

Hope we see you at Marble next September!

CPA Members Inducted into CAHS Aviation Hall of Fame

Walt Barbo

CPA members Robert W. Duncan Jr. and Thomas E. Hendershot were inducted into the Colorado Aviation Historical Society’s Aviation Hall of Fame at the society’s Annual Awards Banquet on October 23, 2010.



Rob was selected for induction into the prestigious group in recognition of his leadership and many accomplishments in the field of virtual communications and the positive impact of those efforts on the development and growth of aviation in Colorado. Under AIRbase One, his website related corporation, Rob has created over 250 aviation-related

websites and currently supports 63 separate e-mail discussion lists and dozens of on-line forums for non-profit groups. He is also active in a number of other

areas of aviation. Since 1986 he assisted in the restoration of a B-17 and a B-25. He has a TBM type rating and is frequently seen flying the CAF Rocky Mountain Wing's TBM Avenger at airshows. He also flies a Cessna 185 outfitted for flight into back country airstrips and is a certified Mountain Flying Instructor under the CPA Mountain Flying Program. Rob and his wife, Andy, live at Crawford Airpark on the Western Slope.

Tom Hendershot at age 7 won a ride in a Piper J-3 Cub and that started a life-time career in aviation. His career progressed through chief flight instructor at General Aviation in Willoughby, Ohio, line pilot for Air Commuter Airlines, to director of the AMT (Aviation Maintenance Technician) program at Frontier Airlines in Denver. Frontier then consistently won the FAA AMT Diamond award and was the first FAR 121 scheduled air carrier to become 100 per cent compliant for 10 consecutive years. In January, 2007, Tom became executive director of the AMT Society International and has led it in growth to where it now has 26 teams, including international teams, in the annual maintenance skills competition. AMT Society has named one of its three scholarships after Tom. Earlier this year, he was awarded the FAA Safety Team (FAAST) Meritorious Achievement Medal. He is among a handful of people who have earned both the prestigious Charles E. Taylor Master Mechanic and the Wright Brothers Master Pilots awards. Tom has logged 25,245 flight hours, of which 21,168 are PIC.



November is Aviation History Month

**Join CPA Volunteers To Preserve Colorado Airport History
Aviation “history detectives” are needed today to preserve our Colorado
Airport History.**

Colorado Humanities and the National Endowment for the Humanities has awarded a 2010-11 Research grant to the Colorado Airport History Preservation Project under the direction of Dr. Penny Hamilton to inventory the available airport history for our Colorado's 76 existing public-use airports. The all-volunteer project has many CPA members already working on this important research and historic preservation effort. Babette Andre, Walt Barbo, Lucile Bledsoe, Beverly Cameron, Sarah Jane Dolliver, Rob Duncan, Carl Hasselbrink, Bill Hamilton,

Peter Paul Luce, Mike McRhodes, and Emily Howell Warner are adding important aviation heritage information to the web site

www.coloradoairporthistory.com

If you have photographs, files, or other information about Colorado's community airports, won't you share them with us to preserve and promote your aviation history? Help us by visiting with your airport manager and historical association to capture the wonderful story and history of your airport.

Like Colorado itself, Colorado's airports are relatively young. Just after World War I, many "Barnstormers" literally descended on rural Colorado and introduced a new way of thinking about time and distance. Due to the vastness of Colorado and the difficulties inherent in mountain travel, the old saying, "a mile of road will take you one mile, but a mile of airstrip or runway will take you anywhere," was never more true than in Colorado.

This new reality brought to Colorado by the barnstormers and our aviation pioneers resulted in the construction of dozens of airstrips and even airports. Before it is lost, the history of each airport needs to be recorded and preserved. You can be a part of the important project.

Did you know during the early 1930s, many Colorado communities and aviation/airports thrived because of the Works Progress Administration (WPA) which built runways and even terminal buildings for rural Colorado. LaJunta Municipal (LHX) began as a landing strip funded by the WPA in those depression years of the 1930s. Later, in the 1940s, it became a U.S. Army Air Base.

But, by the early 1950s, many community airports needed upgrades such as runway paving, landing lights and environmentally safe fuel. All of these milestones are airport history. Please share them by contacting CPA member, Dr. Penny Hamilton, today by calling toll free 866-887-1881.

The history of Colorado public use-community airports is often a reflection of the leadership and vision of a few community leaders. Almost 20% of Colorado's 76 public-use airports have historic names associated with local aviation pioneers. Del Norte airport, 8V1, is named to honor outstanding Navy pilot and astronaut, Kent Rominger. Steamboat Springs, SBS, honors Bob Adams, a local civic leader and volunteer. Enjoy more Colorado airport and aviation history at www.coloradoairporthistory.com

Much more information is needed. Think of the fun you can have being one of our Colorado Airport History Detectives. Volunteer today to make a difference.

Events & Flyins for 2010

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

CPA FLYIN SCHEDULE

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

Nov 6		CPA Annual Meeting @ Roth Distributing
Nov 11-13	KLGB	AOPA Aviation Summit
Dec 11		1940s White Christmas Ball
Balch Field House, CU Boulder		www.1940sBall.org
Dec 12		CPA Holiday Dinner at Buffalo Run

Colorado Pilots Association Welcome New Members!

Rocky Mapes
13913 Elm Street
Thornton, CO 80602-7862

Kerry Habiger
1800 Corona
Los Alamos, NM 87544-3767

Daryl Berg
6437 Lamar Street
Arvada, CO 80003-4629

Colorado Pilots Association Renewing Members

Thomas Redfield, Lakewood
Raymond Miller, Colorado Springs
Bob Doubek, Centennial
Jack Burson, Superior
David Andreatta, Erie
Bill Totten, Aurora
Wayne Patrick, Longmont
Emit Hurdelbrink, Aurora
John Thielen, Arvada
Denise Anderson, Greenwood Village
Paul Runyan, Aurora
Jeffrey Lewark, Dillon

Richard Bonilla, Berthoud
Ron Gieser, Burleson, TX
Gary Justus, Evergreen
Gerald Bradley, Breckenridge
Joyce Lyle, Aurora
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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.

LaJunta Flyin in the News

Did you go? Did you forget? Take a look at the story and photos in the LaJunta Tribune Democrat's website:

www.lajuntatribunedemocrat.com/newsnow/x1404221086/La-Junta-hosts-Colorado-Pilots-Fly-In

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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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)
torryk@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

Walt Barbo
303/288-7371 (H)

CPA Vice President

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

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

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Cindy Jewell
303/750-5645 (H)

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Airspace - Walter Bell

303/367-0670 (H)
waltbarbo@comcast.net

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 - vacant

Fly-ins - Dean Jaros

970/686-1233

Membership - vacant

Membership Records - Terry Barbo

303/367-0670 (H)

Mountain Flying - Larry Camden

303/617-8342
Execuflylight@aol.com

CPA Flight Lines, Editor

Blanche Cohen
303/755-1525 (H)
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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 - vacant

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)

Colo 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)

EEA - 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 _____
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A/C Owned (make) _____ Model _____ N# _____
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& identifier (e.g. APA) _____

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☐ \$55 for 3 year membership
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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.