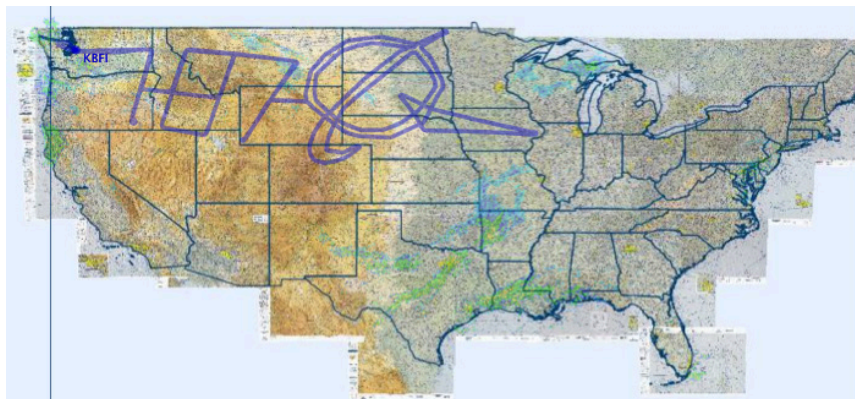


CPA FLIGHT LINES

Vol 29 Issue 3

March 2012



Boeing 787 Endurance Test

Planned: 9,762 sm Flown: 10,408

Thursday, February 09 2012 19 hours 12 minutes

SEA J12 EPH GEG 4733N 11706W 4236N 11831W 4450N 11752W 4414N
11230W 4710N 11126W 4714N 11125W 4730N 11443W 4214N 11629W
4140N 11325W 4714N 11126W 4645N 10711W 4105N 11056W 4405N
10902W CZI KD81U KD72W 4148N 10335W HANKI YANKI ONL 4201N
9830W KP72C CVA 4148N 9034W GIZCY FOD KP81C KP87A ONL ATY
4523N 9711W KP12C 4743N 9843W 4845N 9655W 4755N 9857W KP15A
KP06Y 4248N 10523W MBW ALPOE 4026N 10616W KD60U 3947N
10516W DVV KD60W BENNZ KD63W 4027N 10500W 4040N 10510W
4131N 10501W GYZ KD81W 4728N 9907W 4610N 9804W AMMAJ SOBME
4400N 9820W 4324N 9850W ADEDY ANW 4203N 10104W ALU KD75W
4245N 10424W 4333N 10518W 4404N 10552W 4437N 10558W MARLS
YAFLU KU15W POVNY KP18Y 4746N 10000W 4742N 9930W 4753N
9901W MIB JINUK LAMBE 4711N 10515W MLS 4603N 10613W FOURS
CZI 4406N 10900W 4643N 10703W 4734N 11444W 4439N 11546W MADPE
4733N 11701W SEA



www.coloradopilots.org



President's Message

CPA President Mark Brown

Fuel Discount

Did you know that a discount on 100LL is offered at the JetCenter at Centennial Airport (APA) to members of Colorado Pilots Association? That's right. Just show your CPA membership card and you will receive the same price as aircraft that are based at

APA. As of this writing that amounts to about 85 cents a gallon [Ed Note: The discount changes - contact JetCenter for current amount]. Not bad. If you need a new membership card send an e-mail to Terry Barbo and she will send you a new one.

Newsletter

I'm sure that each of you looks forward to receiving the newsletter every month. CPA has over 700 members and about half of you have opted to receive it via e-mail. That means that about 350 newsletters are printed each month, stuffed into envelopes, labels and postage is applied, and that takes time. Most of you have e-mail and printing capability and encourage you to contact Terry Barbo and let her know that you would like to switch over to receiving the newsletter via e-mail.

Pilots' Dinner Series

Colorado Pilots Association is planning social dinners to provide opportunities for members to get together, have dinner, and make new friends. It seems that the only contact we have with each other is at fly-ins, the membership meeting in November, and the holiday party in December.

Jerry Kelly, our membership chairman, scheduled the first dinner for February 21st with speaker Roy Rasmussen, PhD, to give a talk on aircraft icing. An e-mail was sent out to the membership inviting everyone and it was posted on the website. Since the first event will have already occurred when you read this, I hope it was well attended and a success.

Jerry is planning more of this type of gathering and I think we have a few of them in other cities in the state, not just Denver. Check the website for all upcoming events.

Mountain Flying Course

You may not be aware that CPA sponsors a Mountain Flying – High Elevation Airport Operations Ground School Course. Two separate sessions will be held

on June 9th and August 18th at Rocky Mountain Metropolitan Airport (BJC). Go to our website and click the link on the home page to get all the details to sign up. [Ed Note: Completing the ground and practical counts as a BFR!]

Fly Safe
Mark Brown

Incredible Increase in Available Load - For Free!

<http://www.phillips66aviation.com/pdfs/AvGas%20MSDS.pdf>

On page 5, notice the weight of 100LL is 5.83lb, if you want to be exact about it. We generally use a 6 lb/gallon weight. So, on the T182T with 92 gallons in full tanks, that works out to 536.36 lb vs 552 lb. A free 15.6 pound increase in useful load.

Cover Details

Cover graphic and route downloaded from FlightAware.com. Try that on your G1000! My compliments to the planning crew who obviously spent long nights designing it and to the flight crew who made it happen.

Hangar Hotel Flyin April 19-22 Fredericksburg, 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

2nd Annual Rocky Mountain Light Sport Aircraft Expo (and Flyin, too!)

Brian Garrett, RMLSAExpo Chair

It may still be cold outside, but as spring arrives so will the 2nd Annual Rocky Mountain Light Sport Expo at Front Range Airport (FTG) on May 19th and 20th. CPA started this project last year with hopes of bringing together different types of Light Sport Aircraft to the region not only for the benefit of the vendors, but more importantly to provide both the many aviation groups and the general public to see these planes up close and personal and learn more about them.

I've been flying LSA's since the beginning of my flying career and I've come to find there is a great deal of misunderstanding about these planes from outside the LSA fold. These are very capable modern planes that pretty much anyone with a license can fly. They are lighter than most traditional planes at 1320lbs but are extremely miserly on the gas, typically burning around 4 gallons per hour with the traditional Rotax engine (there are other engine manufactures as well). In a 4-way partnership one of these costs as little as \$15 to \$20/hr and it burns 92 Octane gas (without ethanol). A pilot can transition to an LSA as long as their medical hasn't been denied. And if a medical is on the line it is a matter of just letting your medical expire and you can then fly under LSA rules [Ed Note: As long as there are no other medical issues]

There are a handful of other Light Sport events like this around the country, but none will be in the Rocky Mountain Region. At this time there are around 100 different LSA and E-LSA commercially available in the United States and we are proud to say that we have 7 of the top 10 vendors lined up to display at the Expo this year.

There continues to be quite a bit of work going on behind the scenes. This work consists of meetings with a small but dedicated group of CPA individuals, reaching out to regional and national vendors, marketing material being assembled, coordination with different groups for the day of the show and on and on. Through this hard work we've managed to get some national advertising in Plane & Pilot Magazine in the upcoming edition. We've got web ads displaying on several websites pointing to our website for more exposure. With each passing day we are adding more vendors to the list of attendees. To stay current with the newest vendors please make sure to stop by our website at www.rmlsaexpo.com.

In addition to the planes and other various expo vendors we will again be offering a variety of breakout sessions, several of which are offered as FAA WINGS credits. We are still putting the finishing touches on these sessions, so keep an eye out for the FFAST Blast and our website for upcoming details.

The success for events like this depend upon CPA members joining us and assisting in promoting the event to people in our community - word of mouth is extremely helpful. Every part of the Expo needs volunteers - help with setting up on the 18th & tear-down on the 20th, marshalling airplanes (this is also a Flyin!), the staffing the CPA booth (memberships, CPA merchandise, lost & found, etc), hosting the many speakers, just about anything and everything.

Do you write well? We could use expert help writing articles for various publications both print and online.

If you don't have time to participate, please make time to visit. Not only is it an Expo, but it's also a Flyin with the Obligatory Pancake Breakfast. The food service vendors promise great pancakes and an equally great lunch.

Please make sure to pass the word along to friends and family of our event and we look forward to seeing you out there!

International Women's Air & Space Museum to Celebrate Women's History Month

Janice Wood, General Aviation News

March is Women's History Month. In 1911 Harriet Quimby became the first American woman to earn a pilot's license. On Saturday, March 10, the International Women's Air & Space Museum in Cleveland, Ohio, will celebrate her achievements at the museum's seventh annual free family day.

The public celebration of women's history in this country began in 1978 as "Women's History Week" in Sonoma County, California. The week, including March 8, International Women's Day, was selected. In 1981, Sen. Orrin Hatch (R-Utah) and Rep. Barbara Mikulski (D-Md.) co-sponsored a joint Congressional resolution proclaiming a national Women's History Week. In 1987, Congress expanded the celebration to a month, and March was declared Women's History Month.

International Women's Air & Space Museum
<http://iwasm.org/>

Front Range Spaceport, 2052

[thanks Drew Chitea]

"United 232 Heavy, Caution wake turbulence.
Arriving spaceship Runway 3-5 at Front Range."

Walt Bell's Winter Travels

or

What I Did While the Rest of You were Miserable in the Snow

After having a few days to catch on domestic chores, thought I would summarize the January an adventure through the Caribbean and Latin America. I was flying one of three airplanes that took 11 of us through the Bahamas, Dominican Republic, some of the islands of the Lesser Antilles and on to Panama and back to Az. The other two pilots were Ozzie Kaufmann who owns a Mooney 201 and Jack Juraco who owns a Bonanza. Both are based at Maranna Airport near Tucson. My passengers were Al and Bonnie Bianco also from Tucson and owners of a T-182. We launched on January 6 from Tucson and by dark were in Crestview, Fl. On Saturday we did our first international leg to Stella Maris, Bahamas for a two night stop. Stella Maris has been favorite vacation spot for pilots for many years. We spent our first non flying day riding bicycles and enjoying the beach.

The next day we were packed and on our way to Santo Domingo, Dominican Republic. As we closed with of island of Hispaniola the clouds began building rapidly. We worked out an IFR with Miami Center and spent about an hour in the clouds over the mountains of northern Hispaniola. As we approached El Higuero airport we descended below the clouds for a visual approach which gave us a chance to look the surrounding area over. Our hotel was a rich piece of history as was the nearby old colonial section of Santo Domingo. We spent the next day visiting museums, forts and churches. Santo Domingo deserves several more days of a travelers time.

On Wednesday we headed east to San Martin Island. The route took us across Puerto Rico and St. Thomas to the Grand Case airport (French side of island). We rented cars and headed for a late lunch (early dinner) at a French restaurant. It was truly a great meal, served on island time so it was dark before we got to the hotel. Our non flying day was spent driving around the island and watching commercial jets cross the beach on short final for Princess Julianna airport (Dutch side).

All too soon we were on our way to Guadalupe. The international airport was not well suited for small airplanes but we got fueled and taken to a rent car agency. We were treated (beautiful scenery) to a 25 mile drive to the west side of the island to stay in bed and breakfast that was originally plantation manor house. The setting could not have better or more relaxing. The next day we drove into Pointe-a-Pitre to look over the marketplace, churches and harbor. Like Santo Domingo Pointe-a-Pitre goes way back. Lots of history and only a few hours to absorb it. By noon we headed to the west coast for a chance to visit the beaches

and have lunch. We managed a late afternoon visit to a rum distillery which featured an interesting museum and some rum tasting.

Our next stop was Martinique. Our motel was in a seaside village about an hour from the airport. No cars were available to rent at the airport so we found a van to transport us. Of all the places we stayed this was the most troublesome. No hot water in the shower in my room. Everyone's room had problems of one sort or another. The restaurant would only accept cash and the food was marginal. Fortunately, this only happened once.

We moved on to Grenada. It took some instrument flying to get there. Once there we found the accommodations and beach to be just fine. While we were having lunch a crew member of a G-IV that had arrived before us stopped by our table. He had a genuine interest in small airplanes and wanted to hear about our trip. The next day we hired a taxi to take us on a tour of the island. We had a great lunch at the Grenada Chocolate Company. We got a short tour of the chocolate factory and then we were off along some of the narrowest roads I have seen to visit some of the other towns of the island. Once again not enough time to really enjoy this island but it was time to head to Curacao. Because we had concerns about operating in Venezuela airspace we filed IFR and accepted the routing provided to us. The leg was uneventful and most of the 3.5 hours was out of site of land. The money I had just spent to certify my raft seemed like money well spent.

After landing at Curacao (Willemstad) the tower asked me which handler I was using. It turns out private aircraft have to use a handler. The net result was what we saved on fuel (\$4.13/gal) we spent on a handler. Our hotel near the harbor was several old homes which had been tastefully converted into 2 bedroom apartments. The apartments were large and comfortable. It gave us a chance to spread out for a few days. We also had the use of a washer so we caught up on laundry. The couple who was traveling with me wanted to dive. They did one dive in front of the hotel while the rest of us walked around the harbor. Willemstad is a good sized city and the deep water harbor allows big tour ships. Because of the large tourist trade the old colonial commercial district has lots of big name stores. It certainly had a much different feel from the other islands we have visited.

The day before we were to head to Panama City, Al and Bonnie were walking out of the apartment to go diving. It had just rained hard and Al slipped on the top step of a flight of stairs and slid nearly to the bottom. It was a hard fall and he spent the balance of the day resting. The rest of us stayed close. Fortunately, he was able to get into the Mooney the next day and we did another long over-water leg north of the Columbian border to Panama. Again we flew IFR and the leg uneventful.

So far on the trip we had made hotel reservations at every stop so we constrained in that we had to stay on schedule. The weather had not presented problems so staying on schedule had not been difficult. It did require a more hectic schedule than planned because getting in and out of almost every airport had some kind of a hitch that significantly slowed the process. In Panama we had no reservations so we had trouble finding rooms. Everything turned out fine but it took time and some helpful cab drivers.

Once settled in Panama City we spent our non flying day touring the colonial section of the city and of course the Panama Canal. At dinner that night Ozzie and his passengers decided they wanted to stop in Costa Rica and add a couple of days to the trip. My passengers and the pilot of the Bonanza were time constrained so we needed to get further north. We decided on Guatemala City and a day long stay in Antigua. Antigua is one of my favorite spots in Latin America. We spent one night at the El Camino Real and one night at the Casa Santo Domingo. Both places were excellent but pricey. A half day tour of Antigua is another trip into history. Old buildings, churches, earthquake ruins untouched for centuries make the tour impressive.

Time to get to Mexico. We have an obligatory stop in Tapachula for entry into Mexico. After that we head to San Miguel Allende. Liz and Wally Lewis, who are traveling with Jack, live in San Miguel and have invited us to stay with them. We land at Queretaro airport and hire a van to take us to San Miguel. Good choice, it is a long drive but the San Miguel airport is a little short for the loads we are hauling. Also no fuel available and we still have a long way to go to get to the border. We spent our non flying day looking over the town and the marketplace. Since it was our last stop and Jack's airplane would be half empty for the balance we went on a buying spree. The next day I found that I could still get the baggage door closed with all the stuff purchased but not much room left. We departed Queretaro for Ciudad Obregon then on to Nogles, Az. for customs. We were back in Tucson before dark and some of Jack and Al friends threw us a welcome home hanger party.

A few closing thoughts. Flying the airplane was the easy part. We had very few weather problems and most of the airports we used had instrument approaches. We probably could have done this trip VFR (visual flight rules) but weather information is at best sketchy once we got out of the US so having an instrument option is very comforting.

The paperwork necessary for a trip like this is horrendous. Some of it you need to do days before you leave and lots of it needs to be done at the customs/immigration and airport managers office. Every country has a slightly different procedure. Working knowledge of the language is extremely helpful. None of the countries we visited had procedures which were user friendly. The result

is frustration and time lost. In some cases the paperwork was manageable but we spent an hour trying to find a gas truck. In other words if you plan an international trip set your schedule to allow for lots unplanned time spent at the airport. On the few domestic legs we flew we found the time at the airport much more pleasant regardless of the country. I have been flying around Mexico and Latin America for many years. The paperwork and fees have grown steadily over these years. In most cases fees and gas are paid for in cash. This is truly a burden that you need to consider. This trip around the Colombian and Venezuelan Basins was a fun, worthwhile and an interesting adventure. My fellow travelers from Tucson put a lot of effort into planning which was the big reason the trip was manageable and successful. I am still working on pictures and will send some as I get them edited. Below are all the identifiers of the airports we stopped so you can exercise your GPS if you wish.

KFTG KAVQ KNCW KCEW KFLL MYLS MDJB TFFG TFFR TFFF TGPY
 TNCC MPMG MGGT MMTP MMQT MMCN KOLS KAVQ KFTG
 About 9000SM

Colorado Pilots Association Renewing Members

Frank Hoffman, Bennett	Denis Walsh, Denver
Gail Terry, Gardner	Mark Mercer, Aurora
James Pigeon, Denver	Larry Merkowitz, Centennial
Tim Mooney, Englewood	Stan New, Foxfield
Bart Whitehouse, Greenwood Village	L. W. Bridges, Broomfield
Brian Brent, Fort Collins	Jeffrey Cain, Denver
Stan Specht, Lakewood	Gerry Zimmerman, Brighton
James Potter, Watkins (rejoined)	John Linz, Littleton
John Underwood, Colorado Springs	Frank Niehus, Elbert
Michael Hagans, Englewood	Robert Braaf, Tabernash
Steven Laskey, Littleton	Mel Callen, Milliken
Michael Priess, Lyons	Chris Elmore, Parker
Jason Hurd, Erie	Richard Stienmier, Castle Pines

Residential thru the Fence

Success! In the recently passed & signed H.R. 658, the FAA Air Transportation Modernization and Safety Improvement Act, rTTF is safe for now.

<http://www.generalaviationnews.com/2012/02/08/residential-through-the-fence-protection-in-faa-bill/#more-57763>

<http://www.throughthefence.org/>

Hooper FlyIn & Sand Dunes Pool

When: Saturday, March 10th, 11am to 3pm

Where: Sand Dunes Hot Springs

1991 County Road 63, Hooper, CO 81136

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

There is a gem of a destination for a day outing within an hour or so from Denver. Sand Dunes Recreation Pool (719-378-2807) near Hooper, Colorado is and operated by Ed and Shari Harmon. It has a thermally-heated swimming pool, a 25 person soaking pool, RV campgrounds and a concession stand open year around. They are building a tent camping area.

This is a pilot-friendly facility! Ed invites pilots using the Sand Dunes Pool to fly to his private airstrip across the road at their own risk. Hooper Airstrip is an east-west airstrip up to 2,550' long, elevation 7,540' MSL and located 20 miles north of ALS (37-46-50.25N, 105-51-02.82W).

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Radiant Heat, ADA-compliant bathrooms, parking

New concrete apron

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Hangar rents as low as: Singles \$250/mo, Twins \$400/mo

Contact: Bud Lewis 303-888-8098

Hanger Space for Sale



Mayors Oppose GA User Fees

Charles Spence, General Aviation News

General aviation is a vital part of our economy and national infrastructure, and we are concerned about the repercussions of your statements about it. That, in essence was what the mayors of 100 communities in 48 states recently sent in a letter to President Obama. The letter was coordinated by the Alliance for Aviation Across America.

The letter was sent just days after Obama released his budget calling for a \$100 each-flight fee on certain general aviation users.

More than 1.2 million jobs and over \$150 billion in economic impact annually are supported by general aviation, the mayors stated to Obama and his advisors. The mayors pointed out to the President that GA and the airports it utilizes are literal lifelines to their communities. They provide business growth, law enforcement, disaster relief, medical care and other services.

It is a mistaken belief that general aviation is a luxury for fat cats, the mayors informed Obama. “We can tell you first hand that these aircraft are a critical tool and resource for businesses in our communities; businesses that keep our communities afloat and help workers to be able to continue to put food on their tables for their families.”

The mayors told Obama that “we need to do everything we can to support jobs and stimulate the economy, not crippling an industry which represents a lifeline such as ours around the nation.”

Pilots Bill of Rights 2012

Charles Spence, General Aviation News

The Pilot’s Bill of Rights is moving along through Congress after Rep. Sam Graves (R-Mo.) recently introduced a companion bill to one introduced last year in the Senate by Sen. James Inhofe (R-Okla.), which now has more than 60 co-sponsors.

The two bills are meant to improve the relationship between general aviation pilots, the FAA, and the National Transportation Safety Board.

Currently, if the FAA is investigating a flight, that agency will deny pilots access to critical information that is part of the investigation. This limits the pilot’s ability to know what happened, as well as to participate in the investigation, according to the bill’s sponsors. Among other enforcement related provisions, the

Bill of Rights requires the FAA to notify a pilot who is the subject of an investigation. It also requires the FAA to provide to pilots their options for moving forward and to share relevant information with them.

It also permits any person who is denied an airman's certificate, or one whose certificate is revoked, to file an appeal in the United States district court or to the National Transportation Safety Board.

Other sections of the bill require the FAA to improve the Notice to Airmen (NOTAM) system. It requires the FAA to work with the general aviation community to clean up the system and ensure that relevant information is easily searchable.

Another section of the bill changes how Flight Service Station briefings and other air traffic services performed by government contractors are made available. Currently, a subpoena is needed to obtain the information. The bill changes that to making it available through a Freedom of Information Act request.

Another part of the bill takes on the FAA's medical certification process and forms. Its aim is to provide greater clarity. The present form is considered to be ambiguous and subject to misinterpretation, resulting in pilots unintentionally giving incorrect information. The bill requires the FAA to work with the general aviation community to update and clarify the form.

A panel to work more closely with the aviation community would also have to be established by the FAA. It would consist of people from general aviation pilot groups, aviation examiners, and other qualified medical experts to advise the FAA.

The request for other representatives to sign on as co-sponsors was sent to members of the House by Graves and Rep. Dan Lipinski (D-Ill.), a member of the aviation sub-committee. Graves and Inhofe are both pilots and leaders in the general aviation caucuses in both houses of Congress.

Industry supporters of the bill cited in the request for co-sponsors include AOPA, Experimental Aircraft Association, Helicopter Association International, National Business Aviation Association, and Recreational Aviation Foundation.

Time for some Grins

The underwater photos of the dogs are guaranteed to make you laugh when the weather is rotten and even working in the hanger is not any fun.

<http://www.littlefriendsphoto.com/index2.php#/home/>

One Pilot or No Pilot Planes

[Ed Note: This was forwarded to me without attribution. It appears to be a write-up from an aviation meeting in the past 2-3 years. My estimate of time is based on the reference to Bill Koukourikas, who I met in Fall 2010. But it's a great article.]

Steve Chealander, member of the NTSB 2007-2009 is a retired American Captain. He gave a safety presentation at recurrent training about two years ago. He opened the floor for questions and one guy asked facetiously when are we going to one pilot cockpit? Chealander said that is not funny. He said Fed Ex and UPS are now, (two years ago), working on the procedures for a one-pilot long haul over-water operation. The pilot would be at the controls for takeoff and landing then go to the bunk for cruise while the guy back in Memphis would take over for the cruise. One pilot passenger flights will take a bit longer to get approved.

Twelve years ago, I was Director of Operations for the Alaska Air Guard. I went to a high-level conference and this three-star General gave a presentation that said the exact same thing the major said. The only limitation on fighter aircraft now is the pilot. We have the technology to do everything from the ground and it will be a huge cost savings. No search and rescue, no life support systems, no backlash when we lose a plane. So this article is right on the money.

I attended a flight safety presentation last evening from a retired AF Major test pilot from Edwards, Bill Koukourikas; now serving they're as a civilian. During the course of his presentation, his statement, "No future attack military aircraft within the next 15 years will have pilots in the cockpit. The last tactical aircraft with a pilot in the cockpit will be the F-35."

He also indicated that, within the next 10 or so years, all UPS and FedEx cargo flights would be with pilot-less aircraft. This prediction comes from their test shop at Edwards. All drone testing, development, etc., is taking place just south of Edwards in the Palmdale area. Sounds like a continuation of the Skunk Works developments of Lockheed which previously took place in that area." Simply amazing! Hey, are we a dying breed or what?

Captain Hague's thoughts: This post puts me in mind of the joke that was going around the cockpit 40+ years ago: "The cockpit crew of the future will consist of a guy in a lab coat with a clip board and a monkey with a baseball bat to smack the guy in the lab coat if he touches anything."

Is the single-pilot/no pilot it good or bad? It's neither, of course. It simply is. We'll individually assign a value judgment to it according to which side of the street that we now or used to work.

I hearken back to the first monorail at Disneyland. At first, no one would ride it because there was no driver. Disney hired a wino to sit in the front of the lead car as it ran between the hotel and the park. There was a set of non-functioning, but impressive-looking set of dummy controls. When the passengers exited, the wino would walk to the other end of the car and sit there for the 90-second trip and repeat his actions until his shift ended. After six months, they fired the wino, but no one noticed and the success of the monorail is history.

Does the next generation of aircraft need pilots? Probably not with the state of avionics and navigation gear. Would it be seductive to the operators of these planes to have computers that never call in sick, never miss a trip, don't need a set of windows that cost more than all of the houses on your block, instrument and CRT arrays? On the other hand, what happens in the event of another 9/11 when aircraft are told to land immediately at the nearest suitable?

I think of what I do today: build, repair, and maintain Windows PCs. I fully expect that, in less than five years, that you'll be buying an integrated mouse, keyboard and screen that, five seconds after you turn it on, it will have contacted The Cloud, given you access to your operating system, applications, and data- none of which are stored on your desk.

During the transition, of course, I'll have a couple of years to service those folks that are wary of move from the home office to The Cloud. But it will be of no matter. The forces that drive the industry- companies and the governments that buy computers in huge quantities- will insist that the technology be implemented. As folks in the workplace become used to the idea, they'll have them in their homes within a couple of years. Another wino fired (in this case, me).

So goes progress.

Politics will, of course, attempt to insinuate itself into the process, of course, like the buggy whip manufacturers did when the horseless carriage was starting to catch on. They got the best justice that money could buy when they bought a law that said that every car had to have a buggy whip holder and whip. In the global market, however, the gummint doesn't stand a chance, so I'm not that worried about their levels of control over the Internet.

I take joy and gratitude for the fact that I started in props, moved to turbines, and finished my career in aviation as the Safety Program Manager for the FAA teaching pilots that, for the most part, flew behind props.

Calendar of Events

Always check the CPA website for any changes to the Calendar

** Indicates New or Updated event*

CPA FlyIns

March 10	KALS	Sand Dunes Hot Springs Pool (ALS)
April 19 - 22	T82	Fredericksburg, Texas (The Hangar Hotel)
May 12	33V	Lunch in Walden, CO
May 19 & 20	KFTG	Flyin for the RMLSAExpo
May 26 - 27	KCUT	Custer, SD
June 2 - 6	KHES	Healdsburg, CA (Wine tour)
* Jun 9	KBJC	CPA Mtn Flyin/High Elevation Ground School
June 16 - 17	KANK	Salida, CO (FIBark whitewater races)
* July 13 - 15	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	KOMN	Trinity Site, NM (KALM?)
* Nov. 2 - 4	KSGU	Zion National Park

CPA and Other Events

Mar 10	KEIK	Womenin Aviation History Month
Mar 24	tbd	FAA GA Awards Banquet
Mar 27-Apr 1	KLAL	Sun 'n Fun (EAA)
* May 12	C08	SilverWest Open House & FlyIn
* May 19	tbd	Silver Wings Luncheon
May 19-20	KFTG	2nd Annual Rocky Mtn Light Sport Aircraft Expo
* Jun 16	CO12	VanAire FlyIn/DrveIn
* Jun 30	CO15	Kelly Airpark FlyIn
* Jul 7	KGNB	Granby 10th Anniversary
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 18	KFTG	8th Annual Classic Aircraft & Car Show
* Aug 18	KBJC	CPA Mtn Flyin/High Elevation Ground School
Aug 24-26	KBJC	Rocky Mtn Regional Flying
* Sep 1-2	KSBS	Wild West Air Fest
Sept ??	KMVN	Midwest LSA Expo
Oct 11-13	KPSP	AOPA Summit
* Dec 16	tbd	CPA Holiday Dinner

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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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