

CPA FLIGHT LINES

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August 2011



Marilyn Taylor and Mark Holiday seen at the Kelly Airpark Pancake Breakfast Fly-In on Saturday, July 9 after arriving in Mark's P&W Mulicoupe. The aircraft is one of six built by "Classic-Aircraft-BUILDER" Jim Yonkins with a design using a combination of the best features of a Monocoupe 90 and a Mr Mulligan. Which explains the aircraft name, Mulicoupe.



www.coloradopilots.org

President's Message by CPA President Walt Barbo



Some airports do an outstanding job of creating a favorable environment for public support and general aviation growth!

As evidenced by all of the highly successful airport open houses and fly-ins which bring in dozens of visiting aircraft and hundreds of residents from local communities in a gathering that demonstrates the value of small aircraft for transportation . . . and, for those of us who fly from those airports, an appreciation of the sacrifices and investments made by local communities to develop and maintain them.

My schedule hasn't permitted me much time this year to attend many of the airport open houses and fly-ins. But I did have opportunity to attend the Granby/Grand County Airport Annual Pancake Breakfast Fly-In on July 2nd. This annual event is truly amazing and unbelievably successful! Thanks primarily to the efforts of EAA Chapter 1267 and countless volunteers. Initial reports indicate that over 700 breakfasts were served and at least 60 aircraft flew in for the event. Plus thousands of local residents who drove in. Like a mini-Oshkosh fly-in, with aircraft owners showing off their latest creations. And a grateful local audience, anxious to interact with the aviation crowd, in admiring the handicraft of those beautiful birds displayed on the ramps and aprons. From all appearances, the entire town of Granby and surrounding communities must have turned out for this event. And, of course, almost without exception, departing aircraft made a low departure pass over the runway as a photo opportunity for the admiring crowd. Had to admire the thoughtfulness of those pilots.

Unlike many of the airport fly-ins, which have an underlying objective to demonstrate the value of the airport and gain support for its development, operation and maintenance, the local EAA chapter also uses the fly-in to raise funds in support of scholarships to an aviation camp for youth. The event this year raised over \$10,000, much of it revenues from the sale of dozens of items donated for a silent auction. Have to hand it to the event planners. The waiting line for the pancake breakfast wound through the rows of tables displaying the items to be auctioned such that the items gained maximum exposure. It would have been difficult to traverse the line without making a few bids. Clever! But the line also served as a reality check in recognition of the countless donations from the community in support of the airport and the EAA scholarship program. Easy to see why this airport has been a past recipient of our Colorado Pilots Association Outstanding Airport of the Year Award.

I also had opportunity to visit the pancake breakfast fly-in at Kelly Airpark on July 9. It's somewhat different than the event at Granby since Kelly Airpark is owned by residents of the airpark and not as dependent on public support. The runway at 3,800 x 36 ft is one that is best termed as affordable rather than one built to the FAA standards that would be required on a public-owned airport, but completely adequate for the type of aircraft operating from there. And the dozens of aircraft flying into the July 9 event. Same crowd interaction as experienced at Granby. The pancake breakfast, however, was dramatically different thanks to the addition of a large variety of fruit and beverages served with the meals. The residents of the airpark do an exceptional job of hosting this event . . . all in the interest of promoting general aviation and comradeships among the aviation community.

Judging from the calendar of airport fly-ins and open houses, July is the optimum time to stage an airport fly-in. I note from the calendar that there were at least four other breakfast fly-ins during July. And a number of others will take place before the summer is out, all with an underlying objective to entice general aviation activity to their airports and promote public support for the development and operation of the airport. CPA has recognized several with our Outstanding Airport of the Year Award. The awards are part of a recognition program in which members of our organization, based on their flying experiences, identify and make recommendations of those Colorado airports that have gone out of their way to provide exceptional services and facilities for General Aviation.

Hard to believe that in this economic climate that airport sponsors would not do everything they could to create a friendly relationship with their users and to take whatever measures necessary to promote the growth of their airports. But, apparently, there are exceptions and a few of our members feel that they should be given special recognition. Just as we recognize Outstanding Airports of the Year, it is suggested that we also recognize select airports in a new category under the title, "Unfriendly Airport of the Year." With the honor this year going to an airport on the western slope currently in a conflict with its general aviation users over a security fence issue. General aviation users of the airport are alarmed at excessive fees to be charged for identification badges to gain access to facilities located inside the fence and have also charged that the airport has violated a number of assurances made in accepting federal funding for development of the airport. And a formal complaint has been filed with the FAA under provisions set forth in the FAA Airport Compliance Manual (Order 5190.8B). (Should any of our readers have an interest in reviewing the policy set forth in the order, a link to the document is available under FAA Resources of Aviation Links on our website.)

The issue is very volatile at this point and has gone legal as well as political,

with an uncertain outcome. Though one thing appears certain. The airport is a worthy candidate for the new category of airport recognition.

CPA 2011 ELLSWORTH AIR FORCE BASE FLY-IN

Terry Munson

June 4-5, 2011

The day had finally arrived. After filling out all the Department of Defense paperwork (in BLUE ink, thank you very much) and waiting patiently for approval, The Colorado Pilots Association was “Airshow Inbound”!

June 4, 2011 dawned a beautiful day for 13 CPA aircraft to fly into Ellsworth Air Force Base in Rapid City, South Dakota. Arriving at the base is always interesting. The runway is 300 wide and 13,497 long, quite a bit bigger than your standard runway.



A total of 45 General Aviation Aircraft had landed at the base by 1030 local time. There was quite an assortment of aircraft, from Eric Jensen's Jabiru, which turned out to be quite a crowd pleaser, to Bonanzas, Mooneys, Cessnas, and a few tail draggers. The static displays were impressive - the B-52 Stratofortress, the C-17 Globemaster III, the C-5 Galaxy (HUGE), the F-15, F-16 and F-22 fighters, the P-3 Orion, the B-25 Mitchell, the TBM Avenger, the B-1 bomber and the heavily guarded HVA (high value asset) the B-2.

We were treated to an amazing show in the sky as well. The B-1 bombers took off in the late morning for a training flight and returned in the late afternoon for a fly-by demonstration and landing.

US Army Golden Knights started the day off with the National Anthem and US Flag parachute demonstration. Then demonstrations by the B-25, the MIG Fury fighters, the Heavy Metal Jet team, the TBM Avenger and the F-16 fighter filled the skies for the afternoon.

The ultimate demonstration was the B-2 fly-by! Silent in its approach, a slit in the sky, the B2 is a sinister looking aircraft. (Glad it's on our side!) After the show, tired, sunburned and gritty, we headed back to Rapid City for a relaxing dinner.

By Vince & Linda Phelps

Some weekends Linda and I fly with the Colo. Pilots Ass'n to their hosted fly in events. The weekend of June 4-5, we flew into Ellsworth AFB with about 65 other civilian aircraft for the air show they host every other year. As the show ended and they were putting the B1B's to bed for the day, they taxied by and the pilot parked next to us, from Blair, NE, took this picture. It will give you an idea how small we are and how big a B1B is and it is smaller than a B52. Oh, the B1B is also just a bit noisier than we are when it goes into afterburner and full military power. Probably won't get the opportunity for that photo shot ever again. Hope everyone is having a good week.



West Yellowstone Montana Fly-in

Bob Kinney

24 intrepid individuals made the 400 nautical mile journey up to the West Yellowstone Airport June 24 - 26, to enjoy a couple of nights under the crisp, clear Montana sky. Although several of the attendees had previously visited this great area, there were a number of people who were new to the fly-in scene. Boy, did we break them in! The dozen aircraft that made the flight included airplanes from Durango and Grand Junction. The State of Colorado was well represented.

Upon arrival, Friday morning, camps were set up and tents were pitched. Following lunch at the airport terminal's Smokejumper's Cafe, the gang had a tour of the smokejumper base which is only a quarter of a mile from the campground. What a great afternoon! Tyler Jane Konierzka shocked the crowd with her modeling skills when she donned an actual smokejumper's outfit. What a fit! The rest of the afternoon was spent napping and laughing around the "circle of friends" in the campground. Oh, did I mention the world-renowned CPA happy hour that went well into the evening? Even though we had plenty to snack on and plenty of adult beverages to sooth the weary soul, we found time to run to town for a sampling of huckleberry ice cream.

Saturday, three groups parted in various directions. One to hike, one to tour Yellowstone National Park and one to tour Earthquake Lake and the infamous Happy Hour Bar. Ooooooh! It hasn't changed at all in the past 10 years. A great dinner in downtown West Yellowstone was capped with smiles around the campfire till the star came out. Sunday's dash home was uneventful with several airplanes bounding along in trail all the way to the Front Range. Montana never ceases to amaze. Make the trip sometime and renew your spirit!





Steve Konierzka's daughter Tyler Jane, tries on the smoke-jumper's jump suit.



L to R Don & Marylin Brand, Bob & Shawn Kinney, Bob & Karen Venohr

Learning about Luscombes and Ladies with apologies to Dean Jaros

Just another story about airplanes in the old days by Pat Murphy

Several years ago, forty nine years in fact, I was involved with a couple of ladies and a Luscombe. Lady number one was Dolores--Dee--my lovely, raven-haired bride of a year and a half. Lady number two was Malika, a Siberian Husky, 45 pounds of agreeable companionship. The Luscombe was an 8E deluxe model with a hat rack above the baggage compartment and rear quarter windows on both sides, an 85 hp Continental gave it a respectable 90 kts cruise. Both of these ladies had flown with me before under enjoyable circumstances. Dee had been exposed to Luscombe coziness even before we were married, but Malika had not. Our dog had ridden in our club Cessna 195, a borrowed 182 and one time had even been the sole passenger in a Boeing 707 cabin--but that's another story.

In June, we had planned a trip in the Luscombe back to Dee's home town in Iowa. Not wanting to leave Malika in a kennel, we decided to see how she would fit in the airplane. The day before we were to leave I took the right side stick and rudder pedals out and fashioned a cushion over the stubs. Dee got in first and with a little help, Malika jumped into the spot in front of her. I climbed into the left seat and started the engine. As we taxied out, Malika spotted the empty hat rack, climbed between us and curled up to claim that as her space. We took off and flew around the local area for a while and came back to land, she seemed content with her accommodations.

The next day we packed a toothbrush each and a change of clothes and launched for Fort Dodge. Malika spent the 500 nm mostly sleeping, now and then she'd raise her head to look around and make sure we were on course. The return flight several days later was routine for my crew. I'm not sure she could read the tachometer, but our pup soon learned that a reduction in power---and noise, meant that a landing was eminent and some grass would soon be available. As we approached Grand Island, Nebraska for a fuel stop, I reduced the power and Malika woke up. At first she just looked out to see if we had the right runway, then stirred on her perch as the trees got bigger. At about 200 ft she stretched just enough to collapse the thin aluminum rear of the hat shelf and fell back into the tail cone of the Luscombe. Trying valiantly to get back into the cockpit, she was tromping on the control cables and losing her fight. I quickly grabbed her collar and held her as the plane nosed up. Dee could see at this point that I desperately needed my throttle hand, she swung around and grabbed the dog with both hands and I went ahead with the landing.

A couple of cokes later, and with the help of the "Red Carpet" FBO at GRI, who drilled a few holes and stitched the hatrack back in shape with bailing wire, we were on our way to Denver.

What Plane Flew Over My Head?

Discovered by Bob Doubek

Denver International Airport launched a new web site called WebTrak, which will allow residents around DIA as well as Centennial Airport to access information about flights taking off and landing regionally. WebTrak was recently demonstrated by Dirk Guenther from Denver International Airport to the Centennial Airport Community Noise Roundtable (CACNR). "This is a wonderful tool for all of us to visually see actual planes taking off, landing, and where they are flying," stated Karen Blilie, Chair of the Centennial Airport Community Noise Roundtable. "It is also a benefit to Centennial Airport as personnel can track noisy flights and quickly get back to residents about noise concerns." Centennial Airport is also in the process of purchasing and installing their own noise equipment, which will be online in about 18 months.

The WebTrak is easy to access by going to www.centennialairport.com, clicking on "Noise Roundtable", and then clicking on "DIA WebTrak". The WebTrak is almost live but with a 21-minute delay. It keeps a 60-day history of air tracks so individuals can look up a specific day and time even if they are not around a computer when a plane event took place. Although citizens can log a complaint from the WebTrak, this feature is only available for complaints from residents affected by DIA aircraft. Should someone want to complain about a Centennial Airport aircraft, call the Centennial Airport hotline at 303-790-4709 or file a complaint online at www.centennialairport.com/Complaints.

"There are many features which make WebTrak extremely useful," Keith Gardener, Centennial City Council Member and CACNR Representative, explained. All aircraft are color coded on the map. This makes identifying what airport the plane is heading to or coming from much easier. A resident can place his/her home on the map by clicking on "address lookup." This allows the user to determine exactly how far an aircraft was from a home. By clicking on a specific plane, residents can get additional information about an individual aircraft, such as flight identification, aircraft type, origin, destination, height and speed. These "tags" will allow a user to see an aircraft's entire flight track. "Finally, citizens have a tool to use which will help them to see the crowded skies of the entire Denver Metropolitan Area," stated Brad Pierce, Vice-President of CACNR and Aurora City Council Member. "Try this out. It is fun as well as informative."

From Bob: This article does not point out the fact that the radar tracks cover all of the airports near DIA Including: APA, BJC, FTG Etc. I would encourage all local pilots to visit the site.

Note: This is the direct link:

<http://webtrak.bksv.com/den>

PRAYING MANTIS INVASION AT FRONT RANGE AIRPORT???

Bill Totten

Not really. It was only eight Sikorsky Skycranes in need of a place to catch up on their maintenance needs.

Helicopter Transport Services, Heavy Lift Division, based in Corvallis, Oregon, has been busy this summer fighting fires around the country and needed to find a location to accomplish the necessary maintenance. Due to our recent stretch of thunderstorms with hail, it was important to find large hangars to complete the work inside.

A search for a facility that could handle all eight of the Skycranes was initiated and a call was made to the Front Range Airport to see if the appropriate facilities were available. Front Range didn't have space for all the Skycranes, so staff contacted Michael Buehner-Coldrey, the owner of several large hangars and arrangements were made to lease two large hangars, each of which could house four of the Skycranes. These aircraft, which were scattered around the Western U.S., then were flown in to the Front Range Airport.



Their website states that Helicopter Transport Services, Heavy Lift Division, operates a diverse fleet consisting of Sikorsky CH-54A Skycranes, CH-54B Skycranes, CH-53D's, S-61N's, S-58T's and Bell 214ST's (Super Transport). Their services include aerial fire suppression, aerial services and support to the petroleum industry, aerial construction and various heavy lift operations. These operations are conducted in the United States, Canada, Australia and elsewhere in the world. They also have a Canadian based business that operates a large

and diverse fleet throughout Canada.

Their CH-54A and CH-54B Skycrane Helitankers offer more water-dropping capability per flight hour than any other aviation system. The purpose built tanks hold up to 2,600 gallons of water, refillable in 45 seconds and in as little as 18 inches of water. A computer-controlled delivery system can systematically deploy water or other suppression agents at varying levels of coverage. Also, depending on the model, these heavy-haulers have gross weights of up to 47,000 lbs, cargo hook capacity of up to 25,000 lbs, and a fuel capacity of 1,250 gallons. They have an endurance of up to 2.5 hours and can cruise between 104 and 115 knots.



The Heavy Lift Skycranes travel to most of their job sites with their own fuel tankers and maintenance crews that keep these hard working aircraft in the air. The maintenance work is expected to be completed in mid-July and the Sky-cranes will then scatter through the country to continue their heavy-hauling tasks.

LightSquared & GPS Update

From EAA, AOPA and AvWeb

A wide variety of groups that use GPS technology, from aviation to law enforcement and emergency services, have stated opposition to the LightSquared plan. A significant number of Congressmen have also voiced grave concerns about the effects of the LightSquared plan. The latest government body to raise objections is the European Commission, which is worried that signals from the LightSquared network could overwhelm the European Galileo satellite-based navigation system.

EAA and other GA groups are members of the Save Our GPS coalition, which has joined together to preserve the vital communications and navigation provided by GPS. The

www.SaveOurGPS.org website offers additional background about the threat to GPS and how aviators and others can send their own comments to the FCC.

LightSquared's multi-billion-dollar business plan appears to be unaffected by the details of regulatory approval and the potential destruction of the GPS system. According to CNET, Sprint, Nextel and LightSquared are about to announce a blockbuster partnership that will allow Sprint to migrate its service to the Long Term Evolution (LTE) broadband service that LightSquared is offering and is apparently the next big thing in wireless. In exchange, LightSquared gets the use of the 40,000 cell towers Sprint already owns for a rental fee of about \$2 billion a year. What's significant for those who care about GPS in all of this is that the interference that's been clearly demonstrated is a side issue in high-stakes intrigue that may alter the broadband services landscape considerably.

Various broadband publications suggest that hedge fund guru Philip Falcone's venture into the wireless business hasn't gone through normal channels and that the political impetus will make it hard to stop. According to Bloomberg Falcone was bragging about the deal to investors in his Harbinger Capital Partners fund that the deal was done on June 15. That was the date LightSquared was supposed to have submitted a report to the FCC regarding potential interference with GPS but instead asked for an extension.



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Overregulation: The View From a Helicopter Cockpit

Posted by Walter Olson

Philip Greenspun discovers that an FAA inspector is happy to march a little helicopter charter outfit run by a single owner/pilot through the same paperwork slog that a much busier operation would face:

As the owner of a very small Boston-based helicopter charter company, I spent one morning this week with a very bright and experienced FAA safety inspector who drove out to my house in his government-issued car to inspect our records. This helicopter charter operator is licensed in the special “single pilot 135” category, which generally means that the owner is the pilot and nobody else can fly paying customers. The FAA inspector, however, was working from a checklist that applies to all 135 operators. We went through a bunch of questions relating to how familiar was I with the procedures for hiring additional pilots and making sure that I had checked with their previous employers to find out if they’d ever failed a drug test. The FAA inspector also looked at my monthly duty time records to make sure that I hadn’t flown more than 1400 hours in the preceding 12 months (FAR 135.67).

No Boston helicopter charter company with a single helicopter has ever flown more than about 50 hours per year, but we went through page after page of reports showing either 0 hours flown or 0.5 hours flown. Finally, the FAA inspector looked at my random drug testing program to make sure that everything was in place. I’m subject to the same drug testing requirements as United Airlines. I am the drug testing coordinator for our company, so I am responsible for scheduling drug tests and surprising employees when it is their turn to be tested. As it happens, I’m also the only “safety-sensitive employee” subject to drug testing, so basically I’m responsible for periodically surprising myself with a random drug test. As a supervisor, I need to take training so that I can recognize when an employee is on drugs. But I’m also the only employee, so really this is training so that I can figure out if I myself am on drugs. As an employee, I need to take a second training course so that I learn about all of the ways that my employer might surprise me with a random drug test and find out about drug use. But I’m also the employer so really I’m learning about how I might trap myself.

Five minutes after the FAA inspector left, I received a phone call. “I’m from the FAA and we’d like to schedule an audit of your drug testing program.” I remarked that a fully qualified FAA inspector was barely out of the driveway and had just gone through every document that I had on the subject. “He was from the FSDO (Flight Standards District Office)? That’s a completely different department. We’re going to send two inspectors up from Atlanta next month.” Why two? “We always send them in pairs.” What did they want? “We’re going to fax you a detailed list of all of the information that we need and you should

immediately contact your drug testing provider (Lexis/Nexis) to tell them that you're being audited. There is a bunch of information that you can get only from them. As soon as you get the fax, you should re-fax it to Lexis/Nexis." I said that I didn't have a fax machine, so he promised to send the information via U.S. mail, email not allowed.

User-Fees-An Idea That Just Won't Go Away

Like a bad reality series, the concept of establishing user fees on GA operations seems to keep returning to the table. The idea re-emerged during recent deliberations between Congress and the White House on raising the federal debt ceiling, which have been deadlocked for much of July.

This week (7/18), EAA President/CEO Rod Hightower and AOPA President Craig Fuller joined other GA organization leaders in signing a letter to Congress raising concern about the possibility of user fees as part of the debt ceiling negotiations. The GA groups are asking their combined memberships to contact their elected federal representatives in opposition to user fees, and have issued a joint statement outlining their unified position.

These so-called "fees" would decimate businesses, charitable groups, flight schools and medical providers around the country with an enormous new tax burden, AND require the creation of a new bureaucracy within the government to administer these taxes.

It would create a new method for raising money from the general aviation community but it's a proposal that's been rejected before, and it's one that needs to be rejected again.

Both EAA & AOPA as well as other aviation organizations are asking members to contact their Senators and Representatives to voice concern over the re-emergence of a user fee proposal, and clearly articulate the efficiency and success of the fuel excise tax system of revenue collection that has existed for decades. Say NO to any new user fee tax as part of a proposed solution to deficit reduction, and help to protect the 1.2 million jobs and countless communities around the U.S. that depend on general aviation.

Senate Contact:

http://www.senate.gov/general/contact_information/senators_cfm.cfm

House Contact:

<http://www.house.gov/representatives>

Colorado Pilots Association Welcomes New Members!

Brian Scollon
15880 Imboden Road
Hudson, CO 80642-7903

Rusty Richards
3641 Highview Way
Columbus, IN 47203-2507

Dick McKee
2150 Green Oaks Drive
Greenwood Village, CO 80121-1529

Erik Dyce
3845 S. Jersey Street
Denver, CO 80237-1139

Matthew Schwarck
305 Baron Court
Eric, CO 80516-8113

Dennis Wisely
12010 N. 114th Way
Scottsdale, AZ 85259-2612

Kenneth Carter
5319 E. Courtney Avenue
Castle Rock, CO 80104-9775

Mike Henderson
P. O. Box 3339
Evergreen, CO 80437-3339

Colorado Pilots Association Renewing Members

Frederic O'Neil, Lakewood
Richard Arnold, Telluride
John Hollstein, Larkspur
James Flohr, Parker
Ken Koock, Austin, TX
Anthony Euser, Fort Lupton
Denise Eiseman, Littleton
Bill Dunn, Centennial
Jack Burson, Superior
Michael Craven, Brighton
William Gee, Golden
Stuart Burden, Niwot
Richard Fleenor, Denver
Jack Cronin, Denver

Greg Fehr, Broomfield
Brian Lewis, Springfield, OH
Leonard Ginther, Westminster
Mark Brown, Aurora
Terry Barbo, Aurora
Richard Brewster, Bellvue
Roy Schutt, Fort Collins
Mike Smith, Colorado Springs
John Webb, Springfield
Donald Piermattei, Carr
Edward Cook, Boulder
Tal Miller, Denver
Hank Eng, Englewood

From FlightAware Customer Service

You will not be able to track your aircraft VFR with or without flight following. We used to be able to see a few now and then recorded but it is unreliable. We track IFR historical data only since the *FAA advised they will no longer filter flights onto any site that fly VFR or VFR with Flight Following*. Perhaps one day we can hopefully get back to tracking both but unable to at this time. There are times when you might see one now and then but FAA will not filter the feeds any longer.

Calendar of Events

Always check the CPA website for any changes to the Calendar

** Indicates New or Updated event*

CPA FlyIns

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

CPA and Other Events

Aug 7	7V7	* Red Cloud FlyIn
Aug 20	KFTG	Classic Aircraft & Car Show
Aug 20		Silver Wings Luncheon & speaker
Aug 20	KEIK	Erie Air Fair
Aug 26	KGCC	* Wyoming Pilots Assoc Conference
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 (date changed)
Sep 22-24	KHFD	*AOPA Aviation Summit
Nov 5	tbd	Annual Meeting
Nov 19		Silver Wings Luncheon & speaker
Dec 11	tbd	*CPA Holiday Party
May 2012	tbd	2nd Annual Rocky Mtn Light Sport Aircraft Expo

RMLSAExpo Financial Report

Thought everyone might be interested in the Expo results. The committee is convinced that the weather was a major detriment but on the whole, no one was surprised we lost money, but everyone was surprised at how little we lost (all things considered). Income was 95% from exhibit space and the rest from poster sales. Expenses were mostly publicity - posters, flyers, mailings, poster design, etc. One expense we discovered late in budgeting was the requirement for port-a-potties. Front Range Airport graciously covered most of the tab for breakfast. We'll do better next year!

Income: \$1370

Expense: \$1927

Loss: \$557



FLY MART

FOR SALE: Hanger – Centennial Airport, available immediately.

T- hanger, bifold doors, Row 23 TH-7. Large enough for a C-182. Has interior lights and a concrete floor. Price \$34,000, (just reduced).

Contact Dick at 303-688-1461(home), 303-570-5861(cell), or rstienmier@viawest.net

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.

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

Phone: (303) 295-1172

Email: kimcoprepress@qwestoffice.net

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

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

WALSENBURG -- Vacant

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

Colorado Pilots Association, Inc.

Mail-in application for Individual Membership/Renewal
Online application at www.coloradopilots.org

Name _____

Spouse _____

Address _____

City _____ State _____ Zip _____

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

E-mail _____

Profession _____

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

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

Applying for:

- ☐ Renewal
☐ New membership

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

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

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

I am interested in serving as Area Rep at _____

I am interested in serving on the following committees:

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

CPA LOGO MERCHANDISE

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

For information please call Terry Barbo 303-367-0670

Mail your order to the CPA address above

Wall South Dakota Fly In September 17th and 18th

Wall Drug – 290 nm

Wall South Dakota (6V4) approx 290 nm from APA, 2:00 hr +/-
Runway 3500 X 60 paved – RIGHT TRAFIC

Tour Historic Wall Drug and Historic Down Town areas, ½ day guided tour of Minuteman Missile Historic Monument. Group lunch and dinner.

Arrive no latter than 10:00 am at 6V4 on the 17th.

Transportation to Wall Drug for Group Lunch

Transportation to Minuteman Missile National Historic Site or stay for Historic Main Street shopping

Guided Tour of Delta One launch control facility and guided tour of Delta 9 missile silo. Groups will be divided as space is limited.

Transportation back to Wall to hotel and shopping. Happy hour.

Group dinner is in Wall at a restaurant to be chosen in the Main Street Shops Area.

Back to Sunshine Inn Hotel

Sunday morning breakfast and depart home.

We have guaranteed 13 rooms at the Sunshine Inn. Please confirm your attendance and intentions no latter September 1. We have guaranteed 13 rooms with deposits. More rooms may be available if there is a strong interest. The special room rate including taxes is \$47.74. Any cancellations after September 2 you will forfeit deposit of \$24.00. **Your host, Greg Reedy, has paid the deposit; please confirm your attendance with him. Cell 720-201-8097, gregeagle1@hotmail.com**

The mayor of Wall has taken the initiative of providing transportation. There is a nominal charge for this service included in trip fee. All meals are on your own.

Special note: bring tie downs and chocks. Fuel is ***not available except for emergency***. Plan stopping for fuel on your way up or return trip. The mayor suggested Hot Springs as a fuel stop, fast in and out with self serve pump.

Wall Drug – 76,000 sq ft of free attractions that has been entertaining and educating the traveling public for over 76 years. The largest private Western Art Collection in the country is in Wall Drug. Free attractions and entertainment for all. Wall's Main Street is decidedly western and bustles with visitors enjoying the attractions and browsing the shops.

Minuteman Missile National Historic Site tells the story of the Minuteman weapons system and its role in enhancing America's strategic commitment to world peace.

On your way home there are many opportunities for aerial sightseeing including, Bad Lands, Mount Rushmore, Devils Tower and more.

Sign up before September 1 – rooms may be limited. \$15.00 per person.

Name(s) _____ Number Attending _____
Phone numbers _____ email _____
Address _____
Aircraft Type _____ N number _____
Emergency Contact _____ Emergency Tele _____
I want to be put in touch with someone to share a ride with _____

Greg Reedy
497 Grey Squirrel Way
Franktown, CO 80116 gregeagle@hotmail.com cell 720-201-8097