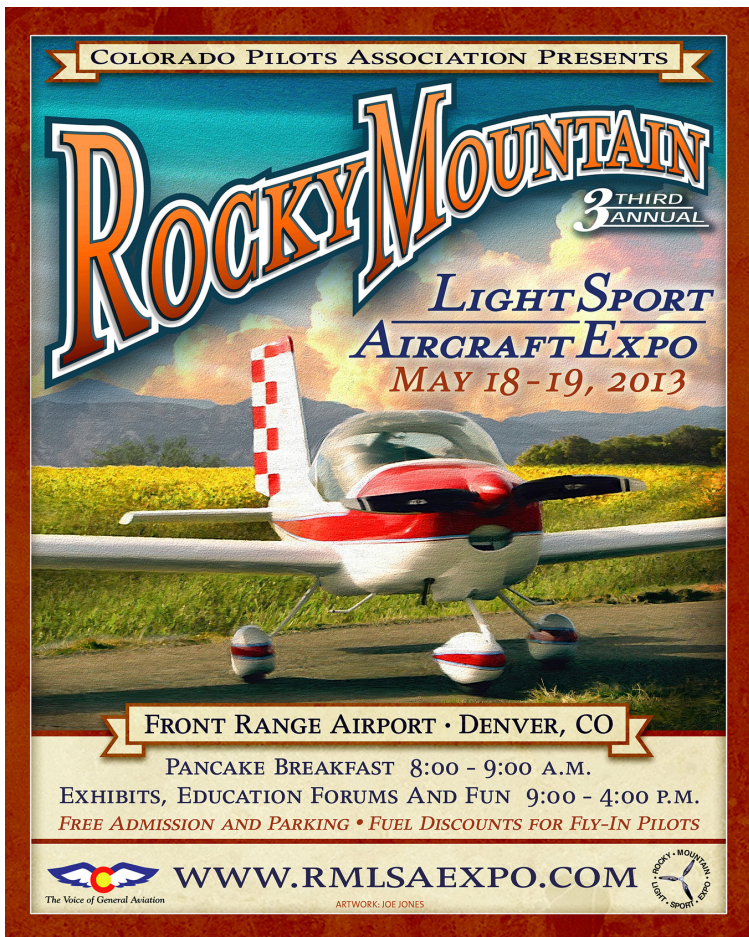


CPA FLIGHT LINES

Vol 30 Issue 2

February 2013



COLORADO PILOTS ASSOCIATION PRESENTS

Rocky Mountain

3RD ANNUAL

LIGHT SPORT AIRCRAFT EXPO

MAY 18-19, 2013

FRONT RANGE AIRPORT • DENVER, CO

PANCAKE BREAKFAST 8:00 - 9:00 A.M.
EXHIBITS, EDUCATION FORUMS AND FUN 9:00 - 4:00 P.M.
FREE ADMISSION AND PARKING • FUEL DISCOUNTS FOR FLY-IN PILOTS

 WWW.RMLSAEXPO.COM 

THE VOICE OF GENERAL AVIATION ARTWORK: JOE JONES

Introducing the 2013 RMLSAExpo Poster by Joe Jones



www.coloradopilots.org



President's Message

CPA President Mark Brown

Light Sport Exposition

Good news. Ann Anderson has agreed to become the chairperson for the committee. I believe she is a perfect fit with her professional background in marketing. Thank you Ann.

The planning is moving forward now. A few new ideas were brought up at the last committee meeting. This year the emphasis for the expo may include more that light sport aircraft. Stay tuned for more on this. Be sure to put the date on your calendar. It is Saturday and Sunday, May 18 and 19 at Front Range Airport.

Grand Junction Airport (GJT)

You may be aware of the situation with the fencing and security gates at the airport. The issue is that the fence and gates were placed without consideration of the effect on general aviation and access to businesses and hangars. The EAA Chapter has moved out and access to the Commemorative Air Force Museum is reduced. Other businesses have either moved out or their business has suffered. Interestingly, the TSA did not require the fencing but it takes their approval to remove or modify them.

The Security Solutions Committee, users, and the Airport Authority have made a proposal to local TSA officials to remove or modify the gates implementing an alternative consistent with TSA requirements. TSA has not responded. AOPA is involved and there is a meeting at TSA headquarters with AOPA on January 23rd. Let's hope this gets resolved soon.

Mountain Wave

Mountain Wave is the newsletter of the Colorado Department of Transportation, Division of Aeronautics and is informative for all Colorado pilots and aviation enthusiasts. The new, updated 2013-2014 Colorado Airport Directories are now available. The new airport directory has updated aerial images and airport information for each of Colorado's 76 public-use airports. Free hard copies are now available at the Division of Aeronautics office located at Front Range Airport. You can also download a PDF version on their website.

Fly Safe!
Mark

2013 Flyin Schedule

Included in this edition of FlightLines is the current schedule of CPA and other organization events, as of the February publication date. Always check the CPA website under Events for the latest information.



*Bob Kinney,
Flyin Chair,
creating the
jig-saw puzzle
known as the
Flyin Calendar*

Congrats to Joe Thibodeau

Joe has been elected Chairman of the Colorado Aeronautical Board. The seven-member Board was created by statute in 1988 and is responsible for aviation development in Colorado. Members of the Board represent specific statewide aviation interests.

Appointed by the Governor to serve three-year terms, the Colorado Aeronautical Board is designed as representative of both governmental and aviation-interest constituencies. Joe was appointed to CAB in 2008 to fill a vacated position, then nominated by CPA in 2011 to represent Pilot Organizations on the Board and confirmed by the Governor.

Congrats to Drew Chitica!

Andrew D Chitica, a 8-time Master and charter SAFE member, recently renewed his Master CFI accreditation. Drew is one of only 12 worldwide to earn the credential EIGHT times.

Drew is a frequent contributor to Flightlines, both on educational topics and stories that make you chuckle.

New take on snow removal helps keep holidays happy for a pair of pilots

By John F. Russell

It took only a few short moments after Stephen Textor's plane touched down on the runway at Steamboat Springs Airport on Dec. 29th for the experienced pilot to realize he was in trouble.

He felt he had followed the correct procedures on landing, but when he tapped on the brakes to slow the plane's speed, he realized it wasn't going to stop before he reached the end of the runway.

"I was thinking the worst," Textor said Monday. "I tapped the brakes, but I knew that we were not going to make it. Everybody was still strapped in and our speed was slow enough that I knew nobody was going to get hurt, but I thought I might total the plane."

What the Minnesota-based pilot didn't realize is that the crews at Steamboat Springs Airport have taken a different approach to handling the snow that typically piles up around and at the end of the runways each winter.

Instead of simply meeting the Federal Aviation Administration's standards by pushing the snow back as far as possible and then blowing it a mandatory distance from the end of the runway, crews at the city-owned airport have begun to use the snow as an engineered materials arresting system, or EMAS. By doing so, the airport can reduce 3 feet of snow into about 4 or 5 inches of EMAS.

The process also has eliminated the usual icy bank that pilots, including Textor, might have expected to find after overshooting the runway safety area at a mountain airport. Pilots landing at Steamboat Springs Airport now find several inches of sand-like material in that area, which airport manager Mel Baker says can safely stop and support an airplane if it leaves the runway. He thinks Steamboat Springs Airport is the only one currently tilling and compacting snow, and he insists that it is more economical than what the airport has done in the past.

The airport began using the system a couple of weeks ago after the city's Parks, Open Space and Recreational Services Department agreed to loan the airport a snowcat. Baker said it took longtime snowcat operator David "Marv" Shively about 10 hours to complete what used to take 60 to 80 hours to plow and clear.

"The old way would have taken at least two weeks," Shively said. "Sometimes

you just have to think outside the box. This is completely opposite of what we were doing before, but it works.”

In the past, Baker said crews would have to plow and blow snow away from the area, which takes more time and is more expensive than turning the snow into EMAS.

EMAS, in the form of sand and gravel, has been used for years on runaway truck ramps, but Baker has wanted to employ the same idea, using snow, on an experimental basis at Steamboat Springs Airport for years.

He had hoped to implement the program last year, but there simply was not enough snow. But December’s storms provided just what Baker needed to test his idea.

“It’s pretty common,” Baker said about planes running off the runway at Steamboat Springs Airport. He said the rate of incidents is caused by a number of factors, including weather, a pilot’s experience flying in the higher altitude of mountain airports, and the tricky conditions on runways in the Rocky Mountains.

Instead of spending money to push snow back and then blow it to safe areas, the airport began tilling the snow in the setbacks and compacting it into a thinner layer of material that still meets FAA standards. The idea not only solves the airport’s snow storage problem, but also creates a layer of EMAS that slows and supports planes that find their way off the landing strip.

Baker said the idea has been supported the past couple of weeks after airplanes left the runway in two separate incidents. In addition to Textor’s close call, another plane ran off the runway on Christmas Eve. Baker said in both cases the outcome could have been much worse.

Baker points to an incident where a small plane ran off the runway in 2009 in the same place where Textor exited it in late December. “That plane hit a bank that was about 20 inches tall,” Baker recalls. “The nose wheel failed, the plane flipped into the snow. Thankfully there were no serious injuries, but the plane was totaled.”

In the two most recent incidents, the planes slid off the runway, but the tilled and compacted snow slowed and supported the planes until they stopped. Both aircraft were pulled back onto the runway with no damage and flew away a few days later.

“I was amazed,” Textor said. “I was ready for the nose to drop and the propeller

to hit the ground ... I thought the plane was going to be a total loss. Somebody had a really good idea and I'm glad."

*Originally published 1/7/13 in Steamboat Today Newspaper
and SteamboatToday.com
Reprinted here with permission*

To Log GPS Database or Not To Log?

14 CFR--PART 43

Effective Dates: January 28, 2013

2. Amend § 43.3 by adding new paragraph (k) to read as follows:

§ 43.3 Persons authorized to perform maintenance, preventive maintenance, rebuilding, and alterations.

(k) Updates of databases in installed avionics meeting the conditions of this paragraph are not considered maintenance and may be performed by pilots provided:

1) The database upload is:

(i) Initiated from the flight deck;

(ii) Performed without disassembling the avionics unit; and

(iii) Performed without the use of tools and/or special equipment.

(2) The pilot must comply with the certificate holder's procedures or the manufacturer's instructions.

(3) The holder of operating certificates must make available written procedures consistent with manufacturer's instructions to the pilot that describe how to:

(i) Perform the database update; and

(ii) Determine the status of the data upload.

Translation:

If you can install a new SD card you are good.

If you can up date that SD card by removing it, putting it in your laptop and then put the updated card back in the GPS unit, you are good to go.

If you have to connect your "data transfer unit/laptop" to the unit with a cable, you are not good to go.

It is important to note that this change only applies to GPSs that can be updated with a plug-in cable or a removable media card. For example, there are some GPS units where you have to slide out the GPS from the tray and pull/change the cartridge from the back of the unit. This is not included in the new rule and still must be done the old way.

<http://www.ecfr.gov/cgi-bin/text-idx?SID=dcae45ded4fc33ac237254d20043d5d4&node=20121129y1.11>

C.O.R.A.C. to Host 2013 Fly-In at Hooper Pool

Alec Seybold

Hello CPA Members. The Colorado Recreational Aviation Committee (CORAC) is hosting a fly-in on March 9th, 2013. For those of you who are not familiar, CORAC, established in 2011, is comprised of members of the CPA and Recreational Aviation Foundation (RAF) working together to promote recreational and backcountry flying in Colorado. Did you know that Colorado has over 40 uncharted airstrips on BLM, State, and USFS land that provide access to recreational activities? In addition to public lands, many more airstrips exist on private land where public access is allowed as evidenced during the annual Marble, CO fly-in hosted by the Gallegos family. CORAC works to promote, preserve, and maintain these airstrips to create flying opportunities for current and future pilots. It is our belief that by increasing awareness of recreational flying opportunities in Colorado, sharing our airport and flying knowledge, and actively reaching out to local government entities, we will make recreational flying in Colorado safer and more accessible.

For more information about available airstrips or involvement in the ongoing efforts to promote and maintain Colorado recreational aviation, please join us at the fly-in or e-mail: corac.pilots@gmail.com

The Hooper fly-in is a great example of the efforts to promote recreational airstrips and the partnership with local businesses that support aviation. Commonly referred to as the "Hooper Pool" by pilots and locals, the Sand Dunes Swimming Pool in beautiful San Luis Valley of Southern Colorado has invited CPA members back for a March 9th fly-in. The pool is located 15 miles from the Western base of the rugged Sangre de Cristo Mountains and the Great Sand Dunes National Park and Preserve. The family-owned facility has several pools all fed by a mile deep artesian well with naturally pure water that enters at 118 degrees. The hot mineral water was originally discovered in the early 1930's when drilling a well in search of oil. The property under the ownership of the Harmon family for 2 generations is now run by daughter, Carly Harmon along with general manager, Donnie Bautista.

What is so unique about this destination is the ability to fly-in and be soaking in a therapeutic hot springs pool within minutes of shutting down the engine. The owners have graciously allowed pilots the use of their private landing field across from the pool facility. The 2600' x 30' (est) uncharted airstrip provides access for capable aircraft. The smooth runway surface supports most low wing and tricycle gear aircraft and consists of hard packed dirt with areas of softer sand. A parking area exists on the Northeast side of the field. As is often the case with unusual locations, the airstrip presents some unique challenges for aircraft

and pilots. Considered undeveloped, landing on this airstrip is at your own risk. Be sure to bring tie-downs and stakes for your aircraft as windy conditions are common. Furthermore, the 7,600 ft (est.) field elevation, dirt/sand runway surface, and a power line obstruction at the end of the runway require careful planning and consideration of your pilot skills and aircraft abilities prior to landing. It might be a good time to practice short/soft field techniques or consult an instructor familiar with high altitude off-pavement operations. For those who prefer to stick to pavement or scout out the airstrip in person before they fly in, the nearest airport is 10 miles East in Center, CO (1V8), or 23 miles South at Alamosa (ALS). If you drive, the address is 1991 County Rd 63. Hooper, CO 81125



The Sand Dunes Pool is a family- friendly facility. The large outdoor main pool with two diving boards, a 25 ft water slide, and a lap swimming section maintains a temperature between 98 -100 degrees . There are also two smaller shallow pools for children and infants. The 25-person therapy pool, kept at 107 degrees and smaller kid pool are inside and heated during the winter months. The adjacent basketball and volleyball courts make for a full day of fun and relaxation.

Another detail about The Sand Dunes Pool that makes it unique is the on-site restaurant, Mile Deep Grille. Not your typical concession stand fare, they serve a full menu of freshly prepared items ranging from Angus burgers and pizza to gourmet sandwiches and salads. As part of a working farm, they grow their own produce from on-site greenhouses to support the restaurant. The result is incredible tasting food at affordable prices. The combination of a hot soak, delicious food, good company, and of course, the scenic flight offers the perfect components for great fly-in.

Typically, the fly-in takes place between 11am to 3pm, weather permitting. Admission to the pool during the fly-in has been reduced to only \$6 (usually \$12) for CPA members. For those interested in extending your stay, the pool has its own campground, cabin rentals, and for those driving: RV sites. The tent sites have also been reduced to \$10/night during the event. Picnic tables, fire rings, and water spigots are provided for overnight guests. If you are looking for an alternative to tent camping, the owners have small cabins for rent. Consult the lodging section of the website for more details.



For more information about the airstrip or to receive e-mail updates about the status of the event, i.e.: weather changes, please email us at corac.pilots@gmail.com

Updates will also be posted on the BackCountry Airstrip forum on the CPA website.

The Sand Dunes Pool (and the airstrip - weather permitting) are open year-round. Pilots (at their own risk) can land at the airstrip outside of the fly-in event by calling the Pool staff to verify runway conditions. To find more airstrip details and pictures consult the event flyer or visit the CPA website at

<http://coloradopilots.org/maps.asp>

(select "show recreational airports")

See you there!

SUN VALLEY HARVEST FESTIVAL FLYIN

Ketchum, Idaho (U61).

FRIDAY-MONDAY Sept 20-23, 2013

Bart and Mary K Jones

Foodie heaven! The 2013 Sun Valley Harvest Festival features regional food, wines and beers from farms, vineyards and ranches around Idaho and the NW. The festival has you sipping and supping with Idaho lamb, beef and trout that are the best in the nation.

The Festival features the Restaurant Walk thru downtown Ketchum with food and wine tastings at 22 different restaurants, cooking demos, local chefs and guest chefs from around the country, a Martini and Caviar Party, Harvest Diners, the Grand Tasting (last day) and a River Guide Culinary demo all included in the price of your festival ticket.

Settings are in one of the most beautiful places in the world in Sun Valley (major ski area well before Aspen was born), your Harvest Festival Tickets & lodging are a package deal so arrive and join in from sun up to sun down eating and drinking incredible foods.

The cost for the food/cooking festival “passes” are \$270 per person. We are looking at renting 2-3 bedroom condos that should run about \$150/night per couple. If this seems pricey, consider Aspen does this at \$10,000 per ticket; Jackson Hole is \$3000 per ticket - Not including lodging. Buy your festival “pass” for the Sun Valley Harvest Festival, you won’t be spending a dime for food and drink for the remainder of the time you are there.

Car or van rental - \$200 for the 4 days we are there. We figure the basic cost for the trip will be around \$1500 per couple.

You can get a better idea of what this whole event is about, with schedule of events and more by going to www.sunvalleyharvestfestival.com. We are working with the Festival staff to have extra activities just for us: a wine tasting on Friday before the events begin and on Saturday, an exploring day for hike/bike or maybe even horseback rides also before the morning events begin. Sunday morning can be another “exercise/exploring day”, also before our chefs begin their programs.

We need to know as soon as possible if you want to join us, as these rooms will go fast, and we will only be able to hold them for a short time, as Sun Valley also has conventions and other events going on at the same time.

Contact Mary K at jmarykathr@aol.com; or phone 719-488-0653

News from Colorado Division of Aeronautics

We Bid Scott Adieu, But He's Not Going Far (But it is colder...)

The Colorado Aeronautics Division and its staff wished Scott Brownlee a warm farewell following his acceptance of a position with the Federal Aviation Administration (FAA).

Scott began working for the Colorado Division of Aeronautics as an Aviation Planner in 1990. He returned to the Division as the Senior Planner in 2007. Scott also spent some time working for Centennial Airport and five years managing the Montrose Regional Airport.

Scott is now the newest addition of the FAA's Great Lakes Region, Bismarck Airports District Office (ADO) as a Program Manager. Scott is now responsible for the airport planning of North and South Dakota and oversee's federal airport projects for western South Dakota.

Updated Colorado Airport Directories Available

The freshly-updated 2013-2014 Colorado Airport Directories are now available. The new airport directory has updated aerial images and airport information for each of Colorado's 76 public-use airports. Free hard copies are now available at the Division of Aeronautics Offices located at the Front Range Airport. You can also download a PDF version of the latest Colorado Airport Directory on our website or by clicking on the link below.

[Download the 2013-2014 Colorado Airport Directory \(14 MB\)](#)

Pueblo and Colorado Springs Increase Training Operations Awareness

Since DOSS Aviation began Initial Flight Screening (IFS) operations at the Pueblo Memorial Airport, there is no question that the airspace around the Pueblo and Colorado Springs area has become much busier. To increase pilot awareness, Doss Aviation and The U.S. Air Force Academy have released updated vicinity charts depicting the training areas surrounding the Pueblo Memorial Airport and Colorado Springs Municipal Airport. These updated vicinity charts can be found in the 2013-2014 Colorado Airport Directory, and can be downloaded on the Division's website. For more information about the Doss IFS program please visit their website at www.dossifs.com

Ron Dent Retires After 27 Years of Service Durango Terminal

Ron Dent, Colorado's longest tenure airport manager hang's it up after 27 years of service at the Durango-La Plata County Airport. Ron celebrated his retirement and years of service to the Colorado aviation community with family and friends earlier this month.

La Plata County is currently on the hunt for a manager to fill Ron's large shoes. In the meantime, Gary Suiter will take over as the airport's interim director.

Colorado Pilots Association Welcomes New Members!

Chris Bryant
Russell Pennington
Layton Hill

Eric Berg

Chris Pettine

Michael Cerwinka

Ernest Eason

Roy Wesley Jageman

Brandon Nadrash

Randy Reamey

Kevin Ebsen

Corporate Member

FranNet CO, WY & MT

M. Stacy Swift

Ingenuity, According to Sporty's

Sporty's has introduced a 21st century barf bag for general aviation pilots and their passengers. Chuk-It is constructed of thick plastic with heat-sealed seams. It is extra large and can be used with only one hand thanks to Chuk-It's stay-open top, according to Sporty's officials.

Once used, Chuk-It's zipper top seals securely ensuring no spills or smell in the cockpit. Not only is Chuk-It spill resistant, it won't explode at altitude either, officials said. Chuk-It's gusseted bottom allows it to stand upright until you can dispose of it.

"It's not a glamorous product, but it's one that has evolved over the years from the old-style paper bags now to the state-of-the-art Chuk-It," says Sporty's Vice President John Zimmerman. "Having some Chuk-Its on board is a great insurance policy. Chuk-Its contains the mess rather than creating an even bigger mess."

Note: CPA neither endorses nor receives any remuneration. However we have contacted Sporty's for a donation of Chuk-It for the drawing at the RMLSA Expo.

Colorado Pilots Association Renewing Members

Jerry Schofield	James Jordan	Neil Hutton
Robert Van Dalsem	Patrick Rhodes	Marilyn Taylor
James Greer	Milton Gray	Keith Lammey
William Marvel	Randy Rothe	Richard Stienmier
Mike Fox	Vanita Gallo	Von Campbell
Bob Proulx	Aaron Schomberg	Steve Bush
Bruce McMillan	Philippe Camus	David Sharp
Tim Sale	Donald Smith	Ivar Retrum
William Hoxworth	Chuck King	John Howe
Matthew McHarg	Tracy Perry	Joseph Cassa
Alan Herring	Lois DeFleur	Shane Evans
Stan Specht	Cleon Biter	Timothy Carr
Charles Knuth	Lucile Bledsoe	George Spettigue
John Howard	Gregory Cox	Mark Mercer

Need suggestions on routes, shops, Backcountry flying or just about anything? Check out the Forums on the Colorado Pilots website:

<http://coloradopilots.org/forum.asp>

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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By Scott C. Dennstaedt, CFI and former NWS meteorologist
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<http://avwxworkshops.com>

900 mb and the other around 750 mb). There's also some moisture that begins to build in this time frame (solid colors) that's rather deep implying a chance of precipitation (that wintry mix). And it all ends shortly before 00Z (26th). Looks like the height of the storm will be around 21Z tomorrow based on this forecast.

February 2013

ELT News

Bahamas extends exemption for 406MHz ELTs for GA pilots

NASSAU, The Bahamas – Bahamas Civil Aviation has extended the Feb. 1, 2013, deadline for installing 406 MHz ELTs in aircraft flying to the Bahamas.

“Even better news is that this waiver extension will be likely long term, removing uncertainty in the short term about flying your plane to the Bahamas,” said Jim Parker of Caribbean Flying Adventures. “For those pilots who were rethinking 2013 travel to the Bahamas, the coast is clear. Go for it.”

The exemption for the Emergency Locator Transmitters, made under the provision of The Civil Aviation (Air Navigation) Regulations 2001, section 2 and the Bahamas Safety Air Regulations 2001, applies to all Bahamas commercial operators, general aviation aircraft flying in or over The Bahamas, balloons, gliders and lighter than air, according to Bahamas officials.

Bahamas Civil Aviation, with respect to all Bahamas registered AOC aircraft (C, will review the policy in 24 months to determine any additional extended periods of this policy.

121.5/406 MHz Reminder

As of February 1, 2009, the international COSPAS-SARSAT satellite system discontinued satellite-based monitoring of the 121.5/243-MHz frequencies, in part because of a high number of false signals attributed with these frequencies. At this time there's no requirement in the US to replace the first- and second-generation 121.5-MHz ELTs. Remember, distress signals transmitted from ELTs operating on the lower frequency (121.5) are only be detected by ground-based receivers such as local airport facilities and air traffic control facilities or by overflying aircraft. It is important to note existing 121.5-MHz ELTs, although still legal from the FAA's perspective, *will provide extremely limited assistance* if an aircraft crashes, especially in a remote location.

Did you know - 121.5 ELTs have a 97% false alarm rate, activate properly in only 12% of crashes, and provide no identification data.

As Leonard Ginther, our CAP liason reminds us, you *will* be found faster with the 406 MHz! Something you may want to think about it when you're planning the next annual on your aircraft. Flight following doesn't exist over the entire Rocky Mountain region/timezone.

Calendar of Events

Always check the CPA website for any changes to the Calendar

** Indicates New or Updated event*

CPA FlyIns 2013

Mar 9	Hooper	Flyin to Hooper, CO, Sand Dunes Pool
Apr 20	SBS	Strawberry Hot Springs
Apr 27	FTG	CPA Potluck
May 5-6	OMA	SAC Museum
Jun 13-16	PEA	Bike tour, Cheese Factory, Bridges of Madison County
Jun 28-30	HLN	Cookout on Canyon Ferry Lake
Jul 20-21	GCC	Devil's Tower, Open pit coal mine tour
Aug 10	CAG	Lunch at Tin Cup Grill
Aug 24	EMM	Fossil dig!
Sep 6-9	private	Marble Flyin
Sep 20-23	U61	Sun Valley Harvest Festival
Oct 4-6	LRU	White Sands National Monument
Oct 18-20	tbd	Lake Powell Boat the Lake

CPA and Other Events

May 18-19	KFTG	3rd Annual Rocky Mtn LSA Expo
Jun 8	KBJC	CPA Mtn Flying/High Elevation Airport Operations Ground School
Jul 6	KGNB	EAA 1267 11th Annual Pancake Breakfast
July 29-Aug 4	KOSH	Airventure 2013
Aug 16	KBJC	Colorado Sport Intl Air Show & RMRFI
Aug 24	KBJC	CPA Mtn Flying/High Elevation Airport Operations Ground School



Snow cat operator David "Marv" Shively finishes tilling and compacting the snow alongside the runway at SBS. Airport Manager Mel Baker said the new idea for handling snow at the airport can help make it safer for pilots and planes. Photo by John F. Russell, reprinted by permission.



FLY MART

FOR SALE: 1962 Mooney M20C...Updated panel & interior, recently overhauled engine & prop, many modifications, 2 time Oshkosh winner.
REDUCED! \$49,000

Contact: Ray - 719-495-2470 or e-mail miller1991@q.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 (REDUCED).

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

FOR RENT: Hangar at user-friendly Front Range (KFTG)

Contact: Lothar Klingmuller (303) 984-4469, Klingmuller@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

FOR SALE: T-HANGER Front Range (KFTG)

41x34, 12' door, 16' ceiling. 10 yo Erect-A-Tube steel building. 37800 Astra Way unit 5W. In the same building as Emily Griffith Opportunity School. Gas & water, 60 amp, 220 volt elec, bifold electric door, insulated, Bathroom located at the south end of the building, association owned snowblower. \$150/mo Association fees, (snow removal-exterior lights-water-sewer-ground lease-maint reserves account). \$45,000 OWC \$5000 down, \$40000 @ 6% int, 15 yrs

Contact: Carl Mattson 303-884-5884

FOR SALE: 1963 Comanche 250, N8230P, S/N 24-3483 TT 3190

Fresh Annual Dec 2012, Partially Tax Deductable, 925 SMOH, 720 Prop, useful load 1040; No missing records or books \$40,000

Complete details on CPA website in the Classifieds-For Sale

Request pictures by email

Contact: Carl Mattson 303-884-5884 or carlmatt@aol.com

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Colo. Wing CAP
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EAA
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Silver Wings
Bill Totten
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Area Representatives

AKRON -- vacant

ALAMOSA (ALS)/
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303/748-9598
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*BURLINGTON / EASTERN
COLORADO (ITR) - Vacant*

CENTENNIAL (APA)
Bob Doubek
303/771-8148
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COS SPRINGS (COS)
Bob Figgie
719/598-5111 (H)
719/243-2280 (W)
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*CRAIG/MOFFAT (CAG)
-- Vacant*

CRAWFORD (99V)
Rob Duncan
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(DRO)
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ERIE (KEIK)
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303/663-3973 (W)
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FT COLLINS-
LOVELAND (FNL)
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*FREMONT CNTY/CANON
CITY (IV6) - vacant*

FRONT RANGE (FTG)
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970/887-9225 (W)
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GRAND JUNCTION (GJT)
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com

GREELEY (GXY)
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*JEFFCO - see Rocky Mtn
Metro*

KREMMLING (20V)
Ron Lewark
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303/668-3093 (W)
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LONGMONT (LMO)
Howard Morgan
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MEEKER / RANGELY -Vacant

MONTROSE (MTJ) Bill
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970/209-1449 (cell)
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COUNTY (ANK)
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970/879-1636 (W)
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TELLURIDE (TEX)
John Steel
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970/728-1300 (W)
justice@johnsteellaw.com

WALSENBURG (4V1) Vacant

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

Colorado Pilots Association, Inc.

Mail-in application for Individual Membership/Renewal
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	\$TBD
Lapel pin	\$2 + 0.50 s&h	CPA no longer offers a Jacket but we can have the CPA logo embroidered on most jackets.	
Decal	\$1 + 0.50 s&h	Logo Tshirt	\$13 each,
Golf Shirt	\$25 + 4 s&h		\$25 for 2
Denim shirt - short sleeve	\$25 + 4 s&h		
Denim shirt - long sleeve	\$30 + 4 s&h		

For information please call Terry Barbo 303-367-0670

Mail your order to the CPA address above

2013 Hooper Fly-In

SAND DUNES SWIMMING POOL

Come join the Colorado Pilots Association at Sand Dunes Pool for great scenery, great food, and a great soak in the beautiful San Luis Valley of south Central Colorado! The family-owned facilities include natural hot artesian water feeding a large swimming pool kept between 98-100 degrees and a 25 person therapy pool kept between 105-107 degrees.

When: Saturday, March 9th, 11am to 3pm

Where: Sand Dunes Swimming Pool

1991 County Road 63, Hooper, CO 81136

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

Special discounted admission to pool for fly-in participants: \$6

Special Camp Site rate: \$10/nt. (fire rings, wood, water avail)

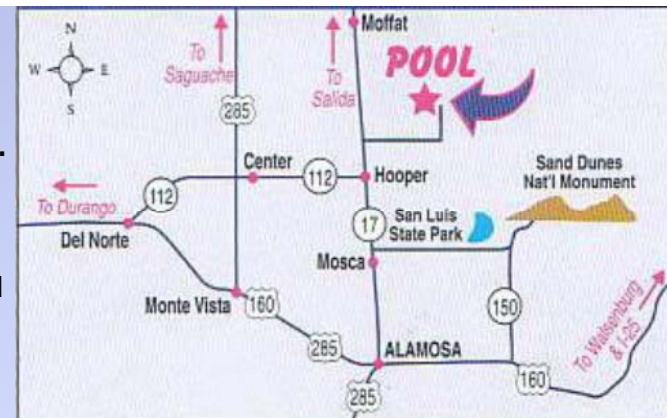
Great grill at the pool! See attached map & info!

RSVP: CO Rec. Committee (corac.pilots@gmail.com) with questions

**Family Friendly
event. Bring the
kids. Overnight
cabins, tent/rv
sites and food
available on-site**

AIRSTRIP INFO:

- The Sand Dunes Pool property has a private uncharted dirt airstrip available for use.
 - Fly in **completely** at your own risk.
 - Due to gusty winds, bring your own tie-downs and chocks. (not avail on field)
 - High Elevation - Be sure to evaluate density altitude prior to arrival/departure.
 - When wind allows, normal takeoff is to the East and landing are to the West to avoid low flights over the pool & camping area. Left hand traffic pattern.
- Hazards include a 35' power line at the west end, and unmarked 45' power lines approximately 2200 feet east of the airstrip. Other unmarked hazards may exist.



Sand Dunes Pool Airstrip

ARP: N37° 46.851', W105° 51.014'

Elev: 7550 ft.

RWY HDG: 07/25

RWY Length: ~2600 ft.

FREQ: CTAF -122.90



More info at: www.coloradopilots.org/

Warning: Land at your own risk. Not for official navigation. Subject to change w/o notice.