

CPA FLIGHT LINES

Vol 28 Issue 10

October 2011



Walt Barbo with former Blue Angel leader and new member of the CPA, Denny Wisely, Rear Admiral, U.S. Navy (Ret), photo by Bill Hamilton at the EAA Flyin at Granby



www.coloradopilots.org



President's Message by CPA President Walt Barbo

We are doing a fantastic job of promoting aviation . . . to ourselves!

Not my quote. But can't help but feel that there may be a certain amount of truth to the observation. When one looks around at what is taking place in the aviation industry. Most everyone, thanks to the dismal economic impact on general aviation, doing whatever they consider necessary for survival. Which doesn't leave that much in time or resources to reach out in promoting aviation outside of the industry. Yes, to some extent, we are guilty of promoting aviation primarily among ourselves.

Though it has not been from lack of trying. Take our Colorado Pilots Association as an example. My observations will possibly get me into trouble with the views of some of our long-time members, however, in my view, much of our focus in the early years of the organization was given to expanding membership and providing benefits to members. Yes, the overall objectives to promote aviation and flying safety, to protect the rights of pilots, and to be of assistance to the general public in aviation matters were still there. But the primary focus was increased membership and membership benefits.

During the last few years our organizational activities this focus has changed. Thanks to the internet we now have a website that is probably the best state pilot-organization website in the entire country. And it is kept open to anyone who might want to visit. I note the open nature of the site for the reason that in the early evolvement of the site we kept select content of the site, such as our newsletters, in a "Members Only" section of the site. While we continue to maintain membership information in a Members Only section, most everything else is open to the public in the interest of sharing information and promoting the industry. Which leaves us with a little dilemma in retaining membership . . . along the lines of "Why should I be a member of an organization when so many of its benefits are available online without having to pay the cost of membership?" As with any organization, there are substantial costs associated with providing the services it offers and I would hope that the \$20.00 annual membership fee would not be that great of a deterrent to adding membership support.

In my view, our CPA Mountain Flying Program is probably the most outstanding service provided by our organization. The ground school portion of the course was originally developed in 1986 over a concern about the number of general

aviation aircraft accidents occurring over our mountainous terrain. Since its inception nearly 2,000 pilots have participated in the ground school and optional flight following the course on a route over several mountain passes and high elevation airports in our state. Including Lake County Airport at Leadville, the highest public-use airport in the United States at an elevation of 9,927 ft MSL with a density altitude that can exceed 14,000 ft MSL on a hot day.

As an aside, I had occasion to sit in on the 3rd and last ground school presentation to be held this year. It was presented on Saturday, September 17 in the Mt. Evans Room, RM Metro Airport with the space provided gratis by the airport administration. The airport was recognized last year under our Airport Recognition Program with an "Outstanding Airport of the Year Award" in consideration of exceptional accomplishments in achieving public support of the airport through sponsorship of airport open houses and aviation related events. Another example of actions by this airport and why it deserves the recognition it received.

I mention that I sat in on the mountain flying ground school course, however, for the reason that I occasionally feel I should be recognized with an award for having sat through more sessions of the course than any other living soul. I say this in consideration that Terry & I have been handling the logistics of the ground school for more years than I can remember and, between setup and teardown, I typically sit through the class. Which should qualify me for this new recognition. But it also gave me opportunity to observe the continual changes taking place to this program. And what a delightful change. Much of it thanks to high tech applications. Bill Standerfer and Bill Dunn, our current ground school instructors, have taken it to a new level with dual powerpoint presentations, online weather, and flight simulation to illustrate course routings over the mountainous terrain. All of this will be further enhanced thanks to a grant from the Colorado Aeronautical Division.

I don't fault having to sit through all of those ground school presentations . . . since I learn something new with each one. Yesterday one of those items had to do with trimming an aircraft to get best climb performance. Standerfer was making the point that at high density altitudes, a low performance aircraft could lose a large percentage of climb performance if the ball is not centered on the turn coordinator. In this case, because of the resulting drag and impact on climb performance. His mere mention of the need to center the ball, however, influenced my mind back a lot of years to a time when I was being taught aerial gunnery. The lesson: Keep the ball centered or those four 50s and the 20mm will not hit what you are looking at in the gun sight. But I digress!

Just wanted to share with our readers that a lot is taking place in promoting aviation outside of ourselves. Just touched on a couple of items here. Will pick up a

My First Trip to KOSH

Lessons Learned on the Way There

Karen Hitchcock

A few years back, I couldn't image spending a whole week of precious vacation at an air show. I've been a pilot for a handful of years now, and this year I decided I needed to go check out AirVenture at Oshkosh...everyone's told me how amazing it is. (And it was!) But really, the only way I wanted to go was if I could fly there myself. Never having done a cross country quite this long and never having flown into KOSH during the AirVenture week, I knew I didn't want to do this trip alone. A couple of flying buddies from Jeppesen Employee Flying Association (JEFA) and I decided to make a go of it, taking our club's Diamond DA40 (N505JF).

Our flight plan had us departing Centennial Airport (APA) on Friday, July 22, 2011, at 6:00 a.m. The 6.5 hour planned route was APA - OFK (Norfolk Regional) - MCW (Mason City Municipal) - OSH (Wittman Regional), with two fuel stops and clear skies the entire route. The weather forecast was perfect for our trip, with the exception of



the typical thunderstorms that build up every afternoon. With the forecast and such an early departure time, we weren't too worried. And, we all acknowledged our understanding before we left that weather changes fast, so if we needed to deviate from our planned course and times we would, even if it meant sleeping in some small airport in the middle of "nowhere."

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too worried. And, we all acknowledged our understanding before we left that weather changes fast, so if we needed to deviate from our planned course and times we would, even if it meant sleeping in some small airport in the middle of “nowhere.”

I learned so much on this trip...on the way to KOSH and on the way home. But the biggest lessons I learned on this trip was to use the tools I have onboard and embrace technology.

The G1000 and NexRad

Weather will change. Don't just plan to deviate, expect it! I'm lucky that my nature loves the unexpected and changes on-the-fly (pardon the pun). We never did make it to our first planned fuel stop...or even our second planned stop. We must have opened and closed about four flight plans on the way out!

As we approached OFK, a huge dark cloud loomed over the airport. Not only did we see the weather on our NexRad, but we could see it out the window...the rain was coming down, and it was awesome. Just beyond the big dark cloud, we could see lighter skies. I felt as if we were dancing with the clouds. We deviated not too far off course to fuel up and take our needed bathroom breaks to refresh. When took off again, we had a new flight plan that took us north, up around this cell...extending our trip by about two hours. We continued dancing with this cloud as we made our way east. (I need to get that instrument rating!)



Dancing with the clouds!

Paper vs the iPad

My buddies were responsible for getting us our Jeppesen paper charts. My job was to put our flight plan down on paper. One of my favorite things about planning a cross country trip is taping all my charts together and drawing a dark line using my black wax pencil that shows my route and highlighting all my waypoints to help ensure we're staying on course. When I do this, I find myself daydreaming about my flight.

But we had a problem with the Jepp charts...one of the six necessary charts was not available before we left (out of stock in time for our departure). While I have to admit, I had a moment of panic not having this paper chart, I quickly learned to love the Jepp's Mobile FliteDeck for the iPad. It saved the day! It was so easy to use and follow in flight. (I already have my Christmas list started: iPad and Flite Deck!)



Karen & Tom

My time at AirVenture was filled checking out all the planes, talking with people, and attending presentations and workshops. The week passed quickly, but really the whole time I was there I couldn't wait to fly again! We headed home nine days later, the Monday after the show closed. What a week!

Committee Updates

At the last CPA Board meeting a new committee was formed, the Rocky Mountain Light Sport Expo (RMLSAExpo) with Brian Garrett as chair. The CPA ran the Expo last year as a successful ad-hoc event. This year the Expo has expanded to 2 days (May 19-20, 2012) and it was agreed to make it an annual event, hence the need for a permanent committee.

Two current committees, Education and Backcountry, also have new chairs - details in the November issue. If you're interested in working on these or any of the committees, contact information is on Page 18 of the newsletter.

Grand Junction Flyin

Eric wrote: “Had a good day. The weather was great. 15 folks showed up and even though the crop was small due to frost. All went home with fruit and veggies.”

Marble Flyin

Jer/ wrote: It was a grand and glorious time to fly in the mountains, camp and BBQ at Marble and bike into Glenwood Springs (from the GWS airport) to go to the hot springs pool. 49 aircraft & two helicopters!

<http://www.jerslash.net/~jer/photos/new-pics/2011-09-10-CPA-Marble-flyin-GWS-2/>

Aeronautical Board

Joe Thibodeau was reappointed representing Pilot Organizations. Kenneth Macnpa replaces Dennis Heap as the Airport Management representative. Joe's been a CPA member for years and Kenny is Manager of Rocky Mountain Metropolitan Airport.

<http://www.coloradodot.info/programs/aeronautics/colorado-aeronautical-board>



Debra Wilcox and Joe Thibodeau, both current members of the Colorado Aeronautical Board (CAB), and Lucile Bledsoe of Wray and served on the CAB. Photograph by Bill Hamilton

Congrats to the Hamiltons!

Emily Howell Warner, CPA membership #1, recently invested in an engraved brick at the Wings Over the Rockies Air & Space Museum Veterans Plaza Runway of Honor recognizing long-time CPA members, Bill and Penny Hamilton, for their years of dedication to promoting general aviation and preserving Colorado aviation history.

The Runway of Honor is located at Lowry beneath the B-52 "taking off and flying west." The actual B-52 is bordered by runway lights, too. The Runway of Honor is comprised of commemorative bricks inscribed with names of veterans, aviators, family and friends.

"Taking the idea from our friend, Emily Warner, we decided to invest in bricks honoring Bill's father, a Navy WWII hero, and another for AOPA Central Region to recognize Bill's almost 25 years of dedicated service to General Aviation," explained Penny Hamilton.



Long-time CPA Member, Bill Hamilton, proudly displays the Wings Over the Rockies Runway of Honor engraved AOPA Central Region brick recognizing his almost 25 years of dedicated service to General Aviation. Learn more about the Veterans Plaza <http://www.wingsmuseum.org>

Federal Aviation Administration/Navigation Services
Final July 12,2011
Lightsquared Aviation Impacts
Executive Summary

As requested by the Executive Office of the President's Space-Based Positioning, Navigation and Timing (PNT) Executive Committee's National Coordination Office (NCO Director, the FAA) has assessed the impacts of LightSquared's planned deployment on FAA infrastructure and the aviation community. This paper addresses specific questions asked by the PNT NCO.

LightSquared's June 30, 2011 proposal includes: use the *lower* 10MHz channel starting in 2012: operate at "reduced" power; and agree to a "standstill" in terrestrial use of the upper 10 MHz channel. LightSquared would begin full use of both bands in 2014

- * LightSquared's initial operations at the lower 10 MHz channel even at "reduced" power levels would impact the aviation use of high-precision GPS receivers.
- * We estimate it would take 10 years to design, develop, certify and install modified equipment in the civil aviation fleet.
- * LightSquared's planned operations would result in the loss of GPS-enabled operational, economic, and public safety benefits across the National Airspace System.
- * The FAA would be compelled to return to dependency on ground-based navigation aids.
- * Billions of dollars in existing FAA and GPS user investments would be lost.
- * The FAA would also need to replan NextGen investments, which would result in additional development costs and delays.

The LightSquared proposal would severely impact NextGen, which relies heavily on GPS-based technologies. In the next ten years, it would result in an estimated impact to the aviation community of at least \$70 billion and an additional 30 million tons of CO2 for the following reasons:

- o Loss of benefits from delayed NextGen technologies and procedures
- o Loss of existing GPS efficiency benefits
- o Loss of existing GPS safety benefits
- o Aircraft retrofit costs

A final consideration is the expected international impact of the proposal. The President's 2010 *National Space Policy for the United States of America* states that the U.S. must maintain its leadership in the service, provision, and use of global navigation satellite systems. We believe this proposal could adversely affect U.S. international leadership in aviation. Air carriers and other users could lose confidence in GPS, despite Presidential commitments to the ICAO its continued safety and availability. The international market for U.S. satellite navigation technology could be damaged. Demand for non-U.S. systems such as Russia's GLONASS in lieu of GPS, could be stimulated.

LightSquared & GPS The Continuing Soap Opera

The House Armed Services Committee, Subcommittee on Strategic Forces held a hearing on Sept 15, 2011, entitled “Sustaining GPS for National Security.” FCC Chairman Genachowski was scheduled to testify. The full witness list follows:

- General William L. Shelton, Commander, U.S. Air Force Space Command
- Ms. Teresa M. Takai, Chief Information Officer, U.S. Department of Defense
- The Honorable Julius Genachowski, Chairman, Federal Communications Commission
- Mr. Karl Nebbia, Associate Administrator, Office of Spectrum Management, National Telecommunications and Information Administration, U.S. Department of Commerce
- Mr. Anthony J. Russo, National Coordination Office, Space-Based Positioning, Navigation and Training, National Oceanic and Atmospheric Administration

<http://armedservices.house.gov/index.cfm/hearings-display?ContentRecordId=d575d7c8-6b04-487b-aedb-412e15fa82c4>

There is a video of the meeting on that link (over an hour) but the first few minutes are interesting.

<http://www.youtube.com/watch?v=GX6Y5EqZ5BY>

Comments from various GA websites

* It was interesting listening. And it's clear to me now that the root of the problem is the FCC decision to allow LightSquared to use Space-based spectrum on a terrestrial network.

* I have this feeling that this is going to get VERY nasty before it's resolved...

* There's no way they can let this company antique millions of GPS devices already out in consumer hands.

* When asked by a ranking member of the Senate Judiciary Committee for the documents outlining the decision process, “The FCC Chairman Julius Genachowski has responded to Grassley, saying his committee doesn't oversee the FCC and that according to congressional rules, the agency does not respond to such requests.”

Cover Photo

Denny Wisely entered the U.S. Navy as a naval aviation cadet, became the leader of the Blue Angels, flew 350 missions in Vietnam, commanded the aircraft carrier USS John F. Kennedy, and retired as a two-star admiral. Denny and his wife, Nadine, are building a new home near Winter Park, Colorado.

Confused about 100VLL?

Sent by email from a PA-32 owner

From: The Clean 100 Octane Coalition <avgas100now@gmail.com>

Date: Tue, Sep 20, 2011 at 10:34 AM

Subject: Clean 100 -- 100VLL, What is it?

By this time, many of us have seen FAA SAIB dated 14 Sept, 2011 announcing the approval of another avgas fuel formulation, entitled 100VLL, and been completely confused. If you haven't seen the document, here is a link:

www.100octaneformyplane.com/uploads/100VLL_Fuel_Approval_9-11.pdf

Several Clean 100 representatives have commented that they are fielding the question; "What does this mean for me, meaning, of course, will this have any effect on my airplane or my flying? The short answer is "No, it won't."

But I am not a fuels expert, so I placed a call to the Clean 100 resident avgas expert, Paul Millner, an engineer for Chevron and Clean 100 representative for the Cardinal Flyers. Below is my simplified version of his explanation,

Background:

100 octane {MON} fuel is constructed from base stocks which are shared with other motor fuels. The refiner adds tetraethyl lead {TEL} to his base stock to create the 100+/- octane fuel that is dispensed at your local FBO. The amount of TEL necessary to produce a 100 octane fuel depends upon the octane of the base stock. The base stock octane is known as the "clear" octane. Different refiners employ differing technologies and feedstocks to produce their base stock, with different final clear octane values. The clear octane range is large, À arguablely 91 to 99 octane, before lead addition. So, with the goal of producing 100 octane, a base stock of clear 91 octane requires more TEL than one of 99. This is key for our understanding.

The D910 Spec:

D910 specifies that 100LL must contain lead, but no more than 2 mL TEL/finished gallon of product. Any avgas formulated with up to 2 mL TEL/finished gallon is 100LL. In addition the D910 spec, revision 11 dated 1 May 2011, now includes 100VLL, limiting lead content to 1.6 mL TEL/finished gallon. Any avgas formulated with up to 1.6 mL TEL/finished gallon is 100VLL. This fuel is also 100LL! Finally, a formulation for 100ULL {the "U" is for "Ultra, À} may be in the works, with a further TEL reduction to {speculating} 1 mL TEL/finished gallon. Such a fuel would also be 100VLL and 100LL! All these prod-

ucts are {or would be} blue in color, and indistinguishable from each other at the pump. And all have been in production for quite some time, labeled as 100LL.

D910 also specifies 100/130, currently only sold in Utah and Hawaii. This fuel is allowed to contain up to 4 mL TEL/finished gallon, yet its performance specifications are no different than these other fuels. It is distinguishable from these other fuels by its green color. Except for the color, 100LL, 100VLL and 100ULL could additionally be considered 100/130!

For those of you who are interested, here is a link to the D910-11 specification:

http://www.100octaneformyplane.com/uploads/ASTM_D910-11.pdf

Examples:

Refinery A employs a technology with feedstocks that produce an unleaded avgas blend of 98 octane clear, before lead addition. This fuel very nearly meets spec without any TEL. But it must have lead to qualify, and needs a small octane boost. So a small amount of TEL is added to bring the fuel to spec. Perhaps only 1 mL/gallon is added which makes it {again, speculating} 100ULL. And it is also 100LL and 100VLL. Such a fuel is likely present in some FBO fuel farms today, labeled as 100LL, and has been ever since this refinery has been manufacturing avgas.

Refinery B employs a different technology, has different feedstocks, and produces an unleaded avgas blend of 91 octane clear, before lead addition. Perhaps the entire allowable 2mL/gallon is required to meet the 100 octane requirement this fuel is 100LL, but this refiner will not be able to produce 100VLL or 100ULL unless technology, feedstocks, and/or blend components are changed. This fuel is also in FBO fuel farms today. And, of course, everything in between.

A Few Comments:

The FAA document approving the use of 100VLL is essentially an acknowledgment of a fuel formulation already in the field. This does not replace, or eliminate, the approval for 100LL. We might expect a similar announcement at some future date for 100ULL. None of the refineries unable to produce 100VLL can necessarily be expected to upgrade their technology or feedstocks, if 100VLL {or 100ULL} were to become the limiting standard, these producers could well cease avgas production.

The performance of our airplanes is unaffected by this, the performance characteristics are the same for all these fuels. And nearly all of us who fly in multiple regions of the country have purchased and burned 100VLL and perhaps what, at some future date, might be designated 100ULL.

This announcement does not mitigate the requirement to locate an unleaded 100 octane fuel. Maybe it shows good intentions by GA toward this goal. Others have speculated that this effort is a palliative, targeting the EPA and other environmental groups. You'll need to make up your own mind in this regard.

Hope that erases any confusion

Holiday Season Approaches!

Need a really unique gift for your favorite aviator? Or have given up dropping hints for what you really want and are going to buy it yourself? Check the CPA Corporate Member list! How about a 3D Sectional wall chart? Pick one up at the Pilot Shop (APA) or Summit TerraGraphics website. You'll find a coupon good for 15% discount in this issue. And if you're still using paper charts and AF/Ds you'll find them at the Pilot Shop, too.

Got a fledgling aviator, need to update your skills or want to give someone a gift certificate? At APA, talk to Independence Aviation (Cirrus, Diamond or your aircraft) for flight training and aircraft management. Executive Flight Training, also at APA, specializes in recurrency training for a variety of aircraft (and sim work!) as well as the full range from Private to ATP. And if you're interested in Light Sport, Skyraiders Aviation at APA and EIK has GOBOSH, Remos and the Czech Sport LSA (or aircraft formerly known as the Piper Sport).

Shabby paint job? Call Norm at Gold Medal Paint (FTG) for a full strip and paint or just touchups (cowl, tail, whatever). Don't need the paint job but a really good clean & detail, inside & out? We got that covered too! Call Jeff (303-324-4811) at Immaculate Flight.

We're not leaving out the Experimental world, either. Did you put a Rotax in your aircraft? Fox Aerosport is an authorized Rotax service center as well as the regional distributor/service center for the Czech Sport LSA.

Trying to decide how much you'll need for retirement, plan for the kids' college or wish to leave in your estate? Check with Joe at ATP Financial Services. [ed note: if you're like my parents, they had a fantastic time spending everything!]

Not happy with your current internet provider? Need a better business website? Or targeted email marketing (no, not spam!) We got that covered with Rob at Airbase1.

Remember to mention you're a Colorado Pilots member!

3D AeroChartTM

This new 3D Sectional wall chart is precisely molded into the true shape of the Rocky Mountain terrain. The chart covers from Denver and Colorado Springs in the east to Aspen and Glenwood Springs in the west, and from north-to-south over 238 miles of dramatic topography.

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VOR TRIVIA

AERONAUTICAL CHARTING FORUM/RECOMMENDATION DOCUMENT

FAA CONTROL 11-01-241

SUBJECT: Discontinuation of VOR Service and Associated Airways

BACKGROUND/DISCUSSION: To meet needs for performance based navigation (PBN) and required navigation performance (RNP) for capacity, efficiency and safety area navigation (RNAV) is being implemented in the airspace of the United States. The FAA will transition to PBN based on area navigation RNAV everywhere and RNP where beneficial, enabled by Global Positioning System (GPS) as the primary means and DME/IRU as an initial Alternate to ensure safety and continuous operations in the high altitudes and major terminal areas if GPS becomes unavailable.

VOR service can not meet the needs for RNAV and PBN in most situations. Therefore, the FAA is beginning to discontinue VOR service from facilities in CONUS and intends to have a minimum network in place in 2020. This discontinuation of VOR service will affect approximately half of all VORs in CONUS. Remaining facilities will be used for terminal and enroute functions and reviewed for discontinuation at a later date to move to a totally RNAV airspace system.

Existing Victor Airways and Jet Routes will be replaced by T routes (low altitude) and Q routes (high altitude) and terminal and approach procedures will be RNAV based.

Colorado Pilots Association Renewing Members

Raymond Miller, Colorado Springs	Paul Runyan, Aurora
Eric Jensen, Fort Collins	Joseph Dwoskin, Castle Rock
Steve Callery, Castle Rock	Vernon Randel, Erie
William Sampler, Centennial	Toby Tiffany, Aurora
Thomas Barlow, Fort Collins	Michael Tobias, Aurora
Steve Beach, Broomfield	Ben Rooke, Hummelstown, PA
The Pilot Shop (Rod Waage), Englewood	Babette Andre, Broomfield
Linda Horn, Highlands Ranch	Ray Sorensen, Greeley
Alfred Gabelli, Grand Junction	Thomas Hendershot, Lone Tree
Ethan Martin, Lafayette	Corey Crawford, Wheat Ridge
Roger Stout, Parker	Bill Lightstone, Carbondale
Donald Kryder, Colorado Springs	Michael Mayfield, Longmont
Charles Luce, Boulder	Neil Davis, Denver
Steve Niessner, Golden (rejoined)	Bob Doubek, Centennial
Jim Carey, Pagosa Springs	Laura Herrmann, St. Bonifacius, MN
Wallace Pond, Colorado Springs	Nancy Reinhardt, Lakewood
John Pritchard, Lafayette	Clyde Cable, Eaton
Robert Jones, Grand Junction	Mark Klapperich, Limon
Marilyn Brand, Lafayette	Gary Winslow, Evergreen
Dave Burke, Brighton	Jack Dysart, Steamboat Springs
Bud Lewis, Aurora	Burke McClure, Highlands Ranch
Hal Meyer, Centennial	Darrel Dilley, La Salle
Robert Beabout, Aurora	Gary Zilik, Pine
Alex Pak, Aurora	John Reynolds, Westminster
Philip Ecklund, Boulder	Phyllis Stovall, Evergreen
Helen Pustmueller, Englewood	Phillip Parker, Castle Rock
Beverly Cameron, Erie	John Colwell, Grand Junction
Karen Hitchcock, Highlands Ranch	Kent Drotar, Lakewood

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.

Calendar of Events

Always check the CPA website for any changes to the Calendar

** Indicates New or Updated event*

CPA FlyIns

CPA and Other Events

Oct 2-3	KCOS	In Their Honor Air Show
Oct 11-15	4V0	Regional NIFA Contest
Nov 5	tbd	Annual Meeting
Nov 19	tbd	Silver Wings Luncheon & speaker
* Dec 11	Park Hill	CPA Holiday Party
	Golf Course	
May 2012	tbd	2nd Annual Rocky Mtn Light Sport Aircraft Expo

Upcoming

Jan 2012	tbd	2012 CPA Flyin Planning Meeting
* May 19-20	FTG	2nd Annual Rocky Mtn Light Sport Expo

Colorado Pilots Association Welcomes New Members!

Greg Daughtry
2456 Glenwood Drive
Boulder, CO 80304-2825

Dereck Blinken
2101 Market Street
Denver, CO 80205-2098

Jim Wisda
2125 E. Ruellia Drive
Oro Valley, AZ 85755-7169

Nathan Ruff
2455 Andrew Drive
Superior, CO 80027-8305

William Hoxworth
5836 W. 94th Place
Westminster, CO 80031-6538

Daniel Smith
7471 Rozena Drive
Longmont, CO 80503-9118

Robert Johnson
77 Razor Drive
Keystone, CO 80435-7712

Chris Kooi
7487 S. Summer Circle
Littleton, CO 80120-3962

Gary Vogt
102 Willowleaf Drive
Littleton, CO 80127-3582



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 just reduced to \$29,000!

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.

Conatact: 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

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CPA Executive Board

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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

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Megan Sayre
303/261-4177
sayremegan@gmail.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
jbkelly4@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

RM Light Sport Expo
Brian Garrett
303/564-5328
brian@garrett.net

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
dhsnth@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)
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justice@johnsteellaw.com

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Lucile Bledsoe
970/332-5143 (H)
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