

CPA FLIGHT LINES

Vol 30 Issue 6

June 2013



The RMLSAExpo
isn't only Light
Sport!



www.coloradopilots.org



President's Message

CPA President Mark Brown

3rd Annual Rocky Mountain Light Sport Aircraft Expo

I must say that this event was the best of the three. The weather was about as good as we could ask for considering that the weather in May is very unpredictable. The first Expo was held with cold temperatures and a little snow fall. Expo number two had rain the first day and sunny the second day.

The committee expanded the event this year to include all types of aircraft. We were not disappointed. In addition to a very good turn-out of light sport aircraft manufacturers and a few personally owned light sport aircraft, we had a biplane (I don't remember what type), two Sukhois, two helicopters, a T6, a T28, a P51, an L39, a Colorado State Patrol Cessna 182 and patrol car, and an Ercoupe. That was the first day.

The highlight of the second day was the arrival of two Navy F/A-18's. They did a flyby before landing and they were the hit of the afternoon.

I apologize if I have forgotten any aircraft.

Many children and adults were treated to flying computer simulators provided by Wings Over the Rockies Museum. The children also got to make foam rockets, balsa gliders, and more. We also witnessed tiny remote controlled UAVs—the types that fly like helicopters with multiple rotors.

The seminars were well attended and a hearty thanks to those who presented. Breakfast and lunch was provided by Flight Deck Grill and the food was good. I thank the Expo committee led by Ann Anderson for a superb job. Well done!! I thank all the volunteers who responded to our request for help and did a great job.

The committee is already thinking about the 4th Annual Expo.

Fly Safe!
Mark

[Ed Note: Check the RMLSAExpo website at www.rmlsaexpo.com for a photo journey of the Expo, compliments of Walt Barbo]

Colorado Recreational and BackCountry Aviation News

By Alec Seybold – alec@flycolorado.org

It's been a busy few months for the Colorado Recreational Aviation Committee (CORAC). Our efforts have been focused on identifying new airstrip access and working through the legislative process to promote the Recreational Use Statute (RUS) which will provide additional protection to landowners. We initiated the spring flying season on March 9th with a fly-in at Hooper Sand Dunes Pool. Weather hampered attendance for some aircraft, but overall it was a good turnout. The owners were excited to show off their unique property and look forward to the next event. On the Western Slope, a new Resource Management Plan (RMP) was drafted that specifically defines backcountry airstrips and will help protect these airstrips for future use. Many thanks to Recreational Aviation Foundation Liaison, Patrick Romano, for his tireless negotiations with the BLM to represent aviation interests.

Visit our New Back-Country Airstrip! While researching possibilities for new backcountry airstrips, the committee discovered information about a former guest ranch closed since 2006 and left idle. What caught our interest was the 3400' former runway still recognizable from satellite photos.



After verifying property records, we shared the information with our San Luis Valley liaison, Tom Haefeli, who contacted the current ranch manager. The runway needed attention: dirtwork to finish prior developments, ditches filled, and fences that blocked the runway removed. To our surprise, the ranch manager was willing to make the necessary improvements and allow access to the property. After months of communications, planning, and on-site work parties, we are pleased to announce the reopening of the La Garita Creek Ranch Airstrip to general aviation pilots in the summer of 2013.

La Garita Creek Ranch, elev. 8100', is located in Southern foothills of Colorado's San Juan Mountains and bordered by the Rio Grande National Forest. It was originally built in 1974 with the intention of becoming a resort for hot air ballooning enthusiasts. It continued to operate as a western guest ranch until mid-2000's until the original owner sold it at auction. At its peak, it accom-

modated 32 guests in the 14-room main lodge and included a tennis court, pool facility, dining hall, and bar. In addition, the ranch has numerous cabins nestled within large cottonwood trees on the La Garita creek.



The 3400' long airstrip is considered backcountry due to its mountainous terrain, non-standard runway surface. Prior to selling the ranch, the previous owner began major improvements to level the runway and smooth the surface, but the project was never finished. In preparation for reopening the runway, the committee collaborated with

the landowner and earth moving contractor to restore and finish a 2600' long portion of the runway to good condition and smooth the transition to the existing runway. The remaining 800' is useable, but considerably rougher.

Complementing the ranch, the scenic views from the airstrip showcase some of the country's highest and largest mountain valley, the San Luis Valley. The Sangre de Cristo Mountains dominates the eastern horizon, which hosts stunning sunrises. With the Rio Grande National Forest and BLM bordering the



ranch, a broad range of recreational opportunities are available. Access to fishing, hiking, rock climbing, and horseback trails are available on the property or within short walking/biking distance. The well-known Penitente Canyon Recreation Area known for its world class rock climbing and hiking is nearby. The La Garita Creek gently meanders through the property and provides a mile of trout fishing access along its stream. The Ute and Anasazi Indian tribes used this area

for their summer and hunting camps and their pictographs are visible reminders of their culture.

The re-opening of La Garita Creek Ranch was made possible by the generous agreement of the current landowner and the ranch manager of the property. Substantial time and financial investment was contributed to make it available to the general aviation community. It's important to note that the ranch and the facilities are no longer being operated as a guest ranch and use is allowed only during fly-ins or by permission/request. Camping is permitted on the airfield and cabins are available for rent for a nominal fee. Completion of the Liability Waiver form is required in advance to landing at La Garita Creek Ranch.

For more information on the runway and facilities, please visit

www.flycolorado.org

Interested in visiting this new recreational aviation opportunity? Join us at the first annual La Garita Creek Ranch Fly-in, June 21st -23rd.



Ann Anderson, RMLSAExpo Chair and the F-18 crews that stopped in for lunch. They were on their way to Albuquerque but weather forced an early stop for fuel. They pulled out the charts (yes, they're using paper charts!), looked at Front Range and parked two more warbirds to go along with the WWII birds already on the ramp. We extended a warm Colorado welcome with lunch (thanks Dian!), Expo Tshirts & hats and a tour of all the aircraft on display. After a lengthy pre-flight (an hour to file a flight plan?) they departed on Rwy 8 then on their way to San Diego, but not without a farewell take-off with full afterburners as a thank you.

Colorado Pilots Association Welcomes New Members!

Michael Ruhsenberger
Mike Manzitto
Steve Stratton
Carl Houghton
Richard Stratmeyer
Michael Samp
John Dunbar
Rob Fries
Bryce Verreyen
Brent Meyer

Romona Stuelkrad
Larry Bass
Kevin Smith
Dave Graham
Larry Durner
Nate Cupps
Dominick Ricci
Peggy Sloan
Jeremy Combs

Colorado Pilots Association Renewing Members

Paul Pitkin
Pat Beauchamp
Barry Brooks
Don Dolce
Paula Dillard
John Hirshman
Ed Huber
Marvin Larson
Randy Bailey
Rod Lueck
Greg Fehr
Luke Ingerman
Danny Hanie
Jack Cronin
John Hingst
Michael Straka
Greg Anderson
Keith Griffith
Kevin Condroski
Larry Brown
Tony Pierce
Ronald Burgher

James Flohr
Pat Kelly
Eric Jensen
Collin Fay
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Frank Graves
Ricky Davidson
Linda Davidson
David Ayers
Chuck Spaur
Vern Burke
John Tedder
Roger Carstens
John Good
Chuck Clemen
Frederic O'Neil
James Hafer

Corporate Member
Immaculate Flight
(Jeffrey Essenmacher)

NOTAMS–PIREPS–TFRs–FIRE SEASON

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

EAA asked to cover some costs for AirVenture controllers May 26, 2013 by General Aviation News (GAN) Staff

Even after the Congress enacted legislation that enabled the FAA to fully fund air traffic services, the agency is asking the Experimental Aircraft Association to cover some of the costs for its AirVenture operations, including air traffic controllers' travel, per diems, and overtime, which had traditionally been covered by the FAA.

"This issue is significantly bigger than AirVenture," said EAA Chairman Jack J. Pelton. "We'll have full air traffic staffing and operations at Oshkosh and are well-prepared for our event. Unfortunately this is coming at a great cost to EAA.

"The larger issue, however, is about the unknown and alarming new direction the FAA is taking in charging for an equivalent level of safety that has previously been provided," he continued. "If the FAA asks for reimbursement on certain AirVenture operations for which it has always budgeted, where else could the agency unilaterally impose assessments, fees, and other costs on GA? It's a frightening thought."

EAA and other aviation organizations agree that GA should continue to contribute its fair share to FAA and national airspace operations through the current aviation fuel tax. EAA officials said they will, however, "vigorously oppose efforts to burden aviators with costs for which the FAA already receives funding and has budgeted as part of its stated mission of providing a safe, efficient national airspace system."

Echoing the EAA's comments are officials with the Aircraft Owners and Pilots Association (AOPA), who said this is akin to double taxation.

User fees have again been included in the Obama administration's latest proposed annual budget, and AOPA, along with other GA alphabet groups, are already working to defeat that proposal.

A bipartisan group of 223 members of Congress recently signed a letter to the president opposing such fees. Congress has repeatedly defeated previous user fee proposals.

Colorado Pilots on Facebook

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

One Flight - Two Incidents of FAA Support in our Mountains

**Rob Duncan
N185RA (99V)**

While remaining at 13,500 and about 8 miles east of Dillon, I called Denver Flight Service on 122.0 to give a PIREP on the quiet frequency. I was still at 13,500, westbound, visibility greater than 50 miles, widely scattered with based estimated at 17,000, winds were about 17 knots out of the west. Although I could hear him fine, the FSS operator was only able to get my aircraft type and call sign, and was unable to make sense out of the rest of my PIREP. On his part, he tried two different RCO outlets and kept trying until I had passed well beyond Dillon and he faded away. This is a well-traveled route for GA aircraft, and should not be subject to marginal communications especially as I was above most of the peaks!

About 30 minutes later, I checked in with Aspen approach as I overflowed near the airport, just to get following for the biz-jets that drop out of the sky there plus the controller on duty is also a personal friend. I was handled professionally with just a hint of acknowledging our friendship. I cancelled following when just out of his “official” area and began my descent while passing through McClure pass. Just as I hit 13,000 ft I saw a Mooney at 12:00 and what turned out to be just 400 below me. He picked that moment check in at 12,600 ft and request a practice IFR approach to Aspen, and I was still monitoring the frequency. My Aspen friend later said that the McClure Pass area below 16,000 MSL is indeed blocked from Aspen radar, and no traffic reporting would have been possible. McClure Pass is a common “arrival gate” into Aspen.

So in the space of less than 30 minutes, I was unable to give an informative PIREP to FSS and was then in a non-radar environment with head-on traffic about 20 miles from a busy, towered airport. It just makes you stop and think that only YOU can prevent your own accident. Don’t count on the FAA to provide services, especially as we struggle to fund the FAA into the next year, and not to mention the special needs of our special state. Fly safe.

This Month’s Grins



Lassie, Rin Tin Tin, Toto, Wish-bone and K-9 got nuthin’ on me!

This Month's Scary Event

You may have read about Gabriel Silverstein on the AOPA website or the Atlantic's website

http://www.aopa.org/aircraft/articles/2013/130516pilot-detained-searched-for-mysterious-reasons.html?WT.mc_id=130517epilot&WT.mc_sect=gan

<http://www.theatlantic.com/national/archive/2013/05/annals-of-the-security-state-more-airplane-stories/276018/>

Short version

Mr Silverstein was detailed & his airplane and all contents including luggage was searched without his consent, by armed & uniformed people who did not provide identification. The Atlantic article includes a similar event by Larry Gaines.

And another episode, closer to home at Pueblo

<http://www.aopa.org/aircraft/articles/2010/101021bonanza.html>

Some comments from around the web

Apparently a country that can't afford to staff its Air Traffic Control facilities, let alone maintain its highways and bridges, has an endless amount of money to fund paramilitary police operations in search of marijuana.

"My dad fought a war so this can never happen in America. I will not dishonor my father's memory by giving up what he fought for. No, sir. With all due respect, I will not consent to a search without a proper warrant.

US v. Fuentes, 9th district "Mere refusal to consent to a stop or search does not give rise to reasonable suspicion or probable cause".

[California is in 9th District. Colorado is in 7th]

HSI Special Agents have legal authority to enforce the U.S. Immigration and Nationality Act (Title 8), U.S. Customs Laws (Title 19), along with Titles 5, 6, 12, 18 (Federal Criminal Code and Rules), 21 (drugs), 22, 26, 28, 31 (exclusive jurisdiction over Money and Finance investigations), 46, 49, and 50 (War and National Defense) statutes; giving them the broadest federal law enforcement jurisdiction of any agency.

Maybe an FAA Ramp Check isn't so bad afterall?

Calendar of Events

Always check the CPA website for any changes to the Calendar

** Indicates New or Updated event*

Changed

Aug 24 Mtn Flying Course rescheduled to Sept 7

CPA FlyIns 2013

Jun 13-16	PEA	Pella, IA flying, Bike tour, Cheese Factory, Bridges of Madison County
Jun 28-30	HLN	Cookout on Canyon Ferry Lake
* Jul 20-21	W43	Hulett, WY: Devil's Tower, Open pit coal mine tour
Aug 10	CAG	Lunch at Tin Cup Grill
Aug 24	EMM	Fossil dig!
Sep 6-8	private	Marble Flyin
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

* Jun 1	2V6	Yuma Pioneer Days, pancake breakfast, etc
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 15	KBDU	1940s WWII Era Ball
Jun 22	KLMO	FAA GA Awards Event
Jun 22	KLMO	Longmont Airport Expo 2013
* Jun 28-30	KANK	Salida ArtWalk
July 6	KGNB	EAA 1267 11th Annual Pancake Breakfast
July 13	CO15	Kelly Airpark Annual Pancake Breakfast
* Jul 13	KALS	San Luis Valley Flyin & Airshow
* Jul 20-12	20V	1st Annual Kremmling Flyin
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 31-Sep 1	KSBS	Wild West Air Fest

[continued on the next page]

Sep 7	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
* Sep 28	1V6	Fremont County/Canon City Flyin & Airshow
Nov 9	KBJC	CPA Annual Meeting
Dec 15	PHGC	CPA Holiday Dinner, Park Hill Golf Course

Newsletter Printed by



4120 Brighton Blvd, Suite A21

Denver, CO 80216

Phone: (303) 295-1172

Email: kimcoprepress@qwestoffice.net



Ann Anderson & Joe Thibodeau at the RLSAExpo in front of his award-winning warbird.



FLY MART

For Sale: 2.5 acre residential lot at Meadow Lake Airpark

with paved access to Meadow Lake Airport (KFLY). 10 miles NE of Colorado Springs. From \$115,000.

Contact: Lee at (719)440-5608 or check www.tgpaviation.com

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.

[more next page]



FLY MART

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

T-Hanger for sale at Centennial - Available immediately.
bifold doors, Row 23, TH-7. Large enough for a C-182. Has interior lights and a concrete floor. The price has been lowered again, to \$16,990.
Contact Dick at 303-688-1461(home), 303-570-5861(cell), or
rstienmier@viawest.net

NTSB wants meteorological towers marked May 23, 2013 by Charles Spence (GAN)

After three accidents involving airplanes colliding with meteorological towers, the National Transportation Safety Board has recommended to the Federal Aviation Administration and three other agencies that the towers be marked for additional safety.

NTSB wants the FAA to require all towers to be registered, marked and lighted. The agency also proposed that the FAA create and maintain a publicly accessible data base for the required registration of the towers.

The safety agency proposes the Department of Interior, Department of Defense, and Department of Agriculture, as part of their review and approval of applications to build towers, to provide a copy of the obstruction marking and lighting advisory circulars.

The NTSB also proposes the American Wind Energy Association revise its handbook to clearly indicate the hazards that meteorological towers pose to low-altitude operations and encourage marking them to improve visibility.

Also, the NTSB proposes states, District of Columbia, Puerto Rico, Northern Marina Islands, and the territories of Samoa and Virgin Islands enact legislation requiring that meteorological towers be marked and registered in a directory.

CPA Executive Board

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Mark Brown
president@coloradopilots.org

Vice President

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vp@coloradopilots.org

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303/750-5645
treasurer@coloradopilots.org

Recorder

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

CPA Committee Chairs

Airspace

Walter Bell
303/886-4575
airspace@coloradopilots.org

Back Country &

Recreational Airstrips
Nathan Kurth
recreational@coloradopilots.org

Education

vacant

Flight Safety

vacant

Fly-In Events

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

Legislative Affairs

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

Membership Services

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

Membership

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

Mountain Flying

Bill Standerfer
mtnfly@coloradopilots.org

Newsletter - Editor

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

RM Light Sport Expo

Ann Anderson
lightsport@coloradopilots.org

Website Manager

Steve Callery
webmaster@coloradopilots.org

CPA Liaisons

AOPA

David Ulane
301/695-2094 (W)
970/987-1815 (cell)
david.ulane@aopa.org

Colo. Aeronautical Board (CAB)

Joe Thibodeau
303-320-1250
jt@taxlit.com

Colo Aviation Business Assoc (CABA)

Iver Retrum

Colo. Airport Operators Assoc. (CAOA)

Gary Cyr
970/336-3000 (W)
gcyr@gxy.net

Colo. General Aviation Alliance

Walt Barbo
303/367-0670 (H)
waltbarbo@comcast.net

Colo. Wing CAP

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

EAA

Don Smith
303/524-4344
dhsnth@comcast.net

Silver Wings

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

United States Pilots Assoc. (USPA)

Bruce Hulley
303/344-2843 (H)
303/261-4428 (W)
Hulleyaero@cs.com

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
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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
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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
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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