

CPA FLIGHT LINES



Vol 32 Issue 2

February 2015

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REGIONAL AIRPORT


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FrontRange

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Where are you going this year?



www.coloradopilots.org



President's Message

CPA President

Ann Beardall

Welcome to February, the "heart" month!

Seems like a great month to get out and do what you love! It is also the month where we place all our confidence in an unlikely burrowing critter to determine whether we will start to

see signs of springtime in the Rockies or whether we will be buried in another 6 weeks of winter. My guess is that we still have a few more weeks of winter, but who am I to say?

I've been thinking a lot about a couple of things these past few weeks that tie together the message I want to leave with you this month. The messages all center on the word, "service". I am constantly amazed at the number of folks who have been quietly giving of their time and talents for years to keep CPA running and to make sure that we are a viable organization. If it weren't for the commitment and volunteerism of these folks, the things we all enjoy, i.e. the website, newsletter, membership, fly ins, educational programs and many other benefits would not exist. It seems like the same folks just keep showing up to make things happen. My message to each of you is simply this; if we want to continue to grow our organization and provide programs and events, then it is time to heed the call to action, it is time for new folks to step up and take ownership of our organization. We need to decide as an organization if we want to just be a social flight club or something more. As we teeter near the 800 member mark month after month, we really need to decide who we are and if that is enough or if we want to be more.

From experience I can tell you that it does take some time, depending on how and where you serve in the organization. Everyone seems to comment that our membership is aging and that we need to bring in an infusion of younger aviators and pilots, I couldn't agree more. Young folks are busy getting educated and finding jobs and living life. A suggestion to them is that this organization is a wealth of knowledge, contacts and experience. Great connections happen at our events, great people show up and are willing to mentor and introduce people to other people, it is a resource that is rich and should be used. Our more "experienced" folks have been there, done that. To them I would say it's time to give back a little bit. Share your experience and leadership with us. Most importantly, share your stories and the things you have learned along the way. Share a

part of you with the rest of us. And for those of us in-betweeners, give the time that you can, make this one of your priorities, enjoy being young enough to still get out there and get it done and old enough to have experience and contacts to contribute. We are in real need of folks willing and able to lead as well as folks who are foot soldiers and willing to help. I've made notes of those of you who have let me know you would like to be involved and believe me, your time is coming!

Our Board of Directors meets the first Monday of each month [unless it's a holiday, then the following Monday] (minutes are posted on the website) at 6:30 p.m. at the Denver Jet Center (KAPA). The meeting is open to members and you are invited to attend. This is a great place to find out what is going on in Colorado aviation as well as making connections and possibly volunteering to fill vacancies within the CPA committees. This past month we lay to rest one of our CPA Past President's, Bruce Hulley. He was a great man and contributed many hours towards the growth and leadership of our organization. He was an excellent example of giving service. Bruce will be missed and we wish him blue skies and tailwinds on his journey west.

Fly safely out there.

Ann

"Learning From Recent Accidents and Incidents at Erie Municipal Airport"
What lessons can we learn from studying accidents and incidents at Erie?
Friday, February 6, 2015 at 18:00
Erie Community Center
450 Powers Street
Erie, CO 80516

Erie is no different from many small non-towered airports: we have a diverse mixture of aircraft and pilots using the airport each day, from the lightest "ultra-lights" to balloons, helicopters and small jets. Much of the activity is training, and these varied experience levels challenge each of us to operate safely around the airport. Occasionally, we have an incident or accident, just like any busy airport or highway, and our intention for this gathering is to look carefully at several of these events, to draw the lessons from each. Your host, Michael Maya Charles, is a resident at the Erie Airport, a dual-rated ATP-CFII with over 23,000 hours of flying experience, and a FAAST Team Member for the DEN FSDO.

To view further details and registration information for this seminar, click here:

http://www.faaafety.gov/SPANS/event_details.aspx?eid=60028

A Fellow Pilot “Went West”

By: Drew Chittea, DPE

I heard that a fellow pilot “Went West” recently. To the uninformed, “Went West” is an old aviation phrase dating back to the First World War (1914 – 1918, the centenary of which is occurring right now, btw) meaning that particular individual has passed from this life. Recently there have been a number of these; Norm Meyer and George Meschko immediately come to mind. Norm and George both had lives in aviation that in later years were lauded and applauded for what they did – oftentimes merely being acknowledged that “I was just doing my job...or my duty.”

The fellow pilot who went west happened to be born at a time when national service was not required, so there was no glory to be had there. He entered a field of endeavor whereby many of the youth of the day passed through his presence and ministrations and moved on, at best never giving what he did for them another thought. At worst, because he was not an engaging personality, pedantic, never very flexible in viewpoint and, quite frankly very boring to listen to; his efforts and contributions were marginalized, treated with disdain and/or outright disrespect.



And yet, he was a pilot for many years – finally being acknowledged as contributor to aviation within and without Colorado a few years ago when he was accorded the “Master Pilot” honor of 50 years in aviation. He served as our Colorado Pilots’ Association president in years past and contributed to the viability of the Colorado Wing of the Civil Air Patrol in his own inimitable way. Some may grudgingly agree, many may take issue, but he was present and put out effort month in and month out for years; something not a lot of other people could truthfully say of themselves or their commitments.

His personality would put people off, he was not polished in any meaning of the word, he felt his ideas always had more value than those of others and thus did he live, exist is a more accurate word, mostly for flying and aviation, no matter what others thought of him. And there is some doubt that he was aware exactly as to how other people viewed him; if he knew, he didn't care. He was doing what he thought was right for aviation in and for Colorado.

Many who knew him and who dealt with him may remark on his passing and then he will be forgotten. His name may come up in conversations years from now: "Remember that guy – what was his name – who always began his speeches at the board meetings with "Back when I was president...?" And he may be remembered by some of the old timers, but that's all who would.

The shame of it all is; this may be his only eulogy.

I remember... Bruce Hulley. Rest in Peace.

Colorado Division of Aeronautics Shahn Sederberg

Online copies of the 2015-2016 Colorado Airport Directory are NOW AVAILABLE FOR DOWNLOAD! Free hard copies of the latest Colorado Airport Directory will be available February 15th, 2015. For now, download a copy onto your mobile device! Enjoy!

https://www.codot.gov/programs/aeronautics/PDF_Files/AirportDirectory/2015_2016COArptDir.pdf

Newsletter Printed by



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Phone: (303) 295-1172

Email: kimcoprepress@qwestoffice.net

ADS-B & Colorado Pilots Association

Docket: FAA-2014-1061

Walt Bell

Airspace Committee Chairman

As many of you know Mark Kolber moved to North Carolina several years ago. He has made an acquaintanceship with John Collins who is fairly well known around the cyber world as a knowledgeable source about the FAA's ADS-B program. John is a pilot CFI and CFII and has been providing accurate information about the technical aspects of the ADS-B to readers of the AOPA Web Board, Pilots of America Web Board and BeechTalk for several years. John has recently sent the FAA a Petition for Rulemaking to modify the current ADS-B mandate. The proposal is requesting a change to the rules to allow aircraft NOT equipped with ADS-B Out to continue to operate under Class B airspace so long as they stay below 10,000' MSL. In practical terms it would allow pilots to operate as they do today using mode C to move into and out of airports under the Class B without the need to equip with ADS-B. John is anxious for favorable comments to be made on his proposal which is posted at

<http://www.regulations.gov/#!documentDetail;D=FAA-2014-1061-0001>

Read his entire proposal, then make comments on that site. I do not know the closing date for comments but the proposal became official in the middle of December 2014.

I personally feel that he has a good proposal and that supporting it would be in the best interest of General Aviation. It would relieve some owners of the necessity of buying and installing equipment and I do not believe it would compromise safety. I will still be equipping my airplane with ADS-B stuff at some point before 2020 as will many others. When I do, I will be able to track the non equipped aircraft near Class B because the FAA will be broadcasting all the radar targets to my ADS-B In. The biggest advantage to the users will be relief from a crunch date which is shaping up to look like a real mess. Most everyone including myself are holding off to see what else is coming to market and the radio shops only have the ability to install so much each year. This proposal would allow us to look at new equipment arrivals without the pressure to meet a date certain. I understand the FAA wants a high level of participation so it can continue to implement nexgen. The fly in ointment has been the slow pace of product certification. This relatively small change in the rules that John is proposing will really help to get implementation without crisis.

2015 ROSTER

Terry Barbo

Membership Services & Circulation Manage

We will be bulk mailing the 2015 Roster to all members early February. To do so efficiently and correctly I need your help.

It is IMPERATIVE that I have your CORRECT mailing address in the database. Should the envelope with your Roster be returned, CPA will have to pay FIRST CLASS POSTAGE for it which will amount to well over THREE DOLLARS as the package will weight several ounces. Needless to say, I WILL NOT BE ENTHUSIASTIC about re-mailing it to you by spending another THREE DOLLARS plus. I trust you understand this scenario. If you want one, you will have to come and get it from me in Aurora, or arrange a pick up someplace.

So, the moral of the story is, if the CPA website database does not have your current USPS mailing address YOU need to login and update your info right away. In order to do this in the database you need: your current e-mail address in the system and YOU need to know your password!!! If you don't know your password, you need to get it from me by e-mail only (answering machine not always clear and I'm half deaf).

Your help in this regard is very much needed no later than FEBRUARY 1st.

Thank you all for helping keep our expenses as low as possible, not to mention my sanity.

TBarbo@comcast.net

Nexrad, iPad and a Request By Bill Marvel

This Christmas we decided to fly our RV-8A from Grand Junction to Venice, FL to spend a balmy holiday in warm weather with relatives. Like many of you, I have ForeFlight running on my iPad but also have a Stratus 2 ADS-B receiver for weather. With my wife Marti in the back seat and her iPad receiving the same info, we had a back up of every chart we needed plus a second set of eyeballs looking at mother nature's offerings.

The trip down was pretty uneventful after a two day delay here due to forecast ice and high tops through east TX and OK. Suspicious of Ft. Worth center being the controlling agency for my needed approach into Ardmore, OK I queried the controller if I could expect vectors to final. He had to look it up and then advised their radar did not allow that and to expect a clearance to the LOM and then pilot nav for the procedure turn and course reversal. That heads up gave

me plenty of time to prepare for the non radar arrival but would have been a rush had I not asked early.

During the remainder of the trip down and back we spent about three hours in the clouds and made three more instrument approaches. But the thrust of this article has to do with the iPad and Nexrad. This trip was the first I have made in real weather with that system up and running and I wanted to pass on what I learned.

Our last leg was from Crestview in the FL panhandle to Venice. Crestview weather was 500 overcast but warm temperatures aloft prevailed all the way to clear Venice. After landing and refueling I filed for 7000 but had been watching the iPad as a sigmet developed over the past couple of hours in the Gulf north and west of my destination. Large blotches of red and yellow radar returns continued to occur over water but only green and a little yellow was moving on shore. Additionally, near Tallahassee a narrow line of green and yellow had been on and off again for some time.

I am keenly aware that Nexrad is delayed weather so what you fly into may be different from what you saw on the last radar update. As I progressed and watched the Tallahassee line I noted it really wasn't changing much but had more yellow blocks farther east on my filed route. (Unlike on the internet where there are smooth radar contours, Nexrad via ADS-B appears as little squares of color.) I asked center for a reroute to a different fix to take me through a better area nearby, having concluded with this slow development it would be unlikely to change much as I approached the weather. What was utterly uncanny was the accuracy of the weather portrayed. As soon as we reached the first block of light green, rain began to hit the canopy. As we flew into a darker shade of green it intensified a little but the ride in the clouds was smooth. We entered only a light block of yellow and again the rain increased but the ride was good. We left the area and rain diminished as the color changed from yellow to dark green to light green. And that experience led me to a conclusion. With Nexrad you can watch weather develop a long time before you reach it, so pay attention to what it is doing. If it is moving rapidly and creating red and yellow blocks all over the map, beware. But if it is moving slowly and you see only green and a little yellow, changing little, you are most likely in for a good, if wet, ride through that area.

As we approached Tampa with the sigmet still off shore to the west, approach controllers routed me and several airliners further east to another fix, noting the weather was starting to move faster eastward. Imagine my surprise at this because based on Nexrad I was only moments away from asking the controller

for rerouting over that very same fix! As we turned to the new heading for the deviation we broke out of one cloud and saw a very dark sky ahead. Marti and I talked about it on intercom but agreed that between what approach saw and what we viewed on Nexrad we'd fly into it. Dark yes, but also a good ride as the green and yellow in that area had been quite steady for some time. To the west it was a different story with several airliners descending from higher altitude reporting ice and one advising he had no problem but had been hit by lightning. This gave me a lot of faith in Nexrad, as long as most of the weather was green and a little yellow and most important, not changing much over time.

While I could regale you with the next week of beach walking, 80 degree temps, a wonderful lobster dinner and more, I won't because we still had to get back! Notable on the return trip was a wide area of green weather (80 miles) that had been across the southeast for the past two days. We had refueled in Crestview on the way back and were heading for southern AR with the line between us. Everything on the ground was IFR and low IFR so we kept track of airports with ILSs. Because the weather portrayed was all light and darker green and had been for some time, I anticipated the same result as we had on the way down and that is exactly what happened. Eventually we elected to bypass our original destination and continued on to Texarkana with a localizer back course arrival. Once again Nexrad had delivered information I really needed to know and it helped immensely.

The last part of the title is the word Request and that resulted from the next leg. The following day we landed in Weatherford, OK and discovered a perfect fly-in location that I have already passed on to Bob Kinney. The museum right at the airport is Smithsonian quality and dedicated to favorite son astronaut Tom Stafford and his aircraft and space exploits including a trip to the moon. But I also discovered a flat tire that had to be repaired and that resulted in an overnight stay. Here comes the request part... Ice was forecast the next morning between Weatherford and Pueblo, CO, which I would overfly on the way to Grand Junction. There were no pilot reports on tops or ice so we waited for something to come in. We would have gone up to take a look ourselves but they only have GPS approaches and I don't have an approach capable GPS. Center minimum instrument altitude was 2000 feet above the airport and the ceiling was 1000. In short, if I had to come back I couldn't land and the nearest ILS was a ways off. For want of a tops report we were stranded but took a few hours to tour the museum and that alone was worth the stay.

So the request is this – on every flight please give flight service a pilot report, especially if you know tops as that information is not available accurately anywhere else. In the more remote areas a tops report when ice is possible is the difference between going safely and pushing one's luck. The next day bases

were at 2500 so I filed and took a shot at it. After passing through the first layer we picked up a trace of rime and were between layers as we continued climbing to our 10,000 foot filed altitude. At 8800 we broke out into completely clear skies with 100 miles visibility. It was likely the same the prior day but because I did not know the tops and bases at the airport were too low, we stayed grounded. I gave flight service a pilot report on tops and bases of both layers, a spot wind report, OAT (went from -11C on the ground to +1 at 10,000) and the comment that the tops were flat from horizon to horizon. That would have been very helpful information to someone in the same area.

So do try to give tops and bases reports on every flight. Someone else doing that may save your day on a future trip.

You are NOT bothering ATC
by Bryan (6 Papa Charlie)

In March, I attended a tour of Ft. Worth Center. I just saw a post where someone thought they were putting ATC out by talking to them.

At any rate, there may be some experts that want to change some of this but I did the tour and this was my takeaway. What I learned not only busted a few myths but has change my flying moving forward.

Thoughts I had prior to this tour:

1. I am annoying them requesting Flight following
2. They don't really want to deal with me, it is just a courtesy
3. I should only request it if my flight is longer than X miles
4. I can't get flight following unless I am going from point A to Point B meaning they can't assist while I am just practicing
5. This is a few people in a tower and I am increasing their workload

I will address why ALL of those are wrong but first, what is Flight Following? Or more importantly Who are *They*? If I am leaving my field, I can call center frequency and if they are not busy, they will help. So who are "*They*"?

Closest one to me is Ft. Worth Center. It's a building about 5 miles south of DFW. When you walk in, it looks like a movie set, something out of CSI or a submarine movie. It's dark. They work with the lights off and there's rows and rows of computers like you wouldn't believe. I don't care where you work. Your company server room has nothing on these guys.

Along with these machines are rows and rows of stations consisting of several screens at each station there are between 1 and 3 people working. Each station is responsible for a specific chunk of airspace for a specific altitude.

So how many people are watching this section of airspace for us? 350! (this will vary from location to location, but WAY more resources than I ever imagined)

The Fort Worth Air Route Traffic Control Center (ZFW) is a typical ARTCC. The Center has approximately 350 controllers. The airspace is broken up into 42 sections with 1 to 3 people watching each section for enroute traffic and more watching for weather and other aviation related tasks.

There are 18 low altitude sectors.

There are 7 Intermediate Altitude Sectors.

There are 16 High Altitude Sectors

There is 1 Ultra High Altitude Sector

Many people monitor each of these sectors. This is for enroute traffic advisories, and there's an additional group focused on weather, military, refueling ops, and just about any other activity along the aviation spectrum. It is a lot of people watching out for us.



Myths busted:

I AM ANNOYING THEM REQUESTING FLIGHT FOLLOWING.

Guess what? Even if we're not talking to them, we're already on their radar screen. They're dealing with us whether we get flight following or not. The problem is that if we DON'T talk to them, they know very little about us. It's more annoying for us to be on their radar and they not know who we are then it is to see us on the radar and have all of our info.

Without FF they see:

random airplane, squawking 1200, altitude, climbing/descending.

With FF, they have tail number, altitude, airspeed, origin, destination, aircraft type, and time to hand off. If you provide your intended heading, that will appear to and they can anticipate where you'll be at a given point in time. If we file a flight plan, there's even more info for them

They also have this ability to click a button that shows where all planes will be in 1, 2, 5, and 8 minutes to detect possible collisions given current direction and rate of flight.

So to Item # 1 we are not annoying them, we are helping because they know our intentions, and what our aircraft is capable of.

THEY DON'T REALLY WANT TO DEAL WITH ME, IT IS JUST A COURTESY

Wrong. They would rather be talking to us than not. And they don't like to use the word Courtesy because they stated they are not "doing us a favor" but rather "we are all using the system to benefit one another."

If there is an emergency and they need to free up people, the VFR Flight Following pilots may be terminated so resources can be shifted but they are not sitting there thinking "Oh crap, I have to deal with this VFR traffic *sigh*"

It is the opposite, they are thinking "Crap, this guy is not talking to us and I don't know what he is planning. I wish he would contact us"

The gentleman leading the tour said he can't count the times there is an audible sigh in the room when 2 VFR planes are on a collision course with one another and not talking to ATC and they just watch and hold their breath until they see the planes come out the other side of one another. They alluded to the fact that they have seen some not end well.

I SHOULD ONLY REQUEST FF IF MY FLIGHT IS LONGER THAN X MILES

Wrong. There is no minimum flight distance that warrants flight following more than another. Per Ft. Worth ATC: "Unless you are staying in the pattern, please call us up and get flight following." I always used this mythical number I pulled out of the air of 50 miles. If it was less than 50, I wouldn't bother ATC. They said there is no such minimum flight distance. "You are on the radar, so tell us who you are and where you are going."

I CAN'T GET FLIGHT FOLLOWING UNLESS I AM GOING FROM POINT A TO POINT B.

THEY CAN'T ASSIST WHILE I AM PRACTICING MANEUVERS.

Wrong. If we are out maneuvering / practicing, etc, we are just as entitled to usage of the ATC system as the Boeing 757 headed across the U.S However the phrasing is slightly different. Instead of saying: "Request Flight Following" Say: "Request Traffic Advisories"

When finished, let them know we are returning to the airport and once we have the field in sight, request radar service termination or they will terminate.

THERE ARE A FEW PEOPLE IN A TOWER AND I AM INCREASING THEIR WORKLOAD

Wrong. There's a HUGE number of people ready to help us fly safely. We are not making their job more difficult, or putting them out in any way by requesting flight following.

I just wanted to pass this along in case there were others like me that thought FF was a burden or it should only be used for certain trips based on time or distance, etc. They said not to do that.

I think it is the equivalent of saying "well this is just a small mine field so I don't need my metal detector"

If you don't want to use it because you don't want to, that is fine but if you don't want to use it because you think somehow your mission isn't important, long, or far enough, phooey! call em up. If you don't want to use it because you feel like you are stressing out their work load, call em up. If they are overstressed and can't handle it, they will deny. After that tour, I will be calling center upon departing the pattern moving forward because anytime I hadn't got FF it was due to apprehension based on the above concerns.

Hope this helps at least a little for any other students or new pilots that have misconceptions about getting flight following.

[Ed Note: Bryan & his wife are frequent posters on pilotsofamerica.com. Just as those of us in the Denver area "live" under Class B, so does Bryan. This was his first exposure to an en-route facility. FF is something all of us should consider (unless IFR) in the very busy airspace along the Front Range.]

Colorado Pilots Association Renewing Members

Larry Merkowitz
Aaron Schomberg
Steven Tautz
Jeff Cain, MD
James Greer
Fred Hollendorfer
Raymond Watts
Kirk Samuelson
Jason Hurd
Jerry Schofield
Robert Van Dalsem
Dick Murray
Lance Barber
Howard Morgan
Peggy Long
Gregory Cox
Raymond Watts

Brent McGibbon
Bill Griffith
Richard Hawley
Tony Garrett
Patrick Rhodes
Eric Berg
Charles Fox
H. J. "Jay" Ledbetter
Keith Lammey
Thomas Linn
Bart Whitehouse

CORPORATE MEMBERS

Backcountry Aviation, LLC
Patrick Romano
Exective Flight Training, LLC
Larry Camden)

Colorado Pilots Association Welcomes New Members!

Rob Fries
William Snodgrass
Darren McGregor
Robert Tyler Martineau

Just for Fun

Declassified USAF UFO Files

www.cnn.com/2015/01/20/us/feat-air-force-ufo-project-blue-book/index.html

<http://projectbluebook.theblackvault.com/>

Calendar of Events

Always check the CPA website for any changes to the Calendar

** Indicates New or Updated event*

CPA Flyins

Apr 24-26	GNT	FSS & Airway Beacon Museum, With CO Aviation History Assoc
May 29-31	MKC	National Airline Museum
Jun 13	FTG	Pot Luck Luncheon
Jun 26-28	GUC	Raft trip, hiking & Music Festival
Jul 11	GNB	EAA Breakfast & Airport Dedication
Jul 30-Aug2	PLK	Branson, MO
Aug 15-16	RCA	Ellsworth AFB & the Thunderbirds
Aug 28-30	TEX	Telluride - hiking, 4 wheeling, ghost towns, etc.
Sep 19-20	6V4	Wall Drug & the Badlands
Sep 26-27	69V	Utah Back Country invites CPA to a flyin
Oct 2-4	LRU	White Sands Natl Monument, War Eagles Museum

Schedule or Location TBD

Jun TBD CPA Rocky Mountain Aviation Expo

Sept Weatherford, OK Visit the marvelous Tom Stafford Museum and help this famous astronaut celebrate his 85th birthday. Watch for the date later in the year.

Contact: Brian Garrett 303-532-8787 brian@garrett.net

Three Backcountry trips with Colorado Recreation Assoc, two to LaGarita and one to Gunnison River Farms. More details later in the year.

Contact: www.flycolorado.org

CPA and Other Events

Feb 6-8	AEG	New Mexico Pilots Assoc Hypoxia Training
Jun 6	BJC	CPA Mountain Flying Ground School
Jun 20	CO15	Kelly AirPark Annual Breakfast
Jul 26-30	OSH	Airventure 2015
Aug 29	BJC	CPA Mountain Flying Ground School
Aug 29	AEG	NM Land of Enchantment Flyin
Sep 26	COS	AOPA Regional Flyin
Oct 22-24	CGZ	Copperstate Flyin



- ★ If you currently hold a pilots' certificate, or held one in the past, or would like to hold one in the future, then this book is for you.
- ★ Stories, fables, whoppers, there-I-was escapades, flying anecdotes, reports, narratives, have all been collected & presented here for edification, enjoyment & education.
- ★ With almost each chronicle presented herein is also included some relevant iota of "brain-food" a pilot needs at hand to make -and keep- flying & aviation the inherently safe endeavor it is today.

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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.



FLY MART

AIR PARK HOME AND HANGAR \$525,000 GREAT BUY Home and hangar located in Van Aire Subdivision, Brighton, CO. 3,000 finished sq. ft., 4 bedrooms, 3 baths, energy efficient windows & doors, natural gas hot water heat, nearly new boiler and newer hot water heater, all appliances are stainless steel including side by side refrig/freezer, stove, dishwasher and microwave, trash compactor, washer and dryer.. Hangar is 45' X 45', electric bifold door, new 10'X8' auto door, heated, 220 power & water. New steel walk-in door. Steel siding, fascia & soffit on both, 0 maint

Prospective purchaser must be a licensed pilot.

Contact Chester V. Phelps, Jr. - CV AVIATION, Owner

Telephone: 303-910-6524 . 303-659-6944

FOR SALE: KPUB Hangar 51 X 75 freestanding hangar with 3 separate 46 X 14 bi-fold doors, each with its own apron to a separate taxiway. All steel construction with full insulation. City ground lease presently \$68 per month. Priced for quick sale at \$98,500.

Contact Frank Krutzke, email torryk@mindspring.com or cell 719-250-0437. Additional Photos: <http://tamphoto.zenfolio.com/p79077228>

FOR SALE: Sonera2 Project. I'm moving out of Colorado, and have my Sonera2 project up for sale. It is about 75% complete but haven't worked on it for years. The wings are 98% complete and the fuselage is on the mains. Includes wheel pants, wing tips, engine cowling, an oversize fuel tank, some instruments, and even a spare engine.

Contact: Ed Lawrence WA5SWD Cell 970-481-4491 Home 970-568-4400

FOR SALE: Selling my house at Parkland Estates. (7CO0) See info at www.parklandestatesairpark.org

Contact: Keith 303 324 4823

FOR SALE: 1977 Skyhawk P II. \$85,000. 2800 TT. 100 SMOH by Western Skyways, 400 Prop, Isham STC 210 Hp, IO 360 KB, 2- KX 170 B, ADF, DME, Audio Panel, new interior in 2012, good paint, Wheel Pants, Horton STOL kit, Gap Seals, Insight G4 - 6 cyl EGT. New brakes, rotors, tires, and fairings, NDH, KAPA.

Contact: Carl 303-884-5884 or Carlmatt@aol.com

CPA Executive Board

Elected Officers

President
Anne Beardall
president@coloradopilots.org

Vice President
Gregory Green
vp@coloradopilots.org

Treasurer
Cindy Jewell
303/750-5645
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