

CPA FLIGHT LINES

Vol 28 Issue 9

September 2011



Remembering Bob & Elaine Dawson--We'll all miss you so much

CPA member Bob Dawson and his wife, Elaine, were fatally injured August 14, 2011 in a crash of their Turbine-powered Bonanza while returning to Denver from the Driggs ID CPA Fly-In. Our heartfelt condolences go out to their family members.



www.coloradopilots.org

President's Message

by CPA President Walt Barbo



It was an unusual setting for a Mountain Flying Program!

In the Cheyenne Mountain Resort at the foot of Cheyenne Mountain in Colorado Springs, Colorado, spectacular views overlooking the Pete Dye-designed golf course and the resort's 35-acre private lake featuring paddle boating, sailing, fishing . . . or just plain relaxation and enjoying the sun. In a conference room overlooking this exceptional setting, elegantly furnished, that can be best described as only in one's dreams.

All this thanks to CPA member Ricky Davidson, a Cirrus 22 owner. Ricky enticed the Cirrus Owners & Pilots Association (COPA) to hold Migration 9 Fly In at the resort, and offered members an opportunity to participate in our 2-day CPA Mountain Flying Program including a one-day ground school at the resort plus a second day in a flight into several of our Colorado high-elevation airports with one of our certificated flight instructors. Twenty Three COPA pilots participated in the program.

Hard to picture the lavishness of the conference room provided for the Ground School. The image shown gives an indication . . . but doesn't do it justice. Large fireplace off to one side. The entire back wall of glass looking out over the golf course with Cheyenne Mountain in the background. With the ski slope visible as a narrow green meadow flowing down the mountain side. Which was a distraction for Bill Dunn in that it brought back pleasant memories of skiing there during his youth.

CPA members Bill Standerfer and Bill Dunn alternated in teaching select portions of the course. The two have been teaching the course for a number of years and now have it refined to where it is widely recognized as, perhaps, the best course of its type in the entire nation.

A new presentation technique introduced for this course involved projection of digital information onto two screens. One of the systems had a live feed to the Internet and Bill Dunn made maximum use of this capability to brief on weather information sources and conditions to be expected on the flight portion of the program. The real attention getter from the Internet connected system, however, was how Bill Dunn used a Google Earth connection to bring up a satellite map and simulate the course to be flown during the flight portion. One screen

showing a line on a sectional chart and the other with a photographic image of the same route was one of the most effective presentations I have ever witnessed. For this program we rented the second computer system to enable the dual screen presentation. However, thanks to a small grant from the Colorado Aeronautical Division, we will soon be purchasing an additional system and the dual screen type presentation will become standard procedure in future presentations of the course.

Larry Camden, our Mountain Flying Committee Chairman had some challenges in rounding up enough of our credentialed instructors for the flying portion of the course. Though we have about 20 designated instructors, there were more than that number of Cirrus drivers in need of an instructor. And the reality that many of our instructors had other commitments. As it turned out, we ended up with 12 instructors. But thanks to the flexibility of many of the Cirrus participants, we were able to spread the flight schedule over three days. And with the exception of one with a minor medical problem, all were able to take a memorable and educational flight over our Colorado mountainous terrain and into several high-elevation airports.

As I reflect back, one of the more humorous parts of the program, at least to me, took place during the ground school portion of the course relating to survival following a crash landing. The session borrows a little from the late Mick Wilson's book on "How to Crash an Airplane (and Survive)". Our instructors dutifully briefed the students on the type of terrain and terrain features to consider when experiencing a forced landing. Including such things as the type of trees to select for the crash site if there was time or opportunity to do so. Though the students all appeared attentive, I mused that they were probably all thinking how "out of touch" we were considering that all they had to do as Cirrus pilots was to pull that little lever that engaged the parachute. After which their fate would be in someone else's hands.

Oshkosh AirVenture 2011 – Perspective from a Newbie

David Gordon Director, Colorado Division of Aeronautics

My attendance at this year's EAA AirVenture was something to behold. Especially when compared to my previous visit in 1967 when it was held in Rockford, Illinois.....and I was a teenager learning to fly. I made the trip to Rockford in a Cherokee flown by a local dairy farmer who had taken me under his wing and was helping me build hours. The trip to Rockford was a nice cross county trip from the northern Indiana farming community. At the time I was very inexperienced in life but the flying bug had already bitten me and the EAA fly-in at Rockford sealed the deal. The number of aircraft of all sizes and shapes at one place was something to behold....

Fast forward 44 years to Oshkosh EAA AirVenture 2011. Wow, what a change. I was totally blown away at how big the event has become and how many aircraft of all sizes and shapes fly in for this event. I had read stories and heard many descriptions from pilots who had flown back to their home airports in Colorado where I've been the airport manager at three different airfields. But nothing can prepare you for what the true experience is first-hand. This year's event celebrated the 48th Annual EAA Convention and according to officials the attendance was around 541,000 and more than 10,000 aircraft flew in for the event.

On my first day at AirVenture I was fortunate to be given a grand tour of the site with past Wisconsin Aeronautics Director Bob Kunkel. Bob is now retired but spends every summer volunteering his time to AirVenture and serves as a Governmental Relations Ambassador. We spent about four hours driving around the grounds, including a side trip to the float plane base. It is amazing to not only see the camp grounds and facilities set up for the fly-in folks but also the true campers who drive in from all across the country. EAA has sure done their homework on how to get so many people from all forms of transportation at one place and accommodate their basic needs for a week. It's a tribute to their efforts that thousands of people every summer plan their vacations around this event.

I was also introduced to Peter Moll, the Airport Director for Wittman Regional Airport. Being a past airport manager myself I can really appreciate what he and his staff do every year preparing the airport for AirVenture. The airport and the FAA controllers do a fantastic job coordinating multiple ground and air activities simultaneously.

I was also impressed with what EAA has done with their education program. The Kid Venture area was filled with kids of all ages learning about aviation.... something our industry at all levels needs to continue focusing on. The Young Eagles Air Academy is another example of how EAA is educating our kids of all ages. And the Air Academy Lodge is a wonderful facility built with donated funds. We had lunch at the Lodge on Saturday and were pleasantly surprised to hear an impromptu presentation by the Chief Test Pilot for the Boeing 787 Dreamliner. I was impressed by the quality of questions the students were asking about the state-of-the art aircraft design characteristics and flight controls. Lastly, my overall impression of AirVenture is that the sheer size of the event exemplifies our excitement, as a nation, for aviation at all levels; and the desire to share this excitement with others especially with the next generations who will follow us. The Experimental Aircraft Association, its members and donors can take great pride in what has been accomplished.

It's great to live in the United States.....can't wait until next year!

Congrats Penny!

Chapter member Dr. Penny Hamilton is to be inducted into The Colorado Aviation Hall Of Fame. The Colorado Aviation Hall of Fame Banquet will be held at Wings Over the Rockies Air & Space Museum on Sunday, October 16. For more information or to purchase tickets, visit the CAHS website at www.coloradoaviationhistoricalsociety.org

Keep Your Eyes Open & Stay Safe Out There!

Unmanned military aircraft may soon have a permanent home in U.S. commercial airspace, according to a Defense Department official.

The Pentagon and the FAA are carving out between four to 10 "bubbles" in civilian airspace above the United States to test UAS, Steve Pennington, executive director of the Dept of Defense Policy Board on Federal Aviation, said Aug 18, 2011.

These airspace bubbles will be located across the country and provide DoD and the FAA space to show that UAS can fly in heavily-traveled commercial airspace in all conditions across the United States.

The sites will not be co-located with existing DoD sites that have been cleared to fly UAS in the United States, such as Grand Forks Air Force Base, ND, Pennington said. However, he said the new airspace sites will likely butt up against those DoD-owned sites. DoD will begin preliminary site selection for those locations by the end of 2012, Pennington said.

The unmanned aircraft will use a ground-based sense-and-avoid system for the early flight tests scheduled for the airspace locations. Sense and avoid technology allows unmanned aircraft to detect other planes in the area and change its course to avoid midair collisions.

The ground-based system will relay information from air traffic control and other sources on the location of all aircraft flying in the area of the UAS. That info will then be relayed to the UAS pilot on the ground, who can then maneuver the aircraft through the air traffic.

As tests progress, DoD officials plan to move to a partially automated sense-and-avoid system on board the aircraft, Pennington said. Creation of these airspace bubbles was part of the FAA reauthorization bill proposed earlier this year. Lawmakers tabled passage of the FAA bill until September, when Congress is set to return from its summer recess.

Driggs Flyin
Photos, photos, we got lots of photos!



Happy hour with new CPA member Victoria Bond, Jo & Bruce McMullin



A small part of the group on the top of the Grand Targhee Ski area

Colorado Pilots & Facebook

Stop by, see what's going on, leave a message on Facebook at
www.facebook.com/pages/Colorado-Pilots-Association/175353651033



Vanita & Frank Gallo, Walt Bell, Dave Burke, Bob Dawson, Steve Harlis



Karen & V.P. Bob Venhor

Oshkosh AirVenture 2011

A first time experience – Bill Clay

When I retired from Motorola, after 31 years, Oshkosh ended up high on my Bucket List. I got the chance to go this year with an old friend, fly there in his plane and was asked to write an article about my experience as a newbie. I couldn't pass it up.

I've been interested in flying since I was a kid. Built models, flew U-Control planes, and currently fly Radio Control planes and helicopters. I got my Private Pilot's License in 1972 but haven't been pilot in command since the mid 1980's. Other interests and activities have kept me away.

Our Aircraft: Cessna 185 Skywagon with cargo pod.

The Crew:

Rob Duncan, John Kounis, Rod Smith, Bill Clay, Joel Taylor. Joel met us there with local transportation and needed supplies (cooler, beer, etc...).



Tuesday July 26, 2011

The skies were still dark when we pulled the airplane out of the hangar at 5 a.m. MDT—an early departure that was necessary time to assure an arrival prior to the 3 p.m. CDT closure of Oshkosh Airport for the airshow.

We delayed long enough to takeoff from Crawford's unlighted runway with a glimmer of light shining on the eastern horizon. Then we circled over the airport. With visibility of lighted landmarks, Rob's intimate knowledge of the terrain around his home and carefully watching the terrain readouts on the Garmin GPS696 we climbed high enough to fly safely to Monarch Pass toward the brightening eastern sky.

The flight from Crawford Airport (99V) to Wittman Regional (OSH) was very smooth and without problems. My three companions have a lot of flying experience and there was time for a lot of good stories, some very funny and most of which I believe were

true.

The approach into the Oshkosh area was very interesting. Both Rob (20+ trips) and John had flown into OSH many times but still had a copy of the current NOTAMs in hand to verify details. I don't mean the paragraph of FAA-standard text that you're used to seeing at the bottom of a weather briefing. I'm talking about a 20+-page book with pictures, chapters, frequencies, and flight procedures.



That's me on left then Rob, John and Rod.

Our assigned parking in Vintage Aircraft Camping was in the very last row about half a mile south of any activity. In fact someone had jokingly (I think) put up a sign prior to our area saying Fond Du Luc City Limits. To the east of the camping area is the taxiway for Rwy36; to the west is a grass road with tall trees and farm fields on the other side of the fence. Bus service to outlying areas like our campsite was usually with yellow school buses, but a bus got stuck in the mud on our road after a rain this first night. For the rest of our stay we had to walk that half mile to get to the buses and public showers.

After arriving John and I had to go get our tickets outside the Main Entrance. What a carnival atmosphere. So many people, you couldn't walk a straight line, you had to weave your way through the crowds. Trams and golf carts were shuttling people around. Instead of carnival rides there were aircraft and equipment displays, food and drink stands and tents and flags. Instead of the sounds of the midway there was the roar of aircraft and helicopters as they made fly-bys. This was true for all the sunny days. A whole week enjoying a flying carnival. Great!

While John and I were getting our tickets, Rob and Rod were setting up Rob's 6-man tent.(thanks guys). After a couple of days of camping we were trying to figure out how they could have slept 6 people in that tent. Four of us and our gear pretty well filled the place. But, it kept us out of the weather, and cool breezes at night made for nice sleeping.

That evening Joel drove us to meet and have dinner with Rob's 40 or 50 Skywagon buddies at Wendt's On the Lake restaurant. Before eating we watched amphibians taking off and aircraft flying to and from Oshkosh to the North of us. Some of our group flew in their Skywagon amphibians and tied up to the dock by the restaurant.

One of the things that really struck home for me that night is that the flying community comes from all over the country to gather at these events. I had good conversations with folks from Texas, Louisiana, a farmer from Tennessee who was about to start preparing a grass strip by his house, and a couple where the guy lived in Arizona and his girlfriend lives in Minnesota. Sure was an interesting bunch of folks.

Wednesday July 27, 2011

Woke up with rain.

When I was ready to head in there was, of course, a downpour. While standing under the wing, trying to decide when to start the half mile trek to the nearest Tram, a volunteer drove up to our plane in a car and offered a lift. Here was a guy who had flown commercial from Australia and was volunteering his time. We picked up some other folks and weaving through raincoat clad crowds and many side roads to get around closed areas, he drove us all the way to our destinations. Didn't have to hassle with transferring between the open air Trams in the rain. The volunteers running the Trams were also bundled up in their rain gear. Another bunch of dedicated people.

Since it was raining I decided to hit the big hangars with the commercial vendors. The wide range of products was amazing. Way too many for me to take in and remember. For people just getting started, there were flight schools and reference materials. For aircraft owners, every imaginable part, product and service was available. Special items were available just for the ladies. There were even goggles, ear muffs and oxygen systems for the pet dog. It had never occurred to me that folks were flying with their pets. But I guess it's not really so surprising.

Thursday July 28, 2011

Another rainy day. Spent more time indoors. Still lots of things to see.

Wish I had some pictures of the crowds milling around in the hangars. Everyone that would normally be outside was inside staying dry. A lot of the booths had lines of spectators 3 and 4 deep. In spite of the economy I gather the vendors, even on big ticket items, had a very good year at the show.

There were a number of food courts available when you got hungry. Signs above each booth announced their specialty. Lines at some booths could be fairly long so that also became a factor in determining what to eat. With food in hand finding a shady seat under a tree or umbrella was the next order of business. People were always friendly and ready to share some space and good conversation. I was surprised to find that the majority of folks I met had been coming to Oshkosh for many years. As a newbie, I seemed to be in the minority. These conversations with varied stories about their circumstances were some of my favorite times.

Friday July 29, 2011

It was a sunny day so finally got to go look at airplanes.

Walked the half mile from camp, got in the Blue Tram, picked up the Yellow Tram to

the vicinity of the Tower and finally caught the Red Tram over to the Warbird area. The Trams consist of two covered wagons (metal painted yellow), each with around ten rows of seats, towed by a small tractor. Since the attractions are so spread out on the airport the Trams are invaluable. And with so many people at the show the Trams were usually full. Sometimes crammed elbow to elbow or even cheek to cheek.

The new Boeing 787 Dreamliner flew in at 8:13 am. I understand it's the first airliner with greater than 50% composite construction. Later I saw a very large crowd waiting to tour inside and decided not to try. I heard someone say they waited 2 hours for the tour.

There were rows and rows of warbirds with many different types from different eras. It was a real hub of activity, with engines firing up (reciprocating and jet), aircraft taxiing to and from the flight line and the crowd taking it all in. A lot of the crowd was over by Rwy 09 watching the take-offs and landings. Some were buying rides on the B-17 and Ford Tri-Motors which were constantly cruising over the area.

I noticed some wreckage of a jet, but thought it must have been staged, maybe as a part of a war re-enactment. There was a long furrow in the grass ending with the jet nosed in with some crumpled and somewhat charred wreckage. Later, a friend of Rob's related to us that it had been an F16 that ran off the end of the runway. You can see the video on YouTube.

I'm not very knowledgeable, and don't know which planes are unique or special so I just took pictures of ones that caught my eye. Too many to include in this newsletter. You can see all my pictures at <http://picasaweb.google.com/raptor30k/Oshkosh>.

You know, you don't really appreciate the complexity and size of military machines until you see them up close. The design, engineering, manufacturing and maintenance man-hours must be just phenomenal. Throw in the quality of the parts and pieces and you can see why they are so expensive to build and maintain. Seeing the warbirds also made me stop and consider the sacrifice and danger of those that served in them. They are built for function not comfort.

Next to the Warbirds is the Homebuilt area. Talk about a contrast, from the highly complex to the super simple. Of course calling Homebuilts simple is kind of unjust. The ones I saw looked to be well engineered and I know it takes many hours to construct them. My impression is that it would take a truly dedicated builder and someone with tons of enthusiasm to complete one of those projects. My hats off to all those that do.

A good example of one of those homebuilts is the Bearhawk. Rod, one of my fellow passengers from Crawford Airpark, Colo. is building one. He's one of those enthusiastic and knowledgeable people of all things aviation. I'm anxious to keep in touch and see how his project turns out.

The Lakota UH-72A helicopter of the Wisconsin Army National Guard was an amazing piece of modern technology. Looked like it was outfitted to haul 2 stretcher cases plus crew and lots of gear. It had many glass panels in front. And looked like it could go anywhere, do anything.

Saturday July 30, 2011

Another sunny day. Great for looking at more airplanes.

The Ultralights and small helis are another interesting part of aviation. There were many types of Ultralights; weight shift, four-axis control, gyro copters, powered Para-sails, etc. On some of the Para-sails the guy straps the engine to his back. Doesn't look very comfortable to me. In the mornings you can see them all doing flights in the pattern. And since the small grass strip is right there you're really close to the action.

I heard one guy comment, "Ultralights is really flying. Cessna's are for transportation." I rode motorcycles for years and really enjoyed the "wind in your face" feel and a closer bond with the road. I imagine Ultralights would give that same close feel to flying. The only thing closer to flying like a bird would be hang gliding.

Got a chance to see some of the planes of the Golden Age. Takes me back in time, to thinking what it was like flying in the early days. Wood and fabric and simple bungee suspensions on some. The restorations you can see at Oshkosh are superbly done. It's obvious the owners put a lot of TLC into their planes.

Sunday July 31, 2011

Departed Oshkosh.

Volunteers funneled ground traffic to the active, for us Rwy 18. There were perhaps 15 to 20 aircraft in front of us. But even this was interesting, watching and commenting about the other aircraft. The tower lined up two side-by-side on the runway, each one taking off alternately. Pretty efficient. Although some of the bigger boys got the whole runway to themselves. John shouted, "runway hog" on the intercom.

The flight back was a lot warmer. The winds aloft generally blow to the East, so we were flying into a headwind, and they are stronger at higher altitudes. Consequently we cruised at 6500 msl where outside temps were in the 80s. Not the cool temps at 11500 msl when going to OSH. BTW – Rob's turbocharged Cessna 185 had no problem with altitudes in the Rockies. What a nice airplane.

The Daily Air Shows

I love air shows but don't get to one very often. Having an air show every day was great. After a day of traipsing around the airport it was really nice going back to camp in the afternoon, sit under the wing, relax and watch the show. The other guys were still out, doing their thing, so the beer was all mine.

Each day's show had different big name performers. Truly amazing what they can do. Every day they had the "Warbirds Extravaganza", 40 to 50 warbirds flying formations crisscrossing the field. The formations and smoke looking like high altitude contrails, really gave the feel of WWII massed sorties.

At the same time there would be other flights at lower altitudes. Some adjacent to and some down the runway, in formations and singly. The pyrotechnic guys were setting off explosions, simulating bombing runs. Jets, making low passes with full afterburners, tried to keep everybody awake. I believe they succeeded.

I don't think any other event can put so many planes into the air at one time. For this I give Oshkosh another "truly amazing."

Saturday had two air shows, the regular afternoon one and one around 8 pm. The afternoon show was memorable. A close thunderstorm caused a micro burst during the show with winds over 50 knots. No rain but lots of wind. Sean Tucker was flying and was said to almost stand still while hanging on the prop. Guess he made a nice crosswind landing during the whole thing too. I was riding the Tram, going back to our camp (I had seen the rapid build up of clouds), when the winds hit. During the half mile walk from the Tram to the plane I saw multiple tents blown about, one was just a pile of bent aluminum tubing, ripped cloth and debris.

Approaching our camp I saw the ends of fiberglass poles sticking through the top of the tent. Before getting there, the rip in the cloth started getting bigger right before my eyes. Running the last bit, I grabbed the poles and cloth and held on, trying to minimize further damage. Some of the gusts almost pulled me and the tent over. Sure hoped someone would show up to help. I couldn't let go since the winds were still trying to rip things from my hands. Wasn't even sure what action to take because I didn't know how all the poles and rods were supposed to go together. What a mess!

After about 15 minutes Rod showed up. As I mentioned earlier, he had helped Rob put the tent up. He was able to pull up some of the collapsed poles and at least make it look like a tent again.. He also suggested we lash the broken pole together, which we did with some spare nylon rope.

It turns out the guys camping next to us, under the wing of a Piper Super Cruiser (PA-12), had left us their blue tarp, rope and tie downs that they didn't want to take with them. Rod and I used this to cover the torn hole in the top of the tent. We were back in business. The tent was watertight but it never did rain again. The winds died down and the 8 pm show went on as scheduled.

This was the first night air show I've seen. What a show -- bright sparks trailing from the graceful Jet Sailplane and the tumbling Showcat spewing fireworks; synchronized flashing from the Aeroshell Team in formation and the play of light on trailing smoke and it's super bright LED lighting from the big Twin Beech. Wow!

Wrap Up:

The ambiance and people at Oshkosh were super. The camaraderie of my fellow fliers was great and I have four new friends. The flight to and from OSH was an outstanding experience. When camping you do have to contend with mother nature, but that too was part of the experience to remember.

I know I missed a lot of things, the EAA Museum, the Sea Plane Base, forums and talks, etc.. I'll see them next time. Or maybe the time after that.

If you are one of the ones who haven't yet been to Oshkosh AirVenture don't wait. Put it on your Bucket List and go as soon as you can.

Leaked FAA Report Slams LightSquared

By: Andrew Wood

August 16, 2011

“The effects of LightSquared deployment would be far-reaching and potentially devastating to aviation,” the FAA wrote to the President’s Space-Based Positioning, Navigation and Timing (PNT) group in a report that was recently leaked to the media. In that document, the FAA estimated that the resulting interference to GPS from LightSquared’s proposed 4G broadband transmitters would lead to 794 deaths, a \$70 billion loss in aviation capabilities and the addition of 30 million tons of CO2 emissions in the 10 years following LightSquared’s startup. These effects would stem from delays in NextGen development and implementation, reversion to ground-based navigation aids, the loss of GPS efficiency and safety benefits and the cost of acquiring and retrofitting modified GPS equipment across the entire aviation fleet. The FAA estimated that the total avionics and related modifications and retrofit programs would take 10 to 15 years to complete, although LightSquared experts claimed earlier that it could be accomplished in only three years. The FCC is expected to announce in mid-September whether or not LightSquared will be allowed to proceed with its plan.

More About iPad in the Cockpit

Users of iPads and other tablet computers in the cockpit can breathe a sigh of relief: A proposed advisory circular (AC) that could have limited general aviation operators’ use of those devices was not intended to do so, the FAA assured AOPA and the General Aviation Manufacturers Association.

AOPA Top Stories

The agency said it is making revisions to the AC 120-76B, “Guidelines for the Certification, Airworthiness, and Operational Use of Electronic Flight Bags EFB,” to clarify that it is only applicable for Part 135 and 121 operators, not pilots operating under Part 91.

The two associations had voiced concern that applying the circular to “operational use” of all EFBs—not just those being used in situations that require “operational approval”—would significantly broaden its scope, and potentially require substantial testing for each aircraft/EFB for GA operations. The FAA said it would correct references to “operational use.”

Changes at Ft Collins/Loveland

TSA regulations require FNL Airport to badge individuals who have un-escorted access to the Airport Operating Area (AOA). The AOA is defined as any portion of the airport where aircraft takeoff, land, taxi or are hangared. Transient pilots are not affected. For more details and application contact FNL Airport at

<http://www.fortloveair.com/>

Colorado Pilots Association Welcomes New Members!

Travis Pethe
7674 S. Brentwood Street
Littleton, CO 80128-8286

William Hale
3607 Valley Oak Drive
Loveland, CO 80538-8928

Steve Bottom
782 N. Heritage Court
Grand Junction, CO 81506-1111

Victoria Bond
10346 S. Grey Rock Court
Sandy, UT 84092-4520

Claude O. (Bud) McBroom
13390 County Road 261 D
Nathrop, CO 81236-9789

Joseph Proietti
1550 Larimer Street, Ste. 908
Denver, CO 80302-1602

Colorado Pilots Association Renewing Members

Doug Townsend, Highlands Ranch
Fred Schaulin, Fort Collins
Harold Naiman, Denver
Rick Schein, Silverthorne
John Evans, Elizabeth
Mark Harrington, Granby

Sandy Wickham, Placerville
Robert Sannwald, Denver
Leslie Ranniger, Boulder
William Fell, Aurora
Tom Koehler, Conifer

The FAA has formed a Part 23 Reorganization Aviation Rulemaking Committee tasked with modernizing the design & manufacturing rules for entry-level, certified airplanes. The streamlined regulations are expected to ultimately result in lower costs for entry-level, certified airplanes and growth opportunities for the existing Special Light Sport Aircraft (S-LSA) manufacturers, while increasing safety for all light general aviation (GA) airplanes, according to officials with the General Aviation Manufacturers Association.

“General aviation activity on the light end has been in a steady decline for decades,” said GAMA President and CEO Pete Bunce. “The number of new airplanes being sold today is but a tiny fraction of decades past. While there are a number of factors contributing to this decline, one very prevalent issue is the increasing cost of certification and manufacturing oversight, which has led to a lack of cost-effective, entry-level products which attract new pilots. GAMA believes the FAA’s vision for the new Part 23 rules will enhance the vitality of GA for future generations of pilots and aircraft owners.”

As the FAA has worked to address airplanes with increased complexity and performance, the certification process for light aircraft has become over-burdensome, GAMA officials said. The rewrite of these certification rules will align the requirements to address simple products with equivalent rules while eliminating the need for special conditions on high-performance and complex aircraft such as light jets, officials add. This makes certification and manufacturing for a particular product more efficient, decreasing the cost of these airplanes and acting as a catalyst for the resurgence of the light end of the market, GAMA officials said.

Calendar of Events

Always check the CPA website for any changes to the Calendar

** Indicates New or Updated event*

CPA FlyIns

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

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 24	KLXV	Leadville 3rd Annual Pancake Breakfast
Sep 22-24	KHFD	AOPA Aviation Summit
Oct 2-3	KCOS	In Their Honor Air Show
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

Upcoming

Jan 2012	tbd	2012 CPA Flyin Planning Meeting
----------	-----	---------------------------------

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.



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

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

FOR SALE: House and Hangar at Van Aire's Fly-in Community just North of DIA in Denver. 3 bdrm, 2 1/2 bath Home is on 1.8 acres of land with separate 50 x 56 Hangar. Community has 4000 ft. paved and lighted runway with taxiways leading to your house. Runway has VASI lights on both approach ends. House has beautiful custom cherry kitchen, office/library with custom built-in bookshelves and cabinets, family room w/fireplace. Hangar is fully finished, insulated, painted and heated by two gas heaters with separate programmable thermostats. Office in Hangar has heating and air conditioning and a roughed-in kitchen. 30 mins to downtown Denver and 20 mins to DIA. To see more pictures of the house and hangar go to tradeplane.com or generalaviationnews.com and click on Real Estate or Residential in Colorado.

Contact: Tim or Cindy at 303-659-2834 or mogulstar@aol.com. for more information.

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.

Newsletter Printed by

KIMCO

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

4120 Brighton Blvd, Suite A21

Denver, CO 80216

Phone: (303) 295-1172

Email: kimcoprepress@qwestoffice.net

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