

CPA FLIGHT LINES

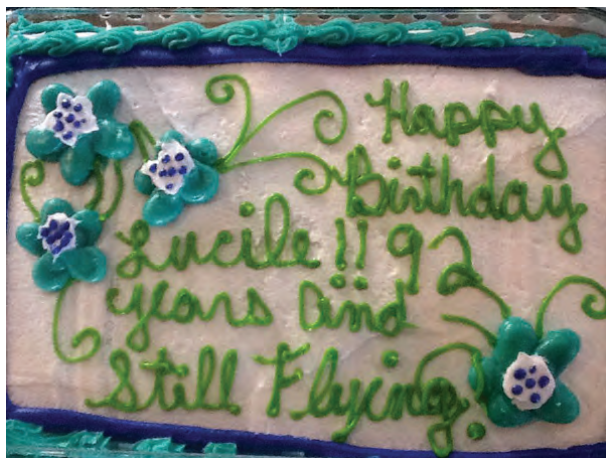
Vol 30 Issue 10

October 2013



Erie Airport

Birthday
Celebrations!



September - the good & the bad.



www.coloradopilots.org



President's Message

CPA President Mark Brown

Thank you to those who have responded to the call for volunteers to fill the vacant positions on the CPA board. Our new Safety Chairman is Matt Rytting and our new Education Chairman is Paul Rupprecht. I am sure that you have seen their photos in the newsletter last month and this month. Their experience in aviation and their enthusiasm will benefit all CPAers. If they call upon you for help, please lend your support. I have found that pilots and aviation enthusiasts are usually willing to help when asked.

The members of the board of directors are people who are easy to work with, really care about the Colorado Pilots Association, and want to help promote aviation in Colorado; and we have fun and laugh a lot at the meetings. I have a saying, 'If I am not having fun at what I do, why bother with it'? I did not want my presidency to be drudgery. It wasn't.

It is hard to believe that my second term as your president is almost over. When I accepted the nomination two years ago, I did not know what to expect. The job can take a lot of time, but since I am still working, I was not always able to put in the time I would have liked. One of the things I wanted to do was to meet more of you, especially those who do not live in the Denver metro area. I hope that we will meet at fly-ins and other events in the future.

As you know, we will have our annual election of officers at the membership meeting on November 2nd. It will be held at the Mt. Evans room at Rocky Mountain Metro Airport. Details will be mailed out to you along with the ballots. That is the only meeting that includes all members, so I hope to see you there.

Fly safe
Mark

AVIATION TRIVIA

Gene Roddenberry, the creator of "Star Trek," would probably agree. Roddenberry, an accomplished pilot, flew B-17s during World War II. After the war he was a pilot for Pan American World Airways. His aviation experience factored into the creation of "Star Trek." In the series, the Starfleet symbol is an inversion of the Lift over Drag/Max glide graph in the Jeppesen Private Pilot textbook, while the symbol for the enemy Klingon Empire bears a striking resemblance to the FAA symbol (insert your own joke here).

CPA Welcomes New Education Chair Paul Rupprecht

Paul has experience in various fields of aviation, including engineering, training, operations, and law.



With his family, Paul moved from Chicago to Denver in 1996 to continue his USAF Reserves service as a C-130 aircraft commander at Peterson AFB and joined United Airlines as an A-320 ground instructor. At UAL, he became an instructor/evaluator in the A-320 Fleet for five years before moving to the mainline as a B-737 first officer.

After furlough from UAL in 2004, Paul returned to engineering and joined Lockheed Martin as an aerospace engineer. While at LM, he matriculated in the evening program at Denver University Sturm College of Law. After graduating in 2010, he entered the fields of aerospace, complex litigation, and insurance defense law, in which he presently practices at the law firm of GODFREY | JOHNSON, P.C., in Englewood, Colorado.

Paul admits to having a passion for aviation and aviation education. Among his aviation affiliations, he is a member of EAA Chapter 301 where he is actively involved in supporting programs such as the EAA Young Eagle Rallies for Boy Scout Aviation Merit Badge achievement. Currently, Paul operates a 1965 Mooney 20C out of the Front Range Airport.

Paul intends to incorporate the education mission into each of the CPA committee missions and throughout the state during his tenure. If you have an interest in joining the education committee, please contact him at your earliest convenience. He may be reached at PaulJRupprecht@aol.com.

Change Your Clocks

Remember, on November 3, 2013 we change our chronometers from "density altitude" to "icing"... :-0

CPA Scholarship Awarded to Richard Ramunno of Eagle, Colorado

Richard appeared at the September CPA board meeting to express his gratitude at having been selected for a grant under our scholarship program and to share with the board his plans and ambitions for a future career in aviation.

A 2013 graduate of Eagle Valley High School in Gypsum, Colorado with honors in math and science related courses, Richard is currently attending Metro State College in its Aviation Technology Program. Perhaps he was destined for a career in aviation. His first word, according to his parents, was the word “fly.” A flight with an instructor at age 12 provided his first opportunity to actually fly an aircraft. From then on he was hooked. It was to be a career in aviation. He was already well on his way before entering Metro. Earlier this year he earned his private pilot certificate, much of the cost for which he paid for from part time work in a landscaping job.



The award to Richard was in the amount of \$2,000 under the CPA Annual Scholarship Program. The program is designed to recognize and assist high school graduates who have demonstrated ability and dedication and who have a strong interest in pursuing an aviation related career.

The scholarships are awarded in support of ground training and academics at one of the three public academic institutions with aviation based programs in the State of Colorado; Metropolitan State University, Aims Community College, and Colorado Northwestern Community College. The program is funded primarily from donations by individual CPA members and revenues derived from the organization's nationally recognized Mountain Flying Ground School.

NOTAMS–PIREPS–TFRs–FLOOD SEASON

A reminder to always check NOTAMS for closures or Flood/VIP TFRs
we never know what's going to happen next!

Free Online Courses Offer Advanced Aviation Education

Mary Grady, AvWeb

If you're interested in airplanes and wish you knew more about aerodynamics -- or air traffic control, space policy, satellite engineering or airline management -- you can study all of those topics and more, for free, at the Massachusetts Institute of Technology, via their OpenCourseware website. Each course features a syllabus, readings, video lectures, and projects that you can complete at your own pace. The courses don't include any instructor support, classroom interaction or certification, so learners must be self-motivated. If you prefer more structure, MIT also offers MOOCs, or massive online open courses, together with Harvard, at the EdX website. These courses run on a schedule and offer active discussion forums, and students can receive a certificate when they complete all the coursework.

<http://ocw.mit.edu/index.htm>

<http://ocw.mit.edu/courses/aeronautics-and-astronautics/>

<https://www.edx.org/>

Upcoming aviation-related courses at EdX include Introduction to Aerodynamics, starting in September, and Flight Vehicle Aerodynamics, starting in January. Students can choose to simply audit the courses, or complete all the homework assignments and exams to earn a Certificate of Mastery. The prerequisites for Intro Aerodynamics include a familiarity with vector calculus, differential equations and control volume analysis, so if you're starting from familiarity with the Pilot's Handbook of Aeronautical Knowledge, it may be tough going -- but there's nothing to lose if you fail, and no limit on how many times you can re-take the course.

Recreational Aviation Foundation awarded AOPA Foundation Grant

The Recreational Aviation Foundation (RAF) was selected to receive one of AOPA Foundation's \$10,000 awards from its "Giving Back" program. The RAF was one of ten charities who "do good work through general aviation, keeping pilots safe and safeguarding the future of GA," according to today's AOPA Foundation announcement.

www.theraf.org

Changes at Div of Aeronautics

TK Gwin named the Division's Grant Program Manager.

The Colorado Division of Aeronautics proudly welcomes Celida Gutierrez as the Division's new Administrative Assistant.

Christine Eldridge was named Automated Weather Observing System (AWOS) Program Administrator.

Established in 2000, the Colorado Mountain AWOS Program strategically placed 12 AWOS systems on mountain passes in Colorado that were vulnerable to weather-related aircraft accidents. The AWOS program has greatly increased the level of safety for pilots flying in Colorado's high country.

Eldridge will be responsible for project management and oversight of the AWOS Program. Current efforts headed by Eldridge is working on a strategy to install additional AWOS units in areas throughout Colorado where accurate weather information is crucial for the pilots who fly in our state.



Larry Brown (CPA member & Jeppesen employee) presents Lucille and Mack with gifts from Jeppesen honoring their many contributions to Colorado aviation.

The Recent Floods?

Not being able to fly for a few days was a trivial inconvenience to the devastation that far too many families experienced. Chris Miser, owner of Falcon UAV, was mapping floods and damage and offered the photos to the Boulder Emergency Operations Center.

<http://www.falcon-uav.com/falcon-uav-news/2013/9/14/-falcon-uav-supports-colorado-flooding-until-grounded-by-fem.html>

This was prior to FEMA overall coordination of the situation. Short version? Stop the flights or be arrested. The claim, that FEMA was shutting down the airspace went viral among many aviation websites. Here's the response from one of the Emergency managers:

"FEMA" is a catchall term. Airspace is being managed via local Air Operations Branch Directors at the area Incident Management Team, who are coordinating through the joint Federal/State Emergency Operations Center, with the Air Ops Branch coordinating with on-site DOT and FAA coordinators.

Airspace management, in turn is being worked by both DOT/FAA and DoD airspace management and safety personnel, because there's a mix of civilian fixed wing and rotor, plus National Guard and active duty rotor operations, plus Civil Air Patrol overhead imagery flights. It's easier to say "FEMA".

They are very protective of the airspace, there's WAY too many aircraft going too many places. They have ingress and egress route, exclusion zones, lanes, etc, to maintain horizontal and vertical separation in a low altitude, nonradar environment. Think the Airventure notam on steroids.

Had Mr. Miser offered his services to FEMA his efforts may have been welcomed and the flights integrated into the overall airspace management. The TFRs were active, and contact information easily available.

Specs on the Falcon UAV:

Speed	25 - 55 mph (22 - 49 knots)		
Altitude	300 - 1500 ft Above Ground Level (AGL)		
Wing Span	96 inches	Length	50 inches
Weight	9.5 lbs		

Ever see the Mythbusters episode where they shot frozen chickens into the front windows of a small GA airplane?

Think birdstrike on steroids.

What's Your Angle?

by Paul J. Rupprecht, Education Committee Chair

Recently, the NTSB and FAA identified that "[l]oss of control is the number one root cause of fatalities in both General and Commercial Aviation." Moreover, the General Aviation Joint Steering Committee (GAJSC) stated that Angle of Attack (AOA) indicators can help pilots detect the critical angle of attack where stall occurs and avoid stalling the aircraft. Even Wolfgang Langewiesche, author of *Stick and Rudder*, "agreed that airplanes should have angle-of-attack indicators to help guide the unwary" as early as 1994. And this past May, FAA Administrator Michael Huerta and leaders in the general aviation community agreed to raise awareness on the importance of basic airmanship in the short term and Administrator Huerta "called on the aviation community to install life-saving equipment," such as "angle of attack indicators," in older airplanes in the long term. Why not install AoA indicators in all aircraft?

The purpose of this series of articles is to provide the general aviation pilot review of the characteristics and importance of angle of attack, the reasons to incorporate the AOA indicator in the pilot's arsenal of instruments, and then, examples of current AOA indicators on the market available to the GA market.

As a review, angle of attack (AOA) is defined as "the acute angle between the chord line of the airfoil and the direction of the relative wind—the direction of air striking the airfoil, which "flows in a direction parallel with and opposite to the direction of flight." Critical angle of attack is defined as the "angle of attack at which a wing stalls regardless of airspeed, flight attitude, or weight." Critical angle of attack occurs when the airfoil reaches an angle of attack that transitions from laminar to turbulent to separation boundary layer flow, which produces high drag and destroy lift. The result of exceeding the wing's critical angle of attack is a stall.

Historically, pilots have been trained on the subject of angle of attack in order to understand wing design and operational capabilities of an aircraft. Although most pilots have been trained to maintain certain design speeds based on the aircraft's configuration, these published stall speeds are based on unaccelerated, 1G load factor, coordinated flight, at a specific weight (typically maximum takeoff weight and maximum landing weight), and at a specific configuration (takeoff or landing). Further, pilots rely on these published speeds while referencing the airspeed indicator as the primary performance instrument to avoid stall. According to the FAA, "speed itself is not a reliable parameter to avoid a stall. Again, an airplane can stall at ANY speed," flight or pitch attitude, or weight.

As stall indicators were under research as far back as 1938, even the National

Advisory Committee for Aeronautics (NACA) identified that reliance on the airspeed indicator for stall avoidance was a dangerous proposition because that "stalling speed varies with wing loading and the air-speed meter therefore is not a reliable stall indicator." NACA explained that "[w]hen the load changes or the airplane undergoes acceleration, as, for example, in turns, the stalling speed increases in proportion to the square root of the load factor." Therefore, the NACA began research on stall warning devices to provide the pilot visual and aural warnings prior to the stall with a margin of safety, such as shown here:



Taking the NACA findings a step further, the design stall airspeeds identified on the airspeed indicator arcs, which provide stall speeds for V_{so} and V_{si} , do not provide airspeed references the pilot may use during load changes or acceleration.

Returning to the current era, the FAA GAJSC stated that:

Angle of Attack is a better parameter to use in avoiding a stall because for any given configuration, the airplane will always stall at the same angle of attack, also known as the critical angle of attack. This stall angle of attack does not change with [airspeed], weight, temperature or density altitude. AOA indicators can help pilots detect this otherwise invisible airfoil [position] and avoid a stall.

In fact, the FAA Handbook now includes the angle of attack indicator as an "other performance instrument."

The NTSB provides the following immediate response to avoid being involved in a stall/spin accident: "At the first indication of a stall, immediately reduce the airplane's angle of attack, an immediate response is crucial to a safe recovery." Chris Shaver, NTSB Investigator, stated, "As an investigator and GA pilot, nothing pains me more than to see pilots, their friends, and their families lose their lives in accidents that are completely preventable. Low altitude stalls are just that—completely preventable."

While I was at EAA AirVenture 2013, I had the distinct pleasure of meeting with two of the leading industry manufacturers of AoA indicators: Alpha Systems and Honeywell/Bendix King. Alpha Systems have several analog and digital AoA indicators that have been on the market for over a decade, while Bendix King



entered the market with its KLR 10 Lift Reserve Indicator this past year. Both sets of systems provide visual and audible indications that are calibrated to the aircraft to provide the pilot a margin of safety before the wing stalls. In fact, the indications will provide the operator the real time dynamic level of the decay in lift as opposed to an airspeed indicator's arbitrary V_{so} or V_{s1} arc indications based on an aircraft's wing design and configuration.

We will continue to explore the history of the angle of attack systems, including the history, benefits, and current AOA indicators on the mar-

ket available to the GA market.

[Ed Note: Photos included with permission of manufacturers, Alpha Systems and Bendix King]

Birthdays!

Over 30 people & lots of airplanes recently flew to Wray to celebrate a number of birthdays. Lucile Bledsoe celebrated her 92nd Birthday and she's still an active CFI! Mack Connelly (91) flew his RV12 from Platte Valley and the Barbo's came from Front Range so Terry's birthday could be included in the festivities.

If you haven't been to Wray lately, it's a great lunch flight. Choose from a selection of new Ford vehicles for the short ride into town. We ate at the 4th & Main cafe - great food & great service!

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AOPA keeps pressure on as CBP moves to keep records secret

September 24, 2013

By Elizabeth A Tennyson

AOPA Website

Customs and Border Protection (CBP) has filed a request to change its record keeping system to remove some air and marine records from public disclosure under the Privacy Act. But AOPA is asking for a 90-day extension to the comment period on the request to give Congress time to investigate recent incidents in which CBP has stopped and searched general aviation flights operating entirely within U.S. borders. The extension also would allow time for interested parties to understand exactly what the record-keeping changes would mean.

In the meantime, members of AOPA's government affairs team are meeting with members of Congress to seek support for ending stops and searches on purely domestic general aviation flights. Although the number of stops has decreased dramatically since AOPA began filing Freedom of Information Act requests, the question remains why CBP was conducting such stops in the first place and whether the agency, which is responsible for border protection, has the authority to conduct such stops on flights that never leave the United States.

In a Sept. 20 letter to the Department of Homeland Security's chief privacy officer, AOPA noted that the sudden request for added secrecy is raising questions in the GA community.

"The timing and nature of this proposal raise additional concerns that require time to investigate and consider," wrote Ken Mead, AOPA executive vice president and general counsel. "More time is needed to fully understand what is being proposed versus what is already in existence, and how the yet-to-be issued NPRM [notice of proposed rulemaking] to exempt the system of records from the privacy act will impact the public, particularly the general aviation community. This is especially true in light of the current scrutiny CBP is under regarding the exact type of surveillance for which an exemption under the privacy act is now being proposed."

The NPRM explaining why some records should be kept secret was not released until Sept. 23 and gave only a vague explanation of the reasons for secrecy, saying that the information "relates to official DHS national security, law enforcement, immigration, and intelligence activities."

AOPA's letter also noted that Congress is looking into CBP's involvement with domestic general aviation, adding that requests have been made for inspector general investigations into CBP's authority to monitor purely domestic GA

activity.

“We will not allow CBP to make an end run around Congress and the GA community,” Mead said in an interview. “We can’t have the agency charged with protecting our borders stopping and searching domestic air traffic without probable cause or reasonable suspicion, and then making the records of those actions secret.”

Congressional General Aviation Caucuses

<http://www.eaa.org/govt/GACaucusMembers.asp>

Scott Tipton, District 3, is the only Colorado member. Why not the others? Why aren't Senators Bennet and Udall members? Why aren't Representatives Polis, Gardner, Lamborn, Coffman and Perlmutter members?

Centennial airport is in Rep Coffman's district 6. Centennial is one of the 5 busiest GA airports in the country.

The following airports are in Rep Polis' district 2 (not a complete list)

Ft Collins (FNL)

Erie (EIK)

Boulder (BDU)

Granby (GNB)

Longmont (LMO)

Kremmling (20V)

The following airports are in Rep Gardner's district 4 (and this isn't the entire list)

Greeley (GXY)

Centennial (APA)

Ft Morgan (FMM)

Limon (LIC)

Akron (AKO)

Wray (2V5)

Kit Carson (ITR)

Yuma (2V6)

Sterling (STK)

Brush (7V5)

Lamar (LAA)

La Junta (LHX)

Eads (9V7)

Springfield

Las Animas (7V9)

Julesburg

Haxtun

Holyoke (HEQ)

According to the 2008 Economic Impact Study by CDOT Div of Aeronautics (not including DIA) Aviation contributes more than \$5.7 Billion to the Colorado economy each year and over 67,000 jobs. Surely these numbers are worth our representatives paying attention to this industry.



That's right. It's a parking ticket under the wipers on an Army Blackhawk that landed for a rescue effort. Parking the wrong way and in a no-parking zone, \$150 fine. Yes, it was a joke. With all the damage during the recent floods, a little humor goes a long way

The area was heavily wooded and the only available landing pad was the road itself. But the Blackhawk pilot probably never thought his helicopter would be ticketed for "facing the wrong way" and "parking in a no parking zone."

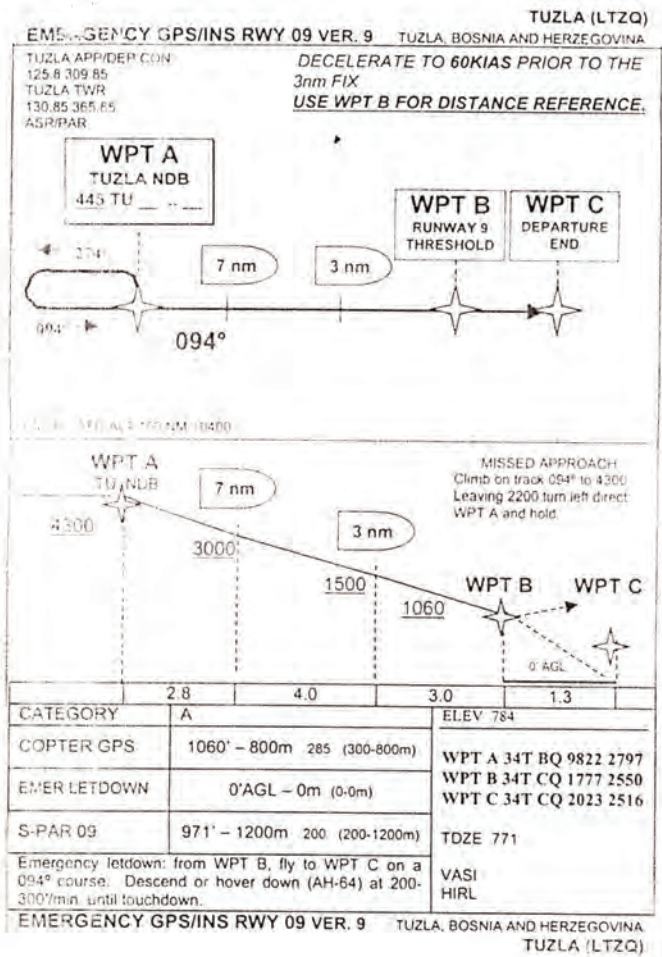
The ticket is meant as a practical joke, as there are no court dates or code sections for the violations. Either way, the helicopter crew likely got a good laugh out of it..

NDBs

by Dave Norman

I made a comment on a thread about NDB's in the student section and came across this looking for a kneeboard and thought some would find it interesting. Although a dinosaur, not long ago it's all I had as an Army Aviator flying Attack Aircraft. Yes we were IFR certified with a single NDB in the aircraft with PAR backup. (Never happen civilian side) For twenty years I took annual Instrument Check rides with a single NDB. Everyone else had multiple instruments but we did not. (AH-1, AH-64A) We did have a Doppler Navigation system but unreliable and primary use was not navigation, but was there to help with firing solutions for the weapons systems through the fire control computer.

This is a Approach Plate circa 1997 for Bosnia. Just for us gun guys. The way-points are from the Doppler which you could update crossing the NDB. Note the approach speed and emergency letdown minimums and instructions...Also Air Force never could seem to keep that NDB running half the time when we might need it in the middle of the night. This area is in a bowl surrounded by mountains. Most of us felt we had about a 50/50 chance if we ever needed to use it. Push the Head, Pull the Tail was about all we needed to know...of course that may be the reason why they had it that way.



Colorado Pilots Association Welcomes New Members!

Mark Caesar
Joe Wood
Hidetaka Murakami
Stephen Olivarez
Monte Weiland
Shawn Raglin
Richard Talley
George 'Jody' Daniels
Charles Rush

David Cole

Corporate Members

Viper Aviation Services LLC
(David Wilmot)
RE/MAX Alliance – Boulder
(James Thomas)

Colorado Pilots Association Renewing Members

Michael Koscielniak
Miles Gray
Dana Haglin (rejoined)
Karen Hitchcock
Joe Nance
Mark Klapperich
Tal Miller
Gary Tobey

Chuck Stout
Scott Flugum
Don Welliever

Calendar of Events

Always check the CPA website for any changes to the Calendar

** Indicates New or Updated event*

CPA FlyIns 2013

Oct 4-6	LRU	White Sands National Monument
Oct 18-20	PGA	Lake Powell Boat the Lake

CPA and Other Events

* Oct 5	KPUB	Weisbrod Museum Flyin
* Oct 12	7CO0	Parkland Chili Cookoff
* Oct 18-20	KPGA	Lake Powell Flyin
* Nov 2	KBJC	CPA Annual Meeting
Dec 15	PHGC	CPA Holiday Dinner, Park Hill Golf Course



FLY MART

For Rent: “T” and Box Hangars at EIK. Reasonable, Month to Month lease. Maximize your flying at Erie. EIK, America’s “Opportunity” airport.

Contact: jschofld@aol.com or Peggy 303 663 3963.

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

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 : 1941 Piper J4E, 2159 TT, 96 SMOH, Cont A-75-8, Ceconite, Clevelands, KY 97A radio, Sigtronics intercom, good glass, Mogas STC, sealed struts, logs since new, annual Dec 12, excellent flyer, Denver CO, \$31.5K

Contact: Jeff 303-722-4311, or biplane@ix.netcom.com

more next page



FLY MART

For Sale: Quarter share ownership on a 2006 Sting Sport! An absolutely beautiful cross-country Light Sport airplane! 100 hp Rotax 912, 1122 hrs hobbs, Dynon D-6 EFIS, Xaon PCAS, GRT Avionics engine monitor, Icom IC-210 comm, Garmin Aera 560, Garmin transponder, M6L Infinity fuel monitor, Garmin GTX ADS-B receiver (weather, traffic), BRS whole plane parachute Partnership: \$15 per hour (dry). Hangered at Erie Air Park in a heated hanger, \$75 per month per partner. One of the partners is an A&P mechanic who does most all the labor at no cost to the partnership (only parts)!

Contact: Brian Garrett brian@garrett.net.

Photos of the plane at <http://www.briangarrett.net/sting4sale.html>

Flyin Planning Meeting

It's that time. Start thinking about places for Colorado Pilots to fly next year. The meeting will be in January (TBD). If you've got a great idea but not sure how to start, contact Bob Kinney.

Annual Meeting

Reminder - the date has been changed to Saturday, November 2 at BJC.

Publication Notice - A Reminder

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:

email: newsletter@coloradopilots.org

Do not send formatted material, send only plain text. If you send formatted articles I'm just going to remove all formatting and both of us will have wasted time.

Photo formats must be either JPG or PNG.

Lesser quality cell phone photos don't reproduce well in the printed version of the newsletter. If you send photos with captions, identify which photo goes with which caption. Provide the file name of the photo, e.g. DSC_0042.jpeg or IMG_1920.jpeg, with the caption.

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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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>WALSENBURG (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	
Decal	\$1 + 0.50 s&h	we can have the CPA logo	
Golf Shirt	\$25 + 4 s&h	embroidered on most jackets.	
Denim shirt - short sleeve	\$25 + 4 s&h	Logo Tshirt	\$13 each,
Denim shirt - long sleeve	\$30 + 4 s&h		\$25 for 2

For information please call Terry Barbo 303-367-0670

Mail your order to the CPA address above

Las Cruces Redux

Hosts: Alex Strickland and Deb Wilcox

Las Cruces Airport (KLRU /485NM)

Friday October 4 - Sunday October 6 2013

Accommodations: Hilton Garden Inn (book your own room)

<http://hiltongardeninn.hilton.com/en/gi/groups/personalized/L/LRULC-GI-PILOTS-20131004/index.jhtml>

Friday night hosted reception/dinner

Saturday - White Sands National Monument, War Eagles Museum, Old Mesilla

Saturday night dinner at the Double Eagle Steak House

Sunday Morning pancake breakfast at airport hosted by local EAA chapter 555

Activities in Las Cruces:
Explore Old Mesilla historic town
www.oldmesilla.org

White Sands National Monument
www.nps.gov/whsa/index.htm

Mesilla/Las Cruces Wineries
www.vivahewmexico.com/nm/wines.south.html

War Eagles Air Museum Located at the Doña Ana County Airport at Santa Teresa, NM
<http://www.war-eagles-air-museum.com>



Las Cruces Fly-in
Sign-up Form

- _____ How many for Friday night dinner (cost included)
_____ How many for day trip to White Sands
_____ How many for War Eagles Museum (Admission \$5.00)
_____ How many for Saturday dinner at Double Eagle (cost of dinner is on your own)
_____ How many for Sunday Pancake breakfast (donation)

Deposit for the trip is \$55.00 per person (This includes minivan rental. If you want your own car, send \$15 for Friday night dinner.)

Name(s) _____
Name(s) _____
Address _____

Phone _____ Email address _____

N # and type _____

Do you need a ride? _____ Can you give a ride? _____

Deadline to sign up is September 15

Special pricing for hotel rooms available until September 4

Send in this form and your check (made payable to the Colorado Pilots Association) to:

Alex Strickland
7490 S Harrison Way
Centennial, Colorado 80122
303-725-8305
alexstrickland737@gmail.com