

CPA FLIGHT LINES

Vol 29 Issue 1

January 2012

Colorado Pilots Association thanks those organizations and companies that support us throughout the year either with services or as flyin destinations. They make it easier for CPA members to enjoy General Aviation.



Federal Aviation
Administration



Denver **jetCenter**

TAOS AVIATION SERVICES



Driggs, Idaho

FrontRange
AIRPORT



KABQ (Balloon Festival)
6V4 (Wall Drug)



**Ellsworth
Air Force Base**



www.coloradopilots.org



President's Message

CPA President Mark Brown

Flavor

What is your favorite flavor of ice cream, vanilla, chocolate, or strawberry? What is your favorite flavor of aircraft? It really comes down to what hits your hot button. It could be that you really have a passion for

warbirds, or racers, or experimentals, or classics, or ultralights, or sailplanes, or helicopters. The list goes on and on.

Personally, I would love to have a P-51 Mustang in my hangar but the limiting factors are more that just budget. Could I handle a beast like that? Maybe. But I don't think I will ever get the chance.

So you want to own an airplane? I think every pilot and wanna-be pilot wants to own an aircraft. Where there is a will, there is a way, the old saying goes. Maybe, but with the current economy and the ridiculous price for Avgas it is difficult to do. If you would love to get a pilot's license but are concerned about passing the medical exam but you are able drive a car or truck with no problems, there is the Light Sport Pilot license. No medical exam is required but your doctor must bless the endeavor.

CPA is moving forward with plans for our second annual Rocky Mountain Light Sport Expo to be held May 19-20 at Front Range Airport. The event last year was a success even with low clouds and cold temperatures. Hopefully the weather will be a lot better for the event in 2012. We are planning to have over 20 light sport aircraft manufacturers show their latest designs at the event, plus other vendors selling aviation related stuff. This is your chance to see them up close and personal. So, mark your calendars and reserve that weekend to come out to Front Range Airport. Details later.

Spaceport

You may have read the article in the Denver Post of the possibility of Front Range Airport being designated as the next spaceport. The decision may be made late next year and if chosen the operation is about 10 to 15 years out. Granted, there area lot of 'ifs' surrounding the chance that FTG will be the airport of choice, but the idea is exciting. Colorado is a logical place to have a facility where aircraft take off and fly sub-orbital to make the trip half way around the world a lot faster. Our weather is usually clear with 'severe' visibility. We do not get hurricanes or tsunamis and we can see the thunderstorms and

fly around them. Colorado is home to many federal government agencies and military facilities so it makes sense from that standpoint.

Governor Hickenlooper has requested federal licensing of a spaceport in Colorado. Several companies have been working on various space-plane concepts that would cut a 16-hour trip from Denver to Australia to less than two hours. The idea is for the aircraft to take off horizontally and turn on rocket motors above 50,000 feet, accelerating to more than mach 4 to the destination.

Who knows, it may happen.

I want to wish all of you and your loved ones a very happy and safe holiday.

Fly Safe!!
Mark Brown

Thanks Bill!

William Hamilton has been the AOPA Representative for the region that includes Colorado for many years. During this time he's been a strong advocate for General Aviation not just keeping us aware of local and Federal issues but also going to bat for GA both publicly and behind the scenes.

AOPA is changing the concept of the Regional rep and going to a staff concept, one that places a full-time, paid staffer to manage regional affairs. Bill was offered one of the positions but he already has a full-time career with his law practice. But it's always nice to be asked, right?

This move by AOPA represents a growing awareness that volunteers are critical but there are some functions that really need a dedicated and paid staff member familiar with regional "culture" and issues.

Colorado Pilots Association thanks Bill for his years of service as our AOPA Rep. And because he's also a Colorado Pilots member, we know we'll be seeing him all the time anyway!

The First CPA UnFlyin!

What better way to see a movie about the history of aviation that with a bunch of pilots? Join the CPA members at a screening of "Red Tails" on Sunday, Jan 22, 2012. About 11am (ish) at the downtown Denver Regal Theatre with an optional after-screening gathering at a downtown restaurant.

Sign up now at <http://tinyurl.com/6cbbfpf> to ensure you have a seat!

Reminder-Fly-In Planning Meeting for 2012 January 21, 9-11:30 AM

Mt. Evans Conference Room (upstairs), Rocky Mountain Metro Airport (Jeffco) terminal building. Coffee, juice, and rolls will be provided at 8:30.

Choose one of your favorite destinations, one that you know CPA members would enjoy. Present the basic facts about your proposed fly-in, including major activities, lodging, ground transportation, meals, distance to be flown from a central Colorado location (e.g., BJC), and limitations as to dates if any. Though it is not required, you might want to prepare a one-page fact sheet to circulate. Be a strong advocate for your fly-in, tell us why it would be fun to go on your trip.

Interested in sponsoring a fly-in but never done it before? Not sure what to do? Extra help is available. Read Bob Kinney's "Guidelines for a Successful Fly-In." on the CPA web-site in the Latest News section. An there's a number of members who've hosted multiple fly-ins and are happy to mentor you. They can provide advice and even hands-on assistance. Call or e-mail Bob Kinney for more info 303-288-7371 or twinlake1@aol.com.

Another Reminder-It's that time again . . . Update your Personal Information

We will be compiling the 2012 Roster in January. If your personal information has changed in any respect NOW is the time to make those changes. You may do so on the Website database as long as we have your correct e-mail address in the system AND you know your password. If you don't know your password, please contact me. You may also e-mail me any changes and I will input them for you; or mail to me -- CPA, P.O. Box 200911, Denver, CO 80202-0911.

Additionally, should your membership come up for renewal in the next few months it would be timely to renew it so you are sure to be included in the Roster. Our goal is to have the 2012 Roster compiled, printed, and mailed to all members in early March.

Thank you all for your help and cooperation in keeping the database as current as possible.

Terry Barbo
Membership Services &
Circulation Manager, CPA FLIGHT LINES

AeroAngel – a new model for pilots to give back

Helping others is part of the pilot persona. For years pilots have been serving their communities by flying people to meet compelling needs, like a flight for medical treatment at a distant hospital. Yet those flights have been limited to pilots with access to an aircraft, and, even with that, many missions have been scrubbed because of an aircraft's limitations. A new Colorado-based nonprofit, AeroAngel, has changed that with a model of using experienced volunteer pilots flying leased high-performance aircraft. In so doing, AeroAngel is expanding opportunities for the aviation community to serve others with free air transportation.

Since its founding two years ago by CPA Member Mark Pestal, AeroAngel has brought together a synergy of available resources. It has recruited skilled commercial pilots (both high- and lower-time) with a desire to fly for a higher purpose. Those pilots fly faster, more capable aircraft whose owners can donate time or provide discounted dry leases. Given that AeroAngel operates higher-performance aircraft, the professional pilots incorporate crew resource management, among other industry safety practices. For the most part, other non-profits already help arrange their flights so AeroAngel does not have to duplicate those efforts.

The need for more capability to help those in need was evidenced on its first flight. AeroAngel was called to do a flight for the parents of a seven-year girl abducted from Colorado who was found in upper Michigan. She needed to be reunited with her parents quickly. Given their finances and logistics of a remote small-town destination, a crewed twin-engine aircraft was the best solution. Within hours, AeroAngel had arranged a crew and aircraft. Ten hours of flying later, the young passenger was reunited with her family and back in Colorado, just in time to celebrate her eighth birthday.

AeroAngel operates on an all-volunteer basis. The pilot flying is typically an ATP, with a second commercial pilot in the right seat. AeroAngel is currently flying pressurized Beech Barons and a Piper Meridian, but is seeking other aircraft options. Its goal is not to buy an aircraft but have six or more available on lease to meet mission specific needs. Given that many of its pilots fly professionally, a deep crew roster is needed to ensure coverage for flights. A 501(c)(3) nonprofit, AeroAngel, is also fortunate to have all of its administrative expenses covered by a dedicated donor, so that all financial donations go to flight-related expenses. As a new organization, there are plenty of opportunities to help out beyond just flying and financial support.

For example, this past summer AeroAngel partnered with Roundup River Ranch, a new mountain camp for kids with life-threatening illnesses, to provide flights for its campers. AeroAngel flew several flights of kids with a doctor on board up to the Eagle airport from Denver. Without transportation on a pressurized aircraft, these children would not have been able to attend the camp. More flights are already scheduled for next summer. In addition to these flights, AeroAngel provides flights for those traveling for medical treatment, wounded soldiers and their families, and other groups doing community outreach to areas not easily accessible by commercial air service.

For more information or to find out how you can get involved, visit www.aeroangel.org.

Colorado Pilots Association
Balance Sheet Prev Year Comparison
As of November 30, 2011

	Nov 30, 11	Nov 30, 10	\$ Change	% Change
ASSETS				
Current Assets				
Checking/Savings				
KeyBank Checkin	21,220	13,793	7,427	54%
Savings	15,256	15,220	36	0%
Total Checking/Saving	<u>36,476</u>	<u>29,013</u>	<u>7,463</u>	<u>26%</u>
Total Current Assets	<u>36,476</u>	<u>29,013</u>	<u>7,463</u>	<u>26%</u>
TOTAL ASSETS	<u><u>36,476</u></u>	<u><u>29,013</u></u>	<u><u>7,463</u></u>	<u><u>26%</u></u>
LIABILITIES & EQUITY				
Equity				
Opening Bal Equity	18,830	18,830	0	0%
Retained Earnings	16,915	10,245	6,670	65%
Net Income	731	-62	793	-1,279%
Total Equity	<u>36,476</u>	<u>29,013</u>	<u>7,463</u>	<u>26%</u>
TOTAL LIABILITIES & EQUITY	<u><u>36,476</u></u>	<u><u>29,013</u></u>	<u><u>7,463</u></u>	<u><u>26%</u></u>

**Letter to Protect Public-Use
Recreational and Backcountry Airstrips**

December 15, 2011 – House General Aviation Caucus co-chairs Sam Graves (R-MO) and John Barrow (D-GA) have written to Rep. Rob Bishop (R-UT), chairman of the National Parks, Forests, and Public Lands subcommittee, warning that the closure of public-use recreational and backcountry airstrips could be unintended consequences of H.R. 1505, the National Lands and Federal Security Protection Act. Bishop is also a member of the GA Caucus.

“Based on our reading of H.R. 1505, we believe it gives broad authority to the Department of Homeland Security (DHS) to access federally owned and managed land, specifically public-use recreational and backcountry airstrips,” the letter reads. “We ask that you consider including language in this legislation to clarify that DHS shall not have the authority to close or otherwise impede the use or construction of public-use recreational and backcountry airstrips.”

COLORADO ACCIDENT ANALYSIS

By: Drew Chitica, DPE

During the FAA Safety Team [www.FAASafety.org] annual training meeting I was made aware of some interesting facts regarding accidents within Colorado. What follows below come from the NTSB database covering the period from 1 January 2010 through 1 November 2011, a 23-month timeframe. The percentages in brackets represent the percentage of total accidents.

84 accidents of which 20 [24%] included fatalities, in which 28 persons perished.

Phase of Operation:

Takeoffs & Landings	45 accidents	[54%]
Maneuvering during flight	36 accidents	[43%]
Taxi	2 accidents	[2%]
Preflight	1 accident	[1%]

Contributing Factors:

Maintenance	14	[17%]
Aeronautical Decision-making	12	[14%]
Controlled Flight into Terrain	11	[13%]
Weather	5	[6%]
Medical	4	[5%]

Category:

Standard aircraft	43	[51%]
Amateur built	14	[17%] 2 fatal
Rotary-wing	10	[12%]
Glider	6	[7%]
Light Sport	3	[4%]
Lighter-than-air	2	[2%]
Aerial application	2	[2%]
Gyroplane	1	[1%]

The main thing I wish to point out to all CPA members is that just over half (HALF) of all accidents were during the takeoff and landing phase of flight. To my mind, this means we pilots are losing directional control during these phases and thereby causing a lot of paperwork generation, grief and aircraft losses by not having competence during these oh-so-close to the ground types of operations.

How long has it been since you've done some crosswind work? I mean REAL crosswind work; the kinds of work when you finish and put the airplane to rest you KNOW you've had a good workout? How many of us have had ANY kind of training, practice or instruction in these matters other than during the obligatory Flight Review (which we've scheduled on clear, calm mornings)?

We, individually as responsible pilots and collectively as CPA members, must do our part to bring these numbers down. Wyoming's numbers are percentage-wise nearly symmetrical with Colorado's and yet 75% of Wyoming's accidents are out-of-state pilots, meaning they are transiting the state some way when they've come to grief. It isn't only the flat-landers making up our accident numbers, people; it's us as well. Those of us old enough to remember the old Pogo comic strip might recall the sage advice once mentioned therein: ***We have met the enemy and he is us.***

If you haven't done any real training in the recallable past, call your favorite flight instructor (there's lots of us as CPA members) and put out some effort, put in some time, put up with some instruction and really, really get current. At minimum, it will save on paperwork generation and a visit from the friendly local Fed.

Drew Chitrea is a Colorado Pilot Examiner, Master Instructor and long-time CPA member. He can be reached at 303-638-7181 or via www.Coloradoskymaster.com

Grand Junction - the Continuing Soap Opera....

As reported in the Denver Post (www.denverpost.com 12/19/11), Tom LaCroix (GJT Airport Authority Board chairman) sent a letter to AOPA "taking the association to task for the association's criticisms of the airport's security fence". In the letter LaCroix points out that "because of the unusual, non-linear layout at GJT, it has unique challenges when it comes to meeting TSA requirements".

[Ed note: Colorado Pilots has requested a copy of the letter from AOPA. When we receive it, it will be posted on the website along with the many reports & letters regarding this issue.]

At the Dec 7 Grand Junction City Council meeting, the issue of the actual implementation of the fence being driven by TSA requirements was refuted by Dave Shepard. Dave has a PhD from the University of Wisconsin in disciplines involving federal government compliance, and prior to retirement worked as an outside director for major corporations to make sure they met their obligations in this area. In short, he is an expert in the details of the collective disagreement with the actions of the Airport Authority.

Food, Flying & the iPad

Alton Brown, a Food Network host and a private pilot (and as of late Dec 2011, an Instrument Pilot!), said his iPad had become standard equipment when he flies in either of his two airplanes — a Cessna 206 and a Cessna 414A — to book signings and locations where he is filming. “It’s especially helpful when you get rerouted” because of storms and such, he said.

Using an aviation app and information stored on his iPad, he can search for alternate routes, look up various airports’ approach procedures and tower radio frequencies and even compare fuel prices.

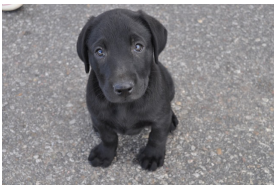
“Anything that makes me more alert, responsible and allows me to stay more focused on actually flying the plane is a good thing,” Alton said.

To confirm our Favorite Foodie is a techie, he’s a dedicated Mac user in addition to the iPad. If you ever watch Iron Chef America, you’ll see a bunch of them at his “control center”.

During his recent US tour to promote is latest cook book, turns out the first few questions at OKC were about...no, not food, not ICA, not the book. Nope, it was about...airplanes! And he twitters, too. During an exchange the day he passed his IR checkride, his comments included

- I’d love to do an entire series about cool airports across America.
- Folks don’t realize what a cool part of America GA is and the great character(s) it represents.
- The airport is such a community center of gravity in small towns that I bet you’d find GREAT stories.
- I’d love to do feasting on Air. Might even take my 414 [1979 CESSNA 414A]
- [re: the multi] I start in about a week. I’ve got nearly 200 hours of multi so I’m hoping it’ll be a low charisma event.

[Ed note: And I found out he was in Denver signing at the Tattered Cover - the week AFTER he was in town! Oh bother.]



It’s still one of the cutest puppy pictures.
Check out this CNN video about dog rescue
http://www.cnn.com/video/?hpt=hp_c2#/video/living/2011/12/19/natpkg-pilots-and-paws.cnn

The LightSquared v GPS Soap Opera Continues

LightSquared's recent offer to give up a few frequencies does not satisfy the Global Positioning System and its users, including the airline industry and general aviation.

LightSquared has offered to give up half the frequencies in the spectrum it wants to set up a nationwide broadband satellite-based network, if the FCC will let another organization also be involved in granting frequency use and allows the company to operate the other half without interference. These offers are not going to solve the problem of the company trying to prove interference with GPS.

The offer was made to the FCC in a letter sent Dec. 12. LightSquared has been in the midst of a huge advertising and publicity program to turn public opinion in its favor to continuing to build the network despite its failure to prove there is no interference with frequencies used for GPS.

The airline association was quick to say the offer is not satisfactory. So, too, was the National Business Aviation Association. NBAA told General Aviation News that "LightSquared's most recent move doesn't alleviate our overall concern that its signals will interfere with GPS signals, potentially jeopardizing the safety of countless pilots and others who rely on GPS for navigation." The association added it is not opposed to new technologies as long as they are proven not to interfere with GPS systems.

A coalition of general aviation groups — of which NBAA is part — said the proposal is "a constructive step" but ties the proposal to being given the green light to proceed full steam ahead in the lower 10 MHz, which "is premature." LightSquared uses its own definition of what constitutes interference to hundreds of thousands of GPS devices. The group insists LightSquared's compatibility with safe aviation operation has yet to be demonstrated.

Charles Spence is General Aviation News' Washington, D.C., correspondent. Originally published in General Aviation News, 12/18.11

LightSquared investors get SEC warning **By Dan Namowitz**

Executives of the hedge fund that has invested heavily in LightSquared were notified Dec. 8 that they may be investigated for possible civil securities-law violations, said published reports.

The Wall Street Journal reported Dec. 9 that Harbinger Capital Partners, the major financier of LightSquared and its GPS-jamming mobile satellite network,

had disclosed that Philip Falcone and two other HCP board members received so-called Wells notices from the Securities and Exchange Commission. The matters under investigation did not relate to LightSquared, the reports said.

Sen. Chuck Grassley (R-Iowa) has long been a critic of what he called the Federal Communications Commission's fast-track handling of the LightSquared network proposal despite proven threats to aviation navigation, agriculture, and other uses of GPS. On Friday, Dec. 9, a statement sharply critical of the FCC appeared on Grassley's Senate website.

"Today, documents have been released showing that Mr. Falcone and his hedge fund, Harbinger Capital, received a Wells Notice from the SEC. While this does not mean the SEC definitely will take action against Mr. Falcone and his hedge fund, it does show that the SEC staff believes there is sufficient evidence to consider recommending an enforcement action. Now the FCC is faced with the real possibility that it made a multi-billion-dollar grant of valuable spectrum to someone who could be charged with violating securities laws. I raised this concern seven months ago. Chairman (Julius) Genachowski was dismissive. Now, more than ever, the FCC chairman should lead the effort to provide documents and offer insight into how the agency decided to give Mr. Falcone, Harbinger Capital and LightSquared this multi-billion-dollar grant," he said.

A Cornell University Law School online document describes a Wells notice as a letter sent by a securities regulator "to a prospective respondent, notifying him of the substance of charges that the regulator intends to bring against the respondent, and affording the respondent with the opportunity to submit a written statement to the ultimate decision maker."

AOPA reported in September that Grassley and Rep. Tom Petri (R-Wis.) had raised questions about possible political pressure on the FCC during its review of the LightSquared network application.

Originally published www.aopa.org, 12/9/11

And if this weren't enough.....
Contract control towers targeted for cuts
By Dan Namowitz

AOPA has learned from several sources that that the federal Office of Management and Budget (OMB) is pressuring the FAA to eliminate funding for contract control towers serving GA-only airports under across-the-board cuts to federal agencies to be included in President Obama's Fiscal 2013 budget request.

If adopted, the OMB recommendation would eliminate roughly half of the 248

contract towers now operating—this move is viewed as a repercussion of the failure of a Congressional supercommittee to agree on a compromise deficit cutting plan last month.

Sources said that the preliminary OMB proposal—which reportedly remains a subject of internal debate within the Obama administration—would preserve funding for contract (non-federal) control towers at airports with scheduled airline service, or with 10,000 military operations a year.

On Friday, AOPA was drafting a letter to the House and Senate members of the GA Caucus, urging them to oppose any effort to shut down control towers at GA airports.

The American Association of Airport Executives, which created the U.S. Contract Tower Association, warned of “devastating” effects of the cuts.

“The federal government's budget constraints should not impact such a critical aviation safety initiative like the FAA contract tower program,” it said.

Originally published www.aopa.org, 12/18/11

Colorado Pilots on Facebook

www.facebook.com/pages/Colorado-Pilots-Association/175353651033

What's Going On Around the Neighborhood

Check out what's going on in nearby states. Our region has a wide variety of fly-ins and speakers, seminars, something for everyone. Visit the Events on each of the websites.

Kansas	www.kansaspilots.org
New Mexico	www.nmpilots.org
Nebraska	www.aero.state.ne.us/publications.htm
Oklahoma	www.oklahomapilots.org
South Dakota	www.sdpilots.com
Utah Back Country Pilots	www.utahbackcountrypilots.org
Utah	www.ugaa.org
Wyoming	www.wyomingpilots.org

And it just doesn't stop Here's the FAA's Christmas Gift to GA

Unless you're going to use Jeppesen's products, hold off on any EFB decisions until the mess that is FAA charting gets settled. What was free/cheap may not be that way in the new year, and that can have drastic effects on which EFB products survive.

From FAA's website

AeroNav Products hosted a meeting on Dec. 13, 2011, for companies interested in distributing our digital product line in the future. The meeting goal: to collaboratively discuss options for FAA's AeroNav Products to develop a proposal to best distribute digital products.

Highlights of the meeting included:

- * Legislative history of the aeronautical charting program dating from 1926 to the present.
- * 49 USC Section 44721 provides for the collection of fees for the purpose of reimbursing the government for the costs of creating, printing, and disseminating aeronautical products and services.
- * AeroNav Products' High Performing Organization requirement, approved by OMB, to develop a digital products strategy delineated in the plan.
- * Need to protect the technical content and critical navigation information embedded in the digital products.
- * Current digital product revenue cannot sustain the charting program.
- * AeroNav Products needs to recover \$5M for the first year and the price of digital products needs to be set at a rate to recover these costs.
- * Industry groups presented multiple pricing structures to recover those costs and more work is necessary to determine the pricing.
- * AeroNav Products is committed to continuing to provide digital aeronautical products to support new and innovative technologies for pilots.
- * Based on the input from this meeting and other information we've gathered, AeroNav Products will develop a proposal for the sale and distribution of digital products and will make this proposal available to the public.

NOTE: There are far too many comments, blogs, discussions, diatribes relating to the FAA's proposal to charge substantially higher prices for digital products (i.e. charts). Rather than summarize, reproduce, etc, on the following page are a few of the more factual, objective and well-written articles for you to review and make your own decision.

Dave (SkyVector.com)

skyvector.com/forum/statement-regarding-faas-policy-change-regarding-digital-chart-distribution

Steve Podradchik (Seattle Avionics) excellent summary including an analysis of "49 U.S.C. § 44721 : US Code - Section 44721" which authorizes cost recovery

archive.constantcontact.com/fs029/1102176322542/archive/1108762645797.html

Interested in reading "49 U.S.C. § 44721 : US Code - Section 44721: Aeronautical charts and related products and services" for yourself?

[Section F.2 and Section G.C for specific details]

<http://codes.lp.findlaw.com/uscode/49/VII/A/III/447/44721>

Paul Bertorelli (publisher of AvWeb and numerous print publications including Aviation Consumer)

Title: AeroNav Gets to 'Splain Itself

www.avweb.com/blogs/insider/AVWebInsider_AeroNavMess_205863-1.html

And now for some warm fuzzies [From private email list]

All this talk about fuel efficiency and such reminded me of something that a pilot acquaintance of mine (Dr. Richard McGlaughlin) wrote recently. I think he is a gifted writer and was quite touched by what he had to say on this painful subject of airplanes and expenses:

"So buy an airplane and fly it til you can't you change your Depends independently. It'll cost an obscene amount, but you'll have no recollection of this.

But you'll remember sun glint lakes, fog in the hollows, and breaking out down low, and breaking through up high, and the look on your wife's face- two hours from chilly, her feet in warm water, and big austere rocks, indigo and turquoise water, the lights twinkling on through orange sunsets in calm air, and buddies, cronies and characters, too much coffee in the hangar, cowl off, where's that oil coming from, arguments and long discussions about how to fly it, with what, and where, and when. The dreams, and flights planned you never took nor intended to, and the grand ones you did- Oh, the ones you did!

A life lived, cheap at any cost."

Calendar of Events

Always check the CPA website for any changes to the Calendar

** Indicates New or Updated event*

CPA FlyIns

Jan 21 2012 KBJC 2012 CPA Flyin Planning Meeting

CPA and Other Events

*Jan 19-22	KSEF	Sebring US Sport Aviation Expo
Jan 22		16th Street Mall The UnFlyin - Red Tails movie!
*Mar 24	TBD	FAA GA Awards Banquet
May 19-20	KFTG	2nd Annual Rocky Mtn Light Sport Aircraft Expo
*Jul 23-29	KOSH	Airventure 2012
*Aug 24-26	KBJC	Rocky Mtn Regional Flying
*Sept ??	KMVN	Midwest LSA Expo



Independence Aviation

Pilot Services • Flight Instruction
Aircraft Rental • Advanced Skills Mentoring
Aircraft Management Services

EARLY 2012 CLASSES & EVENTS

January

iPad Takes Flight

-iPad 101
-iPad Transition

Safety Seminars

-Airspace Review
-CO Springs
Tower Tour

Student Guided Ground School

Systems Review

Mexico Excursions

San Miguel
de Allende

Hangar Talk

Cirrus Perspective

February

iPad Takes Flight

-iPad 101
-iPad Transition

Safety Seminars

Weather
Fundamentals

Right n' Ready

Training for
the Companion

Student Guided

Ground School
Systems Review

Hangar Talk

What are my
options-rent?

***For dates, information and registration, call us at
303.858.1600 or visit us at ia-kapa.com***

Independence Aviation is conveniently located at Centennial Airport or the Colorado jetCenter.

Colorado Pilots Association Welcomes New Members!

Von Campbell
3514 Continental Circle
Fort Collins, CO 80526-4095

John Howard
2707 W. Mansfield Avenue
Englewood, CO 80110-8639

Erik Soderquist
10264 Lauren Court
Littleton, CO 80130-8053

Scott Gustafson
9917 E. Ida Avenue
Greenwood Village, CO
80111-3742

Steve Bush
8311 County Road 120
Salida, CO 81201-9402

Colorado Pilots Association Renewing Members

Sarah Dolliver, Aurora
William Gust, Monument
Steve Beckman, Centennial
David Plucker, Parker
Joyce Lyle, Aurora
Executive Flight Training, Centennial
(Larry Camden – Corp. Member)
Fred Hollendorfer, Wheat Ridge

Mike Fox, Centennial
Colleen Chambers, Parker
Michael Donnelly, Colorado Springs
Jim Wark, Pueblo
Aaron Schomberg, Littleton
David Allen, Elbert
Bruce McMillan, Grand Junction

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: 1962 Mooney M20C...Updated panel & interior, 3 hours on overhauled engine & prop, many modifications, 2 time Oshkosh winner. \$55,000

Contact: 719-495-2470 or e-mail miller1991@q.com for info.
Ask for Ray.

FOR SALE-Kelly Airpark Lot 50, 4.3 acres with barn-Survey, Soils Test, and Septic Perk Tests all completed. Asking \$98,500, will deal and/or carry paper. Visit Kellyairpark.com for photos and more information.

Contact: Mike Donnelly (719) 358-9437 or email donnellyfire-fly@yahoo.com

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