

CPA FLIGHT LINES

Vol 28 Issue 7

July 2011



First the baby and then the the mama also wanted to be touched! What an Experience!

Read more about Lothar's Whale Watching trip inside.



www.coloradopilots.org



President's Message **by CPA President Walt Barbo**

Is it the passing of an era?

Considering that Colorado Pilots Association has staged the Denver to Jackpot Air Classic for the last 34 years, it is a little hard to accept that the 2011 event has been cancelled. There is uncertainty at this point, if the cancellation is merely a blip in the historic string of the Air Classics which originated with the first event in 1977. Or whether it is another one of those events

doomed by the current economic condition. Or, as pilots, have our interests in how we choose to participate in select aviation activities changed such that there is no longer sufficient interest to justify staging the event. In any case, the event for this year was cancelled following a survey of members which indicated there would not be a sufficient number of participants to justify the expense and effort.

Don't know how many of you might remember CPA member Hal Gamble. Hal, now deceased, is listed as Member #4 in the historical documents of our association. His affiliation with the late Carl Hayden, a fellow journalist from the Salt Lake City area and then operator of Cactus Pete's Casino in Jackpot, NV and their mutual interest in general aviation was a motivating factor in creating the first Colorado to Jackpot air race. Of course, Carl had other objectives in mind. After all, aircraft owners and pilots are known as big spenders and anything Carl could do to attract them to the Casino was in his interest. At the time there were at least two other air race events with Jackpot as destination, one from California and another from the state of Washington. Adding Colorado with an additional competitive event was in Carl's interest. And to Hal's interest as well since part of his objective was to find fun events to build interest and membership in our Colorado Pilots Association.

Hard to say if the Casino benefited from the "big spenders" that participated in the races. In the early years the Casino contributed sponsorship funding as prize money to entice greater interest in the races. But the amounts were gradually reduced over the years . . . possibly as a result of finding that participants in the races were not the big spenders they were envisioned to be. Though there were other factors, including the passing of Carl. And the conversion of the Casino from a family owned and operated casino to corporate ownership.

I have referred to the competition as an air race, an expression we no longer use. Up through the 9th Annual Colorado to Jackpot competition it was called

an air race. For the 10th running of the event in 1986 the name was changed to *Air Classic*. Primarily for liability concerns . . . as well as a consideration that aircraft insurance companies would be more acceptable to insuring aircraft not identified with participating in an air race. From my something over 30 years of participating and supporting the events, no matter what you called them, participants considered themselves in a race.

From time to time, the event planners added route changes and navigational challenges to the course so as to make the competition a greater test of navigation and pilotage skills. In the world prior to GPS and other navigational aids, the race was indeed a test of pilot skills. There are very few landmarks over the course and, in particular, anyone flying at low altitudes was very dependent on navigation and dead reckoning skills. It was not uncommon for participants to wander off course and, on a number of occasions, waste precious time trying to locate a landmark or the airports at Rock Springs and Jackpot. On one of the air races, a pilot in a Mooney Mite misjudged the distance on the leg from Denver to Rock Springs and made a precautionary landing in a farmer's field where he was given enough fuel to complete the leg. It was a fun time in the history of the event.

Over the last few years, however, most of the participants had several years experience at running the course, knew it well, and could sit back and relax while the autopilot flew the course for them. The only real challenge was picking the optimum altitude to take advantage of winds encountered on the trip. Or a slight course correction to take advantage of updrafts that could be expected over changing weather and terrain features. In my view, however, a lot of the fun was gone. Which may explain part of the loss of interest to participate in the event.

While the course remained essentially the same over the last 34 years, there were a number of changes in how aircraft were categorized and handicapped. Originally there were four categories for prize purposes based on rated cruise speed of the aircraft. The categories: (A) for aircraft rated 130 mph and below, (B) for 131-169 mph, (C) for 170-199, and (D) for aircraft 200 mph plus. And each aircraft type was handicapped according to the manufacture's (or modifier's) maximum speed at gross weight as published in the Aircraft Price Digest of Oklahoma City. This system of categories didn't work that well since, as aircraft types matured, the same make and model could fall into two different categories. So the categories were changed to a system that separated aircraft types by: (A) Fixed gear normal aspirated, (B) Retractable gear normal aspirated, and (C) Turbo and turbine equipped aircraft.

The handicap speed given to a racer was always the element of greatest interest (and sometimes contention) to participants. Since the competition has always been a handicap race in which participants race against the handicap speed des-

ignated for their aircraft, it is obvious they could make a better showing with a low handicap. Tying the speed to manufacturer's claims of speed was a simplistic way of setting handicap speeds. However, the system didn't take into account that some manufactures, primarily for marketing purposes, overstate cruise speeds. And we were finding, for example, that Cessna type aircraft rarely performed well in the races. While Piper types typically did well.

So in subsequent years we made a number of trial and error changes to the handicaps. To illustrate, there was a year when we gave 50% weight to the speeds shown in the Price Digest and 50% to past performances in Denver-Jackpot races. One year used speeds developed for the 1993 running of the Mile High Air Derby. Another year used speeds consistent with speeds established on a national basis for aircraft types. All of which brought complaints of arbitrariness and speeds not representative of aircraft types. Which influenced a return to the Price Digest speeds . . . with minor modifications as determined by the Air Classic Committee.

In the year 2000 for the 24th running of the Air Classic, GPS procedures had been advanced such that each individual aircraft could be handicapped on actual performance. However, even in what would appear to be the perfect solution, maximum performance could be influenced by such factors as temperature and turbulence during the GPS test run. Or an unobserved partially open cowl flap could significantly reduce performance. As could mixture control settings. Or a bit of out-of-trim condition. On occasion, a GPS flight test to determine handicap speed was a subtle contest between contest pilot and observer.

But there were the exceptions. Two pilots come to mind: Jim Hollis with a Skylane and Tim Roberts with a Bonanza. Both are frequent winners in past races. Based primarily on experiences gained from the extensive number of races in which they participated, they asked that their handicaps be raised so as to give others a competitive opportunity.

The number of participating aircraft was typically over 20 and on occasion exceeded 30. The last few years, however, has shown a downtrend to the level of only 9 last year. It wasn't for lack of effort on the part of the Air Classic Committee. Judy Haglin, who chaired the committee, brought the event to a whole new level of excitement. Yet participation continued to decline.

Maybe it is time to write off the event. Though I hope that is not the case. For nostalgic reasons. Perhaps, since it was such a significant part of my Colorado flying experience . . . and one of the reasons I joined CPA. But also for the reason that it has always been the premier CPA Fly In. Let's hope the cancellation is just a temporary blip.

Walt

WHALES, STINGRAYS & TEQUILA

Lothar Klingmuller

You may ask me what the title has to do with flying? Well, let me tell you this is all related to our freedom we have as pilots. We can take our experimental, factory-built and even the corporate planes to far off, interesting places.

In March N8KM (Carl and Julie) and N56LK (yours truly and Cheryl) flew our planes to Laguna San Ignacio, Baja, Mexico (shown on the WAC CH-22 (N26o51, W113o09 but not on our GPS data base).

From Tucson we flew south to Hermosillo (MMHO) to get our multiple airplane entry permit and fuel. The permit process was painless and smooth, but here the officials had a new trick: all baggage of only the pilots were inspected. Yes, essentially we had to take everything out of the planes, which is for me not my favorite task. The passenger baggage went through inspection without scrutiny. All the paperwork was handled by a fellow who worked (?) for the airport. Total cost for each plane and passenger was \$100.- and took about one hour. Finally the Mexican gave us a multiple entry permit for the airplanes.

We crossed the Sea of Cortez from the mainland at Bahia Kino North which is due West of MMHO. At this point there are three islands notably Tiburon (shark island). Crossing the Sea of Cortez here one could always glide to terra firma in case of an off runway landing requirement. Having flown this route previously, I am still questioning if there are really sharks in the Sea of Cortez.

Crossing Baja from the east coast to the west coast it's hard to find some suitable off runway landings sites. But then we do fly across the Continental divide here in the Rocky Mountains which also lacks often suitable terrain to land in case of an emergency landing.

The dirt strip at Laguna San Ignacio is slightly smoother than the Marble, CO strip and plenty long. Being at sea level, you will be amazed how much more efficient your engine and lift becomes! Commercial flights bring to this strip whale watching tourists coming from California. It was the only place we landed in Mexico where we were not greeted by a military contingency. We paid a \$15.- landing fee and \$5.- per passenger. There is a caretaker on the field and we felt that our planes were secure. Oh, I was going to tell you about whales. Initially I was kind of skeptical that this whale touching was a big hype to foster tourism, but a day on the water changed my mind. Yes, all four of us did caress whales!

We stayed the night at our tour operator, the Pachico Mayoral family. Appar-

ently Pachico, an elderly local fisherman, was a pioneer in realizing that the whales are friendly to humans in their boats. A phone call from the strip attendant brought us our shuttle to the camp. Our accommodations were in twelve by twelve foot plywood huts. No running water but it is a clean, nice and tidy camp which is notably different from a couple of small settlements we passed from the landing strip. It is refreshing to see that the Mayoral family is 100% behind their advertisement: Pachico's Eco Tours. (<http://www.pachicosecotours.com/>) The home-cooked evening meal of fresh scallops and fish was the best meal we had on our entire Mexican trip. It was served in a tent which will be replaced by a building being built out of recycled material like car tires and empty cans.

The baby whale watching us!



After a good night's sleep we were off to whale touching. We were initially nine people in the 15 foot long skiff which caused the boat to dip precariously at times when all us were on one side where the whales appeared. Yes, the baby whales came to us in the boat, made a half roll and most of the times

some of us could touch them. Unbelievable, that these big mammals were not afraid of us humans here in the lagoon where they come to mate and have their babies. Luckily we had signed up for the all day trip and after lunch at the beach had the boat to ourselves with the motor man and Jesus, son of Pachico. And then the unbelievable happened, first the baby came to our boat and right after the mother. We were able to pet both, an unforgettable life experience! Luckily, Carl was able to shoot some amazing pictures.

In the late afternoon we manned our airplanes and flew across Baja to Mulege with the famous Serenidad hotel located on the Sea of Cortez side. This flight took us again over some very isolated and rugged terrain. After a day of sightseeing in town we decided to fly to Punta Chivato, an excellent all-weather shell-packed strip located 21 nml north of Mulege. The area is famous for the shell beach. We all loaded up in the C210 for this short mid-morning excursion.

Oh, it was so refreshing to wade in the warm ocean water when I suddenly felt a real cutting pinch in my right foot. My first thought was a crab had bitten me but after a couple of steps I had a second pinch on my left foot. Then the pain

started and while walking in ankle-deep water towards shore, I suddenly noticed that I was trailing lots of blood. Here I made the right decision: I kept walking in the seawater freely letting my blood pollute the ocean. Since there was a strong pain, my theory was that any possible poison in the cuts should come out with the blood as soon as possible. After some walking, I felt the pain permeate both lower legs, so I laid down on the beach. Since Carl and Julie with their longer legs were about a quarter of a mile ahead of us, Cheryl walked towards them to warn them of my painful encounter. Too late, by the time she approached the two, Carl was carrying Julie to the first house on the beach belonging to Russ, an American. He recognized immediately that we got hit by stingrays and he was astonished that these fish were in the bay so early in the season. Russ had the first aid help right away on hand: soak the feet in hot, yes very hot water for external treatment to encourage bleeding and expelling the poison. For the internal remedies Russ supplied us with tequila, beer, and more tequila including a strong pain killer. Having endured the pain of the real hot water and after several shots of tequila, the pain was kind of overcome, so that Russ could shuttle us to a retired doctor living nearby. Antiseptic medication and bandages finished the first aid treatment. Unknown good planning that I was a passenger this time as it has been reported that I was physically and mentally not suitable to be a PIC!

Carl and Julie left for Loreto after they dropped us off at Mulege, while we followed the next day after Carl had checked up that the PIC of N56LK was OK to fly. The advanced party picked us up at the Loreto airport and then delivered Julie with swollen feet and big pain to the local emergency hospital room. Here the attending young Mexican physician told Julie that stingrays are not poisonous, but prescribed some antibiotics. That evening we did celebrate Julie's XY birthday in the very comfortable La Damiana Inn (www.ladamianainn.com). We can highly recommend this place owned and run by Debora Simmons, an American retiree.

Another day of scouting the area north of Loreto and then we parted from Carl and Julie and N8KM, the "mother ship". N56LK continued to Torreon (MMTC) flying over Los Mochis, located across the Sea of Cortez from Loreto. Torreon is the 7th largest metropolitan areas in Mexico and not really worth visiting unless you visit friends, like we did. Checking in and out with the authorities was simple for me, when the commandant told me he had studied geology. A little Spanish and a personal touch is a great help in Latino countries. The plane was tied down in front of the military guard house, so no worries here.

On the return trip I learned another new trick. The flight from Torreon to El Paso is almost over Chihuahua and would normally take three hours plus. I like to plan stops less than three hours. So I intended to land in Chihuahua, grab refreshments and fill up with cheaper fuel. However there was a chance for some

tailwind and the decision had to be made to file a flight plan to Chihuahua or to El Paso. The Commandant recommended to me to file to Chihuahua and in case I did not land there continue to El Paso. Since we did have again some tailwind we flew direct to El Paso after amending our time of arrival. Customs and immigration there was painless once we ate our Mexican apples on the spot. The US offices had a copy of our eAPIS.

Here a couple hints for flying to and in Mexico:

- * Make sure you are familiar with the eAPIS . File early and amend if need. Do not wait to the last minute as we experience some “no active times” on the website!
- * Have more than one type of credit card.
- * It is easy to change \$ US to Mexican Pesos at most markets where tourists go. You will get a better rate from the vendors than from the local banks here in the States. Have some pesos for airport fees. We had no problems paying for our fuel with credit cards.
- * Patience will help and allow some extra time remembering you are not in the USA.

Megan Sayre, Master CFI

Master Instructors LLC takes great pride in announcing a significant aviation accomplishment on the part of Megan Sayre, the Chief Flight Instructor for Journeys Aviation. Recently, Megan’s accreditation as a Master CFI (Certificated Flight Instructor) was renewed by Master Instructors LLC, the international accrediting authority for Master Instructor designations as well as the FAA-approved Master Instructor Program. She first earned this national professional accreditation in 2009 and has held it continuously since then. Additionally, she was the 2010 Northwest Mountain Region CFI of the Year. Megan is a 2-time Master, SAFE member, and CPA Safety Chair. She was the 2010 Northwest Mountain Region CFI of the Year, she also serves as a FAASTeam representative in the FAA’s Denver FSDO area.

To help put these achievements in their proper perspective, there are approximately 93,000 CFIs in the United States. Fewer than 700 of those aviation educators have achieved that distinction thus far. The last 16 national Flight Instructors of the Year were Master CFIs while Megan is one of only 32 Colorado teachers of flight to earn this prestigious “Master” title.

The Master Instructor designation is a national accreditation recognized by the FAA. Candidates must demonstrate an ongoing commitment to excellence, professional growth, and service to the aviation community, and must pass a rigorous evaluation by a peer Board of Review.

AirVenture 2011 aka “Oshkosh”

If you're going, remember to stop by the Wisconsin Weather Tent located just beneath the ATCT. Wisconsin is hosting the NASAO (National Association of State Aviation Officials) and Colorado Division of Aeronautics' booth is always the best looking display! Stop by and spend a bit of time chatting with visitors who are always curious about flying in Colorado.

Update June 20, 2011 GPS 1, LightSquared 0

LightSquared said on Monday it will move to a different spot on the spectrum to avoid interfering with sensitive GPS systems. “This is a solution which ensures that tens of millions of GPS users won’t be affected by LightSquared’s launch,” Lightsquared Chairman and CEO Sanjiv Ahuja said in a statement. “Early test results indicated that one of LightSquared’s 10MHz blocks of frequencies poses interference to many GPS receivers. This block happens to be the specific set of frequencies that LightSquared planned to use for the initial launch of its nationwide wireless-broadband network,” the company said in its statement. “Based on those same early test results, LightSquared determined that another 10MHz block of the spectrum did not create such an interference risk. This block is lower on the spectrum band and located further away from the GPS frequencies,”

Meigs Field, Revisited

Chicago had made a pact with Daley. Chicago ignored the corruption, the cronyism, the deals, all that wild spending that would eventually bring the city to the verge of financial ruin at the end of his reign. Chicago shut its eyes to all that.

But then he destroyed Meigs Field, the little airport on the lake. He sent his bulldozers out in the middle of the night and slashed the runways with giant X's. He ruined Meigs because he wanted to, because he could.

“There are three Daleys,” said a prominent political figure who supports the mayor, at least publicly. “There’s the Daley who got elected, the one you liked. Then there’s the Daley who cut all those deals. And there’s the Daley who destroyed Meigs Field. And once he did that, he lost his way.”

After Meigs, things were different between Chicago and Daley. Chicago had seen the other side of his face. Things went downhill from there. His friends got rich but Chicago floated in red ink. He failed to win the Olympics. Taxes kept rising. He sold off the skyway, the parking meters.

Complete story at

http://www.chicagobreakingnews.com/news/local/ct-met-kass-0505-20110505_0_1769462.full.column

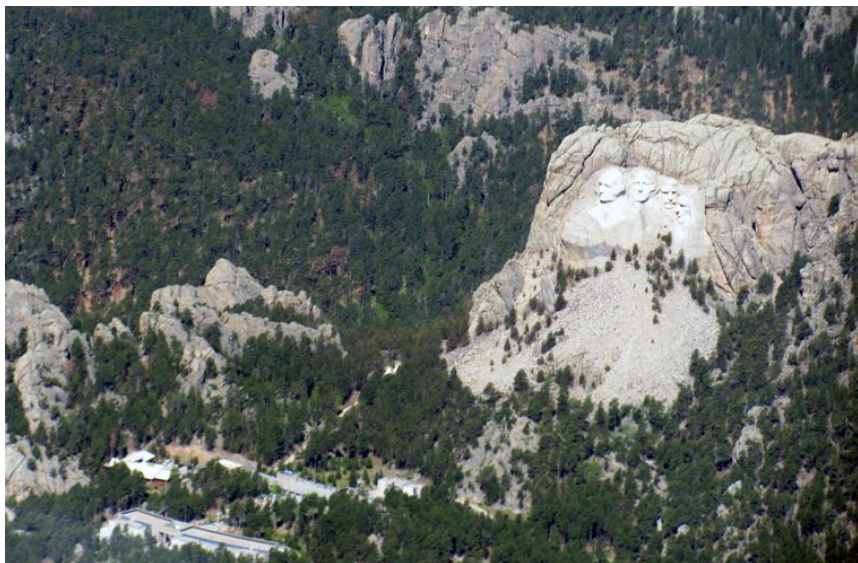
Visions of Dakota Thunder - CPA Flyin

Photos by Brian or Laurie Garrett

Rapid City / Ellsworth AFB Fly-in 2011

The Colorado Pilots Association attended a General Aviation air show fly-in into the Ellsworth Air Force Base in South Dakota on June 4, 2011. Rapid City South Dakota is literally 3.5 miles to the south, so after the air show, we left Ellsworth and flew over to Rapid City (KRAP for those aviation-types). Sunday June 5th, Laurie and I took advantage of the location and flew out over Mt. Rushmore and Crazy Horse and then back home.





Mt Rushmore from above.



Brian Garrett and the B2 - he's now thinking to trade in his Sting Sport for something larger & faster & painted grey...

Smoooooth landing...in a Cessna 210 without hydraulics!

by Julie Boyd

June 19 was a beautiful day for the Van-Aire Fly-in. It was a great gathering with a fun group of people, delicious food, and plenty of aircraft and old cars to enjoy. CPA members Carl Mattson & Julie Boyd with Julie's friend Suzanne Moore enjoyed the short trip and decided to do a little more flying after leaving the fly-in. Suzanne had flown only a couple of times in small aircraft before, and was excited to see the world from the air. Carl is a retired commercial airline captain and he and Julie have enjoyed travelling together in N8KM, a Centurion Cessna Turbo 210, in the past 2 ½ years.

After an uneventful trip to the Wyoming/Colorado/Nebraska border spent flying low to enjoy the sights, Kilo Mike headed south for home. As we were admiring the different types of waterfowl at the Riverside irrigation reservoir on the North Platte River, we heard a loud thump on the right rear of the plane. We all immediately thought we'd had a bird strike, and then Suzanne reported from the rear seat that she smelled something like paint thinner. Carl then felt the pedestal shudder as the hydraulic pump quickly drained the hydraulic fluid from the system. He immediately gained altitude and tried to lower the landing gear, with no success. His attempts to lower the gear manually were also not rewarded.

Carl asked if there was any water aboard, and Julie and Suzanne produced one and a half small bottles of water left from the picnic. Carl stretched around the center console and directed Julie to a small, very inconveniently located hole inside the console, with instructions to pour the water into the hole to replace the hydraulic fluid. For Julie, this involved putting the seat back as far as possible, climbing down onto the floor and contorting herself into a fetal position to touch the small hole with one finger while pouring the water from the bottles into the invisible fill hole. She got most of the water in and Carl again tried the manual handle to lower the gear, again unsuccessfully. At this point, Carl radioed the Front Range tower to declare an emergency and rescue equipment was called to the scene. As we had about 35 gallons of fuel on board, Carl headed south of the airport and maneuvered in the area to allow time for the rescue equipment to arrive.

After several anxious minutes (during which Carl was quietly thinking and estimating the costs of a new prop—engine overhaul at only 400 hours---and how much belly damage to an airplane with No Damage History was going to get) Suzanne then produced another full bottle of water from her purse! Julie got back into her pouring position and very carefully emptied the entire bottle of water into the hydraulic fluid hole, being especially careful not to waste any. Carl again tried the manual pump and this time the gear unlocked and went down. Hurray! We were not sure if it was fully extended and engaged and whether it would support the plane on landing, but the green light indicating it was down came on, and there was no horn indicating that the gear was still up. It appeared we were ready to land and we hoped and prayed for the best. The initial plan was to land on runway 26, but the wind had shifted so the emergency equipment was repositioned to runway 35 and then back to 26.

We had 2 hours of holding fuel, the fire trucks arrived in 15 minutes and the ambulance was out on a call and took nearly an hour to arrive. Julie and Suzanne moved to the

rear of the plane so that their weight would be back as far as possible in the event the nose gear was not completely locked down. Carl opened the doors so we could get out quickly if necessary and then executed a very smooth, slow landing at 45 mph thanks in part to the Robertson STOL kit. We held our breaths as the wheels touched down and breathed a huge sigh of relief when the landing gear did not collapse! Carl immediately turned Kilo Mike onto the ramp where the emergency equipment was waiting and shut down the engine. We were all eager to jump out of the plane, and Julie and Suzanne were grateful to be walking to the FBO breathing fresh air while Carl had Kilo Mile towed to the hangar with no emergency assistance needed. There was hydraulic fluid on the landing gear and tires, but no other damage.

During the event Carl remained calm, cool and collected, and there was no sense of panic or fear (although Julie and Suzanne will admit to doing some nail-biting and praying!) Suzanne is eager to do more flying in small aircraft if someone has an extra seat, and Julie will begin working on her private pilot's license this fall.



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Colorado Pilots Association Welcomes New Members!

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1451 R Street
Penrose, CO 81240-9684

Richard Morgan
749 McCarthy Blvd.
Pueblo, CO 81005-9704

Ruth Grasel
45 Juniper Street
Frisco, CO 80443-1825

Thomas Doak
395 Chamisa Drive
Durango, CO 81303-8203

Gus Virginis
3630 Vestal Loop
Broomfield, CO 80023-4657

Kandi Spangler
1100 Stoneham Street
Superior, CO 80027-8142

John Luhmann
24970 E. Roxbury Place
Aurora, CO 80016-4149

Jon Strom
627 Solar Isle Drive
Ft. Lauderdale, FL 33301-2627

Frank Graves
24682 Ben Kelly Road
Elbert, CO 80106-9524

Les Cox
8875 Whispering Pine Trail
Colorado Springs, CO 80908-3514

Hans Miesler
2070 15th Street
Penrose, CO 81240-9044

Steven Dunn
P. O. Box 906
Hayden, CO 81639-0906

Colorado Pilots Association Renewing Members

Bill Payne, Centennial
Spencer Mamber, Centennial
Ed Huber, Elbert
Allan Northcutt, Broomfield
Vance DiPasquale, Greeley
Danny Hanie, Longmont
Jer/ Eberhard, Fort Collins
Michael Perkins, Berthoud
Phyllis Wells, Canon City
Jack Cronin, Denver
Ron Duren, Denver
Kevin Condroski, Lafayette
James Wood, Westminster
David Maikranz, Westminster

Frank McLaughlin, Denver
Allen Hill, La Junta
Stephen Dyer, Brighton
Blanche Cohen, Aurora
Tony Pierce, Denver
Michael McGuire, Golden
Rick Durden, Conifer
Gretchen Jahn, Denver
Roger Bates, Lakewood
Brian Jones, Parker
Don Fredrickson, Longmont
Bob Beabout, Aurora
Stephen Brutscher, Fort Collins

Calendar of Events

Always check the CPA website for any changes to the Calendar

** Indicates New or Updated event*

Cancelled

July 16-17 35th Annual Jackpot Air Classic

CPA Events

July 15-17	AMA	Paladuro Canyon
Aug 5-7	U87	Smiley Creek, ID
Aug 12-14	DIJ	Targhee Bluegrass Festival
Sep 3	GJT	Fruit & Veggie run
Sep 9-11	Marble	Backcountry Flyin
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

July 2	KGNB	EAA 1267 breakfast
July 4	KLXV	4th of July BBQ at Leadville
July 7-10	U87	Woman Wise Airmanship Adventure
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 16	KALS	*San Luis Pilots Flyin & Airshow
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
Sep 17	KBJC	CPA Mtn Flying Ground School
Sep 22-24	KHFD	*AOPA Aviation Summit
Nov 19		Silver Wings Luncheon & speaker
Dec 11	tbd	*CPA Holiday Party

AOPA News

Bill Hamilton, AOPA Regional Rep

The 2011 legislative season in AOPA Central Region (CO, ND, SD, WY and NE) was relatively successful. Unlike last year in SD and NE, there were no raids on state aviation trust funds. Efforts by the wind turbine industry to eliminate the marking of anemometer towers were rebuffed. Aviation museums in North Dakota got a tax exemption so they can accept donations of expensive, historic aircraft without a crushing tax burden. AOPA president, Craig Fuller, was a featured speaker during the Aviation Saves event at Centennial Airport on Friday, June 10, 2011.

Grand County News: The Granby/Grand County Airport (GNB) now has a Flight Planning Facility (FPF) at the East end of the airport in a portion of the former airline terminal. The FPF includes restroom access. The Town of Granby, the Friends of the Granby Airport, Inc. and EAA Chapter 1267 are working together to restore courtesy-car availability to GNB. As always, check: www.granbyairport.com

Watch this space for news about the Second Annual Rocky Mountain Light Sport Expo May 2012!

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

The logo for Kimco, featuring the word "KIMCO" in a bold, stylized font where the letters are composed of horizontal black and white stripes.

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Contact: Dick Stone 303-704-9933.

FOR SALE: Hanger – Centennial Airport, available immediately.

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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.

Format Changes to Notices to Airmen (NOTAM)

Effective June 30, 2011 - FAA Order JO 7930.91

The changes come as the FAA transitions to a notam system “that is more compliant with the standards of the International Civil Aviation Organization to enable more global consistency in notams,” the FAA said. Several changes are being made in the formatting of notices to airmen to become compatible with systems already in use to originate and disseminate NOTAMs. [*Translation: ICAO*]

Under the FAA's new order, notams relating to standard instrument departures (SIDs), graphic obstacle clearance departures (ODPs) and standard terminal arrivals (STARs) will be issued as Flight Data Center (FDC) notams, instead of as D (distant) notams. New keywords ODP, SID, STAR, CHART, DATA, IAP, VFP, ROUTE, and SPECIAL will be added. The keyword RAMP will be replaced with the keyword APRON. NOTAMs on SIDs, ODPs, and STARs will appear as FDC NOTAMs.

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Profession _____

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

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

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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:

- | | | |
|--|--|--|
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| ☐ Flight Safety | ☐ Newsletter | ☐ Education |
| ☐ Programs | ☐ Legislative Affairs | ☐ Back Country |
| ☐ Other _____ | | |

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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
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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



Albuquerque Balloon Fiesta September 30 - October 2, 2011



Agenda:

Friday afternoon arrival:

- Arrive at Double Eagle, NM (AEG) by 6:30 PM (local time); check into Barcelona Hotel
- Happy Hour at the hotel

Saturday:

- Morning activities: 6:30 Morning Glow; 6:45 Opening Ceremonies; 7:00 Mass Ascension
- Afternoon activities: possible options include hiking, shopping, sightseeing
- Evening activities: catered dinner at the hotel

Sunday:

- Morning activities: 1) launch site for morning ascension then return to airport for departure or 2) breakfast at the hotel and return to airport for departure

Check balloon fiesta link to learn more about this amazing event:

<http://www.balloonfiesta.com/event-info/event-schedule>

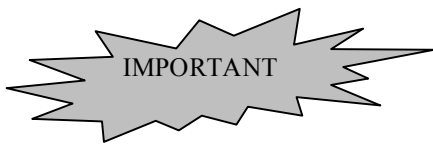
Lodging:

Barcelona hotel – as of 4/2011 the average room rate was \$99.00/night, cancellation 6 PM day of arrival and a full breakfast. For the best rates, use on-line registration; see other side of flyer for details. Note: The hotel is near a Park-N-Ride location; therefore people have the option of riding the bus to and from the launch site.

Anticipated Costs:

Car rental - \$75/person (high end estimate); Dinner Saturday night- \$30/person (estimate); general admission - \$6 per person; transportation to & from launch site – general parking \$10/car or \$12/person for round trip bus service in addition to individual hotel expenses

Sponsors: Mark Hopkins and John Martyny



Register early - We may have to limit the number of registrations!!

Registration:

Please e-mail/mail your registration to Mark Hopkins at mshopkin@hotmail.com or to 1598 Wildwood Lane, Boulder, Colorado 80305 **by August 31. No payment with your registration!**

Name _____ No. attending _____

Phone #: _____ email: _____

Address: _____

Airplane Type and Tail Number: _____ Number of passengers _____

Emergency Name and Phone #: _____

I do not have a plane and want a ride _____ I have extra seats: number _____

To book a room at the Barcelona

1. Open the Barcelona's home page link - <http://www.barcelonasuitesabq.com>
 2. At the top of the home page, click "Book Now"
Click "stay information" - select dates and number of adults; there are no codes
Click "availability button" at the bottom of the page
 3. Select the type of room from the first block of 8 rooms listed. **Note:** As of April 15, 2011 this block of rooms had a special rate that was only available via this online booking link.
 5. Book your room and finish the transaction.
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