

CPA FLIGHT LINES

Vol 29 Issue 9

September 2012



The view to Cedar City, Utah

This is why we fly.



www.coloradopilots.org



President's Message

CPA President Mark Brown

Time to Fly

I think the best time of year to fly in Colorado and the Rocky Mountain West is September and October. The afternoon thunder bumpers that are prevalent in the summer time are less frequent. With clear mornings and smooth air until about 10 to 11 o'clock it is a pleasure to relieve stress by taking to the air.

We are definitely blest here in the west with visibility that I call 'severe clear.' The flat-landers back east think it's clear if the visibility is 10 miles. I like to be able to see the storms, towers, and other aircraft from a good distance so that I can avoid them.

Those two months are upon us and I hope to take advantage of the great weather and do some flying. Barb and I are planning to celebrate our anniversary in Santa Fe. It is an easy flight down the Front Range, across LaVeta Pass and down the San Luis Valley. There is some beautiful scenery on that trip. After saying that and planning some short trips, some to the CPA fly-ins, I hope that the privilege to fly continues for us here in our country. The price of fuel is definitely putting the skids on flying for me and I'm sure for you too. CPA sponsored fly-ins are not as well attended as in the past and I'm sure the cost of flying is part of the reason. I noticed that at Front Range Airport, between the hangars there are weeds growing in the cracks in the asphalt. That is telling me that not a lot of traffic is passing over the tarmac.

Fortunately, we have aviation organizations like APOP, EAA, CPA, USPA, CAB and others that are watchdogs for us and are active in Washington, D.C. and at the state level to fight for our privilege to fly. There are some people who would like to see general aviation go away. We need to give our support to the organizations and contact our congressional representatives and senators often to keep our concerns in front of them.

At the last board meeting, the decision was made to sponsor the ***Third Annual Rocky Mountain Light Sport Expo***. This year it was a success and we can make it even better next year. However, it does not happen by itself and that means that the workload needs to be shared. You may be asked to assist and I hope that you will help the team.

Fly safe.
Mark Brown

A Door Closed Will Open Hundred New Doors!

by L. Klingmuller

In the fall of 1961 president Kennedy activated military reserve units during the Berlin Crisis. I had just completed my freshmen year at the Colorado School of Mines after having served two years as draftee in the US Army. Our unit moved to Ft. Riley, KS near Junction City. Darn, another year lost in achieving my educational goal! ["a door closed"].

Luckily, there was a flying club in Junction City belonging to and accessible only to military members which our unit from Colorado could join. This was the first of 'hundred new doors opened' for me! On the first off duty day from the military base six of us drove to the airport to investigate this club and took a free introductory ride. The prices were right: \$3.50/hr wet for flying the PA-18 and \$4.-/hr f for the instructor. Since I had special duties on the base and consequently extra free time, I was able to pay for some of my flying by working at a local bakery for \$1.75/hr to pay for the lessons. This was a 4 1/4 work to one hour of flying ratio, a ratio not seen again! With lots of efforts I managed to get my license in seven months and got checked out in the club's under-powered Navion. This gave me a chance to get three fellow soldiers to split the airplane cost to fly all the way to Denver from Junction City for a long weekend.

After the year in Kansas, my flying had to be put on the back-burner so I could continue with my studies in Golden, Tucson and Sydney. Down Under I was able to really learn navigation when I joined a member-owned flying club. In the late sixties, Australia had a total of three (3) VOR stations. Dead reckoning with compass and time was required away from the coastal areas. ADF was some help if there were no thunderstorms and the receiver was working. Only very rudimentary black and white aeronautical charts were available for flying in the interior. I vividly remember flying for two hours from Ayers Rock in central Australia to Mount Isa without having even one 100% positive check point! The C-172 was loaded with four people, camping gear, some food and one gallon of water for each person. Extra water was required by the Australian civil flight authorities as was filing a flight plan and position reports at least once per hour with less than a five minute margin. Communication was over the low frequency radio which at certain times allowed me to listen to voices from Alaska.

To Alaska I moved from Australia but riding for my geological work in helicopters all summers for three years did not induce me to fly as PIC in airplanes. But when I went on temporary assignments in the early seventies to Panama (two weeks) and Equator (three months) I was able to rent airplanes in those coun-

tries: the popular C-150. Both countries required their national pilots licenses which involved one photo and \$5.- in Panama and two photos and \$10.- in Equator and a copy of my Australian or American certificate. In Equator the aeronautical charts were restricted to the military, so I obtained WAC charts from the USA. For a "quick and dirty" haulage road plan we needed for the project over some jungle, I loaded up my fellow geologist and flew over the desired route. Dipping my wing at certain intervals my partner could get n almost vertical pictures of the terrain.

Back in Colorado in the mid seventies I joined another flying club and finally bought my first plane: a fuel-injected 150 hp, Citabria. Work again required me to move to central Wyoming a couple of years later. Here I discovered all the nice country roads I could land on. With the Citabria many more doors opened for me taking trips to Isla Mujeres at the southern end of the Yucatan peninsular, MX, to the Organ coast and many places here in the Rockies. In the late seventies I had to get a bigger plane when my twin daughters arrived on planet earth. Their grandparents lived in central New Mexico, a 17 hour car trip from Wyoming. With the modified C-175 (180 hp Lycoming, extra tank, STOL kid) I could make this trip in 3 3/4 hr, though we routinely stopped in Pueblo.



The Wright Brothers Master Pilot Award was presented from the FAA to Lothar Klingmuller. His daughters Jenny and Kelda and friends helped him celebrating early this year. Since the name of the recipient is kind of unusual, it took a while for the FAA to send the reward with the correct spelling.

But it's on the Web, So It Must be True!
[Avweb, Aug 22, 2012]

A European light aircraft manufacturer is claiming the FAA has suspended imports of its aircraft to the U.S. because it couldn't locate one of its factories with a Google Earth search. Michael Coates, who handles U.S. distribution for Slovenia-based Pipistrel Aircraft, said the company has since provided ample proof that the factory does exist but have been given no indication when the importation ban might be lifted. "The FAA has used Google Earth to validate certification data," Coates told AVweb. FAA spokeswoman Laura Brown said she is looking into the matter but was unable to respond in time for our deadline. Coates said the Google searcher didn't plug the right data into his computer and the little pushpin landed on a traffic circle rather than an airport. The simple explanation is that the FAA staffer used the plant's mailing address, which is about 1,000 feet from the physical location of the factory in an Italian city near the border with Slovenia. "He just didn't zoom out enough," Coates said. However, it's more complicated than that. The action is related to an announcement by the FAA in July that it would be cracking down on possible importation abuses in the LSA industry.

**Colorado Pilots Association
Renewing Members**

Evan Slack	Bret Lowell
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Bryan Potter	Frank Walther
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Bill Fell	Neil Davis
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Richard Brewster	Emit Hurdelbrink

A Magnificent Miracle

Rob Duncan

82 year old Bryan Hayter wondered for decades what became of his first love. He would often reminisce about the many happy hours spent with her in the summer of 1953. Then a stranger from the US recently called to inform Bryan that not only did he knew the whereabouts of his first love, but donors would also fund the airline tickets to reunite them together- and Bryan could bring his wife along too! This reunion will take place during the September 22-23 airshow in Grand Junction which also features the Blue Angels.

I was that stranger. I also have many happy hours with the very same love interest – a Grumman TBM Avenger torpedo bomber, s/n 53503, built in 1945 and converted in 1950 to the AS-3 anti-submarine warfare configuration. The very same aircraft that Sub Lieutenant Hayter operated from the Royal Canadian Navy aircraft carrier, HMCS Magnificent, during the early 1950's. Mr. Hayter, now residing in Toronto, Canada, has not encountered his old airplane since he flew her over five decades ago.

My hours with Avenger 503 were certainly less stressful – attending airshows and selling rides in this rare, classic and huge war-bird, whereas Mr Hayter's many hours were mostly spent on lonely anti-submarine patrol over the cold North Atlantic ocean. Hayter and the Avenger did have a colorful history together. He and the aircraft were privileged to fly in review of Her Majesty, the Queen of England at her Coronation Review of the Royal Fleet in 1953. Later that same year, Mr. Hayter and Avenger 503 were minutes away from what almost became the largest peacetime mass ditching of aircraft at sea during Exercise Mariner conducted in the Mid Atlantic. Please read his story, *Blind Faith – A Magnificent Miracle at Sea* at www.rmwcac.org/almost_ditched.pdf.



Having survived Exercise Mariner, the Avenger and Mr. Hayter later parted company. Mr. Hayter went on to take part in the formation of R.C.N.'s first anti-submarine helicopter squadron shortly before his retirement from the Royal Canadian Navy. Avenger 503 was "struck off charge" from R.C.N. inventory in 1958 and sold as surplus. Like many other Avengers, 503 carried on in obscurity as slurry bomber and then as an aerial sprayer until 1970 when she was acquired by the Confederate Air Force and painted in US Navy colors. Her 15 minutes

of fame occurred in the opening scene of Close Encounters of the Third Kind, where she portrays one of the famed Avengers of Flight 19 lost in Bermuda Triangle. Hint – she is the one that starts right up! She was later assigned to the then-new Rocky Mountain Wing of the C.A.F. and restored back to complete U.S.N. configuration. Further details and photos: www.rmwcfa.org.

Mr. Hayter continued in aviation flying helicopters for Kenting Helicopters of Canada in support of oil exploration and forest fire fighting, including operating in the Gulf of Mexico. After an illustrious career, he retired in 1990 as Senior Vice-President of Marketing from Field Aviation of Canada.

For the reunion, the Canadian consul general of Denver is expected to attend as well as a representative of Field Aviation and a vintage Sea Fury fighter in Canadian colors, a type that also operated from HMCS Magnificent. Come join us, and bring tissues to dry your eyes.



Part of the CPA group at Cedar Breaks National Monument, Utah

Colorado Pilots Association
Presents the
3rd Annual Rocky Mountain Light Sport Aircraft Expo
May 2013
Volunteer Now!

Cedar City Utah Fly-In August 3 – 5

By Scott & Kathleen Morse

We had great weather and a fun group of 16 CPA folks for our fly-in to Cedar City Utah. Cedar City is the home of Southern Utah University, which sponsors the annual Utah Shakespeare Festival. Some of us attended the hilarious and well acted “Merry Wives of Windsor” in the outdoor theater on the balmy Saturday night and others saw the more serious but equally well done play “To Kill a Mockingbird”. The festival goes on all summer and we would highly recommend flying in for the plays and for the fabulous National Parks in the area.



Zion and Bryce National Parks are nearby as well as the less well known Cedar Breaks National Monument. We hiked at Cedar Breaks on Saturday on the Spectra Point trail overlooking the gorgeous red rock canyon, and on the Alpine Ponds trail looping through the trees at 10,000 feet altitude. We hugged a Bristlecone Pine tree which they estimate is over 1,600 years old! Made us all look good.

Carol & Carl Gross, Rich & Dana Barclay and Scott Morse at Cedar Breaks Natl Monument near 1600 year old Bristlecone Pine.

On Friday, early arrivers drove north through the Escalante Desert to the Parowan Gap Petroglyphs. The 600 foot deep notch through the Red Hills arises suddenly from the desert. The extravaganza of Native American rock art on both sides of the wind gap is amazing both in quantity and diversity of designs.

Good food, fun, hiking and entertainment plus safe flights made this a very enjoyable trip for all. Thanks to everyone who attended, including a few first-timers- Carol & Carl Gross and Graham Meyer – it was great to have some fresh faces and new stories to share at happy hour! Thanks also to the FBO at Cedar City, Sphere One Aviation, who not only gave us great service and free tie downs, but went above and beyond by presenting us with chocolate covered strawberries on our arrival!

STOHL KITS VERSUS VG'S

Comments from Bart Jones, 170B owner for decades

Recently I have been asked by two friends (Cessna owners) my opinion on the relative merits between a STOL kit and VGs to improve short field performance. As it happened the International Cessna 170 Association was having their annual convention in Longmont where I was volunteering. I took that opportunity to get feedback on the subject from a number of 170 owners who have the STOL kit, and who have the VGs, but nobody with both. I myself have modest experience with a STOL kit on a strut braced Cessna 210, and a VG equipped Aviat Husky.

All agree that both systems do the same thing, that is allow for an increased angle of attack and therefore a somewhat slower stall speed with better aileron control, but they do it differently. The STOL kits change the airfoil allowing a higher angle of attack while the fences delay the propagation of the stall outboard to the ailerons thus keeping the ailerons effective for a longer time. The VGs work by keeping the air flow attached to the wing all the way across its length, thus allowing higher angles of attack and keeping the ailerons effective at lower speeds.

The STOL kits were introduced first (decades ago) and then much later came the VGs. One of the things you will hear is that VGs don't work on Cessna wings. That is not true. They work very well on a Cessna wing, but they work spectacularly well on the Cub wing and that comparison may be where the comment comes from.

In any event the people I've talked with describe the same benefits from either system, i.e. higher angle of attack and better aileron control. The people with the STOL kits have had them on for decades, and acknowledge 3 knots or so off their cruise speed. The people with the VGs have had them more recently, and don't acknowledge any loss of cruise speed. Both groups say the greatest benefit is more positive aileron control and feeling of stability at slower air speeds. Both groups are happy with what they have.

My personal experience with short field work in the 210, before and after the STOL kit with fences, was that it was not enough of a benefit to encourage me to take it in somewhere I would not otherwise go. My experience with the VGs on the Husky was more positive, while acknowledging that this is comparing apples to oranges. I was very impressed with how powerful the ailerons were at much slower speeds. I could lift a wheel well after touchdown. With the nose held high it would sink but not stall, while the ailerons remained very effective. It gave a very secure feeling of control on short field landings.

The consensus opinion, (and I agree) is that you get virtually the same benefit out of either system, most noticeably improved aileron control followed by lower stall speed. Taking cost into consideration, you can install the VGs for a little more than \$1,000 (you can do it yourself), while the STOL kit will cost probably \$5,000 installed. I recommended that my friends install the VGs given the costs versus benefits. BTW, the VGs do pop off if you hit them sharply, but they are easily replaced and just glued on.



La Junta Fruit Run

*Back row L/R Mack Connelley, Phil Wright, Bart Jones, Pat Murphy, Hal Meyer
Front row L/R Adam Wendling and Bob Doubek*

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: newsletter@coloradopilots.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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4120 Brighton Blvd, Suite A21

Denver, CO 80216

Phone: (303) 295-1172

Email: kimcoprepress@qwestoffice.net



Bruce Hulley presents United States Pilot Association (USPA) Certificate to Mark Brown, CPA President.

3rd Annual Rocky Mountain Light Sport Aircraft Expo Call for Volunteers - Exhibits & Publicity

Each month we'll be inviting our members to participate in the RMLSAExpo. This month we're asking for help to sign up more exhibitors and get the word out with publicity.

Publicity

There's traditional print media, digital media, television & radio. The goal this year is to start earlier and go bigger. We still don't have much of a budget so really creative ideas are critical. Looking for someone to lead the way and get others involved.

Exhibits

We have a list of over 200 exhibitors in the LSA industry. About 50 appeared this year at the LSA Expo but how about the others? Starting now we're actively going after those 150 by direct & personal communication. The *RMLSAExpo Exhibitors Committee* needs your help. Our first meeting will be in mid-September so watch for an announcement by email, on the CPA website and our Facebook page. Or if you want to get started right now, (and the earlier the better!) contact blanche@acm.org

Calendar of Events

Always check the CPA website for any changes to the Calendar

** Indicates New or Updated event*

CPA FlyIns

Sep. 1 - 3	KCOD Cody, WY
Sept. 21 - 22	KGJT Grand Junction (Blue Angels) CANCELLED
Sep. 28 - 30	KLRU Las Cruces, NM (White Sands)
Oct. 5 - 6	KOMN Trinity Site, NM
Nov. 2 - 4	KSGU Zion National Park

CPA and Other Events

Sep 1-2	KSBS Wild West Air Fest
Sep 6-8	KMVN 4th Annual Midwest LSA Expo
Sep 8	KFNL Mile High Air Derby
* Sept 15	7COO Parkland Chili Cookoff
Oct 6	KEIK Oktoberfest Flyin
Oct 11-13	KPSP AOPA Summit
Nov 10	KBJC CPA Annual Membership Meeting
Dec 9	PHGC CPA Holiday Dinner, Park Hill Golf Course

Colorado Pilots Association Welcomes New Members!

Stig Raval	Bill Tracy
Rey Cinocco	Robert Lynn
Bill Donald	Oliver Frascona
Todd Libke	John Artz
Donald Elliott	Lynn Cooper
Matt Rytting	Brent Barlow
Hans-Georg Himmeroeder	Norman Strickholm
Joe Turnbough	Neil Mothew
Martin Kelly	

**Whoops - Thanks for the Correction
Patti Arthur, Salida CPA Area Rep.**

On page 11 of FlightLines August 2012, there is a picture of a group sitting at a restaurant table. The caption reads "Fredricksburg FlyIn Dinner". Actually that picture was taken at the Country Bounty Restaurant in Salida, Colorado. Salida was also on the cover for the FIBark Festival. The Country Bounty is a great restaurant and I would like to see them get their proper recognition.



FLY MART

Make an offer on Spectacular Load and Performance -- One-third of Cessna T-210M Centurion; Great recent upgrades, two solid partners – asking \$50,000; hangared at APA; RAM overhauled engine plus in 2011, great engine analyzer, Jul 2012 annual, new interior Jul 2012, Robertson STOL; GNS 530W; XM Weather; Strikefinder; impressive load and speed; TT 3520, SMOH 120; **Contact** Gary Tobey at 303-799-8600 or gtobey@tobeyjohnston.com

FOR SALE: Hangar – 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 \$19,995 (jREDUCED).

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

FOR RENT: INSULATED T HANGAR at Fort Collins-Loveland (KFNL) Airport.

Contact: Tom Barlow (970) 204-0508 barlowtk@gmail.com

FOR SALE: 2004 Super Decathalon 8KCAB, KSBS hangar and KGXY hangar. Plane 950 hours. Annualled May. Always hangared. Unique paint. No damage history. Original owner. \$115,000 for plane, chutes, Bose headsets. *Lost medical, must sell immediately.*

Contact: Don Griffin cbsgriffin@aol.com, 970-590-5334

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 newsletter@coloradopilots.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 to run again. Don't forget the ***Classified*** section on the CPA website! You can post to the Classifieds at any time.

Colorado Pilots and Social Media

Facebook

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

LinkedIn

www.linkedin.com/groups/Colorado-Pilots-Association-2107023

CPA Executive Board

Elected Officers

President
Mark Brown
president@coloradopilots.org

Vice President
Robert Venohr
303/766-0742
vp@coloradopilots.org

Treasurer
Cindy Jewell
303/750-5645
treasurer@coloradopilots.org

Recorder
Karen Hitchcock
303/482-6167
recorder@coloradopilots.org

CPA Committee Chairs
Airspace
Walter Bell
303/886-4575
airspace@coloradopilots.org

**Back Country &
Recreational Airstrips**
Nathan Kurth
recreational@coloradopilots.org

Education
Keith Singer
education@coloradopilots.org

Flight Safety
Megan Sayre
303/261-4177
flightsafety@coloradopilots.org

Fly-In Events
Bob Kinney
303/288-7371
flyins@coloradopilots.org

Legislative Affairs
Gary Tobey
303-699-7371
legislative@coloradopilots.org

Membership Services
Terry Barbo
303/367-0670
membership@coloradopilots.org

Membership
Jerry Kelly
303/570-4891
members@coloradopilots.org

Mountain Flying
Bill Standerfer
mtnfly@coloradopilots.org

Newsletter - Editor
Blanche Cohen
303/755-1525
newsletter@coloradopilots.org

RM Light Sport Expo
vacant
lightsport@coloradopilots.org

Website Manager
Steve Callery
webmaster@coloradopilots.org

CPA Liaisons
AOPA
Bill Hamilton
970/887-2101
wmpenn71@earthlink.net

Colo. Aeronautical Board

(CAB)
Joe Thibodeau
303-320-1250
jt@taxlit.com

**Colo Aviation Business
Assoc (CABA)**
Iver Retrum

**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
dhsmth@comcast.net

Silver Wings
Bill Totten
303/364-5238
btotten@westernaero.com

Area Representatives

AKRON -- vacant

ALAMOSA (ALS)/
SAN LUIS VALLEY
Lynn McCullough
719/852-5890 (H)

lynn.a.mccullough@gmail.
com

BLAKE FIELD/DELTA
Scott Morse
970/856-7453
morse@caycee.net

BOULDER MUNI (BDU)
Phil Ecklund
303/748-9598
pecklund@aol.com

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CENTENNIAL (APA)
Bob Doubek
303/771-8148
idacrase@4dv.net

COS SPRINGS (COS)
Bob Figgie
719/598-5111 (H)
719/243-2280 (W)
travellaire@yahoo.com

CRAIG/MOFFAT -- Vacant

CRAWFORD (99V)
Rob Duncan
970/921-3400 (H&W)
sales@airbase1.com

DURANGO / LA PLATA
Paul Staby
970/259-7577
jpstaby@msn.com

ERIE (KEIK)
Jerry Schofield
303/663-3963 (H)
303/663-3973 (W)
jschofld@aol.com

FT COLLINS-
LOVELAND (FNL)
Eric Jensen
970/482-7160 (H)
ericjens@aol.com

*FREMONT CNTY/CANONT
CITY (IV6) - vacant*

FRONT RANGE (FTG)
Bill Totten
303/364-5238
btotten@westernaero.com

GARFIELD/RIFLE (RIL)
John Savage
970/625-1395 (H)
970/625-1470 (W)
savagejw@msn.com

GRANBY (GNB)
Mike Jolovich
970/887-2189 (H)
970/887-9225 (W)
mjolovich@rkymtnhi.com

GRAND JUNCTION (GJT)
Collin Fay
970/254-0444
crfay@coloradoflightcenter.
com

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*JEFFCO - see Rocky Mtn
Metro*

KREMMLING
Ron Lewark
303/668-3089 (H)
303/668-3093 (W)
c185guy@aol.com

LONGMONT (LMO)
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 (PSO)
Jim Carey
970/731-3694 (H)
tiger10@centurytel.net

PUEBLO (PUB)
Torry Krutzke
719/546-0888 (H)
torryk@mindspring.com

ROCKY MTN METRO (BJC)
Daril Cinquanta
303/423-9846 (H&W)
CQ7014@aol.com

SALIDA / CHAFFEE
COUNTY (ANK)
Patti Arthur
719/539-7050(H&W)
parthur@pattiarthur.com

SPRINGFIELD (8V7)
John Webb
303/796-7739 (H)
303/946-1874 (cell)
n2534x@msn.com

STEAMBOAT SPRINGS
(SBS)
Joe Birkinbine
970/879-9653 (H)
970/879-1636 (W)
atpfinancial@springsips.com

TELLURIDE - John Steel
970/728-6888 (H)
970/728-1300 (W)
justice@johnsteellaw.com

WALSENBURG (4V1) Vacant

WRAY (2V5) Lucile Bledsoe
970/332-5143 (H)
970/332-4955 (W)
lmbledsoe@plains.net

Colorado Pilots Association, Inc.

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Online application at www.coloradopilots.org

Name _____

Spouse _____

Address _____

City _____ State _____ Zip _____

Phone (H) _____ (W) _____ (C) _____

E-mail _____

Profession _____

A/C Owned (make & model & N number) _____

Based at or flown from & Identifier (e.g. APA) _____

Applying for:

- ☐ Renewal
☐ New membership

Check enclosed payable to CPA to cover membership, newsletter & access to Member-Only area of website.

Mail to: CPA, Inc.
PO Box 200911
Denver, CO 80220-0911

- ☐ \$20 - 1 year
☐ \$38 - 2 years
☐ \$55 - 3 years
☐ \$100 - 1 year Corporate membership

I am interested in serving as Area Rep at _____

I am interested in serving on the following committees:

- | | | |
|--|--|--|
| ☐ Airspace | ☐ Membership | ☐ Fly-in Planning |
| ☐ Flight Safety | ☐ Newsletter | ☐ Education |
| ☐ Programs | ☐ Legislative Affairs | ☐ Back Country |
| ☐ LSA Expo | ☐ Other _____ | |

CPA LOGO MERCHANDISE

Caps (light or dark beige)	\$15 + 2 s&h	Mens Jacket	\$40 + 6 s&h
Lapel pin	\$2 + 0.50 s&h	Womens Camp Shirt	\$35 + 3 s&h
Decal	\$1 + 0.50 s&h		
Golf Shirt	\$25 + 4 s&h		
Denim shirt - short sleeve	\$25 + 4 s&h	Logo Tshirt	\$13 each,
Denim shirt - long sleeve	\$30 + 4 s&h		\$25 for 2

For information please call Terry Barbo 303-367-0670

Mail your order to the CPA address above