

CPA FLIGHT LINES

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May 2011



COLORADO PILOTS ASSOCIATION PRESENTS

Rocky Mountain

LIGHT SPORT
AIRCRAFT EXPO
MAY 14, 2011

The Voice of General Aviation

Rocky Mountain Light Sport Association

FRONT RANGE AIRPORT. WATKINS, CO

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EXHIBITS, EDUCATION FORUMS AND FUN 9:00 - 4:00 P.M.
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Yes, it's the same cover as last month. Why? Because we want you to be there!



www.coloradopilots.org



President's Message

by CPA President Walt Barbo

I wonder how many of us are ready to transition to a light sport aircraft!

With the cost of fuel now at \$4.75/gal at my favorite airport, and much higher at most other airports, I have to wonder if it makes much sense to continue flying an aircraft that burns something in excess of 15 gal/hr. As with any purchase, unit cost can reach a point where

we either buy less of a product . . . or quit buying. Which is painfully obvious as related to general aviation discretionary flying. Pilots continue to drop out of the pilot population at an alarming rate. And those of us continuing to fly do so at a significantly reduced rate. With all of the adverse ramifications which result . . . including everything from safety impacts resulting from loss of pilot skills that comes with infrequent flying to the economic impacts that a reduction in general aviation activity inflicts on airports and service industries dependant on GA for survival.

There are a number of advocacy programs taking place nationally to encourage more people to learn to fly. However, lets face it. Few of those who start pilot training stay long enough to earn a pilot certificate. And we continue to experience drop outs in the current pilot population. It is not from lack of interest. In my view it is all a question of affordability. We used to joke in years past about the \$100 hamburger flights. Now that same flight can be closer to \$200. And when we look at the overhead related costs to owning and flying an aircraft, the hourly cost of flying can be astronomical. It is little wonder that pilots are dropping out.

As a pilot association, CPA has explored a number of alternatives in the interest of making flying more affordable. For example, we have initiated and continue to expand our Membership Benefits Program. This program, administered under the leadership of Membership Committee Chairman Jerry Kelly, works with FBOs and vendors in gaining reduced prices for products and services to CPA members.

The Rocky Mountain Light Sport Aircraft Expo scheduled on May 14 at Front Range airport was developed under a similar objective. In this case, to show off a new category of aircraft that can be much less expensive to fly. And to also create a greater interest in learning to fly. And to, perhaps, provide an alternative to those of us dropping out of flying for medical reasons . . . or the high cost of flying. As most of you know, the category includes a number of

criteria including a gross takeoff weight limitation of 1,320 lbs. A new aircraft manufacturing industry has developed to satisfy this new category of general aviation aircraft. However, the purchase price on these aircraft typically exceeds \$100,000 . . . which is certain to discourage many from entering that market. However, a number of aircraft built prior to the current LSA models are also included in the category.

Out of curiosity, I thumbed through the latest CPA Roster and was surprised to find how few member aircraft are in the light sport aircraft category. From my initial review I found less than a dozen of our members have aircraft in that category. For example, I note that CPA member Vern Foster owns and operates a Luscombe 8-A. Mike Baldwin traded off his Meridian, donated his Stearman to the Wings Museum, and purchased an American Legend Cub. Lewis Entz flies a Piper J-3 cub.

A few owners probably acquired aircraft in the category over a concern about passing the FAA medical exams. Since nothing more than a current driver's license is needed to meet the medical requirements for flying LSA there is, of course, some incentive to go that way. But I also believe that a lot of us have forgotten how much fun it can be to fly aircraft in the LSA category. And one does not need to invest something over \$100,000 to do so.

Those of you still flying the "gas hogs" stop by the LSA Expo on the 14th and have a look at this new generation of aircraft. And for those of you who have dropped out, or are considering doing so, stop by and give it a second thought.

As an aside, this old pilot will probably never give up flying his T210. Even if it becomes nothing more than a rarely flown "hangar queen."

2010 Colorado General Aviation Awards

The General Aviation Awards Banquet was a huge success. More than 110 attendees saw a number of CPA members receive the Wright Brothers Master Pilot Award for 50 years of safe flying: Jack Cronin, Bob Doubek (way to go Bob, more than 20 years of flying lunches accident free!), Bart Whitehouse, and Jim Wark.

[CPA is a sponsor of the Awards and in no way influences the selection. Our lawyers make me say this.]

Welcome to Summit Graphics, a new CPA Corporate Member.
Check out their 3D maps at The Pilot Shop at APA or
www.summitmaps.com

Pilot Deviation Safety Tip

Pilot IFR Altitude Deviations

Megan Sayre, Safety

Pilot altitude deviations often occur when flying a published departure or standard arrival procedure. Many procedures have published altitudes that ATC expects the pilot to follow. A thorough understanding of the following ATC phraseology and ILS altitude information will reduce deviations and subsequent danger to pilots and passengers.

STAR Phraseology

“DESCEND AND MAINTAIN” - Instructs the pilot to descend now (at a standard rate) to the newly assigned altitude and maintain that altitude until a new altitude assignment is received. The pilot will disregard all altitudes published on the STAR.

“DESCEND VIA” – Instructs a pilot to vertically navigate on the STAR and comply with published speeds.

“RESUME THE ARRIVAL” – Instructs a pilot to rejoin the lateral confines of the arrival only. Previously issued speeds and altitudes are still required.

SID Phraseology

“CLIMB AND MAINTAIN” – Instructs the aircraft to climb now (at a standard rate) to the newly assigned altitude and maintain that altitude until a new altitude assignment is received. Pilots will disregard all altitudes published on the SID.

“RESUME NORMAL SPEED” – Instructs a pilot to comply with speeds published on the SID.

“DELETE SPEED RESTRICTIONS” – Instructs the pilot to disregard all previously issued speeds including speeds on upcoming portions of an RNAV SID.

“RESUME THE DEPARTURE” – Instructs a pilot to rejoin the lateral confines of the departure only. Previously issued speeds and altitudes are still required.

ILS Altitudes

A Precision Final Approach Fix (PFAF) and/or a Glideslope Intercept Point defines the final approach segment (the end of the “feather”) as depicted in the Profile View on the approach plate. From the PFAF or Glideslope Intercept Point to the runway, use of the approach mode (APP) is the proper way to navigate the ILS. Without explicit guidance otherwise, there is no provision for capturing the glideslope beyond the PFAF or Glideslope Intercept Point and all altitude constraints must be met. Published altitudes at fixes outside of the Precision Final Approach Fix are part of the initial or intermediate segments of the approach and provide vertical separation from obstructions or other aircraft. An extension of the glideslope may not satisfy the minimum altitudes published outside the PFAF.

A review of Chapter 5 in the Aeronautical Information Manual (AIM) can refresh your understanding of Departure, Enroute, and Arrival procedures. Here is a direct link which you can click on or copy and paste into your browser:
http://www.faa.gov/air_traffic/publications/ATpubs/AIM/chap5toc.htm

NPS Holds Public Meeting on SFRs over Grand Canyon

The National Park Service (NPS) held the first of three open house style public meetings in Phoenix on April 6th to discuss a draft plan to address the impacts of aircraft noise on park resources and visitor experience.

The Draft EIS was developed to address the mandate of the 1987 National Parks Overflights Act to provide for substantial restoration of the natural quiet and experience of Grand Canyon National Park and for protection of public health and safety from adverse effects associated with aircraft overflights.

In order to restore natural quiet, a definition of what natural quiet is, had to be developed. Substantial restoration of natural quiet in Grand Canyon National Park is defined as being achieved when reduction of noise from aircraft operations at or below 17,999 feet mean sea level (MSL) results in 50% or more of the park achieving natural quiet (i.e., no aircraft audible) for 75% to 100% of the day, each and every day. The NPS considers 50% of the park a minimum restoration goal. The Draft EIS SFRA in the Vicinity of Grand Canyon National Park can be found at:

<http://parkplanning.nps.gov/parkHome.cfm?parkID=65&CFID=3558895&CFTOKEN=74174051&jsessionId=d23080b52dce442e3c030766b6432875505>

Click on the project name, and then scrolling to “Open for Public Comments.” Comments can be submitted online at the same Web address (the preferred method), mailed to Superintendent, Grand Canyon National Park, Attention: Office of Planning and Compliance, P.O. Box 129, Grand Canyon, Arizona 86023, or provided at one of the public meetings. Comments will be accepted through Monday, June 20, 2011.

Levity. We need more Levity.

Regarding the Day 1 purchase of an iPad 2, found on one of the aviation websites. The orders were placed the instant Apple allowed it (March 11) and this appeared on March 25...

"Actually, I'm thinking it's more like this FedEx tracking thing isn't updated very often and hovering over it to see when our new crackPads are coming is a waste of time. Mine said last night it was in HK. When I checked it this morning it said that for the past 3 days it's been in Anchorage, Memphis, Baltimore and is now on a truck to Annapolis.

I agree, we're weird; and I'll add that I need to get a life. What you're witnessing is a group of hyperfocused ADD afflicted techno junkies who are all staring out the window waiting on our next fix to arrive on the blessed FedEx truck.

And d*mn happy about it... "

From Jerry Kelly comes

"The Top Ten Things You Don't Want to Hear From Your Air Traffic Controller (altho it will prove he is awake...)"

10. "I'm thinking of a runway between one and ten"
9. "This is just 'til I can go full time at the toll booth"
8. "Say, that's the flight my ex-wife is on"
7. "I just had the craziest dream"
6. "That's strange -- are you in one plane or two?"
5. "Duh! Winning!"
4. "Can I land, can I land -- is that all you people care about?"
3. "I'll give you your landing instructions in a minute, but first: are you familiar with Amway?"
2. "Your landing is important to us. Please continue circling and the next available air traffic controller will be with you shortly"
1. "You are now entering Libyan air space"

Latest version of the USAF Academy In-Flight Guide

http://www.usafaservices.com/media/94495/ifg-557%20north%20up-20101210_final.pdf

The AF/D now has a "generalized" map (cartoon with few references) of USAF training areas around COS, PUB, and HGO VOR.

Be careful out there!

Colorado Aviation Historical Society

Balloons to Ballistics!

Now accepting nominations for the

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For Information and Nomination Packets, Please Contact:

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It Just Gets Funnier & Funnier...

Citing security concerns, the federal government in secrecy February ordered every airline in the United States to remove emergency oxygen in every lavatory on all 6,000 domestic commercial aircraft. Under Air Worthiness Directive 2011-04-09, made public in March, the Federal Aviation Administration directed all airlines to disable the lavatory oxygen generators to "eliminate a potential safety and security vulnerability."

That means that if there's a sudden loss of cabin pressure, now only those passengers at their seats will have oxygen flowing to the masks that drop down from the ceiling.

"I'm in shock," said Kate Hanni, executive director of Flyersrights.org. "We get reports of mid-air decompression events all the time. So now going to the bathroom on a commercial flight can kill you?"

Although rapid decompression is rare, it does happen. In October, for example, oxygen masks were deployed on an American Airlines flight enroute from Miami to Boston after the cabin lost pressure when a two-foot hole tore open in the plane's fuselage. The crew declared an emergency, and the plane safely returned to Miami. Passengers were panicked, but no one was injured. But under the FAA's new directive, any passengers who happen to be in the airplane restroom should such an event occur would no longer have immediate access to oxygen.

According to the FAA, the airlines completed disabling the oxygen generators in the lavatories of all 6,000 U.S. aircraft on March 4. The FAA said in a statement released Thursday that it delayed informing the public about this action because it was concerned about keeping travelers "as safe and secure as possible."

The agency told NBC News that the action was done proactively in response not to a specific threat but to general concerns that a terrorist could use the lavatory oxygen to start a fire or ignite a bomb. "Had the FAA publicized the existence of this security vulnerability prior to airlines fixing it, thousands of planes across the U.S. and the safety of passengers could have been at risk," the FAA stated.

The agency noted that it is working with aircraft manufacturers "to design, certify, and install a new lavatory oxygen system" on all aircraft, adding that "if there is a sudden loss of cabin pressure, pilots are already trained to guide the aircraft to a safe, breathable altitude as quickly as possible. Flight attendants are also already trained to assist passengers to quickly access oxygen — including those in the lavatories."

But Arthur Alan Wolk, an aviation safety expert and licensed jet pilot, said: "Part of the idea of the oxygen mask dropping from the ceiling during loss of cabin pressure is to keep the occupants of the main cabin alive until an airplane gets down to a breathable altitude. By eliminating the source of oxygen for the unlucky souls in the bathroom, you've just killed those people."

source: march 10, 2011 www.msnbc.msn.com/id/42015889/ns/travel-news/

Hamilton Wins Lifetime Achievement Award

Penny Hamilton, CPA member and AOPA ASN Volunteer for Granby Airport since 1997, was recently honored by the Greater Granby Area Chamber of Commerce with its rare Lifetime Achievement Award for her years of outstanding business and community leadership.

“This year Penny Hamilton was nominated both for Volunteer and Business Person of the Year. Because Penny is already the winner of many personal and community achievement awards, an accomplished writer and a ‘number one’ cheerleader for women in aviation, the awards committee chose to recognize her this year with our special recognition,” said Sharon Brenner, Chamber President. In its 63-year history, this is the third time a Lifetime Achievement award has been presented.

Emily Howell Warner said, “Penny is so deserving of this honor. She has been an aviation inspiration and giving of her time, energies and services to many organizations, especially encouraging women to explore general aviation.”

Diamond protests Air Force Academy contract

Alton K. Marsh, AOPA

Diamond Aircraft officials are protesting the award of a contract to Cirrus Aircraft for 25 Cirrus SR20s to be used by the U.S Air Force Academy in Colorado Springs, Colo. The protest is based on past performance by a fleet of Diamond training aircraft already in use for Air Force training, operating cost, environmental impact, and safety.

Cirrus was awarded a \$6.9 million contract for 25 aircraft by the Aeronautical Systems Center at Wright-Patterson Air Force Base on March 8. A two-year-old fleet of 20 Diamond DA40 piston-engine aircraft is currently flown in the U.S. Air Force Academy Powered Flight Program. A fleet of Diamond DA20 trainer aircraft is used for the U.S. Air Force Initial Flight Screening Program in nearby Pueblo, Colo. DA20s were once used at the U.S. Air Force Academy.

Air Force officials told Diamond officials that the DA40 was eliminated on price, and the DA20 was eliminated because the Air Force didn't accept Diamond's substantiation of climb performance and structural repair instructions, both of which had been compliant with requirements for the previous two contracts. Diamond's protest is aimed at the elimination of the DA20 by the Air Force.

[Ed Note: Interesting. Wonder how the expected purchase of Cirrus by a Chinese company will impact the award? Next question - will the DA40's be considered surplus equipment and sold at auction in Pueblo?]

Colorado Pilots Association Welcomes New Members!

Larry McKinzie
632 Wall Street
P. O. Box 7
Eagle, CO 81631-0007

Lee Sutherland
12368 N. 75th Street
Longmont, CO 80503-9149

Robert Trumpfheller
21108 Mesawood Road
Cedaredge, CO 81413-6301

Steve Miller
0871 Cooley Mesa
Gypsum, CO 81637-9706

Kevin Eson
3572 W. 112th Circle
Westminster, CO 80031-7170

Vincent Van Vorst
18270 Saskatoon Avenue
Parker, CO 80134-6636
James Beard
853 W. Oakdale Avenue
Chicago, IL 60657-5121

Scott Conner
824 Neville Lane
Golden, CO 80401-9761

Michael Higgins
Summit Terragraphics Inc.
6778 Accipiter Drive
New Market, MD 21774-2902

Stephen Paschke
13005 Marion Drive
Thornton, CO 80241-1936

Colorado Pilots Association Renewing Members

Bob Proulx, Fort Collins
Paul Hinton, Broomfield
Wayne Munson, Broomfield
Richard Hahn, Centennial
Donald Hopkins, Aurora
Rock Swanson, Encinitas, CA
John Buschmann, Denver
Howard Cammack, Centennial
Pat Murphy, Morrison
Kent Holsinger, Denver
Jim Grumbles, Gill, CO

Roger Miller, Morrison
Gary Standhart, Durango
Graham Hainbach, Lakewood
Rodney Eisenbraun, Lakewood
Victor Hauser, Boulder
David Bybee, Westminster
Joe Peterson, Castle Rock
Randy Robida, Aurora
Darriel Wallace, Aurora
Ron Zasadzinski, Fort Collins

Calendar of Events

Always check the CPA website for any changes to the Calendar

** Indicates New or Updated event*

Cancelled or Postponed

May 21 18V Platte Valley

CPA Events

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

May 7*	KEIK	Spirit of Flight Car Show/Flyin
May 21	KCOS	Learn to Fly Day
May 21	KPUB	Museum - Celebration of Hangar #2 & Flyin!
May 21*	KEIK	Balloon Launch
May 21		Silver Wings Luncheon & speaker
June 11*	KEIK	Spirit of Flight Car Show/Flying
June 18	BDU	3rd Annual 1940's Ball
June 18	CO12	VanAire Fly-In/Drive-In
June 23-26*	KFMM	Glenn Miller SwingFest
June 25*	KFMM	Flyin with SwingFest
June 25	KLMO	Longmont Expo 2011
July 2	KGNB	EAA 1267 breakfast
July 8-9*	KRIL	Garfield County Air Fair
July 9	CO15	Kelly Airpark Pancake Fly-In
July 8-9	KRIL	Garfield County Air Fair

July 9*	KEIK	Spirit of Flight Car Show/Flyin
July 23*	KEIK	3rd Annual Spirit of Flight Day
July 25-31	KOSH	AirVenture 2011
Aug 20	KFTG	Classic Aircraft & Car Show
Aug 20		Silver Wings Luncheon & speaker
Aug 21*	KEIK	Erie Air Fair
Aug 27-28*	KBJC	Colorado Sport Airshow
Sep 3-5	KSBS	Wild West Air Fest
Sep 10	KAKO	National Radial Engine Expo
Nov 19		Silver Wings Luncheon & speaker

“VAN AIRE FLY IN”

Saturday, June 18th

Time: 11 AM until the food is gone and the stories are all told

Where: “Brighton Van-Aire” on the charts; CO12, just 6 miles north of DIA, about 2 miles east of I-76 and CO Highway 7 On the northeast end of runway 12.

Info: Bill Teater 303-659-7329 (H) or 303-489-1310 (M)

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.

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

4120 Brighton Blvd, Suite A21

Denver, CO 80216

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

Poker Run Results

It's been many years since the last Poker Run and it was time. Neil Davis organized everything including lunch at BJC, coordinating with 5 airports, the EAA Young Eagles at Erie and the Spot Landing contest. In all 17 Aircraft signed up, 15 participated in a rather challenging flight. The starting lineup began at Greeley, headed to Fort Collins, over the Longmont (with the precision landing contest), next stop was Erie then ended at Rocky Mountain Metro (or as it's locally known as, The Airport Formerly Known as Jeffco). The Spot Landing contest was won by Walt Barbo, almost won by Brian Garrett (missed it by *that* much!) Walt also won the overall contest with the best poker hand. Dan and his crew at the Blue Sky Bistro did a great job providing us with lunch.

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

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
jkbkelly4@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
dhsmt@comcast.net

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

Area Representatives

ALAMOSA / SAN LUIS VALLEY

Lynn McCullough
719/852-5890 (H)
lynn.a.mccullough@gmail.com

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)
travellaire@yahoo.com

CRAIG-MOFFAT -- Vacant

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

DELTA - Scott Morse
970/856-7453
morse@caycee.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 Birkbine
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

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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



DAKOTA THUNDER 2011
ELLSWORTH AIR FORCE BASE
JUNE 4-5, 2011



Join us June 4-5, 2011 for the Dakota Thunder Air Show at Ellsworth Air Force Base, Rapid City, South Dakota!

We have blocked **15** rooms at the historic Hotel Alex Johnson at the rate of \$97.30 (single), \$107.30 (double) plus tax and fees per night. You must make your reservation no later than **April 15, 2011** to get the CPA rate. Make sure to mention that you are with the **Colorado Pilots Association** when making your reservation. The phone number for the Alex Johnson is **605-342-1210**.

THE ELLSWORTH AIR SHOW COMMITTEE HAS NOT GONE PUBLIC WITH ALL OF THE DETAILS FOR THE SHOW AT THIS TIME. THE FOLLOWING INFORMATION IS FOR PLANNING PURPOSES. FULL DETAILS WILL BE PROVIDED WHEN THE ELLSWORTH AIR SHOW COMMITTEE RELEASES THEM.

ALL FLY-IN AIRCRAFT WILL BE REQUIRED TO HAVE FILED A FORM DD2402 BY THE DEADLINE, WHICH IS STILL TO BE ANNOUNCED. YOU WILL BE ASSIGNED A 30—MINUTE ARRIVAL SLOT WHEN YOUR FORM DD2402 HAS BEEN RECEIVED. ALL ARRIVALS WILL BE BY 1000 ON SATURDAY MORNING. ALL AIRCRAFT MUST DEPART ELLSWORTH AFTER THE SHOW!



OUR SCHEDULE:

SATURDAY JUNE 4 – Fly-in to Ellsworth Air Force Base! We will spend the day at the Air Show. Air show food will be available for lunch or pack a picnic and watch the show! After the show, we will depart for Rapid City (KRAP). There are two options for tie-downs – West jet Air Center where tie-downs are \$7.00 per night and there is full-service fuel, or Rapid Fuel where tie-downs are free and in the grass and the fuel is self-serve. Bring your own tie-down equipment if you want to tie-down there. We will take a shuttle from the airport to the Hotel. Rates for the shuttle are \$11.00 to \$18.00 which you will be responsible for on your own. Shuttle fees vary based on the number of people in the van.

Once at the hotel, it will be time for Happy Hour followed by dinner at Paddie O'Neill's Irish Pub at the hotel.

SUNDAY JUNE 5 – Breakfast and then the shuttle (same fee) back to the airport for the trip home.

If you have questions, call Wayne or Terry Munson at 303-666-8757 or e-mail terry@munson.com

LAST MINUTE CANCELLATIONS: CALL WAYNE MUNSON AT 303-885-9891 (CELL)

Please detach and return this by **May 25, 2011** to Wayne and Terry Munson, 4534 Silver Mountain Loop, Broomfield, CO 80023

Names: _____

Address: _____

Phone: _____ Cell Phone: _____

e-mail: _____

Plane Type and N#: _____ Emergency Contact Name and Phone: _____

I can take a passenger: _____ I need a ride!! _____



COLORADO PILOTS ASSOCIATION, INC.

P.O. Box 200911 Denver, Colorado 80220-0911 HOTLINE: 303/266-6266
www.coloradopilots.org

West Yellowstone, Montana Fly-in

Let's Camp!

Fly to the beautiful Yellowstone National Park area, and enjoy two nights of camping under the Wyoming stars. The West Yellowstone airport boasts one of America's most pilot-friendly campgrounds. Camp under the pines, close to your airplane. Mountain bikes; firewood; private, hot shower in the woods; potable water; spectacular scenery; fresh air and CPA friends are all provided free. Relax under the pines or enjoy group activities with friends.

Schedule:

Friday, June 24— Fly to West Yellowstone Airport (WYS)—390 nautical miles from BJC. Plan to arrive by noon MDT and set up camp. Lunch on the field. At 2:00 p.m. we'll tour the smoke jumper & slurry bomber base on the field. Following the tour, we'll enjoy downtown West Yellowstone and then dine at one of the local restaurants. Cap the evening off with drinks and storytelling around the campfire.

Saturday, June 25 – Breakfast on your own then, we'll split into a hiking group and car touring group for those wishing to tour Yellowstone NP or Earthquake Lake. Lunch will be followed by free time to do as you like. Early evening we'll enjoy the "time honored" CPA happy hour prior to a group dinner at one of the local restaurants.

Sunday, June 3 – Following breakfast we'll break camp and head home.

(Bring drinks and a light snack to share at Saturday's happy hour)

Links: www.yellowstoneaviation.com, www.destinationyellowstone.com

There are acres of good, hard surface tie downs. You'll be treated well by one of the friendliest FBO's in the U.S. Note: There is a \$5 per night ramp fee.

Questions, arriving late or last minute cancellation? Call Bob Kinney @ Cell: 303-887-3328

Registration Deadline: June 1, 2011

Please detach and return this portion with your check made out to CPA (\$30 per person for transportation) to: Bob Kinney, 8401 Interstate 76 Service Road, Henderson, CO 80640, or twinlake1@aol.com (**Send your check by mail if you email your registration to us**).

Name(s): _____

Address: _____

Phone: _____ Email address: _____

Cell phone: _____

Plane Type and N# _____ Emergency Contact & phone # _____

Are you without an airplane and need a ride with someone else? _____

Do you have a seat(s) available to share a ride with someone? _____



Colorado Pilots Association
"Fly In to Palo Duro Canyon"
July 15 – July 17

REGISTRATION BY --- June 1, 2011 PAYMENT BY --- JUNE 5, 2011

Join us for a great western experience in and around Amarillo, Texas, Friday July 15, Saturday July 16 and Sunday July 17, 2011. This entails a flight of approximately 300 nautical miles from Denver (APA.) We will arrive Friday afternoon at Rick Husband Amarillo International Airport, "AMA," tie down at TAC Air. Our hotel is the "premier" Ambassador Hotel. The rental van/vans will be available beginning at 1:00 PM Friday for transport to the hotel. For those arriving Saturday AM, we can also provide pickup prior to 10:30 AM.

Friday, following Happy Hour, Dinner will be at the Outback Steakhouse. On Saturday, after breakfast in the hotel, transport is available for a quick visit to The American Quarter Horse Hall Of Fame or elsewhere in and about Amarillo. At about 11:15, after picking up our box lunch, we will leave for an afternoon and evening at Palo Duro Canyon. Afternoon activities available, at your arrangement, include the magnificent Panhandle-Plains Historical Museum (<http://www.panhandleplains.org/>), Sight Seeing, Hiking and Horse Back Riding. At 5:30 PM we will gather at the Pioneer Amphitheatre for a Texas style Chuckwagon Steak Dinner at the "Big Texan Steak Ranch" followed by the musical drama "TEXAS." Sunday, after breakfast, we will return to the airport for departure. For those who wish, Sunday's trip to the airport can also include a stop at The American Quarter Horse Hall Of Fame. The vans need to be returned by 1:00 PM.

COSTS ESTIMATES: Registration fee : \$55.00, includes all transportation, Palo Duro entrance fee and your box lunch. The SHOW DINNER is \$17.00 and the MUSICAL is \$30.00 (**total \$102.00 per person .**) **These must be paid to your sponsor by June 5, 2011.** We must pay out for the show and dinner on June 6, 2011. Prior to July 5, 2011 Show and Dinner cancellations are without fee. Between July 5, 2011 to July 12, 2011 there is a 10 % cancellation fee. **Show and Dinner cancellations after July 13, 2011 are without refund.**

HOTEL : A block of rooms will be reserved at the AMBASSADOR HOTEL under the group name **COLORADO PILOTS ASSOCIATION FLY IN.** These rooms are group rated at \$99.00 per night including breakfast, subject to local taxes. If you wish a room at the Concierge Level these are group rated at \$135.00.

You will need to call the AMBASSADOR HOTEL and reserve your room prior to June 24, 2011. All rooms not booked by that date will be released. LOCAL: 806-358-6161 | Toll Free: 800-817-0521

**Contact Torry (Frank) or Carol Krutzke (719) 546-0888
1 Chism Trail
Pueblo CO 81008**



Colorado Pilots Association
" Fly In to Palo Duro Canyon "
July 15 – July 17, 2011
The Nation's Second Largest Canyon

REGISTRATION DEADLINE -- JUNE 1, 2011 PAYMENT DEADLINE -- JUNE 5, 2011

COSTS: Registration fee: \$55.00 includes all transportation, Park entrance and box lunch on Saturday.
SHOW DINNER COST: \$ 17.00 MUSICAL COST: \$30.00 Total per person: \$102.00

I will make your dinner and show reservation on June 6, 2011. **I must pay for these when I make the reservations; therefore, you need to pay me no latter than June 5, 2011**

MAKE CHECKS PAYABLE TO: FRANK KRUTZKE

Not Included: Hotel, Dinner Friday night at the Outback and Breakfast on Saturday and Sunday mornings.

Cancellation Policy: Prior to July 5, 2011 no cancellation fee. Between July 5 and July 12 there is a 10% cancellation fee. **Cancellations after July 13, 2011 are without refund.**

HOTEL: A block of rooms has been reserved at the AMBASADOR HOTEL under the group name COLORADO PILOTS ASSOCIATION FLY-IN. These rooms are group rated at \$99.00 per night Regular Room or \$135.00 Concierge Level, subject to local taxes. **These rates include breakfast.**

You will need to call the hotel and reserve your room prior to June 24, 2011. All rooms not booked by that date will be released. LOCAL: 806-358-6161 | Toll Free: 800-817-0521

Name: _____ No. Attending: _____

Phone: _____ Email: _____

Address: _____

Aircraft Type and Tail #: _____

I do not have a plane and would like to find a ride: _____

I have extra seats and can provide a ride: Number of passengers _____

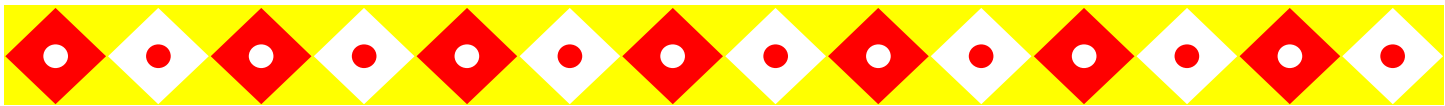
Emergency Name and Phone #: _____

Arrival: Friday _____ Saturday _____ Time : _____

Payment Enclosed: \$ _____ (\$55.00 + \$17.00 + \$30.00 = \$102.00 per person)

MAILING ADDRESS: Frank Krutzke, 1 Chism Trail, Pueblo, CO 81008-1876
Phone: Home: 719-546-0888 Cell: 719-250-0437

You may also Email this information to: torryk@mindspring.com



NMPA

Fly-In

Workshop: CRM



Pilot discount

FUEL DISCOUNT

June 24,25,26

Fun Family Weekend

Taos Municipal Airport

KSKX

Presenters:

Grant Besley NMPA
Cliff Chetwin FAAST
JD Huss FAA FSDO
Lee Truitt NMDOT

Anyone welcome!

Special invitation for
Colorado Pilots
Association (CPA) members



Loads of family fun and entertainment on Solar Fest Week-end in Taos. Music, art, history, and great dining for the whole family. Saturday morning NMPA Workshop. Afternoon with family or flying. Group Dinner Saturday Evening. Group rates at Whitten Inn (\$49). Reserve before June 3, 2011. This is a big week end in Taos so register and reserve early. 866-737-0447

E-mail or call to register: Grant

PO Box 139
Ranchos de Taos
New Mexico 87557

Phone: 575-770-5961

Email: gbesley@gmail.com

Check our Website:

www.nmpilots.org



- **FAMILY FLY-IN AND WORKSHOP**
- **STAY ONE OR TWO NIGHTS**
- **FRIDAY NIGHT GROUP DINNER**
- **SATURDAY 10:00 AM CRM WORKSHOP**
- **SATURDAY BBQ AT AIRPORT OR YOUR ON YOUR OWN**
- **GOOGLE WEEK END ACTIVITIES IN TAOS**
- **SATURDAY 7:00 PM GROUP DINNER**

SATURDAY BBQ HOSTED BY MCDONALDS OF TAOS
ALL OTHER MEALS ARE RESPONSIBILITY OF PARTICIPANTS
SPECIAL PILOT RATES BY WHITTEN INN: MAKE YOUR OWN
RESERVATIONS 866-737-0447 (block rooms held until 6-3-11)

THERE IS A \$10 REGISTRATION FEE — YOU CAN MAIL A
CHECK OR PAY AT THE DOOR.

PARTICIPANTS!!

E-MAIL SOME PICTURES OF YOUR FAVORITE FLY-IN VACA-
TION AND I WILL TRY TO PUT TOGETHER A SLIDE SHOW
THAT EACH SUBMITTER CAN GIVE A SHORT PRESENTATION
AFTER DINNER ON SATURDAY NITE. gbesley@gmail.com

Registration Form: Return this portion, along with your check for \$10 per person payable to NMPA. to: Grant Besley, PO Box 139, Ranchos de Taos, NM 87557 or email a to gbesley@gmail.com and pay at the door.

Name(s): _____

Address: _____

Phone: _____ E-mail: _____

Number attending Saturday night dinner: _____