

CPA FLIGHT LINES

Vol 28 Issue 1

January 2011



What to do on a Sunday?
Fly down to Albuquerque and pick up Labs! Why else do you have
an airplane?
The entire story inside.



www.coloradopilots.org



President's Message

by CPA President
Walt Barbo

Where have all the pilots gone?

After spending most of my life encouraging people to learn to fly it has been discouraging to see the number of active pilots continue to fall. Hard to believe that the numbers reached a high of something over 827,000 in the early 80s to less than 600,000 in today's world. What happened?

In a recent article in the EAA Sport Aviation, Tom Poberezny suggests that the number of active pilots in the early 80s was artificially high thanks to the thousands of pilots trained during WWII. And the GI Bill passed after the war which allowed service men and women to prepare themselves for civilian occupations, with government paying most of the expense. More thousands chose to use the benefits of the GI Bill to learn to fly. The observation has merit. Looking at my history, I would probably still be milking cows on a small farm in the State of Washington were it not for WWII and the pilot training I received during the war and technical training following the war.

Reality set in after the GI Bill was phased out in the late 70s. Without a free ride it was inevitable that the number of those taking flight training would drop. There was also the reality that opportunities were limited for making a living by flying airplanes. This and the trend towards increased cost of aircraft operation and ownership discouraged many from continuing. And more recently, as the pilot population aged, many are dropping out for medical and age related reasons. The drop was inevitable. The only question is when will it end.

We note somewhat the same trend in dropouts among our CPA membership. While we add approximately 100 new members yearly, we also lose about 100 members per year. So our active membership remains relatively constant at something over 700. And the drop outs are for the same reasons as we see nationally with the pilot population. Medical reasons, age, sold aircraft, other interests, etc.

Considering the modest cost for membership in CPA, cost should not be a factor for dropping out. The membership fee of \$20 has remained at the same rate almost from the time the association was created in the late 60s. And there is no plan to increase the rate in the near future. As with any organization, however,

it is disappointing to lose members and it gives a concern as to whether we are adequately accommodating member interests. For this reason we have taken a number of actions to address this concern.

One of these actions is designed to increase membership benefits through a program of discount prices for products and services. Membership chairman Jerry Kelly heads this program and reports that he already has commitments from at least two FBOs on fuel discounts. To take advantage of the program, members wishing to participate will be issued a Membership Benefit Card as proof of membership when making purchases. Also, a list of discount services and products will be posted under the Members Only Section of our website.

The membership benefit program is one of the many new activities taking place to stimulate membership interest. Too many for this brief message. Trust you will stay tuned.

TIME to update your Personal Information . . .

We will be compiling the 2011 Roster next month, so if your personal information has changed in any respect now is the time to make any additions, deletions, etc. You may do so on the Website database as long as we have your correct e-mail address in the system and you know your password. If not, you can e-mail the information to me at TBarbo@comcast.com, or mail to me: CPA, P.O. Box 200911, Denver, CO 80220-0911.

Additionally, should your membership come up for renewal in the next few months it would be timely to renew so you are sure to be included in the new Roster.

Our goal is to have the Roster compiled, printed, and mailed with the March newsletter to everyone.

Thank you all for your help and cooperation in keeping the database as current as possible.

Terry Barbo
Membership Services

Trivia

2010 is the Centennial of Women in Aviation as far as first licensed female pilot (French). 2011 is the United States Centennial because on Aug 1, 1911, the first female US pilot was licensed-Harriet Quimby.

From the Safety Coordinator

Megan Sayre

As the new Flight Safety Coordinator, one of my goals is to familiarize CPA members with the FAASTeam and the FAASafety.gov website. The FAA Safety Team was formed in 2004 (also known as the FAA FASTeam). It replaced the Aviation Safety Program and Safety Counselors. The goal of the FAASTeam is to promote safety in areas of aviation from air carrier, air agency, flight schools, and general aviation.

The first step for CPA members to become familiar with the organization is to go to the faasafety.gov website. For those of you already registered and using the website that is outstanding. Use this article as a refresher and a reminder of what a great resource the faasafety.gov website can be.

For those of us not familiar with it, first start by finding the website on the internet. Go to faasafety.gov and register. It is important to know that you do not have to be a FAASTeam member to register or use the website. Take a few minutes to browse the homepage. When you are ready, on the right hand side you will see Welcome Guest. Underneath Welcome Guest look for

NEW TO FAASAFETY.GOV?

Create an Account | About FAASTeam

Click on create an account to get started. Then proceed to fill out the information when asked. You do not have to be a pilot to sign up or use the website. This free education is available to anyone interested in aviation. If you are a pilot, some of your information may already be in the system. Once you have registered, take time to read and learn about the website.

In the next Flight Lines I'll have instructions on how to sign up for seminars and use other programs on the website. If anyone has questions, please email me at sayremegan@ymail.com.

Colorado Aviation News

Dave Gordon, Director, Aeronautics Division

Aerial photos for the Aiport Directory have been updated, look for the new edition this spring. The directory and chart alternate years, so the updated chart is planned for 2012.

Del Norte (8V1) new runway 6-24 is 6050 x 75 and replaces 8-26. No FAA funds were used, financed entirely by State and local funds (Rio Grande County and San Luis Valley). The airport is a critical asset to the community. Previous, medical transport had to be driven or helicoptered to Alamosa. 8V1 now supports medical fixed-wing transport, reducing time to treatment.

At Rifle (KRIF) the \$48M improvement to runway 8-26 is finished. Rifle is backup to Vail, Aspen, and Grand Junction.

State funding is at its highest level this year. Most of it comes from fuel sales at all airports from the smallest (e.g. Del Norte) to Denver International (KDEN or DIA depending if it's aviation or a news story).

The Colorado Aeronautics Board has a few grants available for education. Contact the Division office for more information. Presentations are planned for the Jan 15 CAB meeting.

Bill Payne

Phase 2 of Wide Area Multilateral (WAM) providing radar coverage on the Western Slope is planned for Gunnison, Montrose, Telluride and Durango. Bill is an engineering consultant (also a CPA member) with offices in Centennial, CO.

The WAM programs use a number of sensors (actually antennas) in the vicinity of select airports. The sensors receive aircraft transponder signals and the program uses a triangulation program to give a 3D-position for aircraft. Typically there would be 4-5 sensors around a given airport to paint a quality image. The data is then transmitted to ATCC for air traffic control. The biggest challenge in setting up a WAM system involves placing the sensors at optimum locations. And, of course, the checking and certification.

Bill Payne briefed on current locations and the planned expansion to the system. This is a great program . . . though somewhat limited in area coverage. Also, it is far cheaper than ADS-B and does not require special equipment in the aircraft as does ADS-B.

Late last fall the Aspen backcourse VOR was out of service - the local FM radio statio, 107.1, was interfering with the signal. In order to resolve the problem, the power cable needed to be shut down and moved. This cable provides power to the chair lifts and the restaurants on the mountain - a very tricky and successful operation!

Warning! Many wind energy companies are placing “evaluation towers” to determine how practical & viable an area is for a wind farm. Because these towers are under 200 feet, there are no lights, no NOTAMs, no obstacle notices. Nothing. The FAA will be issuing an NPRM in the future. But until then, keep an eye out for tiny towers near airports!

CAOA - Ken Lawson

Be prepared next year (2012) for the big DIA commercial airlines to once again push the state legislature for the jet fuel tax based on a fixed cents-per-gallon as opposed to the 2.9% amount currently in place.

Congress has still not passed the AIP Reauthorization Bill (3 years now?). This makes it very difficult to plan budgets and projects in the state.

Airspace - Walt Bell

Cannon AFB is getting so many calls about LATN (see the Oct 2010 issue or the CPA website) that no one is answering the phone anymore - everything goes to voice mail.

Warning! C130s are doing lights-out at Leadville, so be careful if you're flying around there in low light or at night.

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
email: blanche@acm.org

Please do not send formatted material, send only plain text. Any photo format is fine but please, if you're going to send cell phone photos, make sure they are 150 dpi or better. Lesser quality cell phone photos 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.

The Best Ways to Invest in your Aircraft

Part II

If you'll remember from last month, I made the outrageous assertion that airplanes can be investments. We'll look into that a little more this month and start analyzing our first investment category: engines and props.

I think it's safe to say that if you're going to own your plane for more than five years, it can still be a good investment, especially if it's not new when you buy it. If you're going to own your plane less than five years, it depends if it could be a good investment for you. There are some good ways to invest in your plane and some poor ones. Maybe the worst is to buy a plane, refurbish it completely (new paint, interior, engine, avionics and maybe some mods), then decide you want something different (usually bigger or faster) a short time later and try to sell it. You'll almost certainly lose your shirt in that transaction. This is a transaction that the fun factor that we spoke of last month could be big.

Before we get into the specifics of these upgrades here, in addition to what we went over last month, I'd like to make a few final overarching statements: You'll never recover labor costs for these upgrades, and you'll very, very rarely recover 100% of your original investment. Maintenance very well may be the best investment you make in your airplane. Picking a quality mechanic and using him/her whenever necessary will maintain the value of your plane well. If you don't, you're probably going to get burned on a pre-purchase inspection when you try to sell the plane (unless something more unfortunate happens).

Engines and props are the first of five investment categories we'll look at. NAAA appraisals will assign a value for each engine. The unique feature here is that the software accounts for the type of overhaul. There are four recognized types of overhauls: 1) a factory new engine, 2) a factory remanufactured engine, 3) a field overhaul to new limits, and 4) a field overhaul to serviceable limits (FAA limits). The value of the engine is then decreased linearly from the new value until its recommended overhaul time. Lycoming and Continental each recommend a maximum of 12 calendar years between overhauls, regardless of flying hours. We find that most private users are willing to tolerate more than that, so for part 91 use, we'll double that and give credit for an engine up to 25 years after the last overhaul. If it's been more than 25 years, the engine receives no value.

Now, I've come up with two hypothetical examples for us to analyze; a light single and a light twin. The first is a 1978 Cessna 172N. The stock engine on that was a O-320-H2AD. New from the factory today, that engine costs \$40,528. Based on the psychology of buyers, that engine with 0 hours on it adds about \$24,000 to the value of our 172. A factory remanufactured engine costs \$24,037 from Lycoming, and buyers say it also adds about \$24,000 to the value of that 172. An interesting item of note here is that buyers don't seem to care if it's a

new engine or a factory remanufactured engine. They both add the same value to the plane. An overhauled O-230-H2AD to new limits adds about \$21,500 and costs \$21,036 from Lycoming. Of note here is that this is one of the rare situations where you can actually add more value to your plane than you invest (excluding labor). The final type of overhaul is a field overhaul to serviceable limits. Who knows what you might get a mechanic to sign that overhaul off for? Buyers say it adds about \$16,000 to the value of that 172.

For our light twin example, we'll use a 1974 Piper Seneca I. The stock engines on that are IO-360-C1E6. New from the factory today that engine will set you back \$48,303, and buyers say it's worth about \$29,000 when hung on the airplane. The factory remanufactured option costs \$34,963 and also adds \$29,000 to the value of the plane. Again, buyers don't seem to care if it's a new first run core engine or a factory reman. A field overhaul to new limits lists at \$31,304 and adds \$26,000 in value, and a field overhaul to serviceable limits adds \$24,000. Again, the cost of that overhaul could vary widely.

All those numbers assume a core exchange and are factory list prices from Lycoming. Of course, most buyers are able to negotiate some price below list, but for the sake of comparison and our analysis, I've used list prices. I saw an ad in AOPA Pilot the other month for \$5000 off a rebuilt engine!

NAAA appraisals also account for the value of a constant speed prop. The values of fixed pitch propellers are included in the value of the airframe, and there really isn't much to an "overhaul" of a fixed pitch prop anyway. The software accounts for the value in the same way it does engines: a linear reduction in value from the new value until TBO. McCauley and Hartzell each recommend a maximum of 6 years between overhauls, but again, most private buyers are willing to tolerate more than that, so props receive value up to 12 years after overhaul. Newer props, originally manufactured after 2000, carry a 7 year overhaul recommendation, so they receive credit up to 14 years after the overhaul for part 91 use.

I threw out a lot of numbers this month. If you have any questions about them feel free to contact BenchMark by phone or email. Stay tuned next month for an analysis of paint and interior upgrades.

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

COLORADO'S OUTSTANDING AIRPORTS

At the annual meeting on November 6 CPA gave airport recognition awards to Front Range Airport, Watkins, Colorado and Rocky Mountain Metropolitan Airport, Broomfield, Colorado. The awards are part of a recognition program in which members of the organization, based on their flying experiences, identify and make recommendations of those Colorado airports that have gone out of their way to provide exceptional services and facilities for General Aviation. Separate awards are typically presented annually to a Commercial Service and a General Aviation airport. This year both awards were given to airports in the General Aviation category in consideration of the exceptional effort and contribution by each of the airports to growth of aviation in Colorado.



The award to **Front Range Airport** was given in recognition of its contributions to General Aviation in providing an exceptional airport facility with outstanding services, at reasonable prices, in meeting the needs of visitors and tenants. This is illustrated by a number of visitor testimonials posted in the comment section of AirNav.com. Typical comments: "Fuel price was best in area." "The café always serves a value

meal." "Nice lobby area for pax and crew." All of the visitor comments posted were very complimentary on service provided. But the airport also provides outreach activities such as the Annual Classic Aircraft & Car Show/Prostate Cancer Awareness Day which brings thousands of visitors to an event that not only showcases the airport, it also creates an awareness of the benefits of general aviation and an appreciation of the value of the airport to the community. This award is a testament to the outstanding efforts by Airport Director Dennis Heap and staff, with the steadfast support of the Adams County Commissioners who not only serve on the Front Range Airport Authority but provide necessary funding for infrastructure like the ATCT and operational assistance, for a quality airport facility that benefits the entire region.

The award to **Rocky Mountain Metropolitan Airport** was given in recognition of 50 years of outstanding service to the general aviation community since it was created as an airport in 1960. In nominating the airport for this recognition, CPA Past President Bob Kinney noted: "They've proven time and time again, that they're truly a top notch general aviation airport and have been a star performer among the Denver Metro airports. As a 35 year user/tenant of BJC,

I've had many occasions to witness their rise to prominence in the Front Range aviation community. A wonderfully managed and maintained facility, RMMA strives to cater to its GA tenants, GA visitors, and myriad of corporate aircraft visiting daily. An example of their dedication to BJC tenants is the annual BBQ they host each year. This wonderful, summer night out includes a complimentary BBQ with plenty of liquid refreshments and time to spend visiting with flying friends on the ramp. A bonus this year, was the top-notch 50th Anniversary celebration hosted by the airport. This was one of the finest aviation events I've had the fortune to attend. There was no expense spared and everyone felt a part of this special evening recognizing this airport for the fine facility it is."

Images of the CPA Annual Meeting

Roth Distributing, a local distributor of Sub-Zero, Wolf and ASKO appliances, hosted the Annual meeting this year. We were treated to a variety of examples of the products as well as decors.





Guest speaker Gen Pat Halloran



Walt Barbo & Gen Pat Halloran

“Dog Days of Summer”

Okay, so it wasn't the “Dog Days of Summer”, it was late in October, but whose keeping track? All I know, is that this is one of those cute stories that I must share.

My partner in the airplane, John Thielen, and his wife Joyce, were slated to fly with my wife, Shawn, and me to the LaJunta golfing fly-in on Sunday, October 17 to have lunch with the CPA golfers. The day before, I received a call from John advising that Joyce had a request. She's actively involved in K-9 Partners, a group who trains puppies to be service dogs for the disabled. She had located four young Labrador Retriever pups that the owner wanted to donate to the K-9 cause. The problem was how to get them from Albuquerque up to Denver where they would receive their training. Joyce had conceived a grand scheme that the four of us could travel to Albuquerque, following lunch with the gang, pick up the four pups, and fly them back to Denver. It took John all of three seconds to convince me, the animal lover that I am, that it was a great plan. I saw this as an opportunity to have the CPA involved in a wonderful humanitarian, or Labritarian, effort. Long story, short. . .the plan came off without a hitch.

Two CPA members, with wives in tow, made a most memorable flight. The little guys were the perfect passengers. Who wouldn't be? They got to spend most of the flight in the arms of two lovely gals in the back seat of a Beech Bonanza winging their way to new lives helping those who can't help themselves. That, for crying out loud, is why God put Labs on this earth. They have the right disposition.



I'll answer your questions at this point. No, not one dog got sick. Not one dog piddled. Not one dog did the dirtier deed. They were perfect passengers. They didn't even complain. Here are the pictures to prove it. BTW, check out the K-9 Partner's website at www.caninepartnersoftherockies.org.

Bob Kinney

More Bureaucracy

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 61 and 183

[Docket No. FAA–2010–1127; Notice No. 2010–16]

RIN 2120–AJ42

Photo Requirements for Pilot Certificates

<http://www.regulations.gov>

While the FAA was developing the 2007 DEA NPRM, IRTPA became law and added to the FAA's obligations regarding pilot certificates. Section 4022 of IRTPA requires the FAA to issue improved pilot certificates that (1) are resistant to tampering, alteration, or counterfeiting; (2) include a photograph of the individual to whom the certificate is issued; and (3) are capable of accommodating a digital photograph, a biometric identifier, or any other unique identifier the FAA Administrator considers necessary.

Acronym: IRTPA - Intelligence Reform and Terrorism Prevention Act
Intelligence Reform and Terrorism Prevention Act of 2004.

Congress required the FAA to change from issuing paper pilot certificates to issuing plastic certificates with photos and other security measures.

[Ed Note: the following is a summary of comments from various organizations including AOPA, EAA, NBAA and aviation websites]

We're already required to carry government photo ID. It is trivial to cross-check the name and other info on the photo ID with the name and info on the pilot certificate, so the requirement is a redundant expense.

Photo IDs provide no extra security for aviation. Proponents of the regulations should be required to state some specific scenarios (in detail) in which the photo IDs would improve security over existing aviation precautions.

As originally Posted by FAA in the NPRM, the FAA has determined two photo identifications are unnecessary and do not serve a safety or security interest.

A quick skim of the document showed that this rule is in direct response to a law requiring photos on the certificates. So the FAA really has no choice about doing this. Wouldn't that make the proper avenue of complaint your friendly, local, possibly clueless, congressperson? Maybe ask them something like "why support a law that will cost \$718.7 million when the FAA itself implies it's useless?"

Passport - 10 years

FAA Cert - 8 years

As the old adage notes “Locks only keep honest people out”.

The entire proposed regulation and commentary is on

http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgNPRM.nsf/FrameSet?OpenPage

and search for 2010-16. It's 24 pages so it won't be printed in the newsletter. One of the sections towards the bottom of the discussion is how this will be financed, not to mention no one has a viable approach to implementation as of this time.

Comments accepted at <http://www.regulations.gov> until Feb 17, 2011.

CPA Outstanding Member of the Year

In addition to the Airport awards, each year CPA honors one of its members. Walt Barbo is the honoree for 2010. Walt has spent many hour researching and compiling and extensive amount of information relating to mountain destination airports, mountain passes, high elevation peaks and accident history in the area. All of this information is now available on the CPA website not only for our members but to benefit the world-wide aviation community.

Fun Things to do with Your Airplane

Lynol Amero may have tapped into a new way for wannabe skywriters to enjoy a new flying activity. “I wanted to share with you a flying activity that I recently accomplished, that I haven't seen published anywhere else.” The activity? Cyber-skywriting using a “breadcrumbs” (GPS data track files) approach that, when plotted out on a computer screen, show an entire flight path.



Read how he did this at

http://www.eaa.org/news/2010/2010-12-16_gps.asp

Calendar of Events

Always check the CPA website for any changes to the Calendar

CPA Events

Jan 29 KBJC Flyin Planning Meeting

Other Events

Feb 6	DFW	Super Bowl XLV - NOTAMS!!!
Mar 26	tbd	FAA General Aviation Awards Banquet
Mar 29-Apr 3	KLAL	Sun 'n Fun, Lakeland, FL
Apr 30-May 1	PANC	15th Alaska Aviation Trade Show & Conference
May 21	KCOS	Learn to Fly Day
Jul 8-9	KRIF	Garfield County Air Fair
Jul 25-31	KOSH	AirVenture 2011

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Colorado Pilots Association Renewing Members

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Phillip Sprino, Denver
Steven Beckman, Centennial

REMINDER! 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.

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.



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Contact: Jerry Schofield, jschofld@aol.com or 303 663 3963

Fly Mart is a free service provided only for CPA members.

If you have a personal AVIATION related item to list, please submit your ad to the Flight Lines editor Blanche Cohen, via email to blanche@acm.org

Deadline is the 15th of each month, to appear in the following month. Your ad will run only once unless you contact the CPA editor prior to the 15th of the following month and request the ad to run again.

Don't forget the Classified section on the CPA website! You can always post to the Classifieds at any time.

Newsletter Printed by

KIMCO
ON DEMAND PRINTERS

4120 Brighton Blvd, Suite A21

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Durango / La Plata County Paul Staby 970/259-7577 jpstaby@msn.com	<i>Meeker / Rangely vacant</i>	Walsenburg - Mike Mann 719/676-2051 (H & W) airmannav@aol.com
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Fort Collins/Loveland Eric Jensen 970/482-7160 (H) ericjens@aol.com	Pagosa Springs Jim Carey 970/731-3694 (H) tiger10@centurytel.net	
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