

CPA FLIGHT LINES

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November 2012



Las Cruces Flyin - White Sands Tour



www.coloradopilots.org



President's Message

CPA President Mark Brown

My first term as your President is nearing its completion. The time has gone quickly and looking back, I hope I have served the Association well. I am planning for a second term and hope next year continues to be positive.

I have a few concerns, however, about our Association. It appears that the number

of members has stayed about the same for several years — around 700. Our membership is not significant considering there are 15,000 pilots residing in Colorado. This includes, of course, airline, military, and general aviation. I imagine many are professionals who probably do not wish to be active in what is primarily a general aviation association. So how do we increase this number for CPA? We are a state organization with the largest number of pilots located in the Front Range area. We are spread out geographically which makes getting together a challenge.

What does the Association offer to the pilot? Why join the group? I originally joined primarily for the fly-ins and social activities offered by CPA. Just as a reminder, I have copied the Member Benefits that are listed on our website.

- * CPA Web Site at www.ColoradoPilots.org
- * Newsletter FLIGHT LINES (12 issues annually)
- * Annual Membership Roster
- * Colorado Calendar of Aviation Events
- * Free non-commercial ads (For Sale or Wanted) on aviation items in the FLY MART section of FLIGHT LINES
- * Fly-ins, social events and family recreation activities
- * Annual Colorado-to-Jackpot Air Classic (on hiatus)
- * Mountain Flying - High Altitude Operations course
- * Airmanship and Safety programs
- * CPA Products (Logo shirts, hats, pins, decals, etc.)
- * Representation at local, state and national levels on aviation issues
- * Liaison with other state/national aviation organizations
- * Distribution of fliers for CPA and other organization events
- * Eligibility to serve as an officer, committee chairman, or committee member
- * Opportunity to participate on a number of challenging and rewarding organizational committees

Speaking of mountain flying, our Mountain Flying Course has been a huge success. Bill Standerfer and Bill Dunn teach this one-day ground school course and

have received rave reviews. This year they delivered the course at AirVenture and had a great turnout. It is recognized by the FAA as a valuable experience for pilots.

However, is this enough? I think not.

We have started to organize some social activities such as a dinner meeting with a speaker or a presentation of an aviation nature. These can be done anywhere in the state but it takes people who will volunteer, participate, and share. How about you? Do you have something of interest to share with the aviation community in your geographic location?

CPA was asked by the Denver Art Museum to provide pilots to do tours to view landscape artwork and describe what we as pilots see in these landscapes. I participated along with other pilots and it was very informative, well received, and frankly lots of fun. Most people have no idea how we as pilots look at the sky and terrain as we fly.

You may be aware of the Rocky Mountain Light Sport Aircraft Expo that CPA sponsored in 2011 and 2012. There is a possibility that it will not take place in 2013 because we lack a chairperson to lead the effort. As in most volunteer organizations, a few people step up and do the work. The Board sincerely would appreciate our membership to consider volunteering to chair and/or participate in the planning of this event. Time is critical – we either begin planning within the next few weeks or we will have to pull the plug on the Expo. Please call any one of the board members.

I would like to see get-togethers at airports across the state. Most pilots love to hangar fly over coffee or other refreshments. We have area representatives at most of the airports in Colorado. Hey, Area Reps, how about getting on fire for CPA and schedule some social events!

Lastly, I am appealing to you to think of ideas to foster CPA and general aviation across Colorado. We have a beautiful state, enjoying it from above unlike any passenger on an airliner. Feel free to contact me with your ideas.

Fly safe.
Mark

Las Cruces FlyIn Alex Strickland

Whoever heard of rain in southern New Mexico ? Well, those who attended the Las Cruces, N.M. fly-in learned that it does rain down there. Despite a brief layover in Truth or Consequences, all eight airplanes made it to LRU on Friday October 5 to enjoy some of the many sites and tastes that this area is famous for. The Friday night get together was hosted by Pam and Austin Vick (Pam is the sister of Alex Strickland the fly-in organizer), at their home. Despite the slightly chilly weather, we enjoyed time on their patio with a spectacular view of the Mesilla Valley. Flavors of the Southwest with bean and corn salsa and New Mexico BBQ and red pork chile highlighted the dinner. Many interesting conversations kept the party lively as the lights of valley came into full view.



Saturday morning arrived with a little overcast weather which quickly turned to bright sunshine. The vans were loaded and the group headed to White Sands Missile Range (WSMR). There was a planned stop at the top of the San Augustine pass where we met for a briefing from Jim Eckles, the retired Public Information Officer for WSMR, who gave us an overview of the missile range and the astounding, wild west history of the surrounding area.

We climbed back into the vans and went to WSMR where we were treated to a visit of the WSMR Museum and Missile Park. We had plenty of time to walk around the missiles and explore the exhibits in the museum. After the museum,

we split up and a few folks went to see White Sands National Monument. Their report was “It’s a really cool place”. We intend to take the whole group there at the next LRU fly-in.



Since Las Cruces was promoting their Whole Enchilada Festival that weekend we decided it was worth a visit. While the festival wasn’t as lively as we might have hoped, everyone had a great taste of the famous enchiladas under the tent. Later Saturday afternoon the vans were loaded again to head to Old Mesilla, the historic town in the valley and home to La Posta, our dinner stop. There was time before dinner for everyone to explore the square, the many shops, the cathedral and the historic Double Eagle bar. Traditional New Mexican fare was enjoyed at La Posta and everyone left talking about the wonderful food and good margaritas we toasted with.



Sunday morning is always time to head home, but before the planes were readied for travel, the 555 EAA Chapter at the airport put on a pancake breakfast for our group. They do a fundraiser breakfast once a month on the 3rd Sunday for anyone who might venture down

there. They agreed to do breakfast for us so everyone could leave well fueled with omelets to order, blueberry pancakes, coffee and good company shared at the tables set up in the EAA hangar. As was true for the whole weekend, no one left hungry.

Announcing!
2013 Fly-in Planning Session
Saturday, January 12, 2013

8:30 a.m. Continental Breakfast: 9:00 a.m. Meeting
Rocky Mountain Metro Airport Terminal Building
Mount Evan's Room

Bring your ideas for fly-ins to discuss with the group. We're especially looking for cost-saving fly-in ideas which can mean one day out-and-back, camping under the wing, or other ideas. Of course, we'll always entertain ideas for longer, multi-day fly-ins for those looking to fill entire weekends.



Use your imagination. Think of a fly-in destination you enjoyed in the past. Would it make a great place to visit for the CPA travelers?

To share thoughts, ideas, or if you just have a question about the process, please contact

Bob Kinney.
phone: 303 -288-7371
email address twinlake1@aol.com

If your goal is to fly, why not let us give you an excuse?

Cody, Wyoming Fly-in

By Barbara Brown

We awoke to a glorious day, Saturday, September 1, the first day of our Cody, WY weekend. We were all departing from different airports -- Bill and Pat Nettleblad from Longmont (LMO), Eric and Deb Jensen from Fort Collins/Loveland (FNL), and Mark and I from FTG. The flight was uneventful: the air was smooth and the visibility outstanding. We stayed in touch with each other in flight on 122.75 and converged on Cody within 15 minutes of each other, all there within a maximum of 2.5 hours. Once we had the aircraft tied down and had loaded up our Sequoia SUV, we headed into Cody to check into the Irma Hotel, a historic landmark (Irma was Bill Cody's daughter and original owner of the hotel.) We had lunch and then walked around town a bit, saw the Ole Gun Fight on Main Street and then had Happy Hour in our 'suite.'

Our entertainment for the evening was Dan Miller's Cowboy Music Review in the theatre across from the Irma Hotel. Dan and the Empty Saddles Band, along with Dan's 14-year-old daughter, Hannah, entertained us with a wonderful mix of old cowboy songs and down-to-earth humor. It was an excellent evening. We ended the night in the Irma Tavern. Can you believe five cocktails and wine for only \$11! Only in Cody!

Sunday was another beautiful day. We became creatures of habit and had breakfast at the Irma before heading out to the Buffalo Bill Heritage Center, which celebrates the spirit of the American West by weaving together the stories of the western experience—history and natural history, art and Native culture. This is perhaps the finest heritage center in the West with five separate museums featuring The Plains Indians, Bill Cody, Western Art, Yellowstone, and Firearms.

We separated and spent the next four hours wondering around each of the museums. I never knew there were so many different types of firearms from the western era--this is an outstanding collection. The Whitney Gallery of Art is one of the best (If not THE best) collections of western art anywhere. We discovered that Remington was not only an outstanding sculptor but also did stunning sketches, watercolors, and oils as well. We also explored the sculpture gardens located on the grounds where we heard a National Parks ranger share information on a beautiful Spotted Owl who just sat peacefully on his arm.

We left the Heritage Center and drove out of town a bit to visit the Old Trail Town--a collection of historic buildings, all furnished with artifacts and antiques from the early fur trade era to the end of the 19th century. Life must have been so difficult back then--especially when I looked at the thin, wooden wheels on the buckboard wagons. Oh, my aching back! We were all surprised to see just

how small the Saloon was: Perhaps only ten people could sidle up to the bar at one time. It was not surprising to see bullet holes in the door, however. We saw Jeremiah Johnson's grave site (he died in Southern California and we learned that Robert Redford arranged for the relocation and accompanied Jeremiah's remains to Cody, WY). We enjoyed the area and scenery so much that the following weekend we watched the movie again!

We headed back to the hotel, rested, cleaned up a bit, and had another Happy Hour before heading out to dinner at Cassie's Supper Club. Cassie's has been the Cody, Wyoming hot spot since it opened in 1922, founded by Cassie Waters, who came to Cody with her father Joe Welsh after they settled in Otto, Wyoming. In 1907, Cassie married an engineer on the dam project. When her husband died, Cassie started a "Ladies of the Night" house that was a real draw to Cody and thrived for years. In the Early 1930's, Cassie and another madam, Ida, were asked by the city to close their establishments. Cassie decided to move to the West Strip and in 1933, Cassie's Supper Club was open. It was a very popular nightclub with dancing, liquor and later on, food was served. Bourbon and water sold for 50 cents a glass. Cassie's establishment has continued to flourish locally through the years as "The Place" to dine and dance. We had a wonderful dinner and as usual, the conversation was open and lots of fun. It's amazing how much flying can take place on the ground!

We had another solid breakfast Monday morning then headed out to the airport. We were all off the ground by 8:30, arriving back to our home airports within 2.5 hours.

Even though we were a small group, we had a terrific time and could not have asked for better weather the entire weekend. The flights were uneventful and we saw some beautiful scenery, including the Tetons to the west that are spectacular.

Colorado Pilots Association Renewing Members

Dan Smith
Bob Doubek
Jim Carey
William Hale
Steve Niessner
Burke McClure
Roger Bates
Joel Shaklee
Robert Jones
Bill Teater

John Flavin
Darrel Dilley
Alan Higgins
Gary Winslow
Beverly Cameron
Paul Runyan
Ernie Smith
Warren Dehaan
Robert Kreutzfeld
Nathan Kurth

Colorado Students Encouraged to Participate in International Art Competition

Because an important component of aviation education is to link curriculum components, the Colorado Division of Aeronautics, in partnership with aviation volunteers, recently announced their participation in the 2013 International Aviation Art Contest.

The 2013 theme is “My Favorite Air Sport.” Colorado students should use their imaginations to draw their vision related to this comprehensive and interesting aviation theme. Currently eleven “Air Sport” categories are listed in world-wide aviation competitions. They are Aerobatics, Aeromodelling, Amateur-built and Experimental Aircraft, Astronautic Records, Ballooning, General Aviation, Gliding, Hang Gliding and Paragliding, Microlight and Paramotor, Parachuting, and Rotorcraft.

All Colorado children between the ages of 6 and 17 may participate. (Group I-Junior Category-Date of birth between January 1, 2003 and December 31, 2006) (Group II-Intermediate Category-Date of birth between January 1, 1999 and December 31, 2002) (Group III-Senior Category-Date of birth between January 1, 1995 and December 31, 1998)

There is no entry fee. However, the deadline for receipt of each entry is **January 28, 2013**. The artwork must be original and completed by hand. Examples of acceptable media are watercolor, acrylic, oil paint, indelible and felt tip market pens, indelible ink and similar indelible medium.

By rule, media NOT permitted or acceptable are pencil, charcoal or other non-permanent medium. Also NOT acceptable are computer-generated artwork or collage works involving the use of photocopies

The required format size is A3 or 11 ¾” x 16 ½”. Artwork may not be framed nor outlined with borders. On the back of each entry the title, family name, given name, address, date of birth, country of residence, name and address of school (if submitted from school), and a completed certificate of authenticity must be attached. (See contest brochure attached for certificate form.)

Colorado entries will be reviewed by a team of aviation art volunteers, coordinated by the Spirit of Flight Center in Erie. Visit www.spiritofflight.com The original art work of the top three Colorado winners in each of the three age groups will be sent on to Washington, D.C. to compete with other State’s winners.

Colorado student entries are being accepted now and should be sent no later than
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the January 28, 2013 deadline to Spirit of Flight Center, 2650 South Main Street, Building A, Erie, CO 80516. All contest inquiries should be directed to Colorado contest volunteer coordinator, Gordon Page.

Organizers are not responsible for lost or damaged entries. The U.S. portion of the contest is sanctioned by the National Aeronautic Association (NAA), managed by the National Association of State Aviation Officials-NASAO Center for Aviation Research and Education and sponsored by Embry-Riddle Aeronautic University - Prescott, Ken Cook Co., the Federal Aviation Administration, and the National Coalition for Aviation and Space Education with additional support from NASAO members. A complete history of the long-running International Aviation Art Contest is available on-line at

<http://www.nasao.org/TEST/Center/InternationalAviationArtContest.aspx>

Individual children between the ages of 6 and 17 are encouraged to participate. Art students, children in youth groups and after-school and library education programs many send in entries, too. November is Aviation History Month. The anniversary of the historic Orville and Wilbur Wright first flight at Kitty Hawk, N.C. is December 17.

Contact: Gordon Page 303-460-1156
email gpage@airassets.com

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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A Most Unusual Checkride

Brian Garrett

For most of us, we've been there, for new students, you will someday face the day when you have to face the infamous "checkride". When I took my Sport Pilot checkride my CFI Dennis Moss quipped at the time "Don't worry - the fate of the world rests upon your passing the checkride." That really didn't help matters. I was very nervous. Did I study enough? Was the weather going to be o.k.? Was the turns around a point into the wind or with the wind? After a few agonizing hours I was able to breath again - I passed.

That was a few years ago. I now have nearly 300 hours in my log book. I've notched in my flightbook several significant cross-country flights. A couple to South Dakota, Nebraska, Texas and yes, Oshkosh. I've even managed to do some mountain flying and gotten my "Leadville" certificate. For the most part they have been pretty uneventful.

Fast forward to September 1st, 2012. I've been working with CFI Barbara Marx on and off over the years checking off each of the items needed to transition from a Sport Pilot to a Private Pilot. Several life-events kept getting in the way of laying down some quality and consecutive time to prep for taking the Private Pilot checkride. It was now time.

I set up a time with Drew Chitrea and still, when the day came there were some nerves. It wasn't so much about my flying skills - I was reasonably comfortable in that, it's just that he could ask me ANY question out of the FAR/AIM. All I can say about that is thank GOD for open book tests!

Drew does a great job of working through the mastery of flying skills with an applicant all the while of putting the student at ease. The verbal was done and it was time to go out flying. I had come out to the airport both the night before and just prior to our meeting to ensure the airplane and all of the supporting information around it was available and in tip-top condition.

The preflight revealed no unusual issues. From past experience I saw a plane have a prop strike that didn't get reported and was in service for several flights before it was caught. It was simple enough to catch, the tips of the prop blades were frayed like someone had taken a sander to them. In another instance, I had a long-time pilot point out to carefully check the leading edges of the prop blades for any issues. For anyone flight a light sport airplane, they know that "burping" the engine is part of the preflight. Today was no different - and everything checked out.

Drew and I got in and taxied out to the runway. We did the standard PTS short and soft field, takeoffs and landings. I even had to do a go-around on one of my short field landings because Drew had indicated a 50' obstacle on the approach end of the runway - I'd never practiced that and came in a bit fast and high to nail the touchdown spot. No worries though, by doing the go-around I also was able to check off another one of the items on Drew's checklist without even being aware of it.

After getting in our touch and goes, I was grateful to head off on our simulated cross-country flight. The DA was a tad high for what I wanted it to be for any real climb performance, but I managed. We spent about 10 minutes flight the course and Drew said that was enough and we could head off to an area where we could do some flight maneuvers. For those of you familiar with the area we were just off of I-25 and south east of Longmont. I wanted to get just to the north side of Longmont because it was a reasonably clear area. Drew wanted to check the performance of the StingSport, so he took the stick for a few chandelles and various other fun maneuvers.

At LAST - we arrived at the area I had selected. No particular reason for this area other than we had lots of room to maneuver. Drew's first order of instruction - steep turns. No worries, this was one of my favorites to do. Little did I know that Drew had other plans as I later found out. He was going to let me get into the steep turn maneuver and then do a simulated engine-out to see how I reacted. A quick 360 degree clearing turn and I was ready to go. I turned to the left setting myself up into the steep turn. About a 1/3 of the way into the turn the entire airplane began to vibrate - much in the same way a car vibrates when driving down a dirt country road with grooves in it. Something was VERY wrong. I immediately pulled back on the throttle and leveled the wings and about the same time the front end of the airplane came to an abrupt clunk of a stop. Almost like someone had jammed a wrench into the gearbox.

When I first started flying I learned from Dennis that he has had a couple of engine failures. I asked him what it was like. He said it was extremely surreal. You're staring out the front of the airplane at the prop blades that are supposed to be there - but they aren't. And here I am sitting at the controls of my plane experiencing the same situation with part of my brain wondering what the heck just happened. It was maybe a second or two when Drew calmly said that it looks like we have an engine failure. I don't think I even looked his direction before I started into the emergency procedures. For those of you wondering why we practice these simulated failures and why we have to demonstrate them - it is because they work!

Before I knew it, 7700 was on my transponder, 121.5 was on the radio and

“Mayday, Mayday, Mayday” was coming out of my mouth over the radio. Drew blurted out “best glide speed!” Damn, I missed that one. No worries, we were pretty close to it, so I got right on that. At that point in time we were about 2,300 feet AGL with a 12:1 glide ratio and over absolute TONS of incredibly open fields. Drew and I had another brief discussions about where to land.

I’ve never actually “done” a soft-field landing other than the practice ones at the airport (remember the practice thing?), so I’ve always been a bit apprehensive of putting a plane down in a field. We’ve all seen plenty of road-based landings, so that’s what I wanted to do. Fortunately Drew’s experience won out - that and the open field was right below us - so why argue with a guy with 41 years of flying experience? After all - I wanted to pass this check ride - right? The field is.

I also wanted to mention the Mayday call. We’ve all called up Denver Radio at times and have had a lag in the response. I’m not knocking the guys at ATC. They have a sometimes very thankless job and they do work very hard at keeping us all safe. In this particular case, I swear the button hadn’t been released from the point of contact long enough for the electrons to clear through to the radio and they were RIGHT there. I was pretty busy with actually flying the plane and making sure we were going to hit our mark - this was kind of a one-shot deal, so Drew took over the radio work in a division of labor to get us down safe.

We got down to about where I thought we needed to make our final approach into the field and we were still a bit high. Drew said go around one more time. I was concerned we weren’t going to have enough altitude to clear the power lines at the approach end of the field. Again - remembering that 41 years of experience thing. One more time around in a gentle best-glide-speed 360 and we were going in. As we cleared the power lines, Drew blurted out “FULL FLAPS”! Crap - I missed that one as well, I was sure to get a demerit for that on the final analysis.

For some reason I have some levity in situations like this - enough so that as we cleared the power lines I asked if Drew wanted it to be a “Soft Field Landing” - fortunately he agreed. We were getting one, one way or another. After clearing the power lines, putting in full flaps, it was just like any other soft field landing - except this time, it was in a field - and it was soft. I think our total landing distance from touchdown to stop was 100 feet (not yards - feet).

Since Drew was handling the radio, he was in constant communication with ATC all the way to the ground with the assistance of an outbound Delta jet relaying our information. After landing Drew’s report reads “We then tied the world speed record for egressing an airplane.”

After Drew and I got out of the airplane my first question to him was “Are you o.k.?” and I’m pretty sure my second one was “Did I pass?” He looked at me and hemmed and hawed the way most DPE’s typically do I guess and finally says, we’ll, I guess since we survived, yes. yes you passed.

Once out of the plane we were able to get our first real look at what happened some 2,300 feet up. The Sting Sport normally has three prop blades on the front of it - we landed with only one. In order of rotation the first blade completely vacated the mount leaving behind the metal housing, two anchor bolts and a perpendicular bolt. Ed Babovec is an A&P and has been working on LSA’s for many years. He also is a partner in our plane. He arrived at the landing site and was completely perplexed as to how the prop blade could fail so catastrophically.

Regardless, as the first blade left the mount point, it collided with the next blade coming around and snapped it off at the base of the spinner. The two blades apparently were out of the way enough to leave behind a lonely single - and completely useless blade.

Of course along with the Mayday call, along comes the police and the fire, and ugh, the press. Where we landed we were extremely hidden. There was corn fields all around us and it was impossible to see from the road. It is a really odd feeling walking up to a farm house and asking “Where am I?” The puzzled look on the folks faces were priceless, but even more so after I told them we touched down in their field out back. Their first response was “we didn’t hear anything!” I really did appreciate them though, they brought us water while we waited for the rescue workers to arrive. They were relieved more than anything having had to respond to some other recent crashes near that area with less than favorable outcomes.

After all the buzz was over, the emergency workers had left and the middle-of-the-field conference call with the FAA and NTSB was over, we settled down into a recovery mode. It took us a few days to get the plane out of the field, mainly by choice. The plane was secured and it wasn’t going anywhere - so we waited until after the holiday weekend was over and support services were more available.

Drew’s report to the NTSB was very favorable to my handling of the situation. I only say this because I felt that in retrospect, this process was a team effort. Could I have done it without his assistance? Probably, but without the few pointers he guided me on there could have been an entirely different outcome. I am grateful for his kind words in his report, but I am just as grateful that he was

there to assist in the process.

The plane is now back at the hangar awaiting repair. As I'm writing this, the NTSB has just cleared our plane to start work on putting it back together. The damage, while aesthetically appearing to be minor, the vibration from when the props left the plane left a whole chain of issues that need to be inspected, repaired and/or replaced. It's going to be months before the plane is airworthy again. Fortunately insurance is going to cover most of the repairs. It's a different story to tell, but the only thing they aren't covering, is the replacement prop blades. Go figure.

As for me? I went up flying the following weekend with a friend of mine who made the transition to Private Pilot several months prior. He's been out hot-dogging it in Aspen's Citabria and we had that time on the calendar for the better part of a month and I wasn't about to miss that! In the meantime between now and when the Sting is repaired, I'll be looking for other planes to fly and keeping current where I can. Anyone got a plane I can borrow?

FAA Policy Causes Checkride Costs To Rise

Obtaining a pilot certificate in popular training areas of the Southwest may get more expensive thanks to a decision by the FAA to limit the number flight tests designated pilot examiners (DPEs) can administer. FAA spokesman Ian Gregor confirmed to AVweb that the agency has capped flight tests for DPEs under the authority of the Scottsdale and Las Vegas flight service district office (FSDO). "The FAA routinely reviews procedures, policies and programs to ensure they are operating safely, efficiently and properly," Gregor said. "A review of our Designated Pilot Examiner (DPE) program identified potential issues with DPEs who conduct a high number of pilot flight checks. As a result, the FAA's Western Pacific Region is limiting DPEs in two locations -- **Las Vegas and Scottsdale** -- to conducting 50 flight checks per quarter, or 200 per year." Gregor declined to specify what led to the action but Fred Gibbs, a flight instructor in Flagstaff, said the result will come right out of the pockets of his students. "The examiner intends to raise the rate from \$450 to \$700 to make up the lost income he will incur as a result of the fewer number of flight tests he is allowed to administer," Gibbs said.

Gibbs said his understanding is that some DPEs in Las Vegas were doing two or three exams a day and there were questions raised about the thoroughness of the tests they administered. He said the cap on flight tests could also lead to longer wait times for students ready to take their rides. He said the policy will also burden already-taxed FSDO staff with monitoring DPE activity, which may compound the delays facing students.

New Mexico Proposes Floatplane, Amphib Ban

By Russ Niles, Editor-in-Chief AvWeb

Float and amphib aircraft operators throughout the U.S. are rallying to fight a proposal by the state of New Mexico to ban aircraft from the state's lakes. The proposal is a single line item tucked in a long list of proposed changes (top of page 6 in this PDF) to the New Mexico Administrative Code. According to Jason Baker, the editor of Seaplaneforum.com, the proposal blindsided the floatplane community in New Mexico and it found out in the nick of time to attend a hearing in Santa Fe Oct. 17. Written comments are being accepted until the end of the month to April Alvarado, EMNRD, State Parks Division, 1220 S. St. Francis Drive, Santa Fe, NM 87505 or by email to april.alvarado@state.nm.us.

No justification was included in the proposed rulemaking for the floatplane ban, but the community is countering the normal complaints about noise and wildlife disruption with the stand that the noise of an aircraft is fleeting compared to that of power boats. They also note that airplanes don't leak fuel and oil into the water. Baker said that if New Mexico succeeds in imposing the ban, it sets a dangerous precedent for like-minded states elsewhere.

NASA Floats Drone Challenge Concept

By Glenn Pew, Contributing Editor, Video Editor, AvWeb

NASA is considering the creation of an Unmanned Aircraft System (UAS) challenge with the goal of finding solutions to problems involved in integrating drones into the National Airspace System. The challenge would require competing UAS vehicles to maintain separation from traffic while operating in congested airspace and under a range of conditions and failure modes. Competitors would use and demonstrate sense-and-avoid technologies compatible with NextGen systems. Winners would receive a monetary prize up to 1.5 million dollars as the result of winning two parts of the challenge. NASA says competing aircraft would need to display reliable and accurate four-dimensional trajectories. But the agency isn't prepared to move forward just yet.

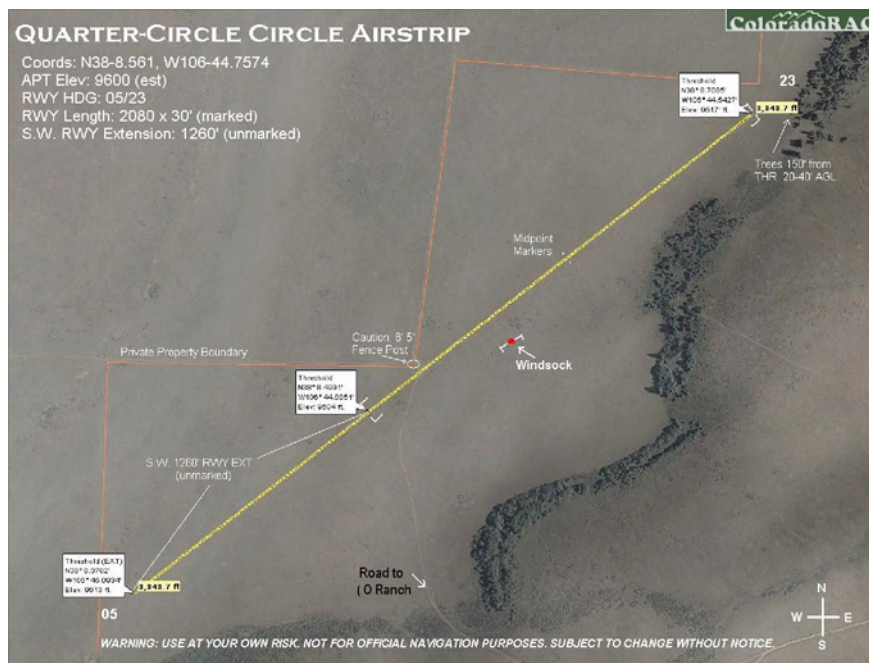
NASA has issued draft rules and is seeking input prior to Nov. 16, 2012. It has not yet decided to commit to the challenge. As proposed, NASA is suggesting a two-part challenge separated by roughly one year. The first part of the challenge would focus on safe airspace operations, system failure compensation and skills development that would prepare teams for the second part of the challenge. Unmanned aircraft would need to demonstrate positive control in space and time (four-dimensional trajectories) -- they would need to demonstrate the ability to be where they are suppose to be, when they are supposed to be there. And lastly, competitors would need to exhibit "the ability to interact with Air Traffic Management in a clear, concise, and timely manner" throughout operations. The second part of the challenge would test the ability of unmanned aerial vehicles to perform with both cooperative and non-cooperative air traffic, communicate with ATC under lost link conditions "and operate safely when GPS is unavailable."

https://www.fbo.gov/?s=opportunity&mode=form&id=426438809b8348c157fa5b7120c18a45&tab=core&_cview=1

Quarter Circle Ranch

Nathan Kurth, Backcountry/Recreational Chair

Head south 45 miles from the town of Gunnison and you just may find buried in the Rocky Mountains a unique place that is off the grid separated from the technology and rush of modern day life. The name of such a place? Quarter Circle Ranch-a 800 acre working family ranch dating back to 1912 that offers a vast array of options for your stay ranging from hunting, horseback riding, mountain biking, hiking, fishing (just to name a few) on the ranch property and adjoining BLM land. fishing (just to name a few) on the ranch property and adjoining BLM land.



One of the pieces that make this ranch so alluring is the associated 3340'(est) BLM airstrip just above the ranch, and the ability to utilize this strip for camping up on the BLM land or for taking advantage of all Quarter Circle has to offer. The owner John Hudson and family will even pick you up at the plane and ferry your gear down to the ranch if you intend on staying as a guest.

Cabins are available to rent by the night with different options depending on your party. Plan on bringing your own food to cook in the cabins via wood heated stoves, and there is ample fresh water available from the ranches own clear rocky mountain spring-which you have to work for with a short walk from

your cabin. The spring house is also a great place to chill food and drinks. The cabins are amply stocked with everything you require for your stay from beds, oil lamps, dishes, utensils, to the kitchen sink. Well almost everything you need-electricity or pressurized water is a luxury you won't find nor an ordinary bathroom-although there is an outhouse and shower facilities setup in a communal yet private fashion. The cabins are not winterized.



The ranch grounds host horseshoe pits, volleyball net, and camp fire pits when you're not out finding agate, jasper, and apache tears. Bring your fishing pole to fish the ranch ponds which are stocked with Brookies, brown rainbows, and cutthroat Trout. Before you cast a line though chat with the staff to ensure correct practices as the ponds are catch and release-unless you only keep enough for the night's dinner! Also one of the ponds is reserved for the younger anglers to test their skills in. Was it mentioned the ranch has roughly 30 head of beautiful horses that can be ridden at reasonable prices? A member of the family is usually available to lead a trail ride or hunting excursion as John knows where all the prime hunting spots are. There is no transportation available for guests to travel outside the ranch apart from the horses if you fly-in.

The area is rich with history and wildlife as quickly discovered chatting with John who describes Ute Indians that once inhabited the property, ancient volcanic activity, and the ranch being utilized in the 1800s as a relay station/stop on the stage along with express and freight lines. Let's not forget multitude of animals regularly seen including bobcat, cougars, bears, elk, you name it they got it!

Quarter Circle Ranch is indeed a unique and charming getaway for the adventurer, outdoorsman/woman, or simply for one wanting to get away and relax for a spell. Before you show up be sure to visit the website at <http://www.quarter-circle.net/> for current pricing, availability, and offerings. Also if flying in do

not put your wheels down until fully briefing the airstrip on the CPA website interactive map. Click on <**Show recreational Airports**> and locate the strip on the map. Clicking on the ICON will bring up an Airstrip briefing page. Copy and paste if you wish to print it out!

Happenings Around Colorado

WATCH OUT! There's increased student training from the USAF Academy and Pueblo (USAF IPT) daylight hours, weekdays only. Estimates are 200-300 T&G a day! Be careful around Pueblo, LaJunta, Canon City, Bullseye and Fowler.

Welcome to Kayla Graham, the new liason from Colorado 99s.

Wide-area multi-lateration (WAM)

Phase 2 began Oct 15 at Montrose. This will be used in conjunction with other similar small airports with no control towers include the ones in Telluride, Hayden, Durango, and even Hopkins Field in Nucla. The first installation covered the Steamboat Springs/Hayden/Yampa Valley area.



Interested in the latest **Colorado Aeronautics grants**? Check out the website at <http://www.coloradodot.info/programs/aeronautics/AviationGrants>
More than \$61 Million has been awarded for airport & aviation improvements around the State.

Colorado Pilots Association Welcomes New Members!

Mike McGhee
Lee Ormiston
Don Black
Sarah Rosenthal
Scott Simmons

Evan Anderman
David Ulane
Corporate Member
Nat'l Business Aviation Assn.
Stephen Hadley

Calendar of Events

Always check the CPA website for any changes to the Calendar

** Indicates New or Updated event*

CPA FlyIns

Nov. 2 - 4 KSGU Zion National Park

2013

Jan 12 BJC CPA Flyin Planning Meeting

CPA and Other Events

Nov 10 Roth Distributing CPA Annual Membership Mtg

Dec 9 PHGC CPA Holiday Dinner, Park Hill Golf Course

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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 (REDUCED).

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. \$99,000 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

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Mark Brown
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Vice President

Robert Venohr
303/766-0742
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Treasurer

Cindy Jewell
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Back Country &

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EAA

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Silver Wings

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btotten@westernaero.com

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AKRON -- vacant

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

lynn.a.mccullough@gmail.
com

BOULDER MUNI (BDU)
Phil Ecklund
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pecklund@aol.com

*BURLINGTON / EASTERN
COLORADO (ITR) - Vacant*

CENTENNIAL (APA)
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idacrase@4dv.net

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Bob Figgie
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719/243-2280 (W)
travelaire@yahoo.com

CRAIG/MOFFAT -- Vacant

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303/663-3973 (W)
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FT COLLINS-
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ericjens@aol.com

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

FRONT RANGE (FTG)
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btotten@westernaero.com

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

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

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

GREELEY (GXY) -- vacant

*JEFFCO - see Rocky Mtn
Metro*

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

LONGMONT (LMO)
Howard Morgan
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howiem@comcast.net

MEEKER / RANGELY -Vacant

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970/209-1449 (cell)
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303/946-1874 (cell)
n2534x@msn.com

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

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- ☐ \$20 - 1 year
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I am interested in serving as Area Rep at _____

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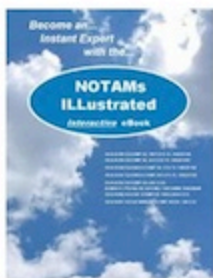
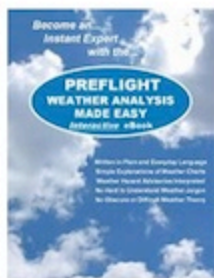
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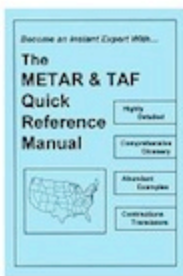
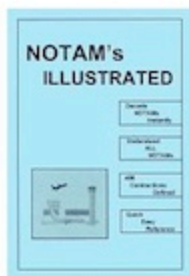
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