

CPA FLIGHT LINES

Vol 30 Issue 5

May 2013



FRONT RANGE AIRPORT, FLY OR DRIVE IN

CPA HIGH ALTITUDE
AIRPORT
MOUNTAIN FLYING
COURSE

JUNE 8 & AUG 24



www.coloradopilots.org



President's Message

CPA President Mark Brown

Control Towers

The control towers at Colorado's airports dodged a bullet, for now. The towers at Front Range, Rocky Mountain Metro, Grand Junction, and Centennial will continue to operate as they have in the past. But don't hold your breath. Other states did not fare

so well and may have their towers close. The closures have been postponed until June due to law suits filed. The machinations of government mystify me.

AWOS Sites

The response to the request I sent to the membership to suggest possible locations for three new sites in Colorado are appreciated. Over 30 of you sent me suggestions which I forwarded to the Colorado Aeronautics Board. Corona Pass was the most suggested site. Interestingly, Corona Pass has had an AWOS site in the past but lightning kept hitting it. Maybe they will try again. A comment from several of you was that the FAA should fix the existing sites that are intermittent or out of service before they install new ones.

Board Positions

The CPA board has two vacancies that need to be filled. I know we have a lot of talent in our membership so I am asking for two volunteers to step up and fill the void. The first position is to serve as Safety Committee Chairperson. The second is to serve as Education Committee Chairperson. The jobs are not difficult but you do need to attend some board meetings held at Centennial Airport. If you are interested, contact me and I will provide more information and the position description.

Rocky Mountain Light Sport Aircraft Expo

The dates are Saturday, May 18 and Sunday, May 19. The committee has worked hard to make this one the best of all. I encourage you to attend and support your association. We are in need of setup and teardown help on Friday and Sunday. Let our committee chairperson Ann Anderson know if you can help. Refer to Ann's article in this issue of Flight Lines for more information. I look forward to seeing you at the expo.

Fly safe!
Mark

Colorado Pilot's Association Proudly Presents... The Rocky Mountain Light Sport Aircraft Expo!

Hey Colorado Pilot... Tap, Tap, Tap... yes, that would be you! If you are thinking that the Rocky Mountain Light Sport Aviation Expo is only for light sport pilots, think again! The Expo is for ALL pilots even if you don't fly light sport and it is organized, planned and executed by US, the Colorado Pilot's Association!

The fabulous 2 day Expo is May 18-19, 2013 at Front Range Airport (FTG). The Aviation Expo will not only feature light sport aircraft, but also general aviation aircraft, vintage aircraft, radial engine aircraft and even law enforcement aircraft. Top that all off with seminars on the latest UAV (drone) technology, lots of great food, tons of activities and vendors, an iPad mini drawing and then ask yourself... why wouldn't you want to be there?

The Expo is sponsoring a photography contest this year for all you shutterbugs. The details of the contest along with the entry form can be found on the website at www.rmlsaexpo.com. The contest is already receiving some great entries so this should be a fun addition to the Expo. The contest categories are 1) Light Sport Aircraft, 2) General Aviation Aircraft and, 3) Vintage Aircraft. Top prize in each category will be \$100, so why not enter your pictures?

Saturday is also the National Armed Forces Appreciation Day which will be honored at the Expo. There will be WWII reenactments among other activities to honor and appreciate our military. Plus we plan to have some War birds from across the state on display.

And last but not least, here are the magic words you've all been waiting for... Pancake Breakfast!! Plan to attend both days, May 18-19 at Front Range Airport. There are pictures and details on the web www.rmlsaexpo.com and you can also "like" us and follow us on Facebook at www.facebook.com/RMLSA-Expo. We will be looking for a few volunteers to help us at the event. If you are interested contact

Ann Anderson annanderson373@aol.com Fly Safe and we will see you there!

Colorado Pilots and Social Media

Facebook

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

RMLSAExpo

www.facebook.com/RMLSAExpo

LinkedIn

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

Colorado Pilots Association Welcomes New Members!

Gerald Moon
Kenyetta (Keny) Moreland
Don Douglass
John Dill
Stan Bissell
Fred Wolf
Kenneth Jarvi
Duke Phillips IV
Michael DeSanti

Colorado Pilots Association Renewing Members

Bart Whitehouse
Darriel Wallace
Mitch Bowers
John Martyny
Howard Feinstein
Robert Trumpfheller
Wayne Munson
William Copp
Mark Holliday
Eric Heczko
Richard Hahn
Gary Shipley
Marilyn Long
David Marker
Michael Myshatyn
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Dixon Herboldsheimer
Ed Cutler

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Roger Miller
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John Kane
Robert Stedman
Robert Sumner
Graham Hainbach
Scott Morse
Jeremiah Johnson

Corporate Member
Front Range Airport

NOTAMS–PIREPS–TFRs–FIRE SEASON

A reminder to always check NOTAMS for closures or Fire/VIP
TFRs—we're coming into Fire Season!

Skyjacker D.B. Cooper May Not Have Parachuted From the Aircraft After All

By Walt Barbo

Though I am not one to pay much attention to conspiracy theories, this one related to the only unsolved hijacking of a commercial airliner is worth repeating. The theory was shared with me by Mr. Terry Howard of the Museum of Flight Restoration Center at Paine Field in Everett, Washington during a visit there on April 13 to view restoration taking place on the 1st Boeing 727 to see operational service as a commercial airliner.

The aircraft has quite a history. The record shows that it was introduced into service with United Airlines in February of 1964 and remained in continuous service until its last flight on January 13, 1991, after which it was donated to the Museum of Flight. It languished on the airport for a number of years during which it was cannibalized as a source for parts for other aircraft in the fleet. When the Museum eventually recognized the significant history of the aircraft and decided on restoration it was faced with having to replace all of those removed parts and repair damage experienced from years of neglect and outside exposure to the elements.

The aircraft continues to be stored outside at the restoration center though there are plans to move it inside as hangar space becomes available. As with many of the Museum aircraft, restoration will be performed by a volunteer force over a number of years.



The historic B727 is undergoing restoration at the Museum of Flight Restoration Center.

Though the outside of the aircraft shows its age and the effects of weather, the inside is well preserved. When I noticed the rear stairs during the tour inside the aircraft I asked Mr. Howard if this was the same type aircraft that D.B. Cooper had hijacked and parachuted from after dropping the rear stairs in flight. This was when Mr. Howard commented, "Yes, same aircraft type, but Cooper never left the aircraft."

For those readers not familiar with the hijacking, on the day before Thanksgiving-

ing in 1971, passenger D.B. Cooper boarded a Northwest Airlines B727 flight from Portland, Oregon on a flight to Seattle, Washington. During the flight he opened his briefcase to display a bomb and demanded a ransom of \$200,000 in \$10 bills plus 4 parachutes. After landing in Seattle all of the passengers were released, the money and parachutes delivered, and after about four hours on the ground the flight took off, in darkness during a rainstorm, with Cooper plus a crew consisting of the two pilots and a stewardess.

What happened next, about 45 minutes after takeoff Cooper ordered the stewardess to join with the pilots up front, dropped the rear stairs, and departed the aircraft with the ransom money.

But not according to Mr. Howard. To illustrate his theory he opened an access door to a space that leads to the tail cone area of the aircraft. The door is to the left of the stairwell above the hand railing. Under his theory, Cooper did open the stairwell while the aircraft was in flight. But rather than jump he threw a few items overboard to make others believe he had jumped. After which he crawled through the access door opening and hid out in the tailcone until after the aircraft had landed. And later, when the aircraft was being prepared for return to service, he emerged from his hideout, mingled with the maintenance crew, and departed with his loot.



Mr. Howard shows access door to tailcone where he theorizes hijacker hid.



A bit of a fantasy? Perhaps! Though we were told that a noted author is writing a book on the theory. Just thought our readers would enjoy advanced information of a different view-point on what is probably the most infamous airline hijacking in airline history.

Typical retractable rear stairwell installed on B727

Backcountry Adventures

Nathan Kurth

Do you fly a plane where you may get big-tire envy every time you see those pilots disappearing into the backcountry and yearning to join them on a thrilling plane-camping trip? Well there is some good news for all types of pilots/aircraft to experience the joys of airplane camping in a unique area without requiring a lot of special equipment and training.

Look no Further than Mack Mesa Airport (CO7) located roughly 20nm north-west of Grand Junction in Mack, CO, which serves as a great camping destination, fuel-stop or base of operations for the Moab area, not to mention a wonderful reliever/alternate to Grand Junction Regional (KGJT).

Mack Mesa boasts unique amenities to include an accessible camping area and aircraft parking area in the grass just off the runway complete with fire ring, restroom, drinking water, and even a shower while remaining within cell reception. The airport can also address the needs of your aircraft with limited services and fuel available 24hours, along with a courtesy car to use if necessary. If you don't wish to get your tires dirty there are also paved parking tie-down options available.



Runway 07/25 sits up on a small butte at 4624' msl and dimensions are 2600'x60'. However for the big-tire planes or anyone wishing to land on nice manicured grass a runway extension area of 900' estimated exists prior to the threshold of Runway 25

publicly usable for take-offs and landings in either direction. Ensure no obstacles exist prior to landing on the grass.

Some local attractions include but are not limited to: Kokopelli Trail, Colorado National Monument, McGinness Canyons, Arches National Park, Lots of bike

trails, Highline and Mack Mesa Lakes, and Grand Mesa.

What truly Sets Mack Mesa apart even further are its Owners, Manager, and tenants. You will see a lot of unique and beautiful aircraft on the field and all the people are wonderful to be around. Don't be surprised if manager Ladd Klinglesmith personally comes out to greet and offer any assistance, or a local EAA or other fly-in/barbeque is going on!

For specifics on Mack Mesa please ensure you review any published materials as this is a public-use airport and feel free to call Ladd Klinglesmith at 970-260-0707 (if you can catch him between his own recreational flying fun!) and take advantage of all that Mack Mesa has to offer for all adventure seeking pilots!



This Month's Grins



Centennial Airport Publishes Noise Abatement Guidelines

Bob Doubek

Centennial airport has regained its ranking as second busiest G. A. Airport in the U.S. with 307,475 operations in 2012. Unfortunately, all of this activity resulted in 2,033 noise complaints during the same period. As bad as this sounds, it is the lowest number of noise complaints since DIA opened in 1995 and when many jet aircraft transferred to Centennial.

Recognizing the problem, the Part 150 Noise Exposure and Land Use Compatibility Program, sponsored by the FAA, and completed in 2007, made 12 recommendations. One of the recommendations was the formation of a Community Roundtable with a second recommendation being the installation of noise monitoring equipment.

As a result, the Centennial Airport Community Noise Roundtable (CACNR) was created. Membership includes representatives from Arapahoe & Douglas Counties, eight surrounding cities, AOPA, CABA, CDOT, APA Tower, FISDO and TRACON.

The Roundtable and Airport developed a new Pilot's Guide as a key component of a Fly Quite Program. The guide offers practical steps that will help pilots understand and mitigate noise impacts on surrounding communities. The guide:

- provides maps of noise sensitive areas;
- asks pilots to avoid residential areas whenever possible;
- requests no early turns and discourages intersection take-offs;
- requests no unnecessary training operations and ILS practice between 10:00 p.m. and 7:00 a.m.
- take off and climb at best angle (V_x) to 500 ft. then best rate (V_y)
- recommends power setting changes be done slowly;
- recommends jet aircraft minimize the use of reverse thrust; and
- indicates established helicopter routes.

It should be stressed that the recommendations in the guide are voluntary and that in all cases, safety and ATC instructions take precedence! The noise guidelines will soon be available on the Centennial Airport website as well as the Centennial noise roundtable website.

As mentioned above, the Part 150 study also recommended the installation of a Noise Monitoring system with a cost of \$1,500,000 paid by FAA AIP funds. The system is currently under construction with twelve noise monitors being installed and anticipated start up of the entire system by year end.

The system is operational at DIA, is called Web Trak and shows all aircraft currently flying in the system (with a 21 minute delay) with historical information recorded and available for the past 60 days. Every aircraft with a transponder code is shown with its I.D. or N number, Airports to or from, aircraft type, current speed and altitude. The aircraft shown on the screen are color coded depending upon their origin or destination, to or from DEN, BJC, APA or BKF. Noise monitors are shown on the map screen and display sound levels as aircraft pass by and noise complaints can be filed electronically by the user.

This is the same system, and vendor, being installed at Centennial and if you are interested, you may watch the Denver Web Trak at: webtrak.bksv.com/den. Good or bad, it is very interesting. Fly friendly!

Air Race Classic & Lightspeed Grant

Gretchen Jahn

At the recent Sun 'n Fun Lightspeed announced their annual grant process, and the Air Race Classic was named a finalist. We are so excited. The top 5 vote-getters will each be awarded a \$10,000 grant. The ARC plans to use this to incorporate new timing technology into the race, providing greater flexibility and accuracy.

Each email counts as a vote. The link below takes you to the Lightspeed page where the Air Race Classic is described.

[http://www.lightspeedaviationfoundation.org/content.cfm/Voting/
Get-to-know-the-2013-finalists/Air-Race-Classic](http://www.lightspeedaviationfoundation.org/content.cfm/Voting/Get-to-know-the-2013-finalists/Air-Race-Classic)

CPA Website Forums

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>

CPA Ride-Share

Interested in a Flyin but don't have an airplane? Or an extra seat or two to share fuel? Contact the Flyin Coordinator or post a note on the CPA forum.Flyins.



OUTDOORS AND IN PLANE VIEW!

We are mobile, call ahead so you don't miss us
303 - 507 - 7679

Or View Our Flight Plan @ www.flightdeckgrill.com

**Free Drink to CPA Members with the
Purchase of Breakfast or Lunch in May**
(please present this ad at time of purchase)

Located at the Air West Flight Center
Vance Brand Airport, 229 Airport Road, Longmont

FLIGHT DECK GRILL

LMO's Outdoor Mobile Cafe
Eat Here Get Gas

Enjoy a bite to eat while watching sights above:

- Top Gun Burrito or Full Flaps & a Cup of Jet Fuel
- Single Engine, Fuselagage or The Red Baron
- Rocket Brat w/ Sauted Onions
- Or finish with the Slurry Bomber Float

Wed - Sun 7:30 - 2:00

Open May Thru October - Good VFR Days
Keep us in mind for your next event



Visit us @ LMO's Airport Expo on 6/22

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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COLORADO AVIATION SAFETY STATS:

by Drew Chitica, DPE

In March of this year I attended the annual Designated Pilot Examiner recurrency meeting. In this one-day event we had presented to us a number of topics of particular interest to DPE's and those who test and/or examine aviation applicants. Mr. Brian Richardson, in charge of the Safety program here at the Denver Flight Standards District Office, then presented some interesting facts and safety statistics.

The following numbers are of those events only within the confines of authority of the Denver FSDO from the period 1 January 2009 until 24 July 2012.

2009	37 accidents of which 4 included fatalities
2010	41 accidents of which 10 included fatalities
2011	43 accidents of which 8 included fatalities
2012	12 accidents of which 5 included fatalities

2012 numbers were for half of the year; extrapolation would indicate a total nearing 24 accidents with 10 including fatalities

Of all the accidents, 122 (or 94%) were under FAR Part 91 (General Aviation) operations.

65 were Loss of Control (mostly during landings)

37 were chalked up to poor Aeronautical Decision Making (ADM) – which Brian points out is at the heart of every accident.

26 were of Mechanical causes

6 were Controlled Flight Into Terrain (CFIT)

5 had Medical issues involved

3 were of Unknown factors

2 had Fuel Exhaustion as the causal factor

When we consider most accidents by far were in the category “Loss of Control”, and most of these were during landing phase of flight, it becomes relevant to point out a number of considerations which must be in the pilot's mind during this most important – and hazardous – phase of flight.

1. NEVER think you MUST land the airplane on this one try. You're not at the Olympics where one botched performance ruins four years of work and preparation. If the landing attempt is not working out to your COMPLETE and TOTAL satisfaction – GO AROUND! I once flew with an applicant who made three go-arounds in a row; he started to apologize, saying he just didn't like the way the landing attempt was setting up. I told him I found no fault at all with

his judgment; as a matter of fact I was in complete agreement with his actions. He subsequently passed his flightcheck with flying colors.

2. The category of ADM is more difficult to quantify, but as Brian pointed out, EVERY accident includes this factor. There is an old saying: “Good judgment comes from experience. Experience comes from bad judgment.” One of the ways to counter this fatalistic approach to aviation is to play the “What If?” game: What would I do if this happened? Where would I go if this occurred? How would I deal with ??? if it arose during flight? The time to begin this ‘game’ is the night before a planned flight; start preparing your mind to think about and consider ONLY flying and what is entailed in safe flight operations. If your mind is wrapped up in family matters, business or personal concerns, or anything else that distracts you from focusing on flying, perhaps right now is not the time to commit aviation – better to wait until those other pesky matters have been resolved so all attentions can be focused where they should be...on flying.

3. Mechanical issues were number three on the list. Pilot involvement in this category – unless you’re an A & P mechanic doing your own work – pretty much fall into the realm of reacting to a mechanical event. For a while in my checkered career I taught DC-10 systems at a major U.S. airline. In that endeavor I found a great formula for teaching and learning systems, which I now share with you:

SYSTEMOLOGY

1. Understand the function of each component in a system.
2. Understand how all components combine into a normally operating system.*
3. Know each system’s likely points of failure.
4. Know the indications of failure. Sometimes a light goes on, sometimes a light goes out. Sometimes a buzzer buzzes, a bell rings, a horn sounds. Sometimes a gauge will quietly move from one side of the gauge to the other.
5. Know how to deal with the failure. Any immediate actions you must perform now, or can you continue to fly the plane and whip out a checklist?*
6. How does the failure affect flight management? Must I put it on the ground NOW? Can I stagger to the next airport? Can I continue the mission or must I return to base?

* Use this formula combined with the systems section of your Airplane Flight Manual or Pilot Operating Handbook to review systems operation. I can guarantee you that the first time you looked at an electrical system diagram or the electro-hydraulic schematic drawing of the retractable gear system, all you saw was a plate full of spaghetti. Copy the diagram and have a few different colored highlighters available. Start where-ever a system begins (battery, vacuum pump, hydraulic power pack, etc.) and follow the lines representing the wires, tubes

or lines of the system. Very soon you will have every component, wire, connection, line and tube colored in and, voila! You will know your systems much better. Use different colors for each power source if the system has two: One for electrons coming from the battery, another for electrons coming from the alternator, and so forth.

****** Another great exercise in knowing your airplane is to sit in the cockpit with Section 3 of your AFM/POH, Emergency Operations, open in front of you. Go through each and every emergency procedure, moving your hands to the controls, switches, valves and knobs involved with each procedure. By doing this you are reinforcing your knowledge of each airplane system and building muscle memory in dealing with each issue. The time to read and know the checklist is not when a problem is occurring.

Finally – Colorado has 23,067 pilots (a few more than that because I’ve passed a bunch more since the beginning of the year) of which 4,614 are Flight Instructors (not all of them active).

Stay SAFE out there!

Drew Chithea is a Colorado Designated Pilot Examiner, Master CFI and long-time CPA member. He can be contacted at 303-638-7181 or through his website www.Coloradoskymaster.com

FAA Announces Change in Special Issuance Medical Certification EAA Aeromedical Council efforts help progress on measure

April 11, 2013 - This week the federal air surgeon announced a major change to the medical certification process for several common diagnoses that have previously required a special issuance and a review process by the FAA prior to issuing a medical certificate.

Under the new policy, termed “Certificates an AME Can Issue” or “CACI,” applicants with arthritis, asthma, glaucoma, chronic hepatitis C, hypertension, hypothyroidism, migraine and chronic headache, pre-diabetes, and renal cancer can receive their medical certificates directly from their AME. Further diagnoses are expected to be announced in the coming months.

The AME will require certain documentation but this does not have to be forwarded to the FAA as in the case of a special issuance. The resulting medical certificate is good for the normal duration, depending on the age of the applicant and/or the class of medical.

Members of the EAA Aeromedical Advisory Council were heavily involved in

bringing about these changes. "We are incredibly fortunate to have the Aero-medical Advisory Council at EAA," said Sean Elliott, EAA vice president of advocacy and safety. "These six AMEs are among the most experienced and respected doctors in the aeromedical business, and this announcement represents the culmination of several years of hard work on this policy they have done on behalf of our membership."

White House Re-introduces User Fees

Record number of House members sign letter in opposition

April 11, 2013 - Despite repeated rejections of the proposal in Congress over the past decade, the Obama administration once again introduced \$100-per-flight user fees for general aviation even as a majority of the House of Representatives sent a letter to the president opposing the idea.

"Each and every administration, representing both parties, cannot seem to resist the temptation of tapping general aviation for new revenue, but user fees were a bad idea before and remain a bad idea today," said Doug Macnair, EAA's vice president of government relations. "General aviation already pays its share of the national airspace system through fuel taxes. User fees will raise a minimal amount of money likely offset by the need for a burdensome collection bureaucracy, while snuffing economic growth in the aviation community where America still clings to a leadership position."

FAA Administrator Michael Huerta confirmed the user fee proposal in Wednesday's media availability that reviewed FAA's portion of the Obama administration's budget proposal. The \$100-per-flight fee would include exemptions for recreational piston aircraft and aircraft flying outside controlled airspace. The user fee plan would raise a projected \$807 million annually, but failed to account for the cost of creating a collection mechanism for the revenue.

The proposal comes in spite of a bipartisan letter from 223 House members to President Obama expressing strong opposition to any user fee plan. The 233 signatures is a record number in opposition to GA user fees and an extraordinary show of bi-partisanship and support for any one particular issue.

"Aviation user fees have been proposed in your last two budgets and Congress has rejected them," the letter stated. "Aviation user fees have been proposed by different administrations, both Republican and Democrat, and again, Congress has repeatedly and overwhelmingly rejected them."

Calendar of Events

Always check the CPA website for any changes to the Calendar

** Indicates New or Updated event*

CPA FlyIns 2013

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	<i>private</i>	<i>Marble Flyin [may be cancelled]</i>
Sep 11-15	KRTS	Reno Air Races - Special CPA Anniversary Event!
Sep 20-23	U61	Sun Valley Harvest Festival, Ketchum, ID
Oct 4-6	LRU	White Sands National Monument
Oct 18-20	PGA	Lake Powell Boat the Lake

CPA and Other Events

May 18-19	KFTG	3rd Annual Rocky Mtn LSA Expo
* May 18	KGXY	International Learn to Fly Day
Jun 8	KBJC	CPA Mtn Flying/High Elevation Airport Operations Ground School
Jun 15	CO12	Open House for CPA members at annual Van Aire Flyin/Drive-in
Jun 22	KLMO	FAA GA Awards Event
Jun 22	KLMO	Longmont Airport Expo 2013
July 6	KGNB	EAA 1267 11th Annual Pancake Breakfast
July 13	CO15	Kelly Airpark Annual Pancake Breakfast
July 29-Aug 4	KOSH	Airventure 2013
Aug 16-18	KBJC	Colorado Sport Intl Air Show & RMRFI
Aug 17	KFTG	9th Annual Classic Aircraft & Car Show
Aug 24	KBJC	CPA Mtn Flying/High Elevation Airport Operations Ground School
Aug 31-Sep 1	KSBS	Wild West Air Fest
Sep 7	KAEG	Land of Enchantment Flyin
Nov 9	KBJC	CPA Annual Meeting
Dec 15	PHGC	CPA Holiday Dinner, Park Hill Golf Course



FLY MART

FOR SALE: 1/4 Share of Mooney 231 conveniently hangared at KBJC
25 SMOH, new prop, Avidyne EX 600 w/ XM weather, Garmin 430W, HSI coupled autopilot
built-in O2, recent annual, Jeffco Flyers, LLC, \$35,000
Contact: Mark (303) 548-3426, mark@theappstrap.com

FOR SALE: 1/4 Share C182P hangared at EIK
1976 C182P Skylane (Hangared at Erie, CO - EIK) 3658 TTAF, 400 SMOH, NDH. Garmin 155 GPS, King 155 Nav/Com w/ GS, 2-axis STEC-50 Autopilot, 4 place intercom, Flap gap and seals, long range tanks, 8/7 paint and interior, new panel cover and instrument lighting, EXCELLENT mechanical, 135kias TAS, Co-pilot PTT, Reiff pre-heater, Complete Logs, June, 2012 Annual. Online scheduling.
Contact Steve at 303-883-5306 or steve@lookoutcommunities.com

REDUCED PRICE. One-third of Cessna T-210M Centurion;
Make an offer on Spectacular Load and Performance -- Great recent upgrades, two solid partners – asking \$45,000; hangared at KAPA; RAM overhauled engine+ in 2011, great engine analyzer, Jul 2012 annual, new leather interior Jul 2012, Robertson STOL; GNS 530W; XM Weather; Strikefinder; impressive load and speed; TT 3570, SMOH 170;
Contact: 303-888-0582 or gtobey@tobeyjohnston.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

CPA Executive Board

Elected Officers

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Colorado 99s

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United States Pilots Assoc. (USPA)

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Area Representatives

<i>AKRON (AKO) -- vacant</i>	FT COLLINS- LOVELAND (FNL) Eric Jensen 970/482-7160 (H) ericjens@aol.com	PAGOSA SPRINGS (PSO) Jim Carey 970/731-3694 (H) tiger10@centurytel.net
ALAMOSA (ALS)/ SAN LUIS VALLEY Lynn McCullough 719/852-5890 (H) lynn.a.mccullough@gmail. com	<i>FREMONT CNTY/CANON CITY (1V6) - vacant</i>	PUEBLO (PUB) Torry Krutze 719/546-0888 (H) torryk@mindspring.com
BOULDER MUNI (BDU) Phil Ecklund 303/748-9598 pecklund@aol.com	FRONT RANGE (FTG) Bill Totten 303/364-5238 btotten@westernaero.com	RIFLE/GARFIELD (RIL) John Savage 970/625-1395 (H) 970/625-1470 (W) savagejw@msn.com
<i>BURLINGTON / EASTERN COLORADO (ITR) - Vacant</i>	GRANBY (GNB) Mike Jolovich 970/887-2189 (H) 970/887-9225 (W) mjolovich@rkymtnhi.com	ROCKY MTN METRO (BJC) Daril Cinquanta 303/423-9846 (H&W) CQ7014@aol.com
CENTENNIAL (APA) Bob Doubek 303/771-8148 idacrase@4dv.net	GRAND JUNCTION (GJT) Collin Fay 970/254-0444 crfay@coloradoflightcenter. com	SALIDA / CHAFFEE COUNTY (ANK) Patti Arthur 719/539-7050(H&W) parthur@pattiarthur.com
COS SPRINGS (COS) Bob Figgie 719/598-5111 (H) 719/243-2280 (W) travelaire@yahoo.com	<i>GREELEY (GXY)</i> Darrel Dilley 970/590-6426 (C) DLDilley@aol.com	SPRINGFIELD (8V7) John Webb 303/796-7739 (H) 303/946-1874 (cell) n2534x@msn.com
<i>CRAIG/MOFFAT (CAG) -- Vacant</i>	<i>JEFFCO - see Rocky Mtn Metro</i>	STEAMBOAT SPRINGS (SBS) Joe Birkinbine 970/879-9653 (H) 970/879-1636 (W) atpfinancial@springsips.com
CRAWFORD (99V) Rob Duncan 970/921-3400 (H&W) sales@airbase1.com	KREMMLING (20V) Ron Lewark 303/668-3089 (H) 303/668-3093 (W) c185guy@aol.com	TELLURIDE (TEX) John Steel 970/728-6888 (H) 970/728-1300 (W) justice@johnsteellaw.com
DELTA-BLAKE (KAJZ) Scott Morse 970/856-7453 morse@caycee.net	LONGMONT (LMO) Howard Morgan 303/774-1118 (H&C) howiem@comcast.net	<i>WALSBURG (4V1) Vacant</i>
DURANGO/LA PLATA (DRO) Paul Staby 970/259-7577 jpstaby@msn.com	<i>MEEKER / RANGELY (EEO) -Vacant</i>	WRAY (2V5) Lucile Bledsoe 970/332-5143 (H) 970/332-4955 (W) lmbledsoe@plains.net
ERIE (KEIK) Jerry Schofield 303/663-3963 (H) 303/663-3973 (W) jschofld@aol.com	MONTROSE (MTJ) Bill Patterson 970/249-2199 (H) 970/209-1449 (cell) bpatterson@montrose.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

Land of Enchantment Fly-In 2013

Double Eagle II Airport (KAEG), Albuquerque, NM



September 7, 2013

Saturday 8:00 am



***Celebrating the 50th Anniversary
of EAA Chapter 179!***

This Land of Enchantment Fly-In promises to be the best ever!

There'll be fun for kids of all ages!

Static Aircraft Displays, Aircraft Judging, Homebuilder Workshops,
Exhibit Hall, Classic Cars, Great Food, & Aviation Activities for Kids

FREE Admission

Donations Appreciated

Check NOTAMS & www.loefi.org for fly-in info

Contact Will or Edy Taylor: email loefi@loefi.org



HELENA MONTANA FLY IN

June 28–30

Come Join the fun in Helena, MT



Fly to HLN on Friday June 28 to partake in a wonderful weekend of Dining, Hiking, Boating and Exploring

Plan to arrive at HLN by 3pm

Check in at Exec Air (FBO) where a quick refreshment, weekend details and contact info awaits.

Stay downtown where Last Chance Gulch meets Grizzly Gulch at the Helena Holiday Inn. They are holding a block of rooms for us at a special price of \$89.99 Queen or \$99.99 King. (If there is interest, there also could be a camping option, give me a call)

Join us for Happy Hour, a gorgeous sunset and a typical Montana steak dinner at beautiful Canyon Ferry Lake.

On Saturday we will go to Holter Lake and follow the trail of the Lewis & Clark Expedition through the “Gates of the Mountains”. We will ride on a boat as the curtains of rock unfold on our trip through the mountains on the Missouri River. On the trip, or shortly afterward, we will stop for a picnic with a view. www.gatesofthemountains.com

Later Saturday afternoon we will return to Last Chance Gulch where you can either explore the history and shops of Helena or, if feeling energetic, come on a hike up Mt Helena, a mountain in a city park rising right out of downtown (about 1100’ vertical and 3–4 miles roundtrip).

Also located at the base of Mt Helena is the Blackfoot Brewery, where after hiking or shopping we can quench our thirst. www.blackfootriverbrewing.com

After Happy Hour at the brewery there will be time for a quick “freshen up” at the hotel before we head off to dinner at “Lucca’s” on Last Chance Gulch.

Sunday morning breakfast is on your own then out to the airport to launch or stay in town to enjoy the sights of Helena and the wilderness nearby, e.g., Helena Cathedral, Fire Tower and Capitol in town, or hiking and fishing out of town. www.downtownhelena.com
www.lctours.com/tour_train www.crosscurrents.com/Fishing_Reports.html
www.fs.usda.gov/helena/

If that sound good, here are the details:

I have made arrangements and negotiated special pricing for:

- 1) Transportation to and from all events
- 2) Happy Hour and dinner on Friday night at Canyon Ferry
- 3) The Gates of the mountains boat trip and picnic lunch
- 4) Dinner at Lucca’s on Saturday night
- 5) Beer and wine at happy hours & dinners

All the above will cost approximately \$160 per person. The figure might be adjusted slightly depending on attendance.

What’s not included:

- 1) Lodging at the Holiday Inn. They are holding rooms until June 5th for the special rate of \$89.99 queen and \$99.99 king. Rooms are blocked for Friday and Saturday. Some are also blocked for Thursday if you want to come early, and they will extend the same rates for other days if available. Refer to Colorado Pilots and David Ladd when you call.
www.holidayinn.com 406.443.2200
- 2) Any aircraft expenses. Exec Air will discount fuel 10 cents/ gallon and not charge for tie down fees. www.execairmontana.com 406.442.2199
- 3) Midnight toddies, mints on the pillow or a goodnight kiss.

Questions?? David Ladd dladd765@yahoo.com or 303.915.5877

Please fill out and send the following along with a check to the Colorado Pilots Association for \$160 to:

David Ladd
1350 Lawrence St Apt 10c
Denver, CO 80204

Registration deadline is June 5, 2013

Please fill out and send the following along with a check to the Colorado Pilots Association for \$160 to:

David Ladd
1350 Lawrence St Apt 10c
Denver, CO 80204

Name: _____

Address: _____

Phone: _____ email: _____

Emergency contact: _____

Seat to share in your airplane? _____ Looking for a seat? _____

Aircraft make, model & N#: _____