

CPA FLIGHT LINES

Vol 28 Issue 3

March 2011



Mark Kolber discovers there's no problem carrying a golf bag in the LSA formerly known as the Piper Sport



www.coloradopilots.org



President's Message

by CPA President Walt Barbo

More on what others are doing to stem the downward trend in numbers of pilots.

I can't recall where I saw it, but somewhere in my readings I read that the downward trend in the number of active pilots could fall from a current level of approximately

600,000 to as low as 400,000 without seriously disrupting the reservoir of pilots needed to meet the commercial requirements for this country. The observation was apparently based on U.S. Bureau of Labor Statistics Employment Data that shows approximately 77,000 ATP rated and 39,000 commercial rated (for a total of 116,000) pilots who make a living flying aircraft. The most recent FAA data (2008) on pilot statistics shows an estimated 146,838 ATP and 124,647 commercial rated pilots. Which leads one to the conclusion that there are a lot of pilots out there with the ratings who are not actively employed as pilots. That they are unable to find a paying position, choose not to, or have retired. However, the data clearly shows that there are more than twice as many pilots with ATP and commercial ratings than are commercially employed.

As an aside, I could never understand why it takes the FAA so long to update its statistics on aviation activity. Though, having spent a working career with the agency, it is not that hard to understand. Anyway, for those with a curiosity to look at the statistics, such as they are, we maintain a link to the FAA data under the Aviation Links Menu of our CPA website.

I trust that I have not given the impression that a pilot reserve of 400,000 or less would satisfy the commercial and economic interests of this country. Were that the case I can just picture what would happen to most of the small airports in the country. Take Colorado, for example, with just under 80 public-use airports, only 14 are in the category of commercial service airports. Another dozen or so are relatively active general aviation airports. Few of those are financially self sufficient. The remaining are experiencing a continual loss of activity to the point that many communities are questioning the wisdom of providing financial support. A situation which is certain to increase with the downtrend in the number of active pilots and flight activity.

Which leads me to the objective of this article. There is a lot going on to reverse the downward trend in the number of active pilots and to increase general aviation flight operations. To name a few:

- CPA member Bill Totten is about to introduce his Ambassador Program which encourages pilots to visit as many of the state's airports as they can and will give recognition to the pilots making the greatest number of visits.
- CPA members like Walter Bell and Bob Doubek lead a group of pilots on weekly luncheon trips to various state airport locations. Others may be doing so as well. Worth noting in that the flights help maintain pilot currency while demonstrating to communities the value of an airport for providing commercial air access.
- CPA member Jerry Kelly came up with our Membership Benefits Program which provides discount prices for select aviation products and services. The program has the underlying objective to increase flying through more affordable costs.
- On May 14, CPA will be hosting the first of what is hoped to be an Annual Light Sport Aircraft Expo. The event will be staged at Front Range Airport from 9:00 am to 4:00 pm. The event, which will display a variety of LSA and aviation related vendors, illustrates efforts and actions by the pilot community, aircraft sales and services, and airports in sponsoring events that gain visibility to aviation and, hopefully, retain and bring more pilots into the fold.
- Of course, those airports such as Rocky Mountain Metro and Akron which sponsor annual airshows fit into the same category.
- State Aeronautics, already a heavy hitter in providing funding for maintenance and development of the airport system, is getting further involved with plans to create a Colorado Aviation Coalition. The coalition will be made up of the principal aviation related organizations in the state. The first meeting, scheduled for February 22nd, will focus on current challenges to the aviation industry and alternatives for stimulating aviation growth in the state.

These, of course, are just a sampling of actions taking place to reverse the downward trend in the pilot population and aviation activity. They illustrate a number of positive actions taking place to reverse that trend. Lets share in doing what we can to make them more visible. And participate!

FAA Approves Use Of iPad App Instead Of Paper Charts

digitaltrends.com (2/15) reports, "Charter airline service Executive Jet Management has gotten the go-ahead from the FAA to have its pilots use the Jeppesen Mobile TC App for iPad instead of paper charts for flights." The decision "comes after a three-month in-flight evaluation of the Jeppesen app," and "the warm reception given to the Jeppesen app by pilots indicates that it might not be so long before Apple's tablet is helping us all fly the friendly skies."

For more details

<http://www.digitaltrends.com/mobile/software-mobile/ipad-faa-certified>

The Best Ways to Invest in Your Aircraft

Part IV

We're on part four 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. We've analyzed how engine overhauls, prop overhauls, paint and interior add to the appraised value of your aircraft so far. This month, we'll analyze avionics and modifications.

Avionics can definitely be some of the best ways to invest in your aircraft. They have the added bonus of being an investment that is un-doable should the need arise. I'll divide avionics into two broad categories: highly desirable avionics, and mediocre avionics. Highly desirable avionics are some of the best investments in your airplane. They've been adding up to 80% of their original value to the aircraft. I'll use the Garmin 430 and 530 as examples of highly desirable avionics. The 430 has been around for about 14 years now, and it's still one of the most sought-after pieces of avionics. A GNS 430W adds about \$9000 to the value of whatever aircraft it's in. List price for a new 430W is \$11,295 (plus about \$4000 for installation). You could really get a good recovery of your investment if you bought one on the used market. The problem is, it's nearly nonexistent on the used market. Nobody is taking 430s out of their airplanes. The glass panel conversions have also been doing very, very well for whatever airplane they're in. Retail price on the G600 is \$29,995 (plus about \$8000 for installation), and has been adding about \$24,000 to the value of the aircraft it's in.

On the other end of the spectrum are what I'll call mediocre avionics. They have been returning less than 50% of their new value to the aircraft. The King KX 155, the old gold standard of nav/comms has been adding about \$1400 to the appraised value of the plane it's in -- about the same value as most ADFs, for perspective. You can still buy a new KX155 today for \$4400 (plus about \$2000 for installation). These, however, are plentiful on the used market and you could probably find one for close to that \$1400 figure.

Now, your low to no cost option for avionics could go a couple ways. If you have unused avionics in your panel, you can keep them there, and they will definitely increase the appraised value of your plane, or you can take them out, and possibly get more for them on the used market, and increase the useful load of your plane, to boot! As I said before, this is a great example of one man's trash being another's treasure. A few moons ago, I was a flight instructor at a little tiny airport in rural Indiana (CFJ). We only had GPS and NDB approaches, and there was no GPS in our rental plane. That little NDB approach to runway 4 brought me home many dark nights. That ADF was one of the most valuable pieces of equipment in that panel. Maybe somebody looking at your airplane is in a similar situation.

The last area we'll analyze is modifications. This is another area in which one man's trash is another's treasure. Because of that, modifications can be one of the most difficult areas to appraise. We're trying to read the mind of the average buyer (who doesn't exist, remember). I can safely say here that you'll never recover labor costs for modifications, and a very broad generalization would be that you can recover 70% of the value of the modification. Some modifications are very popular such as vortex generators, RAM conversions for twin Cessnas, and some add little or no value, especially if it doesn't add utility.

Next month, we'll wrap up our series by looking at the market today and putting all these analyses together and drawing some conclusions.

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

More About FAASafety.gov

So far on the FAASafety.gov website everyone should be able to Log in, register for seminars, and be somewhat familiar with the website. This month's FAASafety.gov article's focus is how to receive wings credit for seminars, internet courses, and flights.

Start by logging in to FAASafety.gov. On the home page you'll see a HOT TOPICS section. Underneath Hot Topics there is safety information that looks like flashing advertising. There are two buttons under the flashing safety information: NEXT and PREVIOUS. Click either button until you see:



Click on the Wings Logo for the Wings program. The following excerpts are taken from the website:

The objective of the WINGS program is to address the primary accident causal factors that continue to plague the general aviation community. By focusing on this objective, we hope to reduce the number of accidents we see each year for the same causes. As you will see, it is no longer an "Award" program but instead a true proficiency program, designed to help improve our skills and knowledge as pilots.

The WINGS - Pilot Proficiency Program is based on the premise that pilots who maintain currency and proficiency in the basics of flight will enjoy a safer and

more stress-free flying experience. Requirements for each aircraft category and class include specific subjects and flight maneuvers.

You select the category and class of aircraft in which you wish to receive training and in which you wish to demonstrate your flight proficiency to applicable standards. To ensure you receive a well-rounded learning experience, only certain activities fulfill specific credit requirements.

The program encourages an on-going training program that provides you an opportunity to fly on a regular basis with an authorized flight instructor. The program is most effective if the training is accomplished regularly throughout the year, thus affording you the opportunity to fly in different seasons and in different flight conditions.

Note that completion of any Phase of WINGS satisfies the requirement for a flight review. So not only will you complete a review of the most common weak areas that have led others to the accident site, but you end up with a flight review, as well!

If you already have an account on FAASafety.gov, go to
<http://www.faasafety.gov/Default.aspx>
to log in to your account!

If you do not already have an account on FAASafety.gov, click
<https://www.faasafety.gov/login/reg/Register.aspx>
to get started! After you create your account, go to the PILOTS tab and click on WINGS.

Instructions for WINGS Participants without a Computer are available by clicking

<https://www.faasafety.gov/login/regas/Register.aspx?noemail=true>.

When attending FAASafety events, be sure to sign the attendance list. When the event is over, the presenter or FAASafety Rep will enter in all of the participants at FAASafety.gov. The next time you log in, the website should show your credit for the seminar. Before leaving the event make sure to have the contact information of the person who organized the seminar in case your credit does not show up.

I realize this is a lot of information and may be confusing. Please email any questions you may have to **sayremegan@ymail.com**.

Megan Sayre
Safety Chair
March 2011

Wild West Air Fest 6th Annual

Joe Birkinbine and Kara Givnish

Last September's Sixth Annual Wild West Air Fest was considered by many to be the best event to date, due not only to the overall attendance figures which exceeded past years, but also because of the wide variety of activities and the flawless execution by volunteers and the airport staff. The Steamboat Springs Chamber Resort Association counted 1,875 people to the event on Saturday, and another 1,800 on Sunday!

More than 40 volunteers participated in the event. The staff of the Wings Over the Rockies Air and Space Museum hosted over 1000 children and their parents with aviation-related games and computer simulators in the "KidSpace" area. Major General Pat Halloran (Ret.) gave exciting presentations both Saturday and Sunday on his 17 years flying America's most advanced spy aircraft, the U-2 and the SR-71. Christina Olds attracted large crowds for her presentations on Saturday and Sunday. She is co-author of "Fighter Pilot," the story of her father Brigadier General Robin Olds' amazing life. "It was great to talk to so many people who knew my father during his retirement years in Steamboat Springs," she said.

The aviation ramp at Bob Adams Field was packed with exotic war birds, experimental aircraft and many of the typical general aviation airplanes that populate the field on a regular basis.

VFW Post 4264 and American Legion Post 44 provided a stirring Salute to the Troops featuring American veterans, a sky-diving team descending from a helicopter with the United States and Colorado flags, and performance of the National Anthem by Emerald City Opera vocalist Keri Rusthoy. Four Colorado pilots from the Montrose area joined us for the first time this year. Calling themselves "Victor Flight," they made numerous high level formation passes over the field in their experimental "RV" single engine aircraft.

Civil Air Patrol leaders and cadets served 750 meals during the event with proceeds used to support the CAP program at the airport. Routt County Car Club displayed nearly 50 classic automobiles while the RC Flyers amazed the audience with demonstrations of radio-controlled aircraft and helicopters during special performances both days.

One of the major highlights of the two-day event continues to be the opportunity for local residents to experience the joy of flight. This year 355 attendees took advantage of the variety of aircraft rides available to them – a record for the event. The B-25 Mitchell Bomber, a twin-engine, light bomber which was one of the most exciting and memorable aircraft deployed during the Second World

War, came to the Wild West Air Fest for the second (and certainly not the last) time this year. The crew of “Pacific Prowler” thrilled locals with their friendliness.

Besides the famed B-25 bomber, Jim Terry and his Texas crew also brought their C-47 military transport plane to the event. Once again this year the Grand Junction branch of the national Commemorative Air Force brought their military version of the Piper Cub and the TBM Avenger – the largest single engine U.S. aircraft flying in WWII.

Volunteers look forward to the traditional “Dawn Patrol” event. This year 10 of our local pilots provided free “thanks for volunteering” rides through the valley each morning.

This year one of our local sixth graders hosted a lemonade stand in the static area. Each Steamboat Springs sixth grader is required to provide two hours of community service.

Airport Manager Mel Baker and his staff worked long hours to accommodate the Air Fest while keeping the airport fully functional and safe for visiting and locally based aircraft. Safety for those attending the event was also the top priority of the airport management.

Wild West Air Fest #7 will be Labor Day weekend, 2011. It's already on the CPA Events Calendar!

Plastic kiddie wings no longer a threat!

By Patrick Smith

At least one major U.S. airline has restarted an old tradition: giving away little plastic wings to kids. This practice had been curtailed in the wake of the 2001 terror attacks. If I told you the curtailment was done as a cost-cutting measure, well, that would be embarrassing enough (a set of wings can't run more than a penny or two). Actually, it's worse than that. The real reason is almost too pathetic to be believed: Transportation Security Administration banned the distribution of toy wings because of the small metal pin affixed to the backside.

I am not making this up. And we are asked to imagine a terrorist attempting to hijack a plane with a set of plastic kiddie wings. Granted, it's nice to see the wings again -- assuming there's a kid somewhere who is still made happy by such small gestures. Just as passengers can once again enjoy their first-class entrees with actual metal cutlery. Somebody, some-

where, was sane enough to let this happen.

But somebody else was daft enough to outlaw these things in the first place. And rest assured such silliness will happen again. Lesson being: Never, ever underestimate the American capacity for shameless overreaction. We see it on all scales, from the dropping of bombs to the prohibition of harmless trinkets for young children.

At least, in the meantime, we are protected from the menace of snow globes.

*Patrick Smith is an airline pilot, author, and air travel columnist. Patrick has visited more than 70 countries, and always asks for a window seat. www.askthepilot.com
Reprinted with permission of the author
Originally published at Salon.com, January 2011*

New Federal Legislation Affecting Airmen

New legislation has recently been passed suspending the FAA's longstanding policy of expunging records of a violation after 5 years.

The new law, passed in August, 2010 and effective November, 2010 now requires the FAA to keep all information about a violation, including the airman's identifying information, in an electronic database, until they are given notice that the airman is deceased. The last expunction was done in November, 2010. This legislation was enacted in response to the Buffalo Colgan crash and was intended to enhance the Pilot Records Improvement Act for airlines attempting to make a hiring decision. However, the legislation also applies to GA pilots, and its effect on GA pilots will be far reaching and negative.

AOPA and EAA staff and advisory attorneys are working on the issue to attempt to mitigate the effect on airmen. No industry groups were notified of the new legislation which was inserted into the Airline Safety and Federal Aviation Administration Extension Act of 2010 which was passed August 1, 2010.

Please see:

http://www.ofr.gov/OFRUpload/OFRData/2011-03101_PI.pdf
for more information.

"It's A Small Wonder"

Bob Kinney

During our landing roll out in our Frontier Airlines' Airbus at Orange County's John Wayne Airport, a vision flashed past my 2"x2" viewing port (Man, I hate flying commercial airlines)! We were on our way to AOPA's 2010 Summit in mid-November, which was being held at Long Beach Airport. The vision. . . an aircraft museum that I didn't even know existed. It sits right on the west side of the field at SNA. I made a note that I'd have to check it out. Two days later I found myself standing at the entrance to the Lyon Air Museum.



This "eat off the floor", "fly it home now", private collection was established by Major General William Lyon. The Museum features an operational fleet of historically significant aircraft and related memorabilia. This museum is the culmination of General Lyon's vision of a world-class aviation facility featuring authentic exhibits hosted by volun-



teer docents. The Lyon Air Museum is designed to educate and inspire the younger generations and to preserve the stories of the greatest generation in aviation, and boy, does it do the job! Open daily from 10 am - 4 pm, and with a modest \$8 admission fee, this museum is not to be missed if you're in the Orange County, California area.

Included in the floor exhibits are one of Hitler's 1939 Mercedes touring wagons, numerous kiosks featuring WWII military training and documentary films, a mini 40's era theatre showing other WWII films, several era road vehicles, and, of course, those beautifully restored aircraft. Featured aircraft include a B-17, DC-3, C47, B25, A26 and Cessna Birdog. Enjoy the pictures included in this article, but make sure to visit the museum's web site at www.lyonairmuseum.org and get the full details on another of America's hidden gems.

CHRISTMAS IN JANUARY
or
NOW I KNOW WHERE I'M GOING TO BE FLYING THIS YEAR

I guess I'm kind of a strange guy. I always look forward to that magical Saturday each January when CPA members convene, from all over Colorado, at Rocky Mountain Metro Airport, to cuss and discuss fly-in options for the upcoming fly-in season. January 29th is in the history books and we have a great slate of destinations. Even though I'll highlight the fly-ins we're planning on in 2011, I want you all to visit the coloradopilots.org. Click on the Event Calendar on the left side of the page and check out the variety of places to visit in your trusty flying machine as this year unfolds. *[Printed calendar included in this issue]*

The fly-in season starts out with a unique day of flying on April 16. Neil Davis is hosting a "Poker Run". This fun day will involve flying to five Colorado airports, collecting your playing card at each, and finishing the day with your friends at lunch as you discover who has the winning hand. Don't miss this chance to knock off the winter rust. I don't know that your prize will be a 2011 Beechcraft Bonanza, but I'm sure it'll be worth your while. *[Flyer in this issue as well as on the website]*

Wayne and Terry Munson are sponsoring a trip to Rapid City, SD to attend "Dakota Thunder". Every two years, Ellsworth AFB hosts GA for a miraculous day watching their airshow and enjoying the hospitality of our military. Yes, you'll actually be landing at the AFB. Set aside June 4 - 5.

The weekend of June 24 - 26 will be CPA's return to the scenic West Yellowstone, Montana airport to enjoy those star-filled skies around a roaring campfire, with friends. If fly-in camping is your thing, although with some great amenities, then this fly-in must be on your calendar. Bob and Shawn Kinney are old pros at hosting a great time at this destination.

If you can't make West Yellowstone, but still want to enjoy those neighboring states to the northwest, set aside August 5 - 7 to visit Smiley Creek or August 12 -14 at Driggs, Idaho. Denise Eiseman is working on Smiley Creek and Lynn Ferguson is putting the Driggs fly-in together. They're jointing forces to encourage anyone who wishes, to take a week of vacation to do both fly-ins as they're at opposite ends of the same week. Of course, you can do just one if you don't have the time for both.

A unique option this year is our joining forces with the New Mexico Pilots Association for exchange fly-ins. NMPA members are invited to join us for our Pallo Duro Canyon fly-in down in Amarillo on July 15 - 17 and we're invited to

join them for their Taos weekend on June 24 - 26. Once again, Torry and Carol Krutzke are hosting another great time at Amarillo. Keep your eyes peeled for the flyers on these two weekend events.

CPA's premier event, the Jackpot Air Classic, is celebrating its 35th anniversary this year. July 16 - 17 will be a time to celebrate this milestone. Once again, planning for this year's extravaganza is in the able hands of Judi Haglin and her experienced Jackpot crew.

A favorite for a one or two day flight is Eric and Deb Jensen's Fruit Run to Grand Junction, September 3 - 4. This is your last opportunity to store up on that fruit that make the area so well loved.

September 17 - 18, Greg Reedy is sponsoring a flight up to Wall Drug in South Dakota with the promise of an organized aerial tour of many of the region's attractions. Greg advises that the Wall Drug people really know how to welcome their flying visitors, and I'm not talking about mosquitoes.

Mark and Connie Hopkins are tackling a trip down to the annual Albuquerque Balloon Fest. Our visit will run from September 30 to October 2. Once again, there will be plenty of opportunities to dine, drink and visit with CPA friends between balloon ascensions. If you've never before witnessed the grandeur of the world's largest gatherings of balloons, then don't miss this chance.

Rounding out the list for 2011 will be a visit to the Dulles version of the National Air and Space Museum. Flying in on October 14 and returning to Denver on October 16 should give us ample opportunity to view the best of aviation. Even though this will probably be a destination you'll want to fly to commercially, those who want, can build some serious time and are certainly welcome to wing eastward in their own birds. Jerry Kelly promises a fly-in that we'll all remember.

That pretty much sums up our fun for the year. We're still looking at another option, or two, but that info will be released as things gel.

Sunny Skies,
Bob Kinney

2011 - 100 Years of US Naval Aviation!



Some Reflections on the Future of 100LL

Karl Sutterfield

The battle over the replacement for leaded avgas is heating up, with two strategies being debated. In this article, I will make a case for one of them. Reasonable people can disagree, but the path we choose will determine the future of general aviation (GA). First, to state the competing strategies as succinctly as I can:

The “High Road” — Develop a 100 octane unleaded fuel that can be burned by all piston-powered aircraft (except diesels, of course).

The “Low Road” — Develop a lower-octane unleaded fuel, 94UL for example, which can be burned by the 70% of the piston-powered GA fleet that uses low compression engines, while leaving the 30% of the fleet running high-performance engines to cope with the demise of 100LL however they can.

Note: The assumption that we cannot have both low- and high-octane avgas follows from conventional wisdom, which holds that the general aviation fleet doesn’t consume enough fuel to support two separate production and distribution systems.

While it’s natural to think initially that the High Road is the way to go, that may not be the case.

Pros and cons of the High Road

☺ It keeps high-performance engines in the air. (More like ☹ ☹ ☹ if you happen to own one of them.)

☺ It keeps fuel suppliers happy: more than 60% of today’s volume of 100LL is burned by the 30% of GA aircraft equipped with high-performance engines. With them burning 100UL, fleet consumption should be high enough to encourage existing fuel suppliers to stay in the market ... and might even attract some new ones who were previously reluctant because of lead toxicity issues.

!!! It will be even more expensive than 100LL. (More like !!!!! if you’re one of the thousands of people who are already sidelined by the price.)

Pros and cons of the Low Road

☺ If done right, it might be less expensive than 100LL.

!!! It risks driving fuel suppliers out of the market: 100% of today’s 100LL de-

liveries is barely enough to keep them around; cutting back to the amount that's burned by lower performance aircraft could be a disaster.

!!! It will be a knife in the back for operators of high-performance aircraft.

So why on earth am I advocating the Low Road? Because I'm pretty sure it's our only hope...

First, we can dismiss the notion that 100UL would ever cost less than 100LL: if there are any technological tricks that can invert the cents-per-octane curve, no one has identified them yet.

Next, briefly consider the scenario in which the envisioned new 100UL turns out to be more expensive than 100LL: it would just be another nail in GA's coffin lid. (And 100UL is almost certain to be more expensive than 100LL because tetraethyl lead was originally developed as an anti-knock additive precisely because it was cheaper than the alternatives.)

Finally, there's the status quo scenario, in which 100UL costs the same as 100LL. But that's untenable because it will do nothing to reverse the genteel decline we're already witnessing in general aviation. Look around: much of the owner-flown fleet is parked because people can't justify paying \$5 to \$6 per gallon for 100LL. Piston-powered flying hours have dropped apocalyptically, as people hunker down hoping 100LL will return to a price they can afford.

Partial avgas price recoveries have taken place after other economic shocks in the 20th century, but there's nothing to suggest we'll be so lucky this time. Worse still, aircraft operations are now being squeezed by both factors in the cost-benefit equation: costs are going up while the utility of our aircraft is being diminished by new security mandates and "militarized" airspace. It seems unlikely that those trends will ever be reversed, which means that the cost-effectiveness of the GA fleet can only be maintained by bringing avgas prices down.

But a triple-whammy dictates that the price of 100LL will never return to earlier levels:

1. The era of cheap oil is behind us.
2. Oil consumption by China and other emerging countries is increasing dramatically.
3. Tetraethyl lead will never get less toxic.

The bottom line? Switching as many aircraft as possible to some relatively low-tech fuel (e.g. 94UL) is the least of evils, because it's "less unsustainable" than the other alternatives.

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
Apr 16	!!!	Poker Run around the Front Range Airports
May 14	FTG	LSA Expo (date subject to change)
June 4-5	RCA	Ellsworth AFB Dakota Thunder
June 18	BJC	High Elevation Airport Ops Ground School
June 24-26	SKX	New Mexico Pilots invitation to Taos
June 24-26	WYS	Flyin camping at West Yellowstone, MT
July 15-17	AMA	Paladuro Canyon
July 16-17	O6U	35th Annual Jackpot Air Classic
Aug 5-7	U87	Smiley Creek, ID
Aug 12-14	DIJ	Targhee Bluegrass Festival
Sep 3	GJT	Fruit & Veggie run
Sep 10	BJC	High Elevation Airport Ops Ground School
Sep 17-18	6V4	Wall Drug, Devils Tower, Badlands
Sep 30-Oct 2	ABQ	International Balloon Festival
Oct 14-16	IAD	Smithsonian Air & Space Museum
Nov 5	tbd	Annual Meeting

Other Events

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
May 21		Silver Wings Luncheon & speaker
Jun 25	KLMO	Longmont Expo 2011
July 2	KGNB	EAA 1267 breakfast
July 9	CO15	Kelly Airpark Pancake Fly-In
July 8-9	KRIF	Garfield County Air Fair
July 25-31	KOSH	AirVenture 2011
Aug 20	KFTG	Classic Aircraft & Car Show
Aug 20		Silver Wings Luncheon & speaker
Sep 3-5	KSBS	Wild West Air Fest
Sep 10	KAKO	National Radial Engine Expo
Nov 19		Silver Wings Luncheon & speaker

Colorado Pilots Association Welcomes New Members!

Gold Metal Paint CO. LLC
(Norm Teltow)
5190 Violet Hill St., Unit E
Watkins, CO 80137-7198

Philippe Camus
2926 S. Newark Place
Aurora, CO 80014-2938

Ed Binkley
5610 W. 32nd Street
Greeley, CO 80634-8524

Steve Waters
1024 Sunnyside Road
Montrose, CO 81401-5609

Corey Sisler
7782 E. 6th Place
Denver, CO 80230-7058

Michael Diehl
13085 Bayton Street N.E.
Alliance, OH 44601-8146

Colorado Pilots Association Renewing Members

Chuck King, Denver
John Fagan, Monument
Debra Wilcox, Centennial
Craig Fitzsimmons, Windsor
Bryan Johnson, Moline, IL
Bill Reeves, Salida
Jerry Schofield, Castle Rock
Don Martin, Platteville
Beverly Sinclair, Littleton
Bill Bredar, Denver
Keith Lammey, Battlement Mesa
Vanita Gallo, Aurora
Frank Gallo, Aurora

Charles Fox, Aurora
David Burry, Arvada
Mark Mercer, Aurora
Barry Roberts, Aurora
Mark McGann, Torrance, CA
Don Smith, Lakewood
Alan Dahms, Fort Morgan
Greg Anderson, Denver
Carl Talkington, Broomfield
Jim Cure, Lakewood

Newsletter Printed by

KIMCO
O N D E M A N D P R I N T E R S

4120 Brighton Blvd, Suite A21

Denver, CO 80216

Phone: (303) 295-1172

Email: kimcoprepress@qwestoffice.net



FLY MART

CESSNA 182D PRICED FOR QUICK SALE: \$39,500. Well maintained and always hangared Cessna 182 with new Hartzell Prop and Chrome Spinner, bubble windows, aux fuel tank (18 gallons usable), new fuel bladders, new upholstery, Bass harnesses, IFR ready, two digital radios, 4 place intercom. Owner moving outside U.S. See complete details at www.bva-sales.com
Contact: Jeff 303 641-9694 or email jeff@bva-sales.com

FAA expresses concerns about potential signal interference with proposed 4G network

Garmin is standing by its position that a proposal to build a network of 40,000 broadband transmission towers around the U.S. could severely disrupt GPS service. LightSquared has received conditional FCC approval to install the massive system to carry 4G signals, the conditions being that it restrict its signals to their assigned frequencies on the L Band 1 (1525 MHz—1559 MHz) and test existing GPS devices to see what kind of interference the transmitters might cause. GPS uses the a frequency range of 1559-1610 MHz, which is right next to the LightSquared signal. Garmin has done testing on its own and determined there's no practical way for the two systems to coexist.

Garmin claims even if the LightSquared signals stay within their boundaries, they will be so strong compared to the very low-power GPS signals that reach Earth from the satellites that the GPS equipment will simply be overwhelmed.

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.

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



Colorado Pilots Association

Front Range Poker Run



Saturday, April 16, 2011

Come out for some fun, early season flying and you may be the lucky one to take home the jackpot! Build your poker hand by flying a course of selected Front Range airports. At each stop, a volunteer will be waiting to deal your card. A full engine shutdown will be required to receive your card. The game will be five card stud. Each aircraft will play one hand, but you can bring as many passengers as you want for lunch. There may be an opportunity to earn a wild-card in a spot landing contest. The pilot of the aircraft with the winning hand will take home the kitty!

The course will be KEIK > KGXY > KFNL > KLMO > KBJC. The first stop will open at 9AM. You will have a 90 minute window to get your card at each stop, and each stop will overlap one hour with the next stop, as shown in the graphic to the right.

9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00
	Stop 1: 9:00 - 10:30 (EIK)							
		Stop 2: 9:30 - 11:00 (GXY)						
			Stop 3: 10:00 - 11:30 (FNL)					
				Stop 4: 10:30 - 12:00 (LMO)				
					Stop 5: 11:00 - 1:00 (BJC - Lunch)			

The final destination will be Rocky Mountain Metro where we will meet for lunch at noon in the terminal building. The Blue Sky Bistro will provide delicious box lunches.

Registration Deadline is April 1, 2011.

Ante per aircraft is \$10 and lunch is \$12 per person, total enclosed: \$ _____

Pilot Name: _____

Address: _____

Cell Phone: _____ Email: _____

Emergency Contact Name and Phone: _____

Aircraft Type and Registration Number: _____

Fill out the grid below to indicate box-lunch options for each person.

Sandwich Bread: Sourdough, Whole Wheat, Rye, Kaiser Roll

Sandwich Meat/Cheese: Ham & Swiss, Turkey & Provolone, Roast Beef & Cheddar, Vegetarian

Side: Pasta Salad, Potato Salad, Cole Slaw, Chips

Drink: Coke, Diet Coke, Sprite, Bottled Water

Name	Bread	Meat/Cheese	Side	Drink

Contact Neil Davis at 303-882-5642 or hireahoosier@yahoo.com if you have any questions.

Send this registration form with a check made out to CPA to: Neil Davis, 2905 N Inca St. Unit 5031, Denver, CO 80202