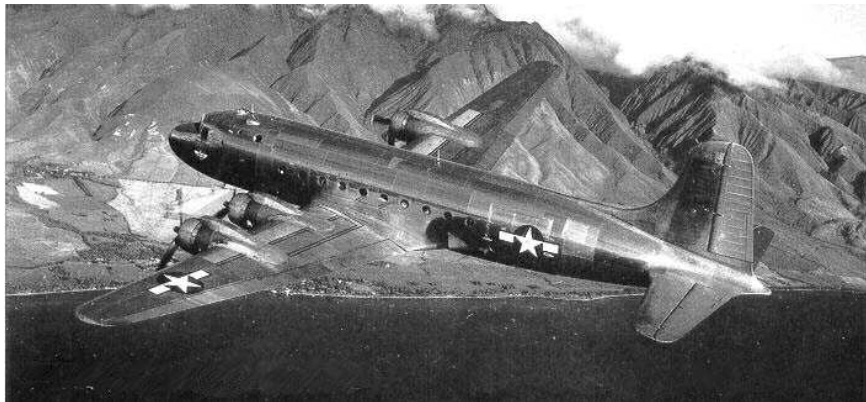


CPA FLIGHT LINES

Vol 28 Issue 2

February 2011



R5D-3A



CulverCadet



www.coloradopilots.org



President's Message

by CPA President

Walt Barbo

We are not in a 'do nothing' mode!

In my last message I gave rather a dismal perspective of the downward trend in the pilot population and the future of General Aviation. Lest I be perceived as being Mr. Negative, I think it worth noting some of the positive things taking place.

At times it is difficult to see the positive out of negative reports. For example, it was very disturbing to me to read the article on the EAA Young Eagles Program that appeared in the January 4, 2011 issue of Aero News. The article, by a guest columnist, noted that the number of kids given a free flight through the Young Eagles Program is rapidly approaching 1.6 million (significant considering the active pilot population is less than 600,000). And considering that the program was created to stimulate a greater interest in flying and to ultimately generate new pilots, the program is a dismal failure. He notes that the pilot population continues to decline and there is no indication that the Young Eagles Program is adding a significant number of new pilots. Rather, he points out, Young Eagles is more of a "feel good" program for those pilots who generously donate their time and aircraft to give kids a free ride.

But there is another way to look at the program. While there may not be a way to measure how many of the kids eventually entered the pilot community, the program certainly influenced many. I suspect that the number of dropouts among the older aged group of pilots created such a downward trend that new entrants, no matter how large the number, hardly influenced the trend. And while the Young Eagles Program certainly added some pilots to the fold, in my view, it probably made a far greater contribution to aviation through the positive publicity it generated. Because, as all of us who participated in the program know, it isn't just a bunch of kids that show up at the events seeking a free ride. The events also attract parents and friends, often members of the press, and typically generate favorable publicity on the importance of general aviation ... which may be equally (or more) important than bringing new pilots into the fold.

There is little doubt that the high cost of learning to fly discourages new entrants to the pilot community. Or that it has an adverse impact on the amount of flying we do. It is worth noting, however, that there are many out there who have

taken positive actions in interest of making flying more affordable and publicly acceptable.

Locally, for example, a CPA Outstanding Airport Award was given to Front Range Airport, in part, for its policy of providing reasonable prices to airport users. A similar award was given to RM Metro Airport in recognition of accomplishments in gaining public support for general aviation and its favorable record in operating a high activity airport in an environmentally-sensitive urban area.

Though these and similar actions benefit the entire aviation community, there are also some actions underway designed specifically to benefit our membership. I spoke last month of a membership benefits program being undertaken by Committee Chairperson Jerry Kelly. Through his efforts, Stevens Aviation at KBJC will give CPA members 40 cents/gal discount on 100LL (65 cents with a BP credit card). And Chuck Halderman, Manager of Denver Jet Center at KAPA, committed to give a \$1.00 discount/gal 100LL on Friday through Sunday and 65 cents discount on the remaining days of the week. Other membership benefits are in the making and will be shown under the Members Only Section of our website.

Members wishing to participate in the program will need a Membership Benefits Card to show proof of membership when making purchases. The cards can be obtained by sending an email request to Terry at TBarbo@comcast.net.

CFI Workshops to End

Megan Sayre

The ability to renew your CFI certificate based on attendance at FAASTeam CFI Workshops will terminate upon completion of module #8 on September 30, 2012. To be eligible for CFI renewal, participants must complete all 8 modules prior to September 30, 2012. There will be no make up workshops following that date.

To receive credit towards Flight Instructor renewal, a participant may register in advance on FAASafety.gov or may register at the workshop itself by signing the attendance sheet and providing his/her email address used for FAASafety.gov activities. Participants seeking CFI renewal are also required to maintain their attendance records and test answer sheets provided by the attending CFI Workshop Facilitator.

Any questions regarding the FAASTeam CFI Workshop program, can be answered by your local FAASTeam Program Manager.

If anyone has questions, please email me at sayremegan@ymail.com.

Colorado Volunteers Seek to Preserve Airport History

January 9, 2011, is the Anniversary of Aviation in America. On that date in 1793, Jean-Pierre Francois Blanchard made history in Philadelphia, PA, when he made the first manual free-balloon flight. Recording an event like this is important as we look back at the history of flight in our country.

In an effort to make sure important aviation events that occur in Colorado are preserved, a group of volunteers have launched the Colorado Airport History Preservation Project. Colorado Humanities and the National Endowment for the Humanities awarded the project a 2010-11 Research grant to inventory and publish this important aviation heritage on the web site www.coloradoairporthistory.com under the direction of volunteer, Dr. Penny Hamilton. (Photo of 1930's-era "Lindy Birds" on the Granby-area mesa from the historic collection of Paul and

Margaret Gilbert. (c))

Photographs, files, web links and other information about Colorado's community airports are already available on the web site.

"Our volunteers are researching and gathering information daily which is constantly being posted on-line," reported Dr. Hamilton.



Like Colorado itself, the state's airports are relatively young. Just after World War I, many 'Barnstormers' 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," said Dr. Hamilton.

This new reality, according to Dr. Hamilton, brought to Colorado by barnstormers and our aviation pioneers, resulted in the construction of dozens of airstrips and even airports. Before it is lost, Dr. Hamilton said that the history of each airport needs to be recorded and preserved through this important volunteer project.

During the early 1930s, many Colorado communities and 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 WPA-funded landing strip in those depression years, said Dr. Hamilton, and later, in the 19440s, it became a U.S. Army Air Base."

Colorado Pilot, Beverly Cameron, has compiled an impressive history for the Erie-Tri-County Municipal Airport which is published as part of the aviation heritage preservation project.

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 A Adams, a local civic leader and volunteer. More Colorado airport and aviation history can be viewed at www.coloradoairporthistory.com

More volunteers and the collection of airport history is being sought. If you have Colorado airport history or photographs to share as part of the Colorado Airport History Preservation Project, contact Dr. Penny Hamilton through the web site.

[Reprinted from the State Aviation Journal]

The Best Ways to Invest in your Aircraft

Part III

We're on part three of a series entitled "The Best Ways to Invest in Your Aircraft," by BenchMark Aircraft Appraisals. We've talked about the fact that airplanes can be investments --and a lot of fun, too -- and have analyzed how engine and prop overhauls add to the appraised value of your aircraft.

Interiors are the next category we'll look at. When I'm appraising, I'll look at everything inside the airplane, seats, fabric, sidewalls and headliners, plastics, windows, carpet, and the panel itself (not avionics, those come later). I'm looking for tears, stains, straight seams and especially on a new interior, workmanship. Your low or no cost option for improving the value of your plane here is to give the interior a good vacuum and scrub. It may seem obvious, but if that work bumps the grade of the interior up just one point on a 1 to 10 scale, it would be worth several hundred dollars in the appraised value.

Looking at our example airplanes again, redoing the interior of our 172 and increasing the grade from a 5 to a 9 would add \$2550 to the value of that 172. A grade of 10 is nearly impossible to achieve. By redoing a really poor interior and increasing the grade from a 2 to a 9 buyers seem to think that would add about \$7650 to the value of that plane. As an average, interior shops say a new interior job on a 172 would cost about \$10,500 for midrange materials. Increasing the grade of our Seneca's interior from a 5 to a 9 would add about \$4800 to

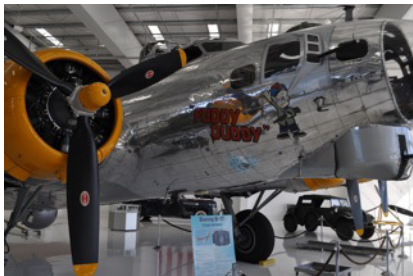
the value, and increasing it from a 2 to a 9 would add about \$14,400 to it. Interior shops say the average 6 place interior with midrange materials runs about \$13,500. If your Seneca has a really poor interior, this could be one of those rare instances when you can recover more than 100% of your original investment.

Paint is the third area we'll analyze. Paint has two purposes. Paint should protect the airframe and it should look good. When appraising, the first question I need to answer is: does it protect the airframe? After that, I'm looking for coverage, glossiness, chips, and stains. On a new paint job, runs, sags, and the "orangepeel texture" are the features that will decrease the grade. Again, it may seem obvious, but your low or no cost option here is to wash and wax your plane. Again, if it bumps the grade up one point, that's worth a few hundred dollars in the appraised value of your plane.

Using our examples one last time, improving our 172's paint from a 5 to a 9 (again, 10s almost don't exist) would add about \$2500 to its value. If we were to replace 2 grade paint with a fresh 9 paint job, it would add about \$7700 to the value. A couple of paint shops here along the Front Range said a paint job on a 172 would run an average of \$9450. Improving our Seneca's paint from a 5 to a 9 would add about \$4800 to its value, and improving it from a 2 to a 9 adds \$14,500 to its value. Those same paint shops say a Seneca paint job will run you about \$14,500 also. Next month, we'll analyze avionic upgrades and modifications – stay tuned.

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

Photos by Bob Lyon



CPA MEMBER TOM BEIN REMEMBERED

By Walt Barbo

Dr. Penny Hamilton, a CPA member, is conducting a research study designed to find and record history of Colorado's public-use airports before that history is lost from memory. It is a study made possible by a grant from the Colorado Humanities, Denver, Colorado, and the National Endowment for the Humanities.

Penny's report will include a comprehensive and little-known history of many of Colorado's airports. And it will also include sections on some of those early pioneers who flew from them, including a section on what Penny has titled, Colorado Aviation Heritage Nuggets. This section includes a colorful article about Tom Bein. His daughter Laura Bein Emerson and her husband Steve transcribed the article from Tom's handwritten notes on his flying experiences. The article is presented in three sections: Part One relates to frustrations with his purchase of a Cessna 182 Turbo Skylane, Part Two is about his wartime experiences in the Navy during WWII, and Part Three shares experiences after the war when he was part owner of a Stearman trainer.

Many of us who knew and flew with Tom could probably add a few more colorful chapters to his account of his flying background. For those who did not know him, I have taken a few lines from his reflections on flying the Stearman. His words best describe the Tom we knew. The full article can be accessed at: <http://www.coloradoairporthistory.com/stories/story-tom-bein.htm>

"After I came out of the service and I had several hours flying there was a fellow named Frank Foster giving lessons at the Berthoud airport right north of the Cummings home. I went there to get a license. He taught me the basics and sent me to Boulder to have a check ride and get the license.

After being in Berthoud for a time, Reuben Gablehouse who I went through grade and high school together called me and wanted to know if I would join him in a partnership on a PT17 Stearman. I thought that was a great idea. We paid \$1200 for a Stearman in civilian colors (purple).

Before we bought the Stearman and I was learning to fly I needed a solo cross country trip. I did not see any reason to go alone so I took Reuben. We went to Wray Colorado where they had a large fly-in. Had I known I could have joined the Flying Farmers there and been a charter member. This all happened in 1946 and 1947. Reuben and I would turn that Stearman everywhere but loose; rolls, hooks, spins, and what have you. I remember when it was tied down at the Berthoud airport there was a hell of a rain that put water in the gas tank. The Stearman had a visible gas

tube extending below the wing. We drained all the water we could from the gas tank but whenever we took the airplane up and turned it over the tube would get about half filled with water. When we got back on the ground we would drain the water and the next time up we would upset it the tube would fill again. We never did get all the water out.

We decided the thing was too breezy so we bought and installed a



Ravden Hatch. This was a successful installation and did what it was supposed to. We had to take it over to Boulder to get it approved when one of the winds Boulder is famous for blew the Stearman into a Cub. The tie downs were still attached to the wings. That was the end of the Stearman. We sold it delivered somewhere south of Denver for \$50.00. We paid \$1200 for the thing and everyone told us we paid too much.

While we had the Stearman I was going to school at Barnes Business College in Denver so a few times I used it to commute to Combs Field (north-east Denver, where Lowry Field was originally located) where I had an old pickup. One time I left Combs and did not warm up the engine. I got airborne heading south. The thing was losing power and felt like it needed choked,

but airplanes didn't have a choke. I was losing altitude and coming up on 32nd Street, which at that time was a 2-lane stretch. I had wires along the south side, a lot of wires. I could see I was either going over the wires or under the wires. There was a vacant block south of 32nd Street and I was able to get over the wires so then I pulled the airplane down. I went across the lot using brakes to get the thing stopped before hitting houses. Some guy watching saw it hit and said it bounced 20 feet in the air before coming back down. He took me back to Combs Field where I called the CAA and asked what to do. They said get a wingman and taxi it back to Combs Field. By the time I got it back to Combs the engine had warmed up enough so that I took off again and went home

One of those trips back to Berthoud from Barnes and Combs Field I went past my brother's farm (Louis F. Bein) to see what was going on. Made 2

or 3 passes and then headed for the Berthoud airport. On the way I went past Reuben's home to alert him to pick me up. I got to the Berthoud airport which was north and south and was flying past it north on so-called down wind I found the nose of the airplane on a 45 degree angle to the northwest. It dawned on me there was a heavy west wind. I then headed for Del Waggener's place that had an east-west hay field. In the past he told me I could use that hay field any time I wanted to. On the way to Del's place about $\frac{1}{4}$ mile from Reuben's place (along Hwy 287, north side of Berthoud) I ran out of gas.

Across the street from Reuben was a farm owned by my family. I could see there was a plowed field and not being too high I headed into the wind and landed the airplane. Because the field was plowed, and with the heavy west wind, the airplane did not roll more than 20 feet.

In the meantime Reuben headed for the Berthoud airport to pick me up. I did not arrive due to the wind so after a time he went back to his house. During this time I left the airplane and walked over to his house where we met. We then went to the airport and loaded a gas barrel on his dad's truck and headed for the airplane. We put some fuel in it and got it running. It did not have a battery or starter so we got it running. In those days we flew solo from the front cockpit so after the gas I headed to the east end of the field. Being plowed, and not harrowed, this field was soft. When I got to the east end of the field I attempted to turn west into the wind. The field was so soft the Stearman bogged down and would not turn. Reuben had to walk all the way across the field and pull on the wing to get it to come around.

I then started taking off. The field was so soft I had trouble getting the tail up. Then when I had enough speed to get the tail off the ground I would hit a wet spot and the tail would jump up and the nose would go down. I would immediately pull the nose up and of course the tail went back to the ground. This happened two or three times until I finally got the thing off the ground. About this time I looked up and I was at the west end of the field and a whole bunch of trees. This is Highway 287 north of Berthoud. I did not know what to do as I barely had flying speed. So all I could think of was to turn the airplane south with the right wing pointed up and let the wind blow it away from the trees. Somehow that worked. The only time I got scared with the landing and take off was when I saw the trees. I then proceeded to Del Waggener's hay field.

Another time I came close to losing it. We used to chase coyotes. We would fly by them and they would run until they got so tired they would sit on their butts and show their teeth. I flew over Hwy 187, which is now

I-25 across Huntington farm, which my family owned. It is now the local motocross race track. Across Huntington Farm and across Charley Wilson's farm I saw a coyote as I flew by it, not paying a whole lot of attention and suddenly saw the (draw) ending. I pulled back the stick, hit the ground and bounced off. The left wing was a little low so picked up some dirt. When I got back to the airport Reuben was waiting, saw the dirt on the left wing and wondered what I was doing.

Another time he and I were together. We were heading south from Berthoud and went above the clouds When we came out below the clouds about where Thornton now is we looked over the left and there was a DC6 airliner at our altitude about ¼ mile away. We had come down on top of that thing.

Anyhow, my picadillo-friend Reuben thought I would kill myself so he decided it best to sell the airplane. He did not tell me that he thought I would kill myself but since we seemed to run out on the airplane I agreed to sell it. This is when the thing blew away. We had a tax deduction after losing and selling the remains of the Stearman."

[Tom Tom and his wife Phyllis died in a crash of their Cessna Turbo Skylane near Amarillo while participating in an April 2002 CPA fly in to Fredericksburg, TX.]

From Megan:

I had a baby boy on January 6th at 1:27am. His name is Colin James. (7lbs 9ounces) we are all doing well just adjusting to the lack of sleep.

Newsletter Printed by

KIMCO
ON DEMAND PRINTERS
4120 Brighton Blvd, Suite A21
Denver, CO 80216
Phone: (303) 295-1172
Email: kimcoprepress@qwestoffice.net

Calendar of Events

Always check the CPA website for any changes to the Calendar

CPA Events

Jun 18	BJC	High Elevation Airport Ops Ground School
Sep 10	BJC	High Elevation Airport Ops Ground School

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
May 21	KPUB	Celebration of Hangar #2 at the Museum; Flyin!
May 21	18V	Platte Valley Spring Fly-In
Jun 25	KLMO	Longmont EXPO 2011
Jul 9	CO15	Kelly Airpark Pancake Fly-In
Jul 8-9	KRIF	Garfield County Air Fair
Jul 25-31	KOSH	AirVenture 2011

Colorado Pilots Association Renewing Members

Keven Aldridge, Littleton Drew Chithea, Black Hawk Bruce McMillan, Grand Junction Jim Wark, Pueblo Nancy Reinhardt, Lakewood Darrel Dix, Howard Robert Braun, Golden John Steel, Telluride David Allen, Elbert Perry Miller, Brighton Harry Calvino, Fort Collins Mike Fox, Centennial Harlan Ribnik, Cheyenne, WY John Underwood, Colorado Springs Raymond Watts, Fort Collins Casey Meeks, Golden Stan Specht, Lakewood Bill Hamilton, Granby Penny Hamilton, Granby Aaron Schomberg, Littleton David Elliott, Peyton	Lee Leshner, Peyton Jorge Rufat-Latre, Boulder Marilyn Taylor, Ft. Lupton James Jenkins, Aspen Frank Hoffmann, Bennett Richard Eisenberg, Copper Mountain Jack Wilhite, Morrison Tom Linn, Denver Carl Mattson, Denver Paul Clark, Lakewood Colleen Chambers, Parker Brian Garrett, Westminster Phillip Wright, Morrison Steven Laskey, Littleton Jerry Stooksbury, Fort Collins Cleon Biter, Longmont Gail Terry, Gardner Mark Pestal, Littleton Tracy Perry, Longmont Mark Davis, Arvada
---	---

Colorado Pilots Association Welcomes New Members!

Laura Haines
POB 299 62 Midway Road
Lemitar, NM 87823-0299

George Georgiades
5811 Paint Trail
College Station, TX 77845-2378

Howard Morgan, Jr.
1932 Amethyst Drive
Longmont, CO 80504-7782

John Penny
314 Delmar Street
Sterling, CO 80751-3904

David Bedwell
9626 Metro Airport Avenue
Broomfield, CO 80021-2512

Brent McGibbon
1777 S. Harrison Street, Ste. 1040
Denver, CO 80210-3935

Paul Rupprecht
6227 S. Killarney Court
Centennial, CO 80016-3808

Lois DeFleur
6166 S. Potomac Way
Centennial, CO 80111-6633

Fred Hollendorfer
3742 Simms Street
Wheat Ridge, CO 80033-5336

Rob Lawton
16892 E. Lake Lane
Aurora, CO 80016-5008

Lee Siudzinski
100 N. Main Street, Unit 609
Oshkosh, WI 54901-5267

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.



FLY MART

FOR SALE: C182D (N9073X) WELL maintained. 18 gallon aux fuel tank. Bubble Windows. Bass Harnesses. NEW fuel bladders both wings. New upholstery. PROP 350 hours. Last Annual 5/2010: excellent compression. Owner moving out of U.S. Price reduced for quick sale: \$39,900.

CONTACT: Jeff Barnow 303 642-9694, 303-447-9828 for more info and to fly.

FOR SALE: 1962 Mooney M20C. Everything from firewall forward new or rebuilt. Updated panel w/201 style yokes. Two time Oshkosh winner. Hangared at Meadowlake KFLY (formerly 00V). \$60,000

CONTACT: Ray Miller 719-495-2470 or 719-649-2663 or miller1991@q.com

Live on the airport! 2 Bedroom house for rent at Platte Valley Airpark, 18V, available immediately.

CONTACT: Marilyn @ 303-536-4880

Lot For Sale - Kelly Airpark Lot #50, 4.3 Acres with Survey, Soils Report, and Septic Perc Test done. \$98,500

CONTACT: Mike at (719) 358-9437 or email donnellyfirefly@yahoo.com

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.

Local LSA News

Gobosh Aviation has been sold to Aerospace Capital Partners LLC, which operates a flight school in Denver using three Gobosh aircraft. The announcement came during the annual U.S. Sport Aviation Expo in Sebring, Fla. Gobosh was formed by Tim Baldwin and Dave Graham four years ago and imported the Gobosh 700, a Polish design aimed at the training market, and the Gobosh 800, a Czech product described as a luxury LSA aircraft. The new owner, headed by Chris Dillis, is taking aim at the training market, which he says is now underserved by LSAs.

CPA Executive Board

Elected Officers

President
Walt Barbo
303/367-0670
WaltBarbo@comcast.net

Vice President
Robert Venohr
303/766-0742
rkvenohr@comcast.net

Treasurer
Cindy Jewell
303/750-5645
jewellcandc@yahoo.com

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

CPA Committee Chairs

Airspace
Walter Bell
303/886-4575
bellw@ix.netcom.com

**Back Country &
Recreational Airstrips**
Jim Hollis
303/828-4119
vjhollis@comcast.net

Education
Darci Wert
303/734-9933
darcilynn13@gmail.com

Flight Safety
Megan Sayre
303/261-4177
sayremegan@ymail.com

Fly-In Events
Bob Kinney
303/288-7371
twinlake1@aol.com

Legislative Affairs
Gary Tobey
303-699-7371
gtobey@tobeyjohnston.com

Membership Services
Terry Barbo
303/367-0670
TBarbo@comcast.net

Membership
Jerry Kelly
303/570-4891
jbkelly4@hotmail.com

Mountain Flying
Larry Camden
303/617-8342
Execuflight@aol.com

Newsletter - Editor
Blanche Cohen
303/755-1525
blanche@acm.org

Programs
Colleen Chambers
303/470-7837
cs.chambers@yahoo.com

Website Manager
Neil Davis
hireahoosier@yahoo.com

CPA Liaisons

AOPA
Bill Hamilton
970/887-2101
wmpenn71@earthlink.net

**Colo. Aeronautical Board
(CAB)**
Joe Thibodeau
303-320-1250
jt@taxlit.com

**Colo. Airport Operators
Assoc. (CAOA)**
Ken Lawson
klawson@ftg-airport.com

Colo. Wing CAP
Leonard Ginther
303/426-4955
l.l.ginther@worldnet.att.net

Colorado 99s
Sue Osborne
303/471-0665
sueav8s@q.com

Commerative Air Force
Rob Duncan
970/223-5042
Duncan@airbase1.com

EAA
Don Smith
303/524-4344
dhsmith@comcast.net

Silver Wings
Bill Totten
303/364-5238
btotten@westernaero.com

Area Representatives

ALAMOSA / SAN LUIS VALLEY

Lynn McCullough
719/852-5890 (H)
silvereagle56@wildblue.net

BOULDER - Phil Ecklund

303/748-9598
pecklund@aol.com

BURLINGTON / EASTERN COLORADO

Vacant

CENTENNIAL

Bob Doubek
303/771-8148
idacrase@4dv.net

COLORADO SPRINGS

Bob Figgie
719/598-5111 (H)
719/243-2280 (W)
Travelaire@earthlink.net

CRAIG-MOFFAT -- Vacant

CRAWFORD-Rob Duncan

970/921-3400 (H&W)
sales@airbase1.com

DELTA - Scott Morse

970/856-7453
badgergulch@att.net

DURANGO / LA PLATA

Paul Staby
970/259-7577
jpstaby@msn.com

ERIE MUNICIPAL

Jerry Schofield
303/663-3963 (H)
303/663-3973 (W)
jschofld@aol.com

FORT COLLINS-LVLND

Eric Jensen

970/482-7160 (H)

ericjens@aol.com

FRONT RANGE

Bill Totten
303/364-5238
btotten@westernaero.com

GRANBY - Mike Jolovich

970/887-2189 (H)
970/887-9225 (W)
mjolovich@rkymtnhi.com

GRAND JUNCTION

Deanna Strand
970/245-7289 (H)
970/243-4359 (W)
Deanna.strand@gmail.com

GREELEY - Ray Watts

970/223-6293 (H)
970/690-4250 (cell)
wattsray@comcast.net

KREMMLING / SUMMIT COUNTY

Ron Lewark
303/668-3089 (H)
303/668-3093 (W)
c185guy@aol.com

LONGMONT

Howard Morgan
303/774-1118 (H&C)
howiem@comcast.net

MEEKER / RANGELY - Vacant

MONTROSE / DELTA

Bill Patterson
970/249-2199 (H)
970/209-1449 (cell)
bpatterson@montrose.net

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 AIRPORT

Daril Cinquanta
303/423-9846 (H&W)
CQ7014@aol.com

SALIDA / CHAFFEE COUNTY

Patti Arthur
719/539-7050 (H&W)
parthur@pattiarthur.com

SPRINGFIELD

John Webb
303/796-7739 (H)
303/946-1874 (cell)
n2534x@msn.com

STEAMBOAT SPRINGS

Joe Birkingine
970/879-9653 (H)
970/879-1636 (W)
atpfinancial@springsips.com

TELLURIDE - John Steel

970/728-6888 (H)
970/728-1300 (W)
justice@johnsteellaw.com

WALSENBURG -- Vacant

WRAY

Lucile Bledsoe
970/332-5143 (H)
970/332-4955 (W)
lmbledsoe@plains.net

Colorado Pilots Association, Inc.

Mail-in application for Individual Membership/Renewal

Online application at www.coloradopilots.org

Name _____

Spouse _____

Address _____

City _____ State _____ Zip _____

Phone (H) _____ (W) _____ (C) _____

E-mail _____

Profession _____

A/C Owned (make & model & N number) _____

Based at or flown from & Identifier (e.g. APA) _____

Applying for:

- ☐ Renewal
☐ New membership

Check enclosed payable to CPA to cover membership, newsletter & access to Member-Only area of website.

Mail to: CPA, Inc.
PO Box 200911
Denver, CO 80220-0911

- ☐ \$20 - 1 year
☐ \$38 - 2 years
☐ \$55 - 3 years
☐ \$100 - 1 year Corporate membership

I am interested in serving as Area Rep at _____

I am interested in serving on the following committees:

- | | | |
|--|--|--|
| ☐ Airspace | ☐ Membership | ☐ Fly-in Planning |
| ☐ Flight Safety | ☐ Newsletter | ☐ Education |
| ☐ Programs | ☐ Legislative Affairs | ☐ Back Country |
| ☐ Other _____ | | |

CPA LOGO MERCHANDISE

Caps (light or dark beige)	\$15 + 2 s&h	Mens Jacket	\$40 + 6 s&h
Lapel pin	\$2 + 0.50 s&h	Womens Camp Shirt	\$35 + 3 s&h
Decal	\$1 + 0.50 s&h		
Golf Shirt	\$25 + 4 s&h		
Denim shirt - short sleeve	\$25 + 4 s&h	Logo Tshirt	\$13 each,
Denim shirt - long sleeve	\$30 + 4 s&h		\$25 for 2

For information please call Terry Barbo 303-367-0670

Mail your order to the CPA address above