

CPA FLIGHT LINES

Vol 31 Issue 4

April 2014

MEET OUR SWEET NEW



FLEET

*Enjoy a quiet and leisurely flight on Southwest Airlines
Check out pg 15 for more details*



www.coloradopilots.org



President's Message

CPA President

Ann Beardall

! Greetings! What a beautiful time of We just wrapped up the first Colorado Aviation Meet and Greet and the event was an overwhelming success. Before I brief you on the event and the great participants, let me just start with a

huge THANK YOU to the CPA Board for approving the event and the funding to make it happen. An even bigger THANKS to the committee and volunteers that worked so hard to make sure everything was set up, running smoothly and put together just right. They also went above and beyond to make sure that all of our guests had an enjoyable time. The Committee members are Bill Totten, Mark Brown, Lance Barber, Ryan Carlson and Paul Rupprecht, with assists coming from Walt Barbo, Steve Stratton and Walt Bell. So many others pitched in to help set up and clean up and all are certainly appreciated! I would be remiss if I failed to mention how great the Denver Jet Center, Chuck Halderman and his crew were in helping with the set up and shuttling our guests to and from the hangar.

The event was beautifully catered by the Flight Deck Grill, AKA Dian Ren-nick CPA member. The Grill is opening up a new restaurant at the Vance Brand airport on April 19th. I strongly encourage you to make a flight to Vance Brand to try out the Grill as their food is fantastic!

The event venue was another key component to the overall success, being held in Joe Thibodeau's hangars, home to a beautiful P-51 Mustang, The Crusader as well as the equally beautiful the Hawker Sea Fury, both aircraft providing an incredible backdrop for our aviation event. Also on display was a beautiful Extra 330SC aerobatic plane owned and flown by the beautiful and talented Dagmar Kress.

Over 100 people from all areas of aviation and all over the state of Colorado were in attendance. To give you a sample of organizations represented, the following is a short, and by no means complete list of attendees:

Colorado Aviation Historical Society
FNL Pilot Association
Women in Aviation
Take Flight Leadership

Jeppesen
Pueblo Air Museum
Wings over the Rockies
Fremont County Airport
International Jet
EAA 301, 43, 1117, 301
Colorado Aviation Photography Association
AAACO
Aspen Flying Club
SpacePort Colorado
Metro State University
Frontier Airlines
AOPA

The list goes on and on! As you can see from the list a wide range of aviation folks were in attendance and the work of putting together a comprehensive calendar of aviation events in the state got off to a great start. The goal of the event was first and foremost to bring folks together to get to know each other and to start working on using our joint love of aviation along with our talents and resources to further the mission of aviation in Colorado. The benefit of getting everyone together shows in the work done on the calendar, sharing information on available scholarships, connections made and plans for future meetings and the continuation of the Meet and Greet format. We will be working in the coming weeks to put up the information on the CPA website and to begin developing an electronic calendar for all organizations in the state to access and update with events and meetings. The development of the electronic calendar will be done in conjunction with others in the industry and will be hosted apart from the CPA website.

Last but certainly not least, I want to mention the following businesses for contributing door prizes for our event. We wanted to encourage pilots to fly to different airports throughout the state and a number of businesses at those airports gave incentive to do just that. Thank you to the following:

Perfect Landing Restaurant (APA)
Aviator Bar and Grill (FTG)
Barnstormer Restaurant (GXY)
The Spitfire Grill (PUB)
Flight Deck Grill (LMO)
Independence Aviation (APA)
Colorado Pilots Association
Pueblo Weisbrod Aircraft Museum (PUB)
The Pilot Shop (APA)

We will be posting pictures from the event on the CPA website, check it out.
We will be considering the next Meet and Greet in the October/November time frame.

Thanks again to everyone!
Ann

Congratulations, Emily Howell Warner!

The National Aviation Hall of Fame, based in Dayton, Ohio, this week announced that Colorado Chapter member, Emily Howell Warner is one of six aviators who will join its roster of air and space pioneers in 2014. Emily broke the glass ceiling for women pilots and flew for Frontier Airlines in the 1970s.

CPA Member & Former AOPA Regional Rep. Bill Hamilton to be inducted into Oklahoma Journalism Hall of Fame

According to Dr. Terry Clark, the executive director of the Oklahoma Journalism Hall of Fame, William A. Hamilton, Ph.D., will be inducted into the Oklahoma Journalism Hall of Fame during a ceremony on April 24, 2014, at the University of Central Oklahoma in Edmond, Oklahoma. The citation that will be displayed in the Hall, along with a photo of Dr. Hamilton, will read as follows:

"William A. Hamilton, a Pauls Valley native, began his journalism career as a paperboy for The Anadarko Daily News. A Master Parachutist, he served 20 years as an infantry officer, earning the Silver Star, the Distinguished Flying Cross, 20 Air Medals, four Bronze Stars, Army Commendation Medal (V), and the Purple Heart. He served as editor-in-chief of the Lincoln (NE) Capital Times. A syndicated columnist for 25 years, he was a featured commentator for USA Today and has been a guest commentator on the PBS NewsHour and CNN. The author of award-winning articles on military and aviation subjects, he, and his wife, Penny, are the co-authors of four spy novels. He is a member of the Oklahoma Army ROTC Wall of Fame and the Colorado Aviation Hall of Fame."

"To be included in the Hall with such notables as Will Rogers, Paul Harvey, E.K. Gaylord, Frank McGee, James J. Kilpatrick, Bruce Palmer, Douglas Edwards, Don Ferrell, Ed Livermore, Jr., Joe W. McBride, Sr., Wallace Kidd, Joe W. McBride, Jr., Jack Stone, and other writers and broadcasters is, indeed, an honor," said Hamilton. "Four of the previous Oklahoma Journalism Hall of Fame laureates are from my hometown newspaper, The Anadarko Daily News."

Niobrara Cancelled

The Niobrara float trip will not be held this year due to scheduling conflicts in Valentine and other events.

Safety Briefing

Matt Rytting

Last month, our safety article discussed satellite messenger devices and their potential as 406 MHz ELT killers. This month, we explore a different option for summoning rescue when you find yourself in an emergency situation: Personal Locator Beacons (PLBs), also known as personal Emergency Position Indicating Radio Beacons (EPIRBs). These compact, life-saving devices are highly dependable, have very long battery life, are monitored by the COSPAS-SARSAT satellite constellation, and don't require subscriptions like their satellite messenger brethren. Some would argue, "when it comes to buying a unit for saving your life, you buy a PLB." Others see significant cost savings compared to subscription-encumbered alternatives. Either way, for us aviators, it is strongly recommended to carry these in a pocket or attached to a survival vest worn when flying. They are frustratingly impotent when stowed in a flight bag in the back seat of a flaming aircraft from which you've just escaped.

Personal 406 Beacons: ACR ResQLink+ is Tops

August 28, 2012

By Jeff Van West

Reprinted by permission

Even with a 406 MHz ELT, there's a place for a PLB. If all you have is a legacy 121.5 MHz ELT, then something that gets the satellite's attention is a must.

When we last looked at Personal Locator Beacons (PLBs) in 2008, the global satellites were still listening on 121.5 and the cost of a fancy 406 MHz ELT could hit \$4000. Today the only people who might hear your cry for help on 121.5 are CAP patrols or a passing airliner, and 406 MHz ELTs can be had for \$600-\$1400. (See the June 2010 Aviation Consumer for the most recent review of these units.) Is there still a place for PLBs the cockpit? We think so. Not everyone has or wants to upgrade to a 406 MHz ELT. Even if the hardware cost isn't off-putting, the bill for the required rewiring might be. If you end up in the water, the PLB can stay with you even if the plane sinks. If you're in remote territory, you can let the ELT activate on its own and have your own PLB to activate after the ELT battery runs out. It's almost always best to stay with your downed aircraft, but you can easily take the PLB with you if need be. And you can take it on a hike even if you didn't crash.

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NOTAMS–PIREPS–TFRs–FIRE & FLOODS

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

Oshkosh!

Bill Standerfer

Oshkosh. Say that to almost any pilot and visions of an aviation Mecca come to mind. It's formally called AirVenture now, but we all still know it as Oshkosh. If you've been there, you understand. If you haven't been there before, it's hard to comprehend the diversity that is Oshkosh. OSH is also the spirit of innovation, even if it sometimes takes a peculiar form. On Monday of the show last year, I saw a man strap on wings with two jet engines and fly. I also saw a car fly, then land and drive away. Everyone's favorite warbird, the P-51, was there. Well, actually, several rows of P-51s were there and they flew regularly.

One of my favorite times is Sunday morning when the exodus begins. I like to sit next to runway 18R/36L and watch the departures. You might see a yellow Monocoupe take off with a beautiful red cabin Waco right behind it. Panchito, the shiny B-25, gets towed out to the warbirds ramp while Flabob's (EAA chapter #1) DC-3 is getting ready to fire up for the trip back to Southern California. You're likely to see everything from a B-29 to a C-17 or F/A-18 taking off. Of course, just about every homebuilt and production type will be there, too.



If you need a trip back in time, you can get a ride on the EAA Ford Trimotor or B-17. I've flown in the Trimotor a couple of times and it gives you a sense of what flying was like in the '30s. Motoring across the Wisconsin countryside at a thousand feet and about a hundred miles an hour, windows down so you can feel the breeze, the three Prattis pulling

the airplane along at a leisurly pace is an experience not to be passed up.

Our first trip to OSH was in 1988. Back then, the entrance to the show was close to a half mile farther east than it is now. The entrance to the flight line was

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the Brown Arch and you had to have a wrist band, or whatever they were using back then, to get in.

Today, the vendor area is huge by comparison to 25 years ago. Four big hangars now shield the vendors and their customers from the rain and sun. The major airframe manufacturers have taken the display of their latest models to the next level, some with fresh sod and manicured flower beds. I wonder what the Cirrus display costs the company to set up.

One of the great parts of the show is the variety of workshops and forums. You can learn about almost anything in aviation from the experts. You might even hear Burt or Dick Rutan talk about their history or where they're going next. I've had the privilege to give several forums on mountain flying over the years to encourage pilots to get some training before venturing into our Rockies, and advertize CPA and our course.

If you are going to AirVenture this year, please join me and about 400 other people on Tuesday, July 29, at 11:30 AM for another presentation.

So, if you've never been, I recommend you find a way to get there at least once. This year will be my 13th trip and I can't wait. There's something for everyone who has an interest in any type of flying. See you there!

Arrowhead Stadium Flyover Chiefs vs Raiders, Oct 2013

OK, so they aren't the Broncos. Or the Rockies. But Colorado was very well represented last fall as two Colorado 99s were involved with the world record attempt of formation flying over a football stadium. Stephanie Wells and CPA member Gretchen Jahn were in their RV along with 48 others flying over the Kansas City Arrowhead Stadium.

The Guinness Book of World Records will be confirming this amazing feat. Watch the video at:

<http://www.youtube.com/watch?v=VImNBuJW3sQ>

Pueblo Weisbrod Aircraft Museum June 13,14,15

Pueblo Museum is sponsoring a major event at the museum on the airport (KPUB) titled PUEBLO AIR BLITZ. In cooperation with CAF and others. Static displays on the flight line. Some dramatic aerial displays, lots of family fun events in the hangars. Open cockpits. Main events Saturday and Sunday. Fly-ins (pilots and passengers) free.

TAOS FLY-IN

May 31-June 1

Discover the beauty, the culture, the people that make Taos and Northern New Mexico the Land of Enchantment. Seated on the high-desert mesa at the foot of the Sangre de Cristo Mountains, Taos is rich with art and steeped in history. Known for its diverse outdoor offerings, Taos is also known for its funky town square packed full of history, art galleries and Hispanic and American Indian culture.

We will float the Orilla Verde area in the Rio Grande Gorge located within the newly established Rio Grande Del Norte National Monument on Saturday afternoon. The elevation along the river is 6,100 feet and the steep canyon rises 800 feet from the river to the Gorge rim. Gentle waters with occasional small rapids flow through Orilla Verde, providing an ideal setting for many recreational activities. Because of the dramatic changes in elevation and the diversity of plant life, Orilla Verde draws many species of animals, including raptors (such as eagles and hawks), songbirds, waterfowl, beaver, cougar, ringtail, mule deer, and more. The Rio Grande also has attracted humans since prehistoric times. Evidence of ancient peoples is found throughout the Recreation Area in the form of petroglyphs on the rocks and many other types of archaeological sites.

If you decide to fly in on Friday, a great option for Saturday morning would be The Enchanted Circle, an 86 mile drive through gorgeous mountain peaks and valleys. This Enchanted Circle links the towns of Taos, Questa, Red River, Eagle Nest, Angel Fire and back to Taos. Enjoy the beauty and serenity of Bobcat Pass or the lakes around Eagle Nest or Angel Fire.

Or there are many other free things to do and see on your trip.

- Rio Grande Gorge Bridge – This steel deck arch bridge spans one of New Mexico's most scenic vistas. Located about 10 miles northwest of Taos, the famous bridge sits high above New Mexico's mini Grand Canyon
- San Francisco De Asis – Just 4 miles south of Taos, sits what is arguably one of the most-painted and photographed churches in the world. Built between 1772 and 1816, the Spanish mission structure is synonymous with New Mexico and made famous by painter Georgia O'Keeffe.
- Arroyo Seco – This village is 7 miles east of Taos on the road to the ski valley. On warm days, you might find local potters working on their wheels along the main street.
- Earthship Community – Just a little more than a mile up the road from the gorge is Tres Piedras, home to a colony of self-sustaining homes that look like spaceships embedded in the scenic landscape.
- Mabel Dodge Luhan Houses – Walk through the home of the unofficial founder of Taos' artistic and intellectual community. A salon hostess married to

a Taos Pueblo Indian, Mabel moved to Taos in 1919 and is credited with luring writers and artists to the Land of Enchantment.



The fly-in officially starts on Saturday morning when we arrive at the Taos Airport (KSKX), only 191 nm southwest of KAPA, pick up rental cars at the airport and enjoy a leisurely lunch in Taos. Then we are off for a float trip on the Rio Grande River. We return to Taos for Happy Hour poolside at Taos' newest hotel, Hampton Inn. New

Mexican and American cuisine will be enjoyed by all for dinner. Sunday morning, we return the rental vans to the airport and fly home, back over the river gorge that we floated the day before.



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CPA Member Joe Birkinbine

by John Russell

It doesn't matter if Joe Birkinbine is guiding a flight student down the runway at the Steamboat Springs Airport or helping a client make a financial decision in ATP Financial Services downtown office. He never forgets what's at stake.

"I never forget what they are trusting me with," Joe said. "It doesn't matter if I have a student getting into a plane with me for the first time, or someone asking me for advice about investing money for retirement, setting up a life insurance policy or saving for their children's education. They are trusting me with their life."

Joe is the owner and operator of Steamboat Flight Academy at the Steamboat Springs Airport near where he lives, but he spends his days working as an Investment Executive at ATP Financial Services, which he also owns. The similarities between his day job, and his time in the air are not lost on Joe.

"As a financial advisor, I help my clients achieve financial success, safely, by using a comprehensive approach," he said. "As a flight instructor I help my clients achieve aviation success, safely, by using a comprehensive approach." His approach includes earning his clients, and students trust, by making sound recommendations and by working with his clients, and students, to achieve realistic and obtainable goals.

Joe's passion for flight took off at the end of his freshman year in college at Bemidji State University in Minnesota when he decided to take a ground school night class to fulfill a general education requirement. Not only did Joe pass the class, but also his instructor recommended that he take a private flight lesson. "I think my first lesson I was about 80 percent terrified and 20 percent having fun," Joe recalls. "But my instructor encouraged me to come back for another lesson."

After the second flight Joe admits that he was only 70 percent terrified, but he kept coming back. Joe developed a financially sound plan for reaching his goals as a pilot. He was able to save some money thanks to his job as a resident assistant at his college. Then he was able to take advantage of an aviation program offered by Minnesota's governor at the time. It paid for pilots to earn their license to help promote general aviation at local airports.

Eventually Joe flew solo, and he went on to earn his own pilot's certificate. Joe has continued to fly over the years and in 1988 opened the Steamboat Flight Academy, where he has helped more than 90 students earn their own pilot's certificates.

In that time Joe has also continued to expand his own credentials, and has found ways to mix his life as a financial advisor with his love of teaching people to fly. Joe earned his Master CFI certification from Master Instructors, LLC in May of 2010 and renewed it in May of 2013.

Joe recently completed an FAA accredited program that included more than 1,000 hours of flight, to do initial training in Wright Aviation's single engine turbo prop TBM aircraft. He's made the most of the certification often meeting pilots at one airport, and after completing a cross-country flight while training pilots. In all he has trained 16 different pilots on the technically advanced aircraft including one flight where he met his students in Connecticut and finished the lesson in California.

Joe said the plane is challenging because of its horsepower, which makes it capable of flying at 300 mph and reaching a ceiling of 30,000 feet. Joe enjoys having his head in the clouds, he's amassed more than 8,000 hours as a pilot, but he spends his days on the ground making sound financial decisions with ATP Financial Services. He takes the same approach to helping people make sound financial decisions based on their long-term goals.

But even as Joe looks over IRA plans, life insurance policies and the markets his love of flying is never far away. It can be found in his company's logo and name, in the photographs that line the walls of his office, and in his life-long passion for flying. Things he never takes for granted.

THE STORY

Jim Wark

The Scene

May 16, 1991, near Elk Mountain, WY, returning from a photo assignment in Montana. On top @ 13,500' with clouds to the ground. Engine quits due to carb heat door breaking loose from its hinges.

The Prologue

An hour earlier I had tried an I-80 scud run and encountered clouds-to-the-ground a few miles east of Rawlins. Flew back west to clear sky and climbed to "VFR on-top" @ 13,500'. The Sky above was so dark blue you could almost see stars and there was nothing between me and my KPUB home except a good tailwind.

The Real Deal

When the music stops the first thought is disbelief, then it's, "OK, I can fix this". Well, everything in the bag of tricks was tried to no avail – at which point the blood drains to your socks. Mayday call made (and answered) to Rawlins

FSS (yes, there used to be one). No GPS then, so position was estimated. Prop to high pitch and minimum descent rate glide established (500fpm). I knew I should be near 11,500' Elk Mountain and expected clouds to the ground. There was not the least feeling of panic, but when I entered the brilliant white, flat cloud tops at about 12,000' I remember taking a long, hard look at the dark blue sky above, wondering if it might be my last.

The Descent

I recall imagining a heading that would take me away from the highest terrain which I think was "hold 150". As the descent progressed I was busy trying to establish some kind of VOR fix and was getting unwanted advice "have you tried..." from another airplane and moral support from Rawlins Radio. With these activities taking some of my attention every time I checked the heading it had wandered 20 to 30 degrees. I was then cussing both myself and the Husky and slamming the ship back to 150. Eventually Rawlins radio contact was lost and I began looking for rocks to appear in the windshield. Finally after fifteen minutes (estimated later) the view began to darken, a scene instrument pilots know means the ground is coming up!

The View

The ceiling was at best 500' – more like 300'. Visibility was good and I could see I-80 in the distance too far away to reach. Seen off the right wing was a dirt road, but with wire poles way too close to make it useable. To the left was a very rough and muddy dirt road with no poles. Thinking, "This will be ugly, but I'll live to tell about it", I started the turn to final.

The Miracle!

In the words of Ernest K. Gann "Here a fool found salvation."* As the turn was begun (maybe 150') there appeared from nowhere a perfectly straight, paved county road. First thought - died and gone to heaven? If it had been an ILS approach it would have been the best one I had ever made. With the high deck angle the road had been obscured by the nose until the turn was made. A lone car passed beneath (never stopped) and an uneventful landing was made. That evening, reflecting on the experience, I had the overwhelming feeling that the 7000' descent through the clouds had taken "seconds" and that time had "stopped" when I broke out. Proving again Einstein's theory that all time is relative. Every one of those uncommanded off-heading moves my Husky made had put me in a "one in a many-million" position. It would not be the last time.

* Fate is the Hunter - Valhalla

The Fix

In about ten minutes a sheriff's car showed up "Looking for a downed airplane - must be you". There was no place to push off the road but the officer said there was a county work area about 1/2 mile away. That was a very long push, so I de-

cided to try a start. To my amazement, chagrin and embarrassment it started - but when the throttle was advanced to any real power it abruptly (thank God!) quit. There was, however, enough power to make a slow taxi to the parking area. By the time we got there a light had shown on the problem. I removed the air filter, reached in and removed the loose flat-plate carb air door, which under power or airspeed was sucked (or rammed) up to block any carb inlet air.

The Steak

After determining that the Husky was again "airworthy" and was secured, the officer drove me into the town of Elk Mountain (pop. 172) and delivered me to the care of a lovely English lady at the somewhat foreboding Elk Mountain Lodge. I was the only guest and after inserting me in her best room she made a phone available so I could call FAA. I gave them the only report that was needed and got the OK to "ferry" the ship home for proper repairs (an AD was shortly issued). I was then taken to the inn's meat cooler where the English lady sliced the absolute best 2" cut of prime aged beefsteak that ever was.

Epilogue

Ten years later, on a road trip with Judy, I turned off the Interstate to relive the experience with my wife. It was a cold, wet day, just like 1991, and the Lodge looked deserted and even more haunted, but the door was ajar and upon a call the English lady appeared, now in her 80s or maybe 90s, but still lovely. Said she, "Yes, I know who you are and I was thinking about you this morning - it was a day just like this". The inn was closed and there were no steaks. We visited for a short while and then parted with a fond, tearful embrace.

Photos (aka, verification)

<http://www.airphotona.com/image.asp?imageid=8709> The scene
<http://www.airphotona.com/image.asp?imageid=3402> The Ship
<http://www.airphotona.com/image.asp?imageid=9700> The Room
<http://www.airphotona.com/image.asp?imageid=8707> The location
<http://www.airphotona.com/image.asp?imageid=13482> The Lodge

At one point someone checked the incident in the FAA record and it said "weather not a factor". This was a shocker until I realized that it was not a factor. Notwithstanding that there was no wx reporting station within 50 miles, weather did not cause the engine failure and the outcome was just as it would have been under CAVU. In a day-later conversation with the Rawlins FSS guy, he told me that about an hour after my emergency a Bonanza had an IMC engine failure over RWL, descended through the clouds, broke out over the field at 1500', but crashed anyway. Indeed, Fate is the Hunter, and it seems she kept looking.

Remember, FLIGHTLINES is online in full color the first of the month.

Calendar of Events

Always check the CPA website for any changes to the Calendar

** Indicates New or Updated event*

CPA Flyins

Apr 26	EIK	Potluck Lunch: Drive/Fly
May 17	FTG	Potluck Lunch: Drive/Fly
May 31-Jun 1	SKX	Taos & river float the Rio Grande.
July 18-20	KSIT	Annual Amelia Earhart Festival
Aug 15-17	BYG	Old west town & nearby Bighorn Mountains
Aug 23	DDC	Boot Hill & museum, the Gunfighters Wax Museum.
Sep 19-21	UO7	Lake Powell from houseboat(s) & speedboat(s)

Pending CPA Flying

Details & Dates TBD

GJT	Help us put the Grand Junction airport back on the GA map. Enjoy a potluck lunch and tour the Commemorative Air Force's facilities & aircraft with our own private tour.
LRU	Last year we were weathered out. This year will be perfect weather. What a great destination!
EEO	Help the great folks in Meeker, CO inaugurate their newly upgraded airport.
APA	Centennial Airport Potluck Lunch: Drive/Fly

CPA and Other Events

May 17	FTG	CPA Potluck Lunch
May 28	AFF	USAF Thunderbirds at Academy Graduation Viewing area accessible from I-25
Jun 7	BJC	CPA Mtn/High Altitude Airport Ground School
* Jun13-15	PUB	Pueblo Air Blitz - Weisbrod Museum
* Jun 14	CO12	VanAire Open House for CPA members & Guests
Jun 14	BDU	1940s WWII Era Ball
Jun 21	FTG	Rocky Mountain Aviation Expo (formerly known as the Rocky Mtn Light Sport Aircraft Expo)
Jul 5	GNB	Pancake Breakfast
Jul 19	CO15	Kelly Airpark Pancake Breakfast
Jul 28-Aug3	OSH	Airventure 2014
* Aug 9-10	COS	Pikes Peak Regional Air Show
Sep 6	BJC	CPA Mtn/High Altitude Airport Ground School
Sep 20	FTG	Colorado Air Classic & Flyin CANCELLED
Nov 8	BJC	CPA Annual Meeting
Dec 14	Park Hill GC	CPA Holiday Dinner

April Fools!
Time for a few grins

Kargo Kids

www.youtube.com/watch?v=M4SkoJy3D0M

www.ausbt.com.au/this-year-s-best-april-fools-day-pranks-by-airlines

www.flightglobal.com/blogs/flight-international/2011/04/a-roundup-of-how-airlines-cele/

www.airlinereporter.com/2012/04/a-run-down-of-airlines-and-their-april-fools-jokes/

**Colorado Pilots Association
Welcomes New Members!**

David Finamore

Stuart Myers

Kirk Saville

Jamie Kirkland

Lance Barber

Roy Space

Jim McKinstry

Laurence Campbell

James Hays

Rob Bender

**Colorado Pilots Association
Renewing Members**

Gail Terry

Robert Sumner

Mel Callen

Carl Gross

Barry Roberts

Eric Heczko

Carl Keil

Paul Hinton

Jim Berry

Donald Hopkins

Rick Craddock

Michael Diehl

Jeffrey Cain

Michael Bond

Paul Staby

Richard Hahn

Graham Heinbach

Ed Huber

Jim Custis

Bryan Johnson

Penny Hamilton

Bill Hamilton



FLY MART

For Sale: 10.4 acre lot for development. Erie, Colorado. KEIK “America’s Opportunity Airport.” 300’ to concrete runway. Taxiways on three sides. Utilities. Fee Simple Property, NO lease, you own! Reasonable.

Contact: Jerry or Peggy Schofield, Tri County Hangars & Storage. 303 663 3963 / jschofld@aol.com

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.

Contact: Blhartell@ymail.com or (970) 640-7287.for pics & contact

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

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,



FLY MART

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: 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). Currently Hangered at Erie Air Park in a heated hanger, \$82,000 o.b.o.

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

Newsletter Printed by



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Denver, CO 80216

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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

Floating the Rio Grande

Taos Flyin

May 31-June 1

Float through the basalt rock canyon of the lower Rio Grande into the lush, peaceful Orilla Verde State Park. This relaxing 2-3 hour float is perfect for adults seeking a relaxed, scenic voyage. There are spots along this section of the river that are suitable for swimming.



Arrive Taos Airport (KSKX), only 191 nm southwest of KAPA, by 10am. Pick up rental cars at the airport and enjoy a lunch in beautiful Taos, New Mexico. Then we are off for a float trip through the new (2013) Rio Grande National Monument.

Registration \$65 which includes Float trip, refreshments and Rental Vans.

Call Hampton Inn Taos (575-737-5700) for reservations **before May 15**. After May 15, the room block will be released. Group name is Colorado Pilots Association for special rate of \$109/night.

Happy hour poolside at our hotel at 5pm. BYOB and a snack to share. Dinner is at 6pm at Rancho Plaza Grill. New Mexican and American cuisine served. Individual checks for dinner. After a complimentary hotel breakfast, we will return vans to the airport and fly home, back over the river gorge that we floated the day before.

Registration Form: Must be received by May 23, 2014

Registration \$65/person; includes float trip, rental van and gas. Registration non-refundable due to Float trip/rafting company non-refundable policy.

Name(s) _____

Address _____

Email _____

Plane type & N# _____ Cell phone # _____

Emergency Contact/Phone _____

Do you have a seat to share in your plane _____ Are you in need of a ride _____

Please make out check to CPA. Mail form & check: Jan McKenzie, 332 N. Shores, Windsor, CO 80550