

CPA FLIGHT LINES

Vol 28 Issue 4

April 2011



COLORADO PILOTS ASSOCIATION PRESENTS

Rocky Mountain

LIGHT SPORT
AIRCRAFT EXPO
MAY 14, 2011

 The Voice of General Aviation



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EXHIBITS, EDUCATION FORUMS AND FUN 9:00 - 4:00 P.M.
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Poster design by Joe Jones



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President's Message by CPA President Walt Barbo

Ever thought about what the economy is doing to the operation of small airports?

Most of us in the pilot community are intimately aware of the devastating impact the depressed economy has had on our general aviation flying. There is little question that economic factors plus the ever increasing cost of aircraft maintenance and fuel influences many of us to fly less. And as we do so, secondary impacts occur to all of those dependant on aviation activity and services for a livelihood. Including airports. Particularly, small airports.

Airport manager Dick Weinburg of the Glenwood Springs Airport best describes dilemma in his monthly e-mail newsletter, the GWS Bugsmasher. Select passages from his newsletter follow:

"I've been writing this Bugsmasher for a good number of years. I have a concern for the airport and the dismal finances effecting it. Therefore, I want to address some of these problems to let the users know what's going on.

"The Airport's finances are 'down and dirty.' This year the short-fall in cash meant we didn't have enough money to do the pavement crack seal or slurry coat.

"The flying is down, locals are selling their planes, fuel sales are down significantly caused by reduced flying. Cost of fuel is up - just purchased a load and the new pump price will go from \$4.44 to \$4.57/gallon. Some people are saying the airport is on its way out. I say it can bounce back if the economy comes back. I'm very disturbed over this whole thing. Everyone on the Airport Committee agrees that we have to come up with ideas to make money. However, the City takes dim views of most ideas to make money because a City entity can't be in competition with private enterprise. Speaking of enterprise, the airport operates on an enterprise fund. That means we fund ourselves and the City donates nothing toward the upkeep of the operation. The Airport fund reimburses the City for the support services they provide to the airport.

"Where do we get our money from? Basically it's from fuel sales (we mark-up the fuel \$1.00 per gallon. Feb. 2011 monthly sales were 1,100 gallons.) Believe me when I say there have been a lot worst months. The other ways we make money is from yearly hangar leases and tie downs.

"This year, the annual tie-down fee is \$500. Folks that have hangars on the airport are also charged \$500 and are allowed one aircraft to be stored inside the hangar for that price. Some hangars are charged more and it is tabulated on the basis of how many planes could actually fit in the hangar. In those hangars, they are allowed that many planes in the hangar for storage as part of the fee. Some planes are kept in hangars that are off and adjacent to City Property. In this situation, they have access to the airport and are charged a runway access fee of \$440/year."

Dick goes on to give additional details on the financial dilemma at GWS . . . which is also characteristic of most low activity airports. At many airports, local government recognizes the value of their airports and their contribution to local economies. And provide funding in support of operational and development costs. Apparently this is not the case at Glenwood Springs.

CPA member Nate Duehr asks if there is something CPA could do to help the situation at GWS and similar airports. He notes that the only time he had flown into GWS was during the flight portion of our Mountain Flying Course. It involved a landing with a turnaround and takeoff in the opposite direction. No stop and no contribution to the airport. He notes that this is typical of most of the flights during the course. Buzzing from airport to airport. Using the airports. But making no financial contribution. He comments; "If we lose airports like GWS because all we did was a landing and a takeoff and didn't buy anything, it would be bad for all of us." And noted that, as a student of our Mountain Flying Course, he would have happily paid more for the flight portion if there had been a way to funnel money back to the airports included in the flights.

While Nate's suggestion might not do much financially for the survival of small airports, it would be a gesture and an expression of concern. At least, when going into these airports, recognizing that fuel sales are their principal source of revenue, it would be to our and their interest to at least purchase a few gallons of fuel. Even though the local rate may be a few cents higher than your home town airport. Just a thought. If our members have other suggestions, please let us know.

Something New from Colorado Pilots Association

The First Annual Rocky Mountain Light Sport Aircraft Expo

It's not just Fly-Ins. Nor discount fuel for members at selected airports. Or the Jackpot Air Classic. Or first-hand reports from Oshkosh AirVenture and Sun 'n Fun. Nope, that's not all CPA offers to members and those interested in Colorado Aviation. We're inviting from the surrounding 8 states to join us for The First Annual Rocky Mountain Light Sport Aircraft Expo.

Are you fascinated by the Light Sport Aircraft (LSA) concept? As appealing as an RV-6 is, you're just not interested in building one but you really like the idea of a smaller airplane? Why one CPA member traded in a Mooney for a Jabiru? How astonishing/scary it is to see 5500 RPM on the tach when you're used to seeing 2700? Or better yet, using less than 5 gph to go 120 mph when in the past it took 10 gph?

We have the answer for you on May 14th at Front Range airport (FTG). Come to find out what all the excitement is about. Food, airplanes, & people who like to talk airplane. What's not to like?

The Light Sport Aircraft (LSA) category is the fastest growing segment of aviation. While the Rocky Mountain west is one of the hotbeds of LSA activity in the US, until now there has not been a show in this region specifically dedicated to this segment of the aviation community. Thanks to us, the CPA, that changes NOW!



The Expo will feature aircraft from more than a dozen manufacturers plus flight schools, equipment and service providers. The day kicks off with a pancake breakfast at 8 a.m. but join us any time before closing at 4 p.m. Speakers will be on hand to explain the Light Sport Aircraft category and provide information on how

to earn a Sport Pilot license.

"Whether you are new to aviation or are a seasoned pilot," said Jerry Kelly, Rocky Mountain LSA Expo spokesman, "the Sport Pilot license and Light Sport Aircraft offer an easier and more affordable flying experience. And of course, it's loads of fun." Jerry went on to explain, "The Sport Pilot certificate can generally be obtained in half the time it takes to earn a the Private pilot's certificate. This is

a great opportunity for every frustrated sky watcher to take control and join the ranks of those who call themselves pilots."

If already have the Private (or better), getting checked out in a Light Sport only takes a few hours.



And all of this for free - no admission charge. Because this is the first year of the Expo, please help us get an idea of how many visitors we can expect by registering your interest ahead of time. Anyone who registers before the show will

automatically be entered into a drawing to win a free introductory flight in a Light Sport Aircraft.

8:00am - Pancake Breakfast (free to anyone flying in)

9:00am - Expo Opens

10:00am - Info Session: LSA 101

11:00am - Info Session: Transition to the Wireless Cockpit

1:00pm - Info Session: Mountain Flying for the LSA Pilot

2:00pm - Info Session: LSA for Private Pilots

If you're flying in

Front Range Airport (FTG) is a towered Class D airport located beneath Denver International's Class B airspace in the SE corner. A cutout in Denver's Class B provides VFR traffic with a means of arriving from the East or South without entering Class B airspace. If you are not familiar with flying in the Denver area, get the latest Denver Terminal Area Chart showing FTG and the surrounding airspace.

For more information and registering visit
www.rmlsaexpo.com



AOPA Report

Bill Hamilton, AOPA Central Region Rep

AOPA has been working with Scott Morse out in Delta on a transmission line issue that is likely to degrade airport safety and might end any chance of an instrument approach. The offending power company has a reputation for building first and asking permission later. The issue is being handled out of Frederick, MD, in as much as we regional reps. are supposed to be focused on legislative issues right now. All five legislatures in AOPA Central Region are meeting this year. ND meets every other year.

Dennis Daugaard, the new Gov. of SD, has gotten legislation introduced to limit the liability of anyone who makes airplanes or aircraft parts in SD to ten years. The 1998 GA Revitalization Act that AOPA and the other alpha groups got passed set the statute of limitations at 19 years. But that was enough to get Cessna and other to re-start their small aircraft production lines.

AOPA subscribes to a system (very expensive) that lets us know the moment a bill is filed or even pre-filed in every state legislature. Often, we know about aviation-related bill before the state directors. So, I make sure state directors have the text of the bills (or, even new regulations) and ask for their comments. Partly, on that basis, AOPA decides to either take active measures in support of a bill, or oppose it or to simply remain silent.

Currently, in Colorado, we are seeing no legislative issues of concern. We are pleased that former Colorado Senator Al White is now the CO Director of Tourism. Al is a solid GA support. We are thrilled that his wife, Jean, is now State Senator Jean White. She is equally strong for GA. They want to work with CPA on the Passport program*. They have samples of passports being used in South Dakota and North Dakota.

Re: membership building: The social side/fly-out side carries a state pilot group only so far. There is that segment of the pilot population that has little or no interest in the social or the fly-out side; however, they care deeply about issues affecting GA. The best of all possible worlds is to marry the social/fly-out side with the issues side. Ironically, the enemies of GA are a major sources of our unity and strength.

*Bill Totten is heading up the Ambassador Program based on the Passport Program in Virginia and similar programs in other states. Stay tuned, we'll have more details later this year from Bill.

NextGen In Colorado

As part of its effort to achieve national Next Generation Air Transportation System (NextGen) goals, the Federal Aviation Administration (FAA) is developing new flight routes and procedures in the Denver Metro Area. NextGen, the FAA's plan to modernize the National Airspace System (NAS) through 2025, will use satellite-based navigation to allow aircraft to fly more direct routes and navigation around inclement weather with the intent to increase airspace capacity and reduce delays. Specifically, the FAA proposed to implement new Performance-Based Navigation (PBN) flight routes and procedures in the airspace surrounding Denver International Airport and two satellite airports, Centennial Airport and Rocky Mountain Metropolitan Airport. The FAA is working with airport sponsors, airlines, Federal and state park agencies and other stakeholders on routes and procedures that will improve the safety, efficiency, and capacity of the airspace in the Denver area.

Denver's airports are on a nationwide list of areas in which the FAA is implementing its Next Generation Air Transportation System, NextGen, which it describes as a transformation of the airspace system from ground to satellite-based air-traffic control.

With the new system, planned flight path changes at Centennial Airport take small airplanes higher into the air and redirect flight paths, turning down the volume for many of those on the ground. It also sets specific corridors for takeoff and landing and creates more direct and faster travel routes. All this cuts down on air traffic congestion and flight delays, saving fuel and reducing emissions.

The smaller planes that typically fly out of Centennial will fly above commercial airliners at Denver International Airport instead of below them as they do now, said Harold Anderson, a Lone Tree councilmember who sits on the Centennial Airport Community Noise Roundtable. The group met March 8 to discuss the proposal.

Putting all planes on the same flight paths helps the FAA design routes that steer clear of high-density population areas. But not all Centennial Airport-area homeowners will notice reduced noise levels, and even those who do shouldn't expect silence, he said.

"If people are thinking this is just going to make a tremendous difference in the noise, it won't," Anderson said, "but it'll help some. The whole idea would be to get these business planes and jets higher in the sky where they actually go over the DIA traffic. That's safer for everybody."

British Airways Flight Operations Department Notice

(thanks to Drew Chitica)

There appears to be some confusion over the new pilot role titles. This notice will hopefully clear up any misunderstandings. The titles P1, P2, and Co-Pilot will now cease to have any meaning, within the BA operations manuals. They are to be replaced by Handling Pilot, Non-handling Pilot, Handling Landing Pilot, Non-Handling Landing Pilot, Handling Non-Landing Pilot, and Non Handling Non-Landing Pilot. The Landing Pilot, is initially the Handling Pilot and will handle the take-off and landing except in role reversal when he is the Non-Handling Pilot for taxi until the Handling Non-Landing Pilot, hands the handling to the Landing Pilot at eighty knots. The Non-Landing (Non-Handling, since the Landing Pilot is handling) Pilot reads the checklist to the Handling Pilot until after Before Descent Checklist completion, when the Handling Landing Pilot hands the handling to the Non-Handling Non-Landing Pilot who then becomes the Handling Non-Landing Pilot. The Landing Pilot is the Non-Handling Pilot until the "decision altitude" call, when the Handling Non-Landing Pilot hands the handling to the Non-Handling Landing Pilot, unless the latter calls "go-around" in which case the Handling Non-Landing Pilot, continues Handling and the Non-Handling Landing Pilot continues non-handling until the next call of "land" or "go-around" as appropriate. In view of the recent confusion over these rules, it was deemed necessary to restate them clearly.

[Why does this feel like a Marx Brothers' movie?]

What's Going On Around the Neighborhood

Do you fly to Greeley so often that your breakfast is on the table waiting for you? That the drivers at Cabelas' know you by name? That the IPT students around Pueblo stay out of **your** way? Then check out what's going on in nearby states. Our region has a wide variety of fly-ins and speakers, seminars, something for everyone. Visit the Events on each of the websites.

Kansas	www.kansaspilots.org
New Mexico	www.nmpilots.org
Nebraska	www.aero.state.ne.us/publications.htm
Oklahoma	www.oklahomapilots.org
South Dakota	www.sdpilots.com
Utah Back Country Pilots	www.utahbackcountrypilots.org
Utah	www.ugaa.org
Wyoming	www.wyomingpilots.org

WINGS Tools for Pilots and Instructors

Notice Number: NOTC2859

Because some of you are not pilots, I wanted you to see the Notice that was sent today to pilots and instructors on FAASafety.gov.

Two New Tools for the WINGS Program

We are excited to announce that the long awaited WINGS - Pilot Proficiency Program Advisory Circular is finally available. We invite you to take a look!

AC61-91J not only explains the WINGS Program, it also reaffirms the ability for Flight Instructors to renew their flight instructor certificate by participating in the WINGS Program.

The recently approved AC is available at

http://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/903551

on the main FAA web site, but we have conveniently placed a link to it in the WINGS Portal on the Home page of FAASafety.gov.

Every flight instructor should have a copy in his or her flight bag, so that questions posed by pilots about the WINGS Program can be answered authoritatively. (A typographical error was made in the AC, so please make a pen and ink change to subparagraph 6e(4), where it now says "subparagraph 6d(3)"; it should say "subparagraph 6e(3)".)

In addition, we have prepared a WINGS User's Guide that explains how to use the WINGS Program on FAASafety.gov. This, too, is available from a link in the WINGS Portal on the Home page at FAASafety.gov. Contained within this User's Guide is a complete section, "Especially for Instructors." Click here for your copy.

Both of these tools are also available through links located on every pilot's individual My WINGS page on FAASafety.gov.

Questions or comments can be addressed to Airman@FAASafety.gov

Just a reminder by our Safety Chair, Megan Sayre

The Best Ways to Invest in Your Aircraft

Part V

For our fifth and final installment in this series on The Best Ways to Invest in Your Aircraft, we'll take a look at the market today and put all of the previous information together and draw some conclusions. A good barometer of the market's health is the percentage of the fleet on the market at any time. Stats for piston aircraft aren't kept, but since the end of 2009, the percentage of turbine aircraft on the market has dropped from 18% to the low teens, this is definitely an improvement, but may only be an improvement on the surface. Some owners would like to sell their planes, and have tried, but the offers they were getting were so low, that they've decided not to sell. The real percentage on the market may be closer to that 18% from a year ago. I think the market is a bit stronger than a year ago, but only by a hair.

The market for twin engine aircraft is still very, very quiet. A few businesses are buying for basic corporate transport, but there are almost no individuals in the market for twins. The light twin market has had a tough time. Their values declined earlier than the singles in 2007 when the price of fuel spiked, and they've never really recovered.

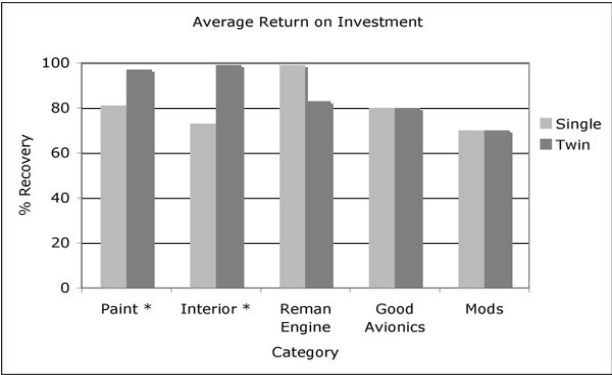
In late 2008 and early 2009 when we all thought we were in the middle of financial Armageddon, a new breed of buyers surfaced that acquired the nickname of "bottom feeders". They were people who had some money during that time and went from seller to seller with really low-ball offers, looking for a desperate seller. They weren't interested in negotiating much, and often did find desperate sellers. They got some really, really good deals on airplanes, but these low, low sale prices dragged whole market way down. Since late 2009, most of these buyers have faded into the woodwork, a sign of increased confidence in the market and the economy as a whole. Both the single and twin market has been generally stable for about the last year as serious buyers are returning to the market.

The chart below sums up everything we've been discussed in this series. I had to make a few assumptions for the sake of comparison. For example, for the paint and interior, we're assuming the component being replaced rates as a 2. I also used factory list prices on a remanufactured engine with a core exchange. Nonetheless, we can draw some interesting conclusions from it. Paint and interiors tend to do a little better in twins. This isn't that surprising as more of them are used for corporate or charter transportation. Buyers tend to value the engine a bit more in the singles for obvious reasons.

I hope you've been able to learn a little something about the best ways to invest

in your aircraft and get the most bang for your aviation buck. BenchMark is happy to answer any questions you might have through the inquiry form on the website, or by calling 719-390-8166.

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



Dr Penny the Pilot Still Flying High in Schools

CPA member, Penny Hamilton, kicked off 21 years of her "Dr. Penny, the Pilot" aviation education programs at Granby Playdays Preschool as part of the March Women of Aviation Worldwide Week celebration. School Director, Molly Rankin, said of the program, "Your aviation program was fabulous. The children water-colored the airplane page you gave them. They were so into it! I think we may have some future pilots." This photograph was taken after the program in which airplane and helicopter props and a preschool picture book on flying were used.



FAA Honors Vern Foster

CPA members Danny Hanie and Don Dolce flew Don's Cessna Turbo-206 to Wiley Post Field on February 17, 2011. They attended the ceremony where the FAA Wright Brothers Master Pilot Award was presented to CPA Member Vern Foster. The presentation was made following dinner at the monthly meeting of the Quiet Birdmen, Oklahoma City Chapter.



In 1939 Vern took his first flying lesson in an Aeronca Chief, later soloing and getting his PPL issued by the CAA in the same airplane. In 1943, received his Commercial & Flight Instructors Cert in Corsicana, TX flying a Fairchild PT-19. *[Ed note: And I'll bet my dad was one of his Army Air Corp flight cadets!]* His career included United Airlines as a DC-3 pilot, 737 pilot and an instructor at United's Training Center here in Denver. Now retired from United, Vern is a civilian supervisor on the USAF T-6 program in Enid, OK.

Vern's logbooks show 22,300+ hours and 114 different aircraft in which he's taught. His 8th airplane is a 1939 Luscombe he flies out of Enid-Woodring airport.



Washington DC and the FAA Budget

One of the items on the FAA Reauthorization Bill (S-223) that was in danger of being cut was Essential Air Service (EAS). Sen McCain submitted an amendment to repeal EAS which was tabled (61-38). Sen Coburn's amendment limits EAS to locations 90 or miles away from the nearest medium or large airport.

EAS compensates airlines for providing service to remote areas. Of the 670 airports that receive scheduled, commercial service in the U.S., 150 receive air service only through the EAS program. For those of you who've been watching "Flying Wild Alaska", Alaska is the single largest beneficiary of the program with 44 airports receiving funds. Colorado has three airports in the program, Alamosa, Cortez and Pueblo.

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(Corporate Member)

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Immaculate Flight
11740 Airport Way, Hangar 36E
Broomfield, CO 80021-2700
(Corporate Member)

NTSB Warning on Meteorological Evaluation Towers

The NTSB issued a Safety Alert March 11, 2011 regarding METs, many of which fall just below the 200-foot Federal Aviation Administration threshold for obstruction markings, can be difficult to see from the air and can be a danger to aircraft conducting low-flight operations, including helicopter emergency services, law enforcement, fire suppression and other low-altitude activities.

The NTSB is concerned that the application of the FAA Advisory Circular is voluntary, and, without mandatory application and marking requirements for METs, many METs will still be constructed without notice to the aviation community and will fail to be marked appropriately.

While Wyoming and South Dakota have implemented requirements for METs to improve the safety of low-flying aircraft, not all states have such requirements for METs. (Wyoming maintains an online database of METs and requires all METs to be registered and marked so that they are visible from a distance of 2,000 feet. South Dakota requires that METs be marked.)

Pilots are urged to maintain vigilance during low-altitude flights and are asked to encourage the markings of METs in their area. At least three fatal accidents have involved MET tower collisions, the NTSB said, the most recent one in January.

Calendar of Events

Always check the CPA website for any changes to the Calendar

CPA Events

Apr 16	!!!	Poker Run around the Front Range Airports
May 14	FTG	Light Sport Expo & Pancake Breakfast Fly-In
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

Apr 9	BJC	Open House for Women Pilots
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
June 18	BDU	3rd Annual 1940's Ball
June 18	CO12	VanAire Fly-In/Drive-In
Jun 25	KLMO	Longmont Expo 2011
July 2	KGNB	EAA 1267 breakfast
July 9	CO15	Kelly Airpark Pancake Fly-In
July 8-9	KRIL	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 Renewing Members

John Savage, Rifle
Mel Callen, Milliken
Dan Downing, Nathrop
Robert Stucklen, Loveland
Eric Heczko, Longmont
Carl Gross, Elbert
Alex Hauzer, Golden
Peter Soby, Boulder
Paul Rossman, Aurora
John Powers, Denver
Sue Wolber, Fort Collins
Fred Schroeder, Grand Lake
John Linz, Littleton
Brenda Sue Beltowski, Aurora
Denis Walsh, Denver
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Peter Paul Luce, Englewood
Bart Jones, Colorado Springs
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Charles Stone, Durango
Larry Ramsdell, Denver
Scott Morse, Cedaredge
Joe McGowan, Broomfield
Wayne Fry, Lakewood
Paul Pitkin, Payson, AZ
Michael Bond, Fort Collins
Robert Sumner, Aurora
Richard Janitell, Colorado Springs
Paul Staby, Durango
Walter Berger, Highlands Ranch

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.

Newsletter Printed by

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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

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Contact: Bob Blu. 303-548-2899 or email: reblu2@gmail.com.

www.barnstormers.com/listing.php?mode=usersearch&user=blure2

T-Hanger for sale: Centennial Airport, available immediately, bifold doors, Row 23 TH-7. Large enough for a C-182. Has interior lights and a concrete floor. Price \$37,000, (negotiable).

Contact: Dick 303-688-1461(h), 303-570-5861(c), or rstienmier@viawest.net

FOR SALE: Trinidad TB20/G Details & Photos at

www.aviationcorkboard.com/category/444/Trinidad/listings/294/2001-Trinidad-TB20G.html

Contact: Mark mark.mcgann@raymondjames.com

FOR RENT: INSULATED T HANGAR at Fort Collins-Loveland (KFNL)

Contact: Tom Barlow (970) 204-0508 barlowtk@gmail.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.

CPA Executive Board

Elected Officers

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