

CPA FLIGHT LINES

Vol 31 Issue 1

January 2014

Colorado Pilots Association thanks those organizations and companies that support us throughout the year either with services or as flyin destinations. They make it easier for CPA members to enjoy General Aviation.



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President's Message

CPA President

Ann Beardall

I am not a New Year Resolution kind of gal, but I do have a perpetual goal list that gets reviewed and renewed frequently. With the start of 2014 already here, the opportunity to review and update the list is prime. Coming

up this month is the CPA Fly in planning meeting.

To be exact, it is being held January 11th at 1:00 p.m. in the Mt. Evans Room at BJC. One of the big 3 goals for this year is to expand the interactions of our association and to encourage members to invite non-member aviators and those shy and retiring inactive members to our events. The Fly in events of the past years, have taken us to a lot of fun and interesting places, this year should not be an exception. We will be looking for members to suggest, host and plan the events and of course we will offer help and assistance. This past year we experimented with some local hangar potluck parties, which were really fun to attend. I would love to see this expanded and as part of the expansion, adding speakers or short programs from our educational committee for those in attendance. This planning meeting is for ALL members and I encourage you to attend and participate, particularly if there is a spot you would like the group to visit or if you have a hangar where you would be willing to host a potluck.

Another goal for this year is to move as much of our printing to electronic format as is possible. We certainly understand that there are still some who prefer the newsletter in print and we respect and honor that. We will not completely go away from paper, but if you are receiving this newsletter in hard copy and you would be willing or prefer to receive it electronically, please check your settings on the CPA website and help us continue to drive down costs for our association. Also, if you would like to submit an article for publication in the CPA Flight Lines, please send your Word document, unformatted, to Blanche Cohen prior to the 15th of the month.

One more thing that I want to shine a spotlight on this month is the fact that we have some new folks stepping up into positions of leadership within our association. Paul Rupprecht is heading up the education committee and is doing some really great things out in the community. Matt Rytting is heading up Safety and has some great ideas and insight into that area which will prove to be beneficial

to our group. There is still room for more of you to get involved and help us move the association along. In particular I am looking for someone that has experience in setting up events and meetings, as well as someone willing to work with me on pulling a comprehensive calendar together. If you are interested in serving on any of the committees within the association, please don't be shy! Drop me a note or email and we'll get you set up with the right people, or contact the committee chair directly, they are all listed on the CPA website. We'd love to have you!

There is so much to look forward to in this New Year. I wish you all the peace, happiness and smooth flights you can stand. May you take the opportunity to share your love of flight with others and commit to take at least one new person with you to an aviation event this year. May you look for ways to expand your circle of flying friends and may we never forget how blessed we all are to fly the beautiful skies of Colorado!

Ann



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Lifetime Achievement Award to Joe Thibodeau

by Paul Rupprecht

The Colorado Bar Association awarded Joseph H. Thibodeau the James E. Bye Lifetime Achievement Award at the Tax Section Luncheon at the Warwick Hotel in Denver on December 11, 2013.

The James E. Bye Lifetime Achievement Award is awarded to a Colorado tax attorney that has adhered to the highest principles and traditions of the legal profession, and distinguished himself or herself in areas such as the practice of tax law in the State of Colorado, the improvement of the quality of the tax law, legal education, service to the Tax Bar, and community involvement.

Mr. Thibodeau exemplified each element of this distinguished award by practicing as one of the top tax litigators in the Colorado Bar during his forty-two years of practice. As further evidence, Joe has been designated as a Super Lawyer from 2006 to 2013 and



honored in 2012 by Best Lawyers as “*Denver Best Lawyers Litigation and Tax Controversy—Tax Lawyer of the Year.*” Mr. Thibodeau became a *Fellow of the American College of Tax Counsel*, and has been listed since 1987 in **The Best Lawyers in America**, **Who’s Who in Practicing Attorneys**, and Martindale-Hubbell’s **Bar Register of Preeminent Lawyers**. He is also listed in **Who’s Who in Aviation and Aerospace**, a charter member of the **Air and Space Law Forum**, and a member of the **Lawyer -Pilots Bar Association**.

As we know Joe more familiarly as an accomplished pilot (*unlimited division* pilot in the National Air Races in Reno, Nevada; inductee in the Colorado Aviation Hall of Fame), advocate for the general aviation pilot at the Colorado Pilots Association, and Chairperson on the Colorado Aeronautical Board, please reach out and congratulate one of our most ardent advocates of aviation on his phenomenal accomplishment: Congrats Joseph Thibodeau, Esq.!

Mt Werner AWOS has a new phone number - 970-879-7970
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Gadgets: Carbon Monoxide Meter

By Peggy Long

[Ed Note: Altho not officially a member of the Safety committee, Peggy's article is very relevant in winter months when those of us that have heaters in the airplanes use them. In addition to the CO detector she uses, two others that are useful in aviation are listed at the end of the article.

Disclaimer: Colorado Pilots Association does not endorse any device but strongly recommends using a CO monitor and oximeter when appropriate to your flying. The lawyers make us say this.]

Having just studied for the commercial knowledge test I was reminded that carbon monoxide (CO) combines with the red blood cells quicker than oxygen making it dangerous if exhaust is somehow leaking into the aircraft cabin. It is one of the causes of hypoxia.

The lack of sufficient oxygen in the blood is called hypoxia. The symptoms vary over a huge range from headaches, dizziness, disorientation, sleepiness, nausea, and diminished mental acuity. Occasionally while flying I have headaches. I wanted to insure that this was not caused by carbon monoxide poisoning.

Because of the manner in which the heating system in the P210 works there isn't much of an opportunity for carbon monoxide poisoning. In our old C210, B model I kept one of those little cardboard dots near the lower heater vent. These are the ones that are supposed to turn dark when exposed to carbon monoxide. They are good for 90 days but it seems they seldom get replaced. There is also an 18 month version. (Those are the two I found in the Sporty's catalog.) I don't have one in our newer 210.

While searching the Sporty's online catalog I found a hand held carbon monoxide meter. Made in China of course. Buying one for the plane seemed like a smart idea. I wanted assurance that our plane was safe from this colorless, odorless and tasteless gas. I also wanted to test our home and hangar. Although I have a wall unit near my bedroom wouldn't it be interesting to test for carbon monoxide around the gas fireplace, in the furnace room and in the garage? I had recently had gas log installed in a 70 year old vacation home. The chimney has to be closed off to keep all of the heat from escaping. That house needed checking as well.

When this gadget arrived I read the instructions, loaded three AA batteries and tested the air in our hangar because we have gas heat. Zero ppm (parts per million). The next cross country pressurized flight with cabin heat on full showed zero ppm. I tested the furnace room, gas fireplace area and the garage. Zero.

Online research indicated that most of the poisonings that cause death are caused by gasoline powered generators used in enclosed areas and autos running in garages. I decided to do a test with the car. I started the car with the garage door open. As I sat in the car I turned the meter on. It goes through a test cycle when powered up. Again the reading was zero. My plan was to stick the meter into the tailpipe. As I rounded the back fender of the car the meter started beeping and the ppm number was climbing rapidly until an overflow error code displayed indicating that the ppm was higher than the meter could report. I was still about three feet from the tailpipe and standing in the garage door opening. According to the accompanying documentation a value of 1600 ppm carbon monoxide will cause nausea within 20 minutes and death within 2 to 3 hours. I was shocked at how much carbon monoxide was produced in less than two minutes. *[To get an idea of the size, note the ball point pen to the left of the device.]*



All of this testing was simply to reassure myself that the meter worked. It does.

Although a little on the pricy side, about the same as buying a 15 year supply of those 18 month cardboard dots, it gives me the ability to test other areas where there could be some potential danger from carbon dioxide poisoning. It's a neat gadget.

[Note: Peggy also mentioned she purchased an oximeter to measure O2 levels. Prices start at \$30 online and go up to hospital-quality. This one is about \$50 at Walgreens]



Here are two other models. Remember that CO monitoring in a home is very different than in a small, enclosed space such as an airplane. Rate of sampling and warning levels are more critical in the airplane. A monitor designed for a home is not appropriate for the airplane.



Flight to see Vern Foster

By: Drew Chitica, Larry Camden, Carl Williams

Any Colorado pilot who was a CPA member prior to 2010 should recognize Vern Foster's name. Vern was a committed Colorado pilot and is still actively involved in aviation, although to our loss he now resides with family in Oklahoma. He did nothing 'flashy' during his aviation career to garner headlines, any widespread acclaim (save for those who knew of his exploits) nor fame or fortune. But he contributed mightily to aviation in a number of ways; this presentation is meant to acknowledge them publicly and to make those unaware of his lifelong contributions to flying cognizant of his part in this.

In short, Vern fell in love with flying during the dustbowl years of the 1930's when few had two nickels to rub together. While driving a truck throughout the Midwest he saved those nickels for flight lessons; those of us today who ate ramen noodles six nights per week for dinner to save for flying know what that's like. He earned his wings and began teaching flying prior to America entering the conflict which would become WWII. When war was declared shortly after the "Day of Infamy" (7 December 1941 – Pearl Harbor was attacked by the Japanese) Vern was called to service and because of his exacting skills and abilities, he instructed those young men in the art of flying before seeing them off to the worldwide theaters of war.

Post-war found Vern joining what would become United Airlines and the beginning of true trans-continental and trans-oceanic passenger service. His flying with the airlines took a hiatus for some corporate work, but teaching and training were always in his blood; he was invited back to United and spent the rest of his airline career at the Denver training center. One of his many achievements and contributions to the world of airline flying was developing – and obtaining FAA approval for – a pilot training program whereby pilots could be type-rated in specific airplanes through simulator training alone. The first time these pilots actually had their hands on a real-live airplane there were paying customers in the passenger compartment. That was because of Vern's diligence, foresight and attention to detail. Nowadays every airline does this; they do it because of Vern.

Retiring from the airlines found him still thoroughly committed to aviation and the teaching of aviation. He joined the early Colorado Pilots' Association and began contributing his skills there. Those of you who have taken the CPA's Mountain Flying Course may not realize it, but this was conceived by Vern. He headed up the program, developing it into the nationally-acclaimed and venerated course it is today. Those of you who have taken the class and flown in this program owe thanks to him.

And sadly, last June saw Vern "hang up his spurs". He was 96 then (!) and the

main complaint wasn't that he couldn't fly anymore; it was because his knees wouldn't bend enough to allow him into and out of his Luscombe taildragger. He complained to the nurse at his doctors' office that "It's hard getting in and out of airplanes." She told him there were attendants at the airports to assist; he had to remind her that he wasn't talking about airliners; he was talking about his own airplane! She was amazed.



Larry, Vern, Carl, Drew

So a plan was hatched whereby some of us well-acquainted with Vern would fly down to Enid, Oklahoma to visit with him. After a delay or two, on October 17, 2013 Larry Camden, Carl Williams and I boarded my P-210 – the 'Magic Carpet' – and flew to Woodring International Aerodrome just outside of Enid. We asked for and received "Cleared Direct" from Denver Departure and even the USAF controllers out of Vance AFB allowed us straight through their MOA's. It's good to have friends in high places. Landing at Woodring saw a gathering of old friends – okay, long-time friends, we're not that old – with some new old friends Vern had made in the meantime. Lonnie Gillespie took the photos included here and Tom Smith arranged an airport crew car for us – a retired police cruiser. Carl wanted to pull someone over and Larry was anticipating a high-speed chase: I had to hold them both back.

I just pray I'm in half as good shape as Vern is when I'm his age; he was telling stories of some flights and exploits from the 1950's and was naming names, places, airplanes down to the sub-model, leaving us all in awe of his memory.

The next time we do this, we're taking a tape recorder – and LOTS of tape – so we can get these stories down (we'll share them with you). One I will share entailed Vern performing a maintenance flight on an old Lockheed twin early one morning. He took off and motored around seasoning the engine when the sun came up – BAMMO! Instant fog layer covering the entire area! Short on fuel and with nowhere to go, Vern came up with a plan – the “Foster Let-Down”.

He could just make out the tops of the hangars lining the runway; he knew about how far away the runway was from the hangars; he knew the compass alignment of the runway; well, there you have it. He lined that old Lockheed twin with where he figured the runway was, set up a 100 fpm descent into the fog and – at least the way he tells it – landed right in the center of the runway. Now he could see a bit and so taxied back to the hangar, shut down the old girl and sauntered over to the café. “Made it back in, didja?” was the only thing his chief pilot had to say.

It's stories like that which make Vern the true legend he is today; we three that day were privileged to sit at the feet of The Master, in awe, listening to all this and more. What a treat!

Vern, may you have many more years – and Thanks For Everything!

Colorado Pilots and Social Media

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The Ramp Check

Many thanks to the Pilot of America forum

- I don't CARE if you live at the North Pole, you still need a compass deviation card.
- "Where's the STC for these bells?"
- Whoa, cowboy. FAA doesn't have the jurisdiction here. Because the North Pole isn't a land mass, and the nearest populated place is Nunavut, Canada has rightful jurisdiction over the sleigh and its operator.
- While Canada has to deal with airworthiness certification (I'm sure it's experimental) and pilot qualification (unless it's an N-numbered sleigh), the FAA does have jurisdiction for operations in USA airspace.
- An eight engine experimental? OMG!



- "We're from the FAA and we're here to help"
- So, who's leaving Santa a CPAP instead of milk and cookies this year?
- Santa has a BMI WAY over 40.
- If the airman visiting his AME explains that he is afraid of Santa, which box does he check on the MedXpress form that he's Claustrophobic?
- The type certificate says "powered by EIGHT tiny raindeer." If you want to fly this back to the North Pole, we're going to need to see all eight.
- TFR? What TFR?
- I don't see a transponder in here. No presents for anyone inside the Washington ADIZ.

- While 14,657,876,154 landings in one night are impressive, they don't meet the requirements for currency.
 - Flashing red light must be visible from all directions. One light on the nose is unacceptable.
 - "If the pilot of this thing is who I think it is, he's definitely operating over gross."
 - "I know you have a long way to go, but if we hear you've exceeded 250kts under 10,000 you're going to have some explaining to do."
 - "The GPS database appears out of date, just how did you expect to file /G and be legal?"
 - The TCDS do not allow operations on skis
 - Do you have an STC for that 9th reindeer?
 - Rooftops are not designated runways.
 - "Have you complied with 91.103 for all 14,657,876,154 locations you will be landing? I assume this can be verified with a briefer's recording?" Assuming it took 30 seconds per landing point, a briefing would take a total of 2,035 hours and 43 minutes.
 - You didn't file your passenger manifest electronically at least an hour before departing for the U.S. Airspace!"
 - "Have you had any eggnog within the past 8 hours?"
-

MEMBERSHIP ROSTER . . . It's that time again . . .

We will be compiling the 2014 ROSTER in January. If any of your personal data has changed you will need to update it on the Roster on the Website. If you are unable to do so because you don't know your password, then e-mail the change(s) to me and I will input them.

Additionally, should your membership be up for renewal at this time it would be timely to renew so as to insure inclusion in the 2014 ROSTER.

Our goal is to have the ROSTER compiled, printed, and mailed to everyone in March.

Thank you for your help and cooperation in keeping the database as current as possible.

Terry Barbo
Membership Services

New bill would expand driver's license medical

December 11, 2013

By Elizabeth A Tennyson, AOPA

After nearly two years of FAA inaction on the AOPA-EAA third-class medical petition, Congress has taken matters into its own hands, offering up legislation that would vastly expand the number of pilots who could fly without going through the expensive and time-consuming third-class medical certification process. Reps. Todd Rokita (R-Ind.), a member of the House General Aviation Caucus, and GA Caucus Co-Chair Sam Graves (R-Mo.) on Dec. 11 introduced the General Aviation Pilot Protection Act. The legislation, House Resolution 3708, would dramatically expand the parameters for flying under the driver's license medical standard. Rokita and Graves are both AOPA members and active pilots.

"We have waited far too long for the FAA to expand the third-class medical exemption to more pilots and more aircraft," said AOPA President Mark Baker. "Congressmen Rokita and Graves stepped forward to take decisive action in the best interests of general aviation when the FAA refused to act. We appreciate their outstanding leadership on this issue and look forward to seeing this bill move forward."

The General Aviation Pilot Protection Act would allow pilots to use the driver's license medical standard for noncommercial VFR flights in aircraft weighing up to 6,000 pounds with no more than six seats. That includes virtually all single-engine airplanes with six or fewer seats, including Beech Bonanzas, as well as many light twins like the Piper Aztec, Beech Baron 55 and 58, and Cessna 310. By way of comparison, most large SUVs on the roads today weigh more than 6,000 pounds and can carry six to seven passengers, making them larger than the aircraft that would be operated with proof of a valid driver's license under this new bill.

Pilots would be allowed to carry up to five passengers, fly at altitudes below 14,000 feet msl, and fly no faster than 250 knots. The act also would require the FAA to report on the safety consequences of the new rule after five years.

"As a pilot, I am pleased to introduce this important legislation with my colleagues and fellow pilots," said Rokita. "This bill eliminates a duplicative and therefore unnecessary medical certification regulation that drives up costs for pilots and prevents the general aviation industry from fulfilling its economic potential."

"For many recreational pilots, the FAA's third class medical certification process is nothing more than a bureaucratic hoop to jump through," said Graves. "It discourages new pilots and does not truly improve safety. As a pilot, I have gone

through this process several times. However, like all pilots, I am responsible for determining whether I am medically fit to fly during the time between my mandated medical certifications. Expanding the current exemption makes sense and will promote greater recreational aviation activity across the U.S. without an impact on safety.”

In addition to Rokita and Graves, the bill was co-sponsored by Reps. Collin Peterson (D-Minn.), Bill Flores (R-Texas), Richard Hanna (R-N.Y.), and Mike Pompeo (R-Kan.). All four co-sponsors are members of the GA Caucus.

The legislative action comes after the FAA has repeatedly declined to rule on a March 2012 petition filed by AOPA and EAA. That petition asked the FAA to expand the driver’s license medical standard already used by sport pilots for nearly a decade. Under the petition, pilots would be able to operate noncommercial VFR flights in single-engine aircraft with 180 horsepower or less, four or fewer seats, fixed gear, and a maximum of one passenger. To participate, pilots would need a valid driver’s license and would be required to take recurrent safety training to help them accurately assess their fitness to fly.

More than 16,000 overwhelmingly favorable comments were filed during the public comment period on the petition. But despite strong support from the aviation community and solid evidence that the exemption would maintain or improve safety, the FAA failed to act, so AOPA turned to supporters in Congress for help.

FAA will move forward with sleep apnea policy
FAA won’t move forward with sleep apnea policy
FAA wibbly-wobbly about sleep apnea policy

Federal Air Surgeon says agency will not go through rulemaking process
By Elizabeth A Tennyson, AOPA

During a hastily organized webinar held Dec. 12, the Federal Air Surgeon said the FAA will move forward with implementing mandatory screening and testing for obstructive sleep apnea despite opposition from the pilot and aviation medical communities.

The FAA recently announced that it would require aviation medical examiners to calculate body mass index (BMI) for all pilots. Those with a BMI of 40 or greater would have to be screened and, if necessary, treated for obstructive sleep apnea (OSA). The AME may issue a medical certificate at the time of the examination; however, the FAA will follow up with a request for additional evaluations, including a sleep study and evaluation by a board-certified sleep specialist. Pilots who don’t undertake the evaluation within 60 days would face receiving a letter of disqualification. Over time, the FAA would lower the BMI requirement,

compelling more pilots to be screened by a sleep specialist. The FAA currently lists 5,000 pilots with a BMI of 40 or greater and more than 120,000 who qualify as obese with a BMI of 30 or higher.

AOPA, EAA and AMEs have objected to the new testing requirements, saying they force AMEs to venture into predictive medicine, rather than determining the likelihood that a pilot will be medically incapacitated at some point in the duration of the medical certificate. The argument is that such a significant change needs to go through the rulemaking process for public input and the opportunity to explore less intrusive and less costly methods for addressing concerns about sleep disorders.

But during the nearly two-hour webinar, Dr. Fred Tilton, who was joined by Dr. Mark Rosekind of the NTSB and Dr. Mark Ivey, a board-certified sleep specialist, characterized the sleep apnea screening requirements as a “process enhancement” rather than a policy change. ***As a result, Tilton said, the FAA does not need to, and won’t, go through the rulemaking process.*** He added that the policy will be implemented in early January when AMEs will receive formal guidance from the FAA.

While he acknowledged that there have been no fatal GA accidents attributed to sleep apnea, Tilton said the FAA is pursuing this policy because sleep apnea is a serious problem in other modes of transportation and the agency believes many pilots may be flying with undiagnosed sleep disorders.

[Ed Note: In other words, aviation is the guinea pig and the real reason is trucking industry & rail lines. But this is pure conjecture. Right? Read on...]

Earlier this month, the House Transportation and Infrastructure Committee also took action, passing legislation that would require the FAA to go through the rulemaking process before implementing policy changes related to sleep disorders. The measure is now poised for a vote by the full House. Similar legislation affecting sleep disorders and the truck driving industry recently became law.

[How many people drive an 18-wheeler for fun?]

FAA Puts Sleep Policy on Hold by AOPA, EAA, and Everyone Else

Federal Air Surgeon Fred Tilton contacted AOPA Dec. 19 to announce that the FAA will not move ahead with implementing its new sleep apnea policy in January. The policy would have required pilots with a body mass index (BMI) greater than 40 to be tested, and if needed, treated for obstructive sleep apnea. Instead, in the new year, the agency will open discussions with aviation industry

stakeholders to find a way to balance pilots’ and the FAA’s concerns.

That’s a welcomed reversal of the agency’s course just a week ago.

This announcement, however, does not mean the FAA is dropping the issue altogether: The agency reiterated to AOPA that it still has significant concerns about pilots flying with undiagnosed sleep apnea. However, the FAA is willing to work a more palatable solution for pilots.

*[Note: Great comment on the EAA website from a member outside the US
“When you raise hell your bureaucrats flinch; in other places they just shrug.”]*

**Colorado Pilots Association
Welcomes New Members!**

Greg Brown
Martin Johnson
John Smith

Roy Morgan
Phil Lauter

**Colorado Pilots Association
Renewing Members**

John Flavin
Rick Turley
Michael Donnelly
Darrel Dix
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Jack Wilhite
Paul Reader
Bob Liddle
Jorge Rufat-latre
Mike Fox
Harry Calvino
Richard Barclay
Frederick Hollendorfer
James Densmore
James Pigeon



Calendar of Events

Always check the CPA website for any changes to the Calendar

** Indicates New or Updated event*
CPA and Other Events

Jan 11	KBJC	2014 Flyin Planning Meeting
Jun 21	KFTG	Rocky Mountain Aviation Expo (formerly known as the Rocky Mtn Light Sport Aircraft Expo)



FLY MART

For Sale: 1967 PA28-180 Cherokee, TTAF 4149, SMOH 747, STNew 500. Ann. 7/13. All AD's c/w. Many STCs for great high alt. flight and cross country. P&I all 9+ new in 2003. Hangar in Delta CO.. 1-pc. w/s glass \$59,000 OBO.

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For Sale: House/Hangar on Runway at Erie Muncipal Airport.

Home completely remodeled with high-end finishes. 4 bed, 3 bath, 4 car garage. 64'x60' hangar with direct runway access. Private taxiway. FAA maintained airport. Additional office/pilot's quarters offers an additional 2185 sqft of living/working space. Rent hangar space & pilot's quarters for add'l income. HOA \$25/yr

Contact Jason Hurd 303-870-5662. 395 Baron Ct Erie, CO

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

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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



FLY MART

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: 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>

For Sale: Kelly Airpark , Lot 50, 4.44 Acres, Level Lot. Original Ben Kelly Homestead with Barn and Stock Well. Septic System Soils and Foundation Soils done and Electricity at lot. Asking \$75,000 and will entertain all offers.

Contact: Mike Donnelly mdonnellyfirefly@yahoo.com or 719-358-9437

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.

CPA Executive Board

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Back Country &

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