

CPA FLIGHT LINES

Vol 29 Issue 12

December 2012



Mark Brown presenting Outstanding Member Award to Nathan Kurth



www.coloradopilots.org

President's Message

CPA President Mark Brown



Pilots

Recently in the news, there was a report that the airline industry will come up short of pilots in the next few years. This sounds like a repeat of the mid-1960s when I was taking

my private pilot training. I was encouraged to seek out a job with the airlines by my flight instructor who was waiting for a call from United. He got that call about the time I took my check ride. I have some thoughts on why there is a shortage of pilots. The first reason that comes to mind is the cost of flight training. New FAA rules coming will require that all pilots hired by the airlines must already possess an ATP certificate. It is expensive to obtain that license from zero hours to 1500. Pilots coming out of the military are not enough to fill the gap. Maybe the FAA needs to rethink the mandatory retirement age of 65 for pilots. Will airliners be drones someday? Maybe the glamour or enticement to become a pilot has lost its luster over the years. Young people have so many distractions with computers and games, organized school sports, and other things that they are not interested in flying. There are some young people who get the bug once they have taken a flight and through the efforts of EAA with their Air Academy Camps at Airventure, the Young Eagles program, and other programs through other organizations such as Civil Air Patrol and the growing number of aviation/aerospace programs in middle & high schools, there is hope for the future.

Holidays

It is hard to believe that Thanksgiving (my favorite holiday) is already behind us and Christmas and Chanukah are right around the corner. Winter flying has different challenges with cold temperatures and slippery runways and taxiways. Be extra cautious and vigilant. I wish you and your loved ones a blessed holiday and hope to see you at the CPA Holiday Party on December 9th.

Fly safe. Mark

Election of Officers, 2012-2013

Due to outside time-commitment, Bob Venohr reluctantly declined to run again for VP. Bob Kinney is now doing double-duty as VP and Flyin Chair. Mark Brown remains as President, Karen Hitchcock continues as Recorder and Cindy Jewell keeps us out of trouble with the IRS as the Treasurer.

**From Fidel Castro to Mother Teresa:
An Associated Press Foreign Correspondent's Experiences
Abroad in the 1960's
by Joe McGowan Jr.**

Reviewed by Frank Gallo

Available on Amazon.com both as an e-book and paperback.

Behind the façade of mild-mannered Joe McGowan was the iron-willed determination to get the scoop for the Associated Press, using his ingenuity and sometimes reckless abandon to be a step ahead of other news association reporters. Maybe it was his upbringing in a newspaper and print family, combined with the individualistic independence that one assumes is within the character of one born and brought up in rugged Wyoming.

McGowan's fascinating accounts of life and adventures at AP stations in the Caribbean, Latin America, and the Asian sub-continent (India, Pakistan, Sri Lanka, Bhutan, Nepal, the Maldives Islands) as he pursued news stories led him to face-to-face interviews and encounters with some of the world's most fascinating leaders and movers and shakers. These included Fidel Castro, Indira Gandhi, Pierre Salinger, Mother Teresa, Governor George Romney, and even Paul McCartney and George Harrison of the Beatles.

Joe's tenure in Peru as AP Branch Chief responsible for Peru, Ecuador, and Bolivia was cut short when Peru's governing officials, upset with his accurate reporting of earthquake deaths and destruction, had him escorted to the Lima Airport by police, put on an airplane to Panama, and told not to return. Just a step or two from disaster on several occasions during his 40 year tenure with the Associated Press, Joe was nearly hit by Indian fighter aircraft strafing a Pakistani army convoy that he was with. He has a large piece of shrapnel for a reminder. Always chasing the story, he managed to find a way to the news, on occasion by freighter, taxi, private or military aircraft, rickshaw, or even hitch-hiking.

Though an oddity in the Asia – he was blue-eyed and left-handed – he traveled widely while representing the AP there, with travels over the Khyber Pass, embedded tours with both the Indian and Pakistani Armies during their conflict, and dealing with life in India while living in Calcutta with his family. The reader will find fascinating accounts that reveal glimpses of the history, geography, and culture of India that he experienced, much of which will be found in Chapter 7, titled "Oddities and Humor on the Sub-Continent."

The book is an easy read, entertaining and interesting as the reader follows McGowan's adventures as he pursues the latest scoop for the Associated Press.

Don't Miss This One!!!!

Fly-In Planning Meeting for 2013

This is the heart and soul of CPA membership! The annual fly-in planning meeting is scheduled for Jan. 12, 9-11:30 AM at the Mt. Evans Conference Room, Rocky Mountain Metro Airport (BJC) terminal building. This is the large room directly to the south of the second floor lobby. Coffee, juice, and rolls will be provided at 8:30.

This meeting is when the various fly-in proposals are presented and reviewed; and a tentative schedule of all the 2013 events is prepared.

This is your time to volunteer to sponsor a fly-in, or just be involved in the selection process. Choose one of your favorite destinations, one that you know CPA members would enjoy. Present the basic facts about your proposed fly-in, including major activities, lodging, ground transportation, meals, distance to be flown from a central Colorado location (e.g., BJC), and limitations as to dates if any. Though it's not required, you might want to prepare a one-page fact sheet to circulate. Be a strong advocate for your fly-in, tell us why it would be fun to go on your trip. Your fly-in can be somewhere in the State of Colorado or anywhere west of the Mississippi. There are no limitations. As a matter-of-fact, this would be a great year to see if we can develop a few very inexpensive flights since aviation fuel is so expensive and the economy has been tough.

We strongly urge you to consult Bob Kinney's very informative "**Guidelines for a Successful Fly-In.**" This document is on the CPA web-site in the Fly-ins section. There are many helpful suggestions, not only about how to make a fly-in event turn out well, but to make it a smooth and easy process as well.

Interested in sponsoring a fly-in but never done it before? Several members hosted in 2021 who had either never been to a fly-in or had never hosted before and they did a fantastic job. Extra help is available. We have a number of members who've hosted multiple fly-ins and would be happy to mentor you. They can provide advice and even hands-on assistance.

Call or e-mail Bob Kinney for more info 303-288-7371 or twinlake1@aol.com.

Colorado Pilots Association Welcomes New Members!

Tyler McWilliams
Lloyd Land
Gregory Fisher
Wayne Clark

Corporate Member
Mountain Aviation
Malachi O'Neill

A FORCED LANDING

Bill Bredar

Commercial Pilot

Losing an engine in a twin over flat terrain could present some problems but losing an engine over the mountains in an under-powered twin can really present some problems.

This is a brief story about losing an engine on a twin while over the Utah mountains and because of the pilot's lack of experience, a forced landing occurred. The date was May 15, 1963. The plane was a Beech Travelair, a good low altitude ship but with a single engine service ceiling of 5050 feet it is a safer plane over lower elevation terrain if you lose an engine.

It was a typical trip for me, Denver to Salt Lake City, the weather was VFR. I departed Stapleton with full tanks and was cruising along nicely at 12,500.....no passengers.

About two hours into the flight the right Lycoming began to miss. I immediately did the normal thing, scanned the instruments noting in particular the fuel gauges—both were down just a little from showing full fuel, just where they should be, so plenty of gas, I reasoned. The problems were about to start.

With my head up and locked my brain didn't say "switch tanks," after all the gauges read normal for that point in the flight (in those days I was a low time twin engine pilot). I figured I had a mechanical in the right engine and, as it continued to miss, I feathered it. All went well, the bird trimmed nicely and I plugged along for a few minutes, trying to think of what to do next.

I was over the Heber Valley about 32 nautical miles SE of SLC airport, my destination. Didn't have a chart handy which would have shown me the Heber Valley Airport only 15 miles south of me easily and reached with a slow descent. Directly ahead of me was the Wasatch Range which runs N – S bordering the Sale Lake area on the east, with terrain around 10,000 feet. Highway 80 goes through there at a lower elevation, but I didn't have time to look for that pass. With full power on the left engine and several hundred pounds under gross, I was just slightly losing altitude. The options of course were could to maintain enough altitude to clear the Wasatch Range, because then it would be all down hill into SLC, or put her down somewhere in the relatively level Heber Valley. At that point I made the right decision listening to a little voice from my brain that said, "You ain't gonna make it over the front range."

So I began circling over the Heber Valley while slowly losing altitude, didn't

have time to look for an airport, “closest airport” feature on a GPS receiver would have been nice, since I was unfamiliar with the area, but this was before instruments that give you such information.

I quickly said to myself, put her down on one of those country un-paved farm roads. I had plenty of time to get squared away for the approach, and picked a straight road and proceeded to approach to the East. Lowered the gear, dropped the flaps and then of course I was committed. As I got lower I was surprised to



then see an irrigation ditch along one side of the road and telephone wires on the other side. You just couldn't see those at altitude. I came to realize that I would be landing on a very narrow “runway.”

Luckily no traffic (I certainly couldn't have gone around. I had the “runway” to myself and put it down smoothly and before rolling to a stop pulled it off the road into a little pasture entrance (see photos). I was on the ground the location of which was three quarters of a mile south of the tiny burg of Oakley, UT.

Wasn't long before a farmer in his truck came chugging up, “Saw you circling low and wondered if you had a problem.” I acknowledged I did and needed a mechanic.

To make a long story short, I got a ride to the SLC airport and looked up a shop at one of the FBOs. A very accommodating staff lined up a mechanic and he with a box full of tools and me drove back along the Front Range to the aircraft. It didn't take the mechanic long to discover that the right tank was empty. We rationalized that fuel had siphoned out through the top of the right tank because

of a worn (brittle) gas cap gasket during the two hour flight; the float in the tank continued to stay up, thereby indicating fuel in the tank. I hadn't noticed the fuel streaming out through the right tank fuel cap.

We switched tanks and with both engines on the left main they started immediately and ran normally. I knew I could fly off the gravel road with ground elevation of about 5600 feet MSL. By then there was a handful of people present, all eager to block off the road for traffic, giving me ample room to get airborne.



With both engines on the left tank I flew it off with no problem and then up and over the Front Range and down into SLC. After finishing business the next day, I flew it back to Stapleton. I probably replaced the faulty gasket in SLC,.....don't really remember.

In 62 years of flying I have learned that you really learn by getting through mistakes – I always remember what an old engineering associate (who stuttered) told me many years ago:

His quote: (stuttering)

WWWWHEN SOMEONE MMMMMMAKES A MMMMMMISTAKE, SSSS-SOMEONE LEARNS SSSSSOMETNING

I would add It helps to have a little luck along with your actions I did that day 49 years ago.

2012 Annual Meeting - Awards

This year's awards from the Colorado Pilots Association:

General Aviation Airports of the Year - North Fork Valley (Paonia) and Vance Brand (Longmont) for exceptional effort and contributions to the support & growth of Aviation in Colorado.



Awards Chair Keith Singer presenting to Howard Morgan, CPA Airport rep at Vance Brand Airport. (with Mark Brown hiding in the background)

Outstanding Member Award to Nathan Kurth for spearheading the Backcountry & Recreational committee's efforts to identify & open more backcountry airports and his work with BLM. *(Front cover photo)*

On rare occasions the CPA presents a Special Award for outstanding service.

This year the award went to Brian Garrett for his efforts over the past 3 years as the Director of the Rocky Mountain Light Sport Aircraft Expo.



If you're out and about flying, stop in at Longmont and Paonia and congratulate them, and mention you're a Colorado Pilots Association member. Support the "other" 71 Airports in Colorado!



Mark Brown and featured speaker Julie Boatman Filucci

CPA Annual Meeting November 11, 2012

Colorado Pilots Association would like to thank Julie Boatman Filucci for speaking about the DC3 at our annual meeting. We would also like to thank the following companies for donating door prizes:

Advanced Aviation Simulators
AOPA
Front Range Airport
The Perfect Landing Restaurant
The Pilot Shop

We would also like to give a special thanks to John Thielen and Roth Distributing for providing the facility and beverages for our meeting.

Colorado Pilots on Facebook

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

Portable ADS-B Update

Need something on your Gift Wish List this year? If it's not an engine overhaul, new avionics or updating the interior (it's always something, isn't it?) consider the ADS-B issue. The FAA mandates ADS-B for all by 2020. Both AOPA and EAA strongly suggest waiting - as the deadline approaches, the odds are new products will be developed and prices come down. But if you really can't wait, are tired of paying a monthly subscription for weather, and are a tech-junkie, try ADS-B.

We'll let you read Garmin's "ADS-B Academy" and other online resources to learn how and what ADS-B is going to do for GA. But in the meantime, take a look at the portable products already out there or imminent.

CPA does not endorse any product, this is merely an article describing what's going on the industry at this time. All information is taken directly from the respective company websites. Pricing is either MSRP or "best guess" around the industry. Because ADS-B In is fairly well defined at this point, all the devices have the same functionality:

- Built-in internal GPS
- FAA's Traffic Information Service Broadcast (TIS-B), which is traffic information obtained from ATC radar and broadcast from ground radio stations. This information greatly enhances pilots' situational awareness and aids their visual orientation of nearby aircraft traffic.
- Receive ADS-B position reports directly from a nearby aircraft operating on 978 MHz (UAT data).
- Provide traffic information from some aircraft operating ADS-B Out equipment at 1090 MHz through the ADS-R rebroadcast from ground stations.
- FAA's Flight Information Service-Broadcast (FIS-B) provides information from the National Weather Service, including NEXRAD radar, as well as winds aloft, pilot reports and other valuable weather services. FIS-B also includes information on temporary flight restrictions (TFR) and special use airspace (SUA).

Some limitations of portable units:

- The aircraft must fly within the coverage volume of a compatible ground station that is configured for TIS-B uplinks.
- The target aircraft must be within the coverage of, and detected by, at least one of the ATC radars serving the ground station in use.
- All are non-certified, receive-only units. This means they do not provide ADS-B "Out" capability to satisfy FAA mandate requirements.

There's a great website, ADS-B For General Aviation with reviews and information about what's going on in the industry and has fairly objective reviews of the many devices: adsbforgeneralaviation.com

Here are a number of units, in no particular order.

Stratus - www.appareo.com

Developed by Appareo for use on the iPad running ForeFlight

www.appareo.com/cat/primarymenu/products/stratus/

www.foreflight.com/stratus

Price: \$799

Garmin - buy.garmin.com/shop/shop.do?CID=272&pID=93601

Because the FAA permits ADS-B broadcasts on 2 frequencies (978 UAT and 1090 ES), the GDL 39 contains both receivers so you can see a comprehensive view of all ADS-B "Out" equipped targets. The compatible display² alerts by announcing traffic targets both audibly and visually. Integrates with Garmin Pilot, Garmin's mobile app (including the iPad) by Bluetooth. With Garmin Pilot, WAAS GPS data is displayed.

Price: \$799

Levil Technology - www.aviation.levil.com

All iLevil devices have a built-in GPS and 978 MHz ADS-B receiver.

This will integrate with the iPad as does other company products.

Price: nothing on company website, estimates are \$1100

Zaon Flight Systems - www.zaon.aero

MX1090. Compatible with Zaon PCAS XRX traffic system. The MX1090 displays data from ADS-B, TIS-B, and PCAS on any Garmin GPSmap 396 and up. No information at this time about usability with the iPad, altho the Zaon XRX does integrate with WingX.

Price: starting at \$599, other versions include built-in Bluetooth or WiFi options for \$649

Dual Electronics - xgps170.dualav.com

The XGPS170 integrates with iPad (WingX) and other Bluetooth-enabled devices.

Price: \$799

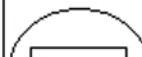
SkyRadar - www.skyradar.net

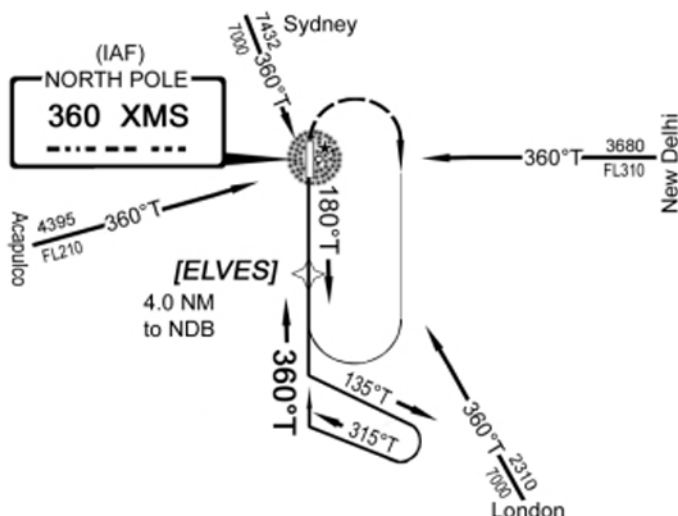
Works with iPad WingX and other EFB devices (check company website)

SkyRadar-L - Single band (UAT 978MHz) Price: \$574

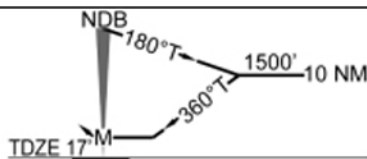
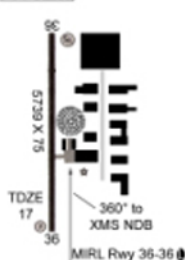
SkyRadar-D2 - Dual band, includes AHRS Price: \$799

NORTH POLE, ARCTIC
NDB or GPS-A

AWOS-3 120.67		REYKJAMK Center 132.55		North Pole Unicom CTAF 122.8		Oceanic Clinic Dvtry 121.65	
NDB XMS 360	Final Appch Crs 360*	No FAF		MDA(H) 400' (383')	App Elev 17' TDZE 17'		 1000'
MISSED APCH: Climbing RIGHT turn to 1500' in XMS NDB holding pattern.							
  NA		Use North Pole altimeter setting; if not received approach NA. Magnetic Compass unreliable; use true courses. Approach may intersect runway at any angle. Caution: Reindeer in traffic pattern. Caution: Heavy traffic the 48 hours of December 24.					<i>MSA XMS NDB</i>



ELEV 17



CATEGORY	A	B	C	D
CIRCLING	400-1	400-1	450-1½	500-2
RUDOLPH MINIMUMS				
CIRCLING	0-0	0-0	0-0	0-0

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Rev 1.2

Latest update from FAA Charting for holiday Over-the-Pole flights.

3rd Annual Rocky Mountain Light Sport Aircraft Expo

Date: May 18-19, 2013

Location: Front Range Airport (KFTG)

The theme this year is Involvement in Aviation. For CPA members, that means we encourage everyone to get Involved to make the Expo a success. It's not just during the event, but all the activities leading up to it.

- The Expo is both a mini-trade show, displaying LSA aircraft and related products & services but also outreach to non-aviation community.
- Adults who are tired of the many-hour commute to spend \$150/day (or more) to ski.
- Students interested in aviation/aerospace as a hobby and possibly a career.
- A variety of seminars (many for FAA Wings credit) for both the pilot and the future pilot.
- Information from across the Rocky Mountain Region of Great Places to Fly.

What does the Expo need to be successful? For starters, people willing to take the lead in the following areas:

- Sponsorships - Recruit businesses in the area to come on board as sponsors.
- Public Relations - Develop relationships with various media in the region and provide articles and material for publication in regional media.
- Partner Aviation Organizations - Be the Point of Contact for working with the many aviation groups in the Region. This includes EAA chapters, 99s Chapters, Civil Air Patrol, other State Pilot Associations, etc. for their involvement in the Expo.
- Anything & Everything Else - Is there something you're really interested in getting Involved with? Just because it's not listed here doesn't mean Colorado Pilots doesn't need you.

The Organization - very simple. Most of our organization, communication and decision making by email with in-person meetings as needed.

Contact any of us:

Bill Totten	wetotten@msn.com
Walt Barbo	WaltBarbo@comcast.net
Blanche Cohen	blanche@acm.org
Mark Brown	miimcb@comcast.net

Colorado Pilots Association Renewing Members

Don Purvis
Gary Vogt
Gerald Bradley
Bob Liddle
Michael Passantino
James Pigeon
Stephen Milton
Lynn McCullough
Alec Seybold
Joseph Friel
Walter Giffin
Phyllis Stovall
Roger Keithley
Donald Kryder
William Gust
Larry Jones
Gil Jones
Edward Haase
Mack Connelley
Walter Bell

Bill Totten
Bill Marshall
John Mitchell
Patrick Brown
Bob Jones
Keith Reagan
Nancy Reinhardt
Karen Venohr
Steven Beckman
Tal Miller
Robert Figgie
Fred Schroeder

Corporate Members

Proper Aircraft Sales
Eric Neeb

Executive Flight Training
Larry Camden

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

**Last Flying B-29 Grounded, Faces Costly Repair
Keep FIFI Flying Campaign Launched
Get B-29 Back in the Air
Rob Duncan**

During the last airshow flight of the season, the world's only flying B-29 Superfortress, FIFI, experienced an engine problem. The crew returned the airplane safely to the ground, but it was soon determined that FIFI's number two engine would need major repairs. In response, the Commemorative Air Force (CAF) launched a major fund raising campaign to raise money for one of the world's most famous World War II bombers.

At nearly \$10,000 and 100 volunteer hours per hour of flight, keeping FIFI in the air is no easy task. And the cost for repairs to the number two engine and the purchase of a spare will top \$250,000. The Keep FIFI Flying campaign's goal is to raise those funds, ensuring continuous future operation and flight.

www.KeepFifiFlying.com

Brian North

It is with great sadness that we report that CPA and EAA 301 member Brian North was killed in a flying accident in a bi-plane at Front Range Airport. Brian was an engineer plus, also a very keen private pilot and light aircraft inspector. Amongst other aircraft, he built from scratch his own SE5A replica and flew it at RAF Halton before leaving to live close to the rest of his family in the US in recent years

Michael Buehner-Coldrey, also ex-RAF, had flown the plane a number of times, including on its maiden flight, said: 'I helped him take off for the half-hour flight and was due to take the plane out later. It was in perfect flying order, and going beautifully, which makes it all the sadder. It's a mystery what must have happened.' He left school at 15 and had a 35-year career in the RAF. He did an apprenticeship at RAF Halton near Aylesbury, and went on to become a wing commander, specialising in engineering, and travelled around working on Harriers.

'He received the MBE (Most Excellent Order of the British Empire) from the Queen for his services, and not many people have that.

A number of us remember Brian for his dedication to the Young Eagles program. As one of his friends at Halton remarked upon learning the news, St Peter takes him on as part of his groundcrew.

We Visit John & Martha...Kind Of...

By Drew Chithea, DPE

Or,

Peggy Long & Drew Chithea As John & Martha

Peggy and I sallied forth last summer in The Magic Carpet to see my parents who reside in the San Diego area. We were expecting – and received – great hospitality, great food and great weather. Once ensconced in the guest room, we made plans for our time there. At the time, the parents were living in a two-bedroom apartment in a luxurious senior citizens complex and looking forward to moving into a three-bedroom unit [the state of affairs there being that someone must pass away – or be moved to assisted living – before a unit comes available].

Exploring the shops held an attraction for some, while a poker tournament at a casino close-by attracted others [guess who?]. But one thing I had to do was look up a client of mine who works near Montgomery Field [KMYF] just east of San Diego proper. I got to know Pam Griffen when she came out to Denver looking to obtain her CFI – Airplane rating. Evidentially in the San Diego FSDO there were some issues with finding a suitable instructor, airplane and ultimately an examiner, as the backlog for an FAA inspector was months long. By the way, Pam got her CFI on the first try – WTG Pam!



Pam had been working for a couple who began their own pilot training business almost literally out of the back seat of their car and in the twenty years hence had turned it into a nationally-known [even internationally] organization of which many pilots – including yours truly – have

used their products. I speak of John and Martha King.

So after making arrangements with Pam, Peggy and I drove out to El Cajon to visit the headquarters of this august organization. We drove just a mile from the

airport looking for a building that would catch our attention as the national HQ of their empire. Instead we found merely the sign “King” hanging from a non-descript building in this non-descript light industrial park in a non-descript part of El Cajon. There we met Pam.

John and Martha’s ‘empire’ is surely one of the mind, as their HQ was Spartan and efficient. A front lobby contained some cubicles where employees answered questions arriving via the phones. Around a corner was the business office and we were told the warehouse from where all the products were shipped was just down the road. Down the hallway was the library/archive where all the video clips and resources were stored. A little further down was where it all came together – the studio – in which was a large ‘blue screen’ in front of either John and/or Martha would stand while presenting their lesson. A monitor on either side just out of camera range where they could see the image to be projected behind them – which is why they always look to be looking away from the image the client sees behind them.



Pam Griffen & Drew Chithea

We couldn’t help but emulate the Kings in front of the screen as their poseurs are famous world-wide. And that was it – a simple yet efficient organization where the message is the medium. They don’t need anything fancy to show off; even their offices were smallish and eminently functional. Of all the awards they’ve been given, just a few hang from the walls, mostly of famous aviators from around the world.

Oh, and of J & M? We missed seeing them as they were off to Flight Safety for their annual Falcon 10 training. Dang! And I wanted to see Peggy in a Martha King wig. Oh, well.

This Flight Was Not a Challenge. . .Not at All!

by Bob Kinney

We've all had radical experiences during our flying careers. Perhaps you've flirted with weather that was well beyond your capabilities and training. Have you ever met a celebrity during a flight to a distant destination like CPA member Lynn McCullough did? Shoot, he actually met and had a nice visit with none other than Harrison Ford. Well, my most recent thrill was to fly the reigning Miss Colorado, back to the Front Range from halfway across the country.

My co-pilot, Shawn, and I met Hannah Jo Porter a little over five years ago through a mutual friend. Early this November, we attended the wedding of that mutual friend in Little Rock, Arkansas. Not only was the short trip to the Ozarks a thrill during the peak fall color season, but the weather was perfect and the wedding was one of the most beautiful we've ever been to. Early in our stay we volunteered to pick Hannah up at the Little Rock Airport following her commercial flight in for the wedding. During the next couple of days we learned of the scheduling dilemma she was facing. She was planning on departing Little Rock early on Sunday afternoon as a standby passenger, would arrive DIA and make a mad dash for Loveland to speak at a pageant at around 4:00 p.m. Like that was going to happen! Thus entered general aviation in the form of our trusty "V"-tail Bonanza. Hannah had never flown in a light aircraft before but she jumped at the chance to fly with a renowned aviator. . .me. Oh, the fact that she could enjoy a flight directly to the Loveland/Ft. Collins airport, arrive with hours to spare, and luxuriate in the spacious cabin of a Beech Bonanza all figured in to her decision. By the way, she's a pretty good pilot too, having handled the controls for a half hour or so.



Miss Colorado enjoyed the entire, headwind challenged, six hour flight. She looked as rested and ready to go when we arrived at FNL as when we'd departed Little Rock earlier that day. What a grand experience to get to know a truly lovely, intelligent, young lady who is a joy to be around. Perhaps you'll all join us as we cheer for her as she meets the challenge of the Miss America pageant that will be held in Las Vegas in January. We wish her the absolute best.

P.S. The answer to your question is yes, she flew right seat and Shawn graciously accepted the back seat.

Local News-KAPA Eyal Sittenfeld, DVM

I stumbled across some significant changes to the Centennial approach procedures this morning. These appear to be coming with the November 15th chart cycle. It looks like there are changes to every approach at APA, as well as most of the DPs and STARs(several even added).

Most noticeable to me were the creation of two new GPS 35R approaches(Y&Z), the elimination of the old GPS 35R approach, and the creation of a GPS 17L approach. However, the GPS28 and ILS35R approaches did not escape unscathed.

For the complete list, go to:

http://aeronav.faa.gov/digital_tpp_search.asp?fldIdent=apa&fld_ident_type=FAA&fldCity=&fldAPName=&fldCodeA=A&fldCodeC=C&st=CO&fullName=Colorado&ver=1212&eff=11-15-2012&end=12-13-2012&btnSubmit=Complete+Search

By Benét J. Wilson, AOPA

Jeppesen reports it has completed tests of the new fourth-generation iPad with Retina display and iPad Mini, proving the devices can handle an unlikely event of sudden cabin pressure loss.

The tests were completed to an altitude of 51,000 feet and are part of the program used by operators to obtain FAA authorization for inflight use of Jeppesen's iPad apps. The company completed similar tests on the iPad, iPad 2 and iPad third generation when each tablet came onto the market.

Fly Mart is a free service provided only for CPA members.

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Calendar of Events

Always check the CPA website for any changes to the Calendar

** Indicates New or Updated event*

CPA FlyIns

2013

Jan 12 BJC CPA Flyin Planning Meeting

CPA and Other Events

Dec 9 PHGC CPA Holiday Dinner, Park Hill Golf Course

The New Buzzword - Optionally-Piloted Vehicle (OPV)

Northrop Grumman Corporation has selected Garmin to supply the avionics suite for the new Firebird, an optionally-piloted vehicle (OPV) designed for intelligence, surveillance and reconnaissance (ISR) missions.

Use it in a sentence at the next party.

One of the last designs fully supervised by Burt Rutan before his retirement from Scaled Composites has reached the production level, and pilots are optional. Northrop Grumman, the parent company for Scaled Composites since 2007, has named the surveillance aircraft Firebird. It can carry two pilots. Or not.

The production model entered testing with a first flight on Nov. 11. It has 72-foot wings, rather than the 65-foot wings used on earlier prototypes since 2010, and can carry 1,240 pounds of surveillance or radar equipment. It was built for an undisclosed customer. [Care to guess the Acronym?]

Holiday Gift Time

A Shameless Plug

Need a gift for your favorite pilot? Colorado Pilots has t-shirts, hats, and polo shirts. Got a favorite jacket for flying? CPA can embroider the CPA logo and your name (and N number) for a nominal price.

Really want to surprise them? How about a Gift Certificate to one of the Mountain Flying seminars next summer?

Contact Terry Barbo for details, just in time to put under the Christmas tree, near the Chanukah menorah, or hide in the baggage area of the airplane and watch your pilot go crazy trying to figure out what's wrong with the W&B!



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FOR SALE: Hangar – Centennial Airport, available immediately.

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

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

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Request pictures by email

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recreational@coloradopilots.org

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members@coloradopilots.org

Mountain Flying

Bill Standerfer
mtntfly@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

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Iver Retrum

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Ken Lawson
klawson@ftg-airport.com

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Leonard Ginther
303/426-4955
l.l.ginther@worldnet.att.net

Colorado 99s

Kayla Graham
kgraha19@hotmail.com

Commerative Air Force

Rob Duncan
970/223-5042
Duncan@airbase1.com

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dhsmth@comcast.net

Silver Wings

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303/364-5238
btotten@westernaero.com

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303/663-3963 (H)
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