

CPA FLIGHT LINES

Volume 27, No. 12

December 2010



Second best mode of travel at EAA AirVenture



www.coloradopilots.org



President's Message

by CPA President

Walt Barbo

The High Cost of Flying

When our newsletter editor Blanche Cohen asked for a photo of me to use for these messages, it took a bit of effort on my part... for the reason that I am rarely seen in front of a camera lens. Rather, I am typically the one taking the pictures. I did run across this image, however, taken on my last trip to Oshkosh. It has special meaning to me for the reason it was taken in front of the aircraft type in which I learned to fly. That first flight was as an aviation cadet in a Ryan PT-22 at Sequoia Field in Visalia, California. The year was 1943. And I was paid to fly! As I recall, only about \$50/month. Trivia, by today's standards, but I was being paid to learn to fly. And fortunately, 67 years later, am still flying.

Few of us, however, have the luxury of having someone else pay for our flight lessons. With the high cost of learning to fly it is understandable why an estimated 80% of those who start flight lessons quit before gaining a pilot certificate. Active pilots are also leaving the fold. FAA records show that the number of active pilots decreased from a high of over 827,000 in 1980 to a current pilot population of just over 600,000. A brief search of the Internet under "cost of learning to fly" gives some indication why. The cost of gaining a private license in today's world is in the range of \$8,000 to \$12,000. For an ATP, the cost for gaining all of the required ratings and flight time to work for an airline can exceed \$100k. No wonder we have "dropouts."

In fact, the cost to those of us who own and fly aircraft can also be prohibitive. An indication of how prohibitive can be gleaned from a survey that EAA conducted of its members. The findings are reported in the November issue of EAA Sport Aviation. The survey provided a wealth of data including the finding that the average pilot (in their membership) flies an average of 79.2 hours/year and spends \$10,569 on aviation. While I am an EAA member I confess that I am below average in annual flight time and expenditures for aviation. It could well be that the best way to stimulate an economic recovery in general aviation is for people like myself to get out and fly and spend more.

In a more serious note, I wish all of you the best over the Holiday Season.

Welcome New Committee Chairs

As with any volunteer organization there is turnover for many reasons - family, business, other interests, and so on. This month we introduce you to a veritable pantheon (yes, I've been watching Iron Chef when I can't fly) of new CPA activists! Over the next couple months each will be introducing themselves in columns both here and on the website.

First, Darci Wert will be heading up Education. During Board meetings we've discussed more ways to bring relevant topics to our members.

Next is Megan Sayre in Safety, taking over from Bill Linnenberger. Megan is an FAA Safety Counselor and her first article is found later in this edition. And as a bonus, her brand-new Student Pilot will be born in just a few months! Let's hope it's an LSA and not a B747 in the delivery room.

Bob Kinney, not kicking back as we all expected from two terms as CPA President will be taking the reins of Flyins (more later in this edition).

Jerry Kelly has the task of Membership Chair and will lead the charge both in recruiting and retaining members. A perfect integration with Education and Safety, no doubt.

Altho not heading up a committee, Brian Garrett will be our Social Media Guru taking over Facebook responsibilities, working with Neil (Web Honcho) and Blanche (Editor) to get the word out to Members and the World.

Remember when you joined CPA all those topics and boxes on the membership form? Got an idea? Want to help? Contact any of these people or any of the committee chairs and volunteer. It doesn't take that much time, and it's fun!

Coming Next Month

2010 Annual Meeting Report

Holiday Party Report

How to maintain the Value of your Aircraft (series)

CPA Member of the Year & Outstanding Airport Awards

Wild West Air Fest at Steamboat Springs by Joe Birkbine

And Even More Stuff I couldn't fit into this issue



Don't forget to follow us on Facebook!

<http://www.facebook.com/pages/Colorado-Pilots-Association/175353651033>

Centennial of Women Pilots

Dr. Penny Hamilton points out that 2011 marks the 100th Anniversary of the first aviation certificate awarded to a woman. This is a good reason to promote aviation - take a friend to lunch by air! Check out the website at

<http://centennialofwomenpilots.com/>

2011 Fly-In Planning Meeting January 29, 2011

The annual fly-in planning meeting is scheduled for January 29, 2011. Continental breakfast is at 8:30 a.m. The meeting will start at 9:00. The meeting is in the Mt. Evans Room at Rocky Mountain Metro Airport's (BJC), terminal building and should be over around noon.

What an opportunity! Everyone looks forward to this meeting each year. It's the meeting where fly-in proposals are presented, reviewed, and a tentative schedule for the upcoming fly-in season is developed. It's like Christmas morning all over again!

This is the time for our members to volunteer to sponsor a fly-in. Do you have a favorite destination you'd like to share with your CPA friends and are you willing to put in a bit of effort to plan and oversee the event? At the meeting you'll present the basic facts about your proposal, including major activities, attractions, lodging, ground transportation, meals, and proposed dates for the fly-in. Although not required, you may bring a one-page fact sheet to circulate with the group. Be a strong advocate for your fly-in and sell us on why this trip would be great to go on. Even if you're not personally interested in hosting a fly-in, it's so much fun being part of the morning's activities--planning, cussing, and discussing the proposals. Join us. You'll have a great time. We're looking for one day and multi-day trips; overnight trips, short and long distance trips; and even camping-oriented events. Use your imagination. Are you in the Light Sport world? You fit in too. Our trips are all planned around VFR flying.

If you're interested in sponsoring a fly-in but have never done it before, there are a number of mentors willing to provide advice, and even, hands on assistance. Ask, and you'll have all the help you can possibly want.

Visit the CPA web site at www.coloradopilots.org and read the article "Guidelines for a Successful Fly-in" under "Fly-ins" on the left side of the home page. This report gives all the details of what it takes to host. You can do it. Call or email Bob Kinney for more info at 303-288-7371 or twinlake1@aol.com.

A 180 Med-Evac

By Bill Bredar

The date was October 31, 1959 in the height of the Western Slope big game hunting season. This, a time when Coloradans and many Texans go hunting in pursuit of a trophy Bull Elk rack or that of a Buck, and if no trophy, Venison or Elk steaks for future dinners.

I got the call in the morning as I was working in our engineering/architectural office in Colorado Springs. Erv Turner, a retired Colonel, then one of our staff engineers had been seriously shot in the foot and was in dire need of surgery to save it.

Three of our staff had taken off work for a few days to hunt in the Rangely area of Northwest Colorado. They, having finished hunting for the day, the 30th, were unloading their rifles prior to entering their cabin when one of the rifles, a 30:06 while pointed down some how discharged, it must not have been loaded with soft nose cartridges or it probably would have completely shattered Erv's ankle.

They drove him to the closest hospital and their immediate care due to their military experience probably saved him from bleeding to death. It was determined that required surgery was not available in the area.

I told the caller to get Erv to the Rangely airport within the next three hours and I would fly over in our 180 and pick him up and fly back to COS for surgery in Colorado Springs where we all lived.

Luckily it was a beautiful Fall Colorado day. Before departing Pete Field I removed the back of the right front seat and made sure that the portable O2 bottle was fully charged.

The flight to Rangely took 1:55 and upon landing, there was Erv waiting in a Jeep with our crew. His foot was heavily bandaged (it might have been in a cast -- don't remember). We loaded Erv in the right rear seat with his leg straight out resting on the right front and with him strapped in and on O2 we were off having been on the ramp at Rangely only 31".

It was only 1:33 back to COS (seems like there's always a little wind out of the NW at altitude). We had called ahead for an ambulance; it was there waiting at Pete Field and Erv was in surgery in short order. Erv's foot was saved and he was recovering in a few weeks.

That 1954 180 3644C was the first plane we owned in our A/E business in Colorado. It was followed by nine other succeeding aircraft during the 26 years we used company owned planes for traveling throughout Colorado and adjacent states.

Of the ten planes we operated over the years from our offices in Colorado Springs and Denver, the 180 had to be the best for mountain flying.

Postcards from AirVenture 2010

By Chuck Knuth

Tipped off about the boggy field conditions by a friend at Civil Air Patrol, I abandoned plans to fly in and camp at the North 40. The alternative ride on the human mailing tube had few virtues, however, the alternative lodging worked out very well. I found an air-conditioned place to sleep through the Visit Oshkosh website - the week before the show. A nice young couple rented me the mother-in-law unit in their finished basement for a reasonable rate, within bicycle commute distance of OSH.

The sound of a 21-ship DC-3/C-47 formation confuses the ears with many harmonics. It was not shockingly loud, but it penetrated the air-show loudness. The flight arrived on Monday from KSQI where it was assembled at "The Last Time" celebration of the 75th Anniversary of the first flight of the DC-3 (which was itself the 32nd anniversary of the Wright Brothers' first flight.) They were cleared to land on 180R as a flight of 22, including the B-25 photo ship ("S-turns approved.")



Although not allowed on the grounds proper, a bicycle is a quicker alternative to the shuttle buses that EAA provides between campgrounds, parking lots, Pioneer Airport and show gates. This year, an additional west side path was added that makes an efficient connection between the North 40 & the Main Gate.

Warbird Alley was dedicated, a new center for warbird display and events, sponsored by Scotts MiracleGro Company. The ceremony was well attended by men and women of the same vintage as the birds on display – yes, heroes. I hope they are proof of Dave Higdon's motto, "Time spent flying is not subtracted from your lifespan."



For some it's about the flying; for others, it's about the plane. "Judge Me, Please" appears on the props of participants in six categories: Warbirds, Ultralights, Homebuilts, Seaplanes, Rotorcraft and Vintage. This quiet drama is played out across the grounds during the first part of the week, followed by separate award presentation events.

A five minute shuttle or bike ride takes you to the southern end of KOSH, home of the Ultralight area. In contrast to the crowded flight line, heavy iron and big



money of Aeroshell Square, the grass strip, camping and display areas are all about accessibility. The separate pattern and daily schedule by type make it possible for ultralight pilots to do plenty of flying at the show.

The popular weekly hangar-flying program "Uncontrolled Airspace" produced its 200th podcast live on EAA Radio. Dave Higdon, Jeb Burnside and Jack Hodgson hosted Tom Poberezny and other special guests. The co-hosts also received during AirVenture the 2010 Flying Magazine "Bax Seat Trophy" Journalism Award.



One of the great pleasures of attending AirVenture is simply wandering around and gawking at beautiful craftsmanship.

It takes 4000 of them to make “EAA” (as the locals call it) happen. Thank you, folks, for another brilliant AirVenture.



POWDER PUFF PILOT—2011 Page-A-Day Calendar



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La Junta Golf'n'Lunch Fly-In

Neil Davis

La Junta greeted CPA members on October 17 with abundant sunshine and temperatures in the 70s. After loading clubs into golf carts, which were waiting on the ramp, members gathered in the FBO to socialize over coffee and doughnuts.

At 10AM we set out on the flat and wide-open nine hole course at the La Junta Golf Club for our scramble, best-ball rules, tournament. The foursome of Chet Jewell, Dave Burke, Bill Totten, and Robert Venohr brought their A-Game and parred the course to take first place.

Following the game, we headed into the restaurant at the clubhouse. The golf course's restaurant staff deserve a great credit for making this fly-in a success. They gave us a private room and served a delicious home-style lunch. After lunch, door prizes were awarded.



On the way back to the airport everyone commented how they enjoyed the fly-in and hope to come again next year. I hope that someone will organize this fly-in next year too.

This was my first attempt at organizing and fly-in. I want you to know that it was an enjoyable thing to do, and was very simple,

really just a matter of making a few phone calls. I hope to branch out next year and organize a different fly-in. If anyone would like to see something like the LHX Golf'n'Lunch next year, be at the 2011 CPA Fly-In Planning meeting on January 29.



Fiscal 2010 Year End Report

CPA is in better financial shape than last year. Although our income was less than last year three major factors improved our situation. First, Air Classic was profitable by more than \$1400. Second, many of our Members have chosen the online-only option to receive FlightLines. This is notable because over the years the newsletter has been the single largest expense of CPA. Even with a larger issue most months, printing and distribution costs are substantially less. Third, the Mountain Flying course (even with a June storm that forced a number of

Balance Sheet

	Oct 31, 09	Oct 31, 10	\$ Chg	% Chg
ASSETS				
Current Assets				
Checking/Savings				
KeyBank Checking	10,381	13,872	3,491	34%
Savings	15,016	15,203	187	1%
Total Checking/Savings	25,397	29,075	3,678	14%
Total Current Assets	25,397	29,075	3,678	14%
TOTAL ASSETS	25,397	29,075	3,678	14%
LIABILITIES & EQUITY				
Equity				
Opening Bal Equity	18,830	18,830	0	0%
Retained Earnings	11,882	6,566	-5,316	-45%
Net Income	-5,315	3,679	8,994	169%
Total Equity	25,397	29,075	3,678	14%
TOTAL LIABILITIES & EQUITY	25,397	29,075	3,678	14%

Detailed Profit/Loss Statement

	FY 2009	FY 2010
Income		
Advertising	330.00	0.00
Air Classic	5,250.00	3,170.00
Fly-in events	9,079.44	6,719.00
Holiday Party	3,849.00	3,570.00
Interest Inc	274.18	188.00
Membership Dues	12,921.40	14,677.00
Merchandise Sales	2,669.48	1,538.00
Miscellaneous Income	0.00	0.00
Mtn Flying Course	8,460.00	11,040.00
Postage Refund	12.71	16.00
Scholarship Fund Donations	0.00	0.00
Total Income	42,846.21	40,918.00

attendees to re-schedule to the August class) was one of the most profitable in many years. These factors have allowed CPA to increase the amount of Scholarships awarded this year.

Our single largest expense increase is the CPA website. Neil, working with Rob & Walt, has completely revamped content and presentation, making it a more dynamic online image of CPA. And well worth it, too!

	FY 2009	FY 2010
Expenses		
Air Classic - Expense	6,296.61	1,760.00
Awards & Recognitions	453.34	116.00
Bank Charge	6.00	0.00
Booth Space	390.00	250.00
Charitable Contribution	0.00	150.00
Flightlines		
Printing	4,596.69	4,294.00
Admin, Bulk Mail	3,303.52	2,229.00
Layout	1,100.00	1,200.00
Other	0.00	0.00
Total Flightlines	9,000.21	7,723.00
Fly-in Events- expense	8,752.21	5,700.00
Holiday Party Expenses	3,885.50	4,081.00
Legal - Accounting	10.00	0.00
Meetings Expense	42.68	80.00
Membership Services	1,850.38	1,200.00
Merchandise purchases	2,167.18	738.00
Mtn Flying Course - Expense	6,545.29	2,682.00
New Members Campaign	607.63	1,285.00
Office Supplies	448.84	1,632.00
Pager	94.00	0.00
Postage	513.54	527.00
Printing Expenses	2,973.52	2,003.00
Reconciliation Discrepancies	0.00	0.00
Scholarships	2,000.00	3,000.00
Tax		
Fed	1,182.00	-400.00
State	252.00	0.00
Total Tax	1,434.00	-400.00
Website	690.49	4,712.00
Total Expenses	48,161.42	37,239.00
Net Income	-5,315.21	3,679.00

The Best Ways to Invest in Your Aircraft

Brent Michals

Investing in your aircraft?!?! Am I crazy?!?! Many of you may think investing in your aircraft is an oxymoron, and in some cases, it is. I'm sure many of you could share financial nightmare stories whose star character is an airplane. Careful, educated investments in your aircraft though, can return great rewards not only in the aesthetics and utility of your plane, but in its resale value as well. In some rare instances, you can actually increase the value of your aircraft by more than the money you've invested in it! Airplanes are fun. In all my analyses in this article, I'm ignoring the fun factor, which is often huge. Fun is tough to quantify, so I'm leaving it out for the sake of comparisons today. The fun factor could definitely change many of these situations.

As Colorado aviation enthusiasts, we want to get the most bang for our aviation bucks. As an NAAA (National Aircraft Appraiser's Association, www.plane-values.com) Certified Aircraft Appraiser, I'd like to share what you can do to increase the value of your aircraft and get the best returns from the money you put into it. Whether you're looking to sell, insure, finance, or are just curious as to the value, this is information that can help you make the best possible decisions about investing in your aircraft.

The good folks at the NAAA keep track of aircraft sales all over the country, actual sales, not asking prices or surveys, and break each sale down into its components. Each airplane sale price is the sum of each of its components and can roughly be expressed as an equation ($a+b+c\dots+w+x+y+z = \$62,987$) Well, the NAAA software takes 10,000 variables (how many is each component worth?) and 10,000 equations (sale prices) and is able to roughly assign a value for each component. The intent here is to capture the psychology of the buyer and to see how much the average buyer values a KX155 or a "8" interior in a Mooney and all of the other variables possible in the wide world of different aircraft. Now, there's no such thing as an average buyer and, each situation is different, and the numbers I'll give here are examples only. One man's trash is another's treasure (as I'll illustrate later), so again, these values can vary wildly from buyer to buyer. The "average" buyer, whose psychology we're trying to capture with an appraisal, doesn't exist. Everyone is going to place more or less value on every component in the airplane. Furthermore, the software is updated every month, so these numbers will change monthly.

Now, armed with this knowledge, we'll take a look at five different areas that you can invest in your plane over the next few months: 1) engines and prop overhauls, 2) paint, 3) interior, 4) avionics, and 5) modifications. For each of

these, I'll give you low or no cost options for improving the value of your plane. After that, we'll take a look at what the market is doing today and draw a few final conclusions. I hope you enjoy this CPA Flight Lines series on "The Best Ways to Invest in Your Aircraft." Stay tuned next month for an analysis of engine and prop overhauls.

CPA member Brent Michals, owner of BenchMark Aircraft Appraisals, is an NAAA Certified Aircraft Appraiser and Part 121 airline captain.

www.bmaircraftappraisals.com

CPAers win lottery to Edwards AFB Fly-In

Crunch down on dry lakebed for first-ever GA fly-in safety meeting.

By Babette André, ATP, CFI-I

[Note: Editor's comments in brackets]

Our very own FlightLines editor (blanche cohen) was one of 100 selected from a pool of more than 2300 pilot entrants vying for a chance to fly into Edwards AFB in the Mojave Desert for a first-time ever GA fly-in safety meeting. She immediately called Jer/ Eberhard, CFII-G & Seaplane, her co-conspirator and fellow aircraft owner, who also entered and wasn't selected but would co-captain according to a prior agreement.*[and scare the daylights out of me with his "best way to mountain fly is 100 feet off the side of the pass" which he proceeded to demonstrate over Kenosha Pass and Poncha Pass... and then he offered to do an engine-out at Sedona....]*

Then she called me to see if I'd like to go along and share expertise and expenses. Crikey, Mate! How could I refuse an opportunity to fly into the same lakebed as the space shuttle? We'd leave on Thursday, Sept. 30 and return Sat. Oct. 2 with the longest flight on Thursday from Front Range (FTG) to Mojave (MHV) with several stops in between. *[but only for fuel and bathroom breaks – we had onboard catering!]*

A glance at the airspace around Edwards reveals that navigating the R-2508 Complex surrounding, Edwards AFB, China Lake NAS and the Army's Ft. Irwin requires careful attention and precise knowledge. The Air Force, in one of its more logical PR moves, decided to invite GA pilots to a safety seminar about resident missions, hazards to civilian pilots, procedures and techniques to fly safely through the Complex and techniques to identify and avoid midair collisions.

The weather was clear that Thursday morning. Blanche, Jer/ and I piled in the

Cherokee and headed southwest. We spotted several fires in the mountains north of Albuquerque. The air was fairly calm with normal thermals bumping us across the dry landscape. We stopped for fuel at a barren Los Alamos, N.M, a hot Winslow, AZ and a decrepit Barstow-Daggett airport , CA. We landed at Mojave Spaceport just after dusk, taxied past Burt Rutan's Scaled Composites and found a tiedown in front of the old tower. We had reservations at a Motel Motel a mile and a half from the airport. With no taxi in view, Blanche traded chocolate brownies to a security guard for a lift to the rack. Alarm set for 5:30 am. for the 7:05 arrival slot over a pre-assigned reporting point.

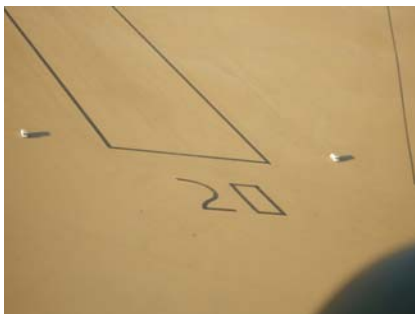
The Air Force Flight Test Center is the world's premier flight test facility. Every day, all types of aircraft take to the skies around the famed Rogers Dry Lakebed to expand the capabilities of controlled flight. These skies have seen conquering of supersonic flight, expansion of jet speeds never imagined, spaceship recovery and robot aircraft development. Almost every piece of technology used in civilian aircraft was flight tested at the Center.

Today, the Center is testing the F-35 Joint Strike Fighter, developing the airborne laser, expanding the capabilities of robot aircraft and testing new jet fuel made from US coal. It is also home to the USAF Test Pilot School that teaches pilots and engineers the procedures for safe and effective flight testing. It's here where Chuck Yeager broke the sound barrier in 1947.

We woke at oh-dark-30, donned our flying clothes and hurried to the motel entrance where a security guard met us to drive us to the airport. That Mojave airport security force is most accommodating!

After preflight and procedures review we leapt back into the sky to rendezvous with our checkpoint at 7:05 am. Air traffic controllers were helpful and professional and were reminiscent of Oshkosh approach. The lakebed is not like any airport I've seen. There is no asphalt. Runways are marked by black lines drawn on the dirt and they change with the wind.

[I had 30,000 feet of lakebed to land on, and they send me around because I couldn't find the runway and they didn't believe I could stop in the 5,000 feet marked off with 6 foot-wide oil sprayed by trucks the day before...those little white things? Trucks.]



We lucked out with weather. It was calm, clear and relatively cool. The lake bed

surface was curly clay and crunchy. *[I even brought back a large chunk – now I gotta figure out how to preserve it]* We landed successfully and were greeted by Bill Koukourikos, the hunky AF coordinator of the event. He welcomed us warmly and told us that the dry lake bed 's size can hold all of Washington DC and its beltway. Wow! We could dry out a few politicians there. Winds of 70 knots from the west are not uncommon. Temps in the morning were about 60F and forecast to build near 95F by 2-3 pm.

The program began with a pancake breakfast with whipped topping and strawberries and greasy sausages. Local high school kids kept the OJ and coffee coming. After the 100 GA aircraft were positioned and tied down, privately owned warbirds arrived and tied down in one area. An Albatross was the biggest bird to arrive and wondered what happened to the water. Surprise, it didn't need its pontoons.

Official presentations of the R-2508 Complex followed, allowing participants to realize the magnitude of operations. One-sixth of California airspace is military controlled so GA pilots need extra vigilance. The ghost of Pancho Barnes, renowned aviatrix character *[and founder of the Happy Bottom Riding Club]*, speed record holder and a 99, made a surprise visit in her biplane. Her family owned the land before it was an AF flight test center. Women in aviation followed a jovial interchange with the local brass. Yes, Virginia, women can be fighter pilots and there were a number to prove it -Col. Dawn M. Dunlop is commander of the 412th Test Wing. *[one of the other speakers is a B2 pilot & instructors but I can't remember her name]* Troop lunch followed.

Departure from Edwards was carefully orchestrated. Everyone had a time slot with the departure window opening at 1:30 pm. Scattered T-storms were forecast in our northeast path home. We avoided precip, lightning and dark stuff when leaving our first outbound fuel stop at Hesperia. We'd fly as far as we could before dark and tie down at Prescott, AZ where we found Legend Aviation, a most friendly FBO that lent us a new crew car for the night. It housed Randy Faunce's amazing pilot shop that had everything including ONC charts. We slept well.

Morning flight took us over spectacular SW terrain. Gregg Air Service, on a mountain ledge west of Durango was our intermediate fuel stop. High terrain south of Wolf Creek Pass sported green and gold fall colors. We crossed the San Luis Valley, then over the next ridge heading to Devils Head on the Front Range, a perfect scenario for a near-perfect educational flight experience.

Total flight time: 18.4 hours Total fuel: 189.7 gal
Average GPH: 9.94 gph *[ok, so I tend to run rich...]*

Don't Come Up Short!

Approach and Landing Safety Tip

Megan Sayre, Safety Chair

If the desired landing spot is being undershot and a shallower approach is needed, both power and pitch attitude should be increased to readjust the descent angle. It is important to remember that a constant airspeed must be maintained. The pitch and power change must be made both smoothly and simultaneously. This will result in a shallowing of the glidepath with the resultant aiming point moving towards the desired touchdown point.

Want to learn more about approaches and landings? You can find the Airplane Flying Handbook here. If that link does not work, copy and paste the following link into your browser.

http://www.faa.gov/regulations_policies/handbooks_manuals/aircraft/airplane_handbook

“This Day in Women’s Aviation”

Powder Puff Pilot

A new page-a-day calendar for 2011 highlights achievements and events in women’s aviation history. This third edition celebrates over 200 years of women in aviation. The earliest is for balloonist Sophie Blanchard who, in 1805, ascended solo from Toulouse, France, making her the first woman to pilot her own balloon and eventually, the world’s first professional woman pilot. The most recent entry celebrates the Civil Air Patrol’s first female national commander, Major General Amy Courter who presided over the CAP’s 68th anniversary in 2009.

“There are so many fascinating events in women’s aviation history, it’s always hard to decide which ones to include for a particular day,” said Sue Hughes. “Of course, the stars are well represented, like Jackie Cochran, Bessie Coleman, and Amelia Earhart,” she continued, “but the calendar introduces many lesser known aviatrixes.” For example, the 2011 version includes Britain’s Katharine Board, the world’s only female Zeppelin pilot; Ruth Elder, who attempted the first transatlantic flight by a woman; and many of the WASP, the first women to fly U.S. military aircraft during World War

The 2011 calendar is available at www.PowderPuffPilot.com or 888-801-6628..

Events & Flyins for 2010-2011

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

CPA FLYIN SCHEDULE

Jan 29 BJC CPA Flyin Planning Meeting

Other CPA, Local & Not So Local Aviation Activities

Dec 12 CPA Holiday Dinner at Buffalo Run

Colorado Pilots Association Welcome New Members!

Brian North
11520 Crow Hill Drive
Parker, CO 80134-7116

Edward Pineda
3650 S. Kirk Way
Aurora, CO 80013-6601

Darci Wert
6041 N. Eldorado Court
Parker, CO 80134-5512

Anthony Puca
4827 S. Killarney Court
Centennial, CO 80015-5453

Colorado Pilots Association Renewing Members

Mack Connelley, Golden
Joel Shaklee, Aurora
David Grossman, Aurora
Kent Drotar, Lakewood
Robert Harrison, Brighton
Bob Liddle, Lake Havasu City, AZ
Kathleen Bennett, Estes Park
Mark Kolber, Greenwood Village
Steven Mutzig, Breckenridge
Lynn Miller, Erie
Paul Shepherd, Longmont
Jason Hicks, Denver
Timothy Carr, Westminster
Shane Evans, Carbondale
Phil Ecklund, Boulder

Bryan Potter, Berthoud
Linda Davidson, Colorado Springs
Ricky Davidson, Colorado Springs
Wayne Shelton, Basalt
Edward Haase, Lakewood
Mark Klapperich, Limon
Kent Wolcott, Colorado Springs
Walter Bell, Denver
John Flavin, Golden
Alan Haltom, Centennial
Bruce McCaskey, Lochbuie
Mike Jolovich, Granby
Greg Cox, Colorado Springs
Sam Chipps, Castle Rock
Matthew Schantz, Parker



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Jer/s Photo Gallery of the Edwards AFB Flyin

<http://www.jerslash.net/~jer/photos/2010-10-01-Edwards-AFB-Lakebed/>

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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:

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