

CPA FLIGHT LINES

Vol 29 Issue 2

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*This is one of the LSAs you'll see at the
2nd Annual Rocky Mountain Light Sport Aircraft Expo
May 19-20, 2012*



www.coloradopilots.org



President's Message

CPA President Mark Brown

Winter Flying

We are fortunate here in Colorado that our winters are not as severe as in the Midwest and Northeast. We get a good snow storm and in a few days most of our highways and especially our runways are clear and dry.

Most of us know what it's like to drive a car on snow pack but an airplane is a whole different story. In a crosswind, controlling the airplane on the snow can be a real challenge. Back East the runways at small airports can become snow packed and stay that way for days. I had a bit of training in those conditions when I lived there and I did not feel comfortable with it at all.

Those of us who have hangars for our aircraft are thankful that we don't have to de-ice them before we go flying. I recall one winter flying trip my family and I took in a rented Cherokee. It was a Christmas trip to Northern Wisconsin to visit my wife's family. We had great weather the whole time we were there. At night the temperature in Wausau got down to -25°F. The airplane was tied down outside; the day before we departed I asked the FBO to put the airplane in a heated hangar so it was ready to go for our early morning departure to return to Centennial Airport. On leaving, the weather was clear and forecast to be VFR the whole way home. However, we encountered higher head winds than anticipated and it was getting dark by the time we landed in North Platte for fuel. I decided we would spend the night in North Platte and complete the last leg the following morning. The weather was forecast to be VFR. No problem, right?

The next morning I looked outside and saw fog. I called Flight Service and they said it was not fog but freezing drizzle and it was centered on the Platte River Valley. We were going nowhere – for two days. Our daughter and son who were teens at the time thought it was great. We went to a movie, played games, read books, watched football bowl games on TV, and were forced to relax. On the third morning we were able to fly out but not before the airplane had to be de-iced; I mean the whole airplane. I never saw so much ice on wings and horizontal surfaces. Even the engine compartment had ice in it. It took more than an hour before we could load up and leave.

Winter Pre-Flight Tips

Be prepared for flying in winter conditions. One item we should all keep in the airplane is a basic survival kit. They are not expensive and Sporty's and other pilot shops carry them. You can also make your own.

If the aircraft is kept outside, be aware that battery power is drastically reduced for starting. Engine oil may not flow readily if not pre-heated. It is very hard on moving parts starting a very cold engine. If water is present in the fuel system, it could freeze and then thaw after you are airborne and that could ruin you day. The best advice is preheat, preheat, and preheat.

The FAA has a website with some specific information on winter flying.

http://www.faa.gov/gslac/alc/libview_normal.aspx?id=10520

Fly safe.

Mark Brown

Our Colorado Senators - all of a sudden they notice this?

<http://summitcountyvoice.com/2011/12/22/colorado-air-force-training-flight-plan-needs-more-study/>

Hangar Hotel Flyin
April 19-22
Fredricksburg, TX T82

Please join us for one of the longest fly-ins of the year as we trek from the Denver Metro airspace to Fredericksburg TX (T82) and the Hangar Hotel. The trip is roughly 658 nm. Plan on a full day of flying and hope for fair weather. There is a 48 hr cancellation policy on the rooms. There are 15 rooms blocked off for CPA, so register early. Room rates are \$99 for Thursday night and \$159 for Friday & Saturday nights. If you are joining us, please make your hotel reservation with the Hangar Hotel with the confirmation number P57013 at (830) 997-9990. There is a \$35/person charge for ground transportation. Upon registration you'll receive an email where to send your check.

Registration: <http://tinyurl.com/7lmzn18>

Hangar Hotel - <http://www.hangarhotel.com/> - (830) 997-9990 Group confirmation #: P57013

For more info contact Brian Garrett at 303-564-5328 or at brian@garrett.net

Backcountry Support

The BLM Resource Management Plan (RMP) comment period for Colorado River Valley has been extended to 2/29/2012. If you want to see back country/recreational strips open in CO, now's your chance. Write a note - only takes a few minutes and it WILL show the BLM that there is a growing support for back country/recreational aviation in Colorado.

Since the BLM personnel in this field office had no realization that recreational aviation existed, the RAF leadership requests that you write (not email) a brief letter supporting the RAF and CPA input to the draft RMP. The purpose of you writing a letter is to demonstrate to the BLM that recreational aviation is alive and well, has a national interest in the outcome of the final RMP and aviation should be considered in any RMP. It does not matter where you live, the BLM should hear from you to demonstrate the concern of pilots nationwide.

BLM CO Colorado River Valley Field Office
2300 River Frontage Road
Silt, CO 81652

If you haven't already done so please write and send in letters to support recreational aviation activities within BLM land.

Letter writing Guidelines

- 1) Address your letter correctly. Identify your subject. The staff will then file your letter properly.
- 2) Identify yourself as a pilot. Say you support the suggested RMP additions as proposed by the Recreational Aviation Foundation and the Colorado Pilots Association.
- 3) Write the letter in your own words, in your own writing style.
- 4) If you hand write your letter, be neat. Someone else has to easily read it.
- 5) Be specific about what you are writing about. You want the BLM to include recreational aviation and airstrips within the final CRV RMP even though there was an inadvertent omission of airstrips in the draft RMP. Specifically mention the Roan Cliffs and Tepee Creek airstrips.
- 6) Cite personal experiences. Have you ever needed to land at a backcountry airstrip due to weather changes or mechanical problems? Have you flown a young or elderly person to a backcountry airstrip that otherwise could not get there?

7) What do you like to do with your family? Airplane camp, hike, etc. If you have a photo of your family camped with your airplane at a public lands airstrip, include that in the text of your letter.

8) Do you currently volunteer for backcountry airstrip maintenance work? If so, mention your commitment to cooperative airstrip maintenance between the users and the Federal Land managers.

9) Above all, be polite. Public land managers are people, too, and deserve respectful treatment. Their decisions must be based on the law even if they disagree.

10) Be sure your address appears either at the top of the letter or below your signature. Ask to be placed on future mailing lists. Include your phone number.

The number of comments received by the BLM is as important as the quality. Your family and friends should also be encouraged to write a short note of why they want to have the opportunity to fly to a recreational destination and enjoy the same experience that others enjoy, but using a different mode of transportation.

Need more info? **email: nathan.kurth@gmail.com**



RAC & CPA Committee - Nathan's seated at the table

Travels in Warm Weather

While the rest of us have been dealing with snow & hurricane-strength winds, Walt Bell and friends have been enjoying the warm sunshine in the Caribbean islands and Central America. Here's part of his email travelog - jealousy runs rampant....

Some shots of Grenada. We hired a cab driver today to show us the island. Nice place fairly (well kept) no trash around. Visited a chocolate factory and some forts. Tomorrow we are heading for Curacao for some diving. We are staying at a great hotel in Grenada again it is expensive but at least things work. The hotel we stayed in Martinique was "le dump". Weather so far has been fantastic. Mosquitos have been a problem. The hour is late so I need to get packed for an 8AM departure.

It's a warm afternoon in Cuarcão (Anitlles). It rained hard earlier and the guy who is flying with me slipped on a step and slid down most of the flight of stairs until he hit his wife. He is resting so the rest of us are sticking close to the hotel. We actually have two bedroom apts. rented for the 7



of us. Spent most of yesterday walking around the harbor area. Lots of cruise ships so lots of jewelry stores, etc. Of interest is a floating bridge that spans an inlet to the harbor. It is hinged on one side so it can be moved 90° when they need to get a boat through the inlet. I will try to include a picture. Some of the group stopped in Bonaire and will meet us later today over here. We plan to head to Panama City tomorrow. Panama City is about 700NM so it looks like 4.5 hours. We do not have a plan for traveling north of there yet. The trip from Grenada to Cuarcão took about 3 hours. We filed IFR. Had some easy to understand controllers and some very difficult to understand folks. I will send you pictures in a few minutes in another email.

Having a good time.



Colorado Pilots on Facebook

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

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From the White House

By Dana Hyde, Associate Director for General Government Programs, Office of Management and Budget

[Did you receive this email? I did, along with 8700 other signers of the petition. Can you spot the logic errors?]

Thank you for signing the petition “Take Aviation User Fees Off the Table.” We appreciate your participation in the We the People platform on WhiteHouse.gov and your concerns about user fees in a challenging economy.

In a challenging budget environment, the Obama Administration believes it’s essential that those who benefit from our world-class aviation system help pay for its ongoing operation. And we want to ensure that everyone is paying their fair share. For example, under current law, a large commercial aircraft flying from Los Angeles to San Francisco pays between twenty-one and thirty-three times the fuel taxes paid by a corporate jet flying the same route and using the same FAA air traffic services. This is why the Administration proposed to establish a new surcharge for air traffic services.

The proposed \$100 per flight fee would generate an estimated \$11 billion over 10 years, reducing the deficit and more equitably sharing the cost of air traffic services across the aviation user community. All piston aircraft, military aircraft, public aircraft, air ambulances, aircraft operating outside of controlled airspace, and Canada-to-Canada flights would be exempted.

We appreciate your petition’s acknowledgment that there needs to be an increased user contribution to aviation system funding in the current fiscal climate, and we recognize that some would prefer to raise the tax rate on aviation fuel. At the same time, we have concluded that a \$100 per flight user fee is an equitable way for those who benefit to bear the cost of this essential service.

As we work to get our Nation back on a sustainable fiscal path, the Administration is making tough choices across the Federal budget and asking everyone to do their fair share. We recognize these shared sacrifices are not easy, but together with investments in our economic growth and job creation, they will make us stronger and more competitive for the future. We look forward to working collaboratively with the Congress and the aviation stakeholder community on this issue, and thank you again for your constructive input.

References

Time to get ready for those emails to Colorado Congress members. For any reason you believe is important, not just aviation. To find the Contact information for your Representative:

<http://www.govtrack.us/congress/findyourreps.xpd?state=CO>

And also ask why they are not members of the GA Caucus and why they are not supporting the Pilots Bill of Rights

House

District 1 - Diana DeGette
District 2 - Jared Polis
District 3 - Scott Tipton (GA Caucus member)
District 4 - Gory Gardner
District 5 - Doug Lamborn
District 6 - Mike Coffman
District 7 - Ed Perlmutter

Senate

Mark Udall (co-sponsor of Pilots Bill of Rights S 1335)

http://markudall.senate.gov/?p=contact_us

Michael Bennet

<http://bennet.senate.gov/contact/>

Comments from Around the Web

I don't want my government spending a large portion of the fees just to implement a new way of collecting those fees! That's a ridiculous expenditure! Besides, for the commercial airliner, the passengers will pay the increase, not the airline. Hence a new tax on the consumer.

This is not about equity or revenue. If it were, a small increase in fuel tax would take care of it.

This is about increasing the size of government, as a new FAA bureau would be required to track the flights. Then, each aircraft would have to be "registered" with the system (separate from the aircraft registration requirements), plus people to track flights and operations, plus QA folks, plus supervisors and managers, plus collections, plus lawyers, plus an appeal mechanism, plus lawyers to prosecute appeals, and staff to handle the letters and phone calls, plus more HR,

and finance folks, and on and on. And then the fee would have to be increased, to create revenue over and above the cost of the running the operation.

A. We don't trust that it will stay that way.

B. We don't think user-fees, regardless of how they're applied, are an efficient way to pay for an aviation system.

C. We don't trust Congress/White House to actually replace the fuel tax with the fee, or to ensure that the fee actually goes to fund aviation.

When the fee collection mechanism is more onerous than it is worth, it needs to be scrapped or, as in the case with the aviation user fees, stopped before it ever begins.

Does the FAA have any mechanisms in place to handle processing of any similar user fees and their collection? Will they need to spend a bunch of money to put those mechanisms in place and to run them?

In their Circular on user fee policies covering all executive branches, http://www.whitehouse.gov/omb/circulars_a025 it states "The user charge schedule should be set by regulation. This will allow administrative updating of fees to reflect changing costs and market values." Their proposal for a specific dollar amount (in this case \$100) seems to violate the WH's own policy. The number seems picked out of thin air.

We have to remember that from a politicians point of view (both sides of the aisle) GA means a G-V traveling LAX to BOS at FL410 and not paying any user fees. They see it this way because that's what they've personally experienced. Those politicians that have chartered are used to paying \$2500-\$7500 a flight hour, so what's the big deal over a flat \$100 fee for an operation that can clearly afford it?

What they don't see is operations like a King Air that travels back and forth between KADS (Dallas Addison) and KDTN (Shreveport Downtown), maybe 150 miles several times a day for a LA casino. Four trips or \$800 per day X 30 days = ~\$24K a month!!!! Say bye-bye to the jobs for these pilots, mechanics, etc.

This will cut the legs out from under many short range tight budget operations like these.

And, of course, the pleas from AOPA for more money for the AOPA PAC to fight User Fees. And NBAA. Wouldn't be surprised if the NBA joined in, too.

Calendar of Events

Always check the CPA website for any changes to the Calendar

** Indicates New or Updated event*

CPA FlyIns

March 3(&4)	KFNL	Fort Collins Brewery Tours
March 10	KALS	Sand Dunes Hot Springs Pool (ALS)
April 19 - 22	T82	Fredericksburg, Texas (The Hangar Hotel)
May 12	33V	Walden, CO
May 26 - 27	KCUT	Custer, SD
June 2 - 6	KHES	Healdsburg, CA (Wine tour)
June 16 - 17	KANK	Salida, CO (FIBark whitewater races)
July 12 - 14	KGUC	Gunnison, CO
August 3 - 5	KCDC	Cedar City, UT
August 17 - 19	KSHR	Sheridan, WY
Sept. 1 - 3	KCOD	Cody, WY
Sept. 21 - 22	KGJT	Grand Junction (Blue Angels)
Sept. 28 - 30	KLRU	Las Cruces, NM
Oct. 5 - 6	tbd	Trinity Site, NM (KALM?)
Nov. 1 - 4	tbd	Zion National Park (SGU/1L8?)

CPA and Other Events

Mar 24	tbd	FAA GA Awards Banquet
* Mar 27-Apr1	KLAL	Sun 'n Fun (EAA)
May 19-20	KFTG	2nd Annual Rocky Mtn Light Sport Aircraft Expo
* Jul 14	KALS	San Luis Valley Flyin & Airshow
Jul 23-29	KOSH	Airventure 2012 (EAA)
* Jul 28	KEIK	4th Annual Spirit of Flight Day
Aug 24-26	KBJC	Rocky Mtn Regional Flying
Sept ??	KMVN	Midwest LSA Expo
* Oct 11-13	KPSP	AOPA Summit

Interesting Trivia - LightSquared & GPS

“A clause buried deep in the 565 pages of the 2012 Defense Authorization act passed in December bars the Federal Communications Commission from approving systems that interfere in any way with military GPS. The bill also tells the FCC to supply Congress with a final copy of the report from its working group, which late last year issued a preliminary report warning that a system proposed by telecoms firm LightSquared of Reston, Virginia would cause serious interference.”

Colorado Pilots Association Welcomes New Members!

Howard Feinstein
80 Foxhunt Crescent
Oyster Bay Cove, NY 11791-
1703

Kirk Samuelson
420 Fairacres Road
Omaha, NE 68132-2710

David Ladd
1350 Lawrence Street, Apt. 10C
Denver, CO 80204-2091

Steven Crafa
1049 Genesee Vista Road
Golden, CO 80401-9220

Colorado Pilots Association Renewing Members

David Bedwell, Broomfield
Paul Reader, Fort Collins
Marilyn Taylor, Ft. Lupton
Jerry Schofield, Castle Rock
Michael McRhodes, Erie
Russell Moore, Thornton
Michael Diehl, Centennial
Eyal Sittenfeld, Highlands Ranch
Mark Dahl, Johnstown
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Tom Linn, Denver
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Raymond Watts, Fort Collins
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Tracy Perry, Longmont
Richard Barclay, Elbert
Bruce Christian, Denver
Peggy Long, Black Hawk
Casey Meeks, Golden
Jack Wilhite, Morrison
Fred Schroeder, Grand Lake
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Robert Sumner, Aurora
Larry Pace, Westminster
Cleon Biter, Longmont
William Patterson, Montrose
Charles Fox, Aurora

Publication Notice The Incredibly Tiny, Fine Print

Articles for CPA Flight Lines are sought from members and other organizations. Stories and articles can include flying tips, rebuilding and restoration experiences, special trips, activities, etc. All articles and letters should be sent via e-mail to:

Blanche Cohen Editor,
CPA Flight Lines, phone: 303/755-1525
email: blanche@acm.org

Please do not send formatted material, send only plain text. Any photo format is fine but please, if you're going to send cell phone photos, make sure they are 150 dpi or better. Lesser quality cell phone photos don't reproduce well in the printed version of the newsletter.

Material for publication will be accepted up to a deadline of the 15th of each month. CPA Flight Lines shall reserve the right to accept, refuse, or edit any material submitted. Publication of articles and opinions in CPA Flight Lines is not an endorsement by the Association, nor does the Association assume responsibility for the accuracy of the information contained in CPA Flight Lines.



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email mdonnellyfirefly@yahoo.com

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Deadline is the 15th of each month, to appear in the following month. Your ad will run only once unless you contact the CPA editor prior to the 15th of the following month and request the ad to 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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