

CPA FLIGHT LINES

Vol 33 Issue 1

January 2016

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. Arapahoe T-Hangars Association, Jill @ jetCenter Denver, Robert Olislager and the APA Operations staff made the September Meet & Greet CPA's event of the year! Also a huge Thank you to Dagmar Kress for catering. Joe Thibodeau for the use of his hangars (KAPA) and Legacy Air (KBJC Spring). Go Rentals for the shuttle vans and Metro State for the volunteer drivers.



jetCenters
of Colorado



**Federal Aviation
Administration**



www.coloradopilots.org



President's Message

CPA President

Gary Tobey

Glad my prediction was not correct – yet.

I sadly predicted that a drone would take down a manned aircraft in calendar year 2015. At this writing, that has not occurred and I am delighted to have been wrong. But,

LOOK OUT! Another 500,000 were predicted to be sold over the 2015 Holiday Season.

The FAA is finally getting in the act. You may have noticed on December 14, 2015, the FAA put out its notice that most drone owners must register their aircraft by February 19, 2016. Let's encourage registration of the aircraft and education of all pilots of drones or unmanned aircraft systems ("UAS").

With the help of all CPA members, the next year for CPA will be another great one for the organization. Do you have a brilliant or even above-average idea of how CPA can give better value to Colorado pilots? The Board and I are listening.

Vice President Bill Totten is revitalizing the airport (or maybe area) representative program to better listen to the pilots at all Colorado airports. Please let him hear your suggestions for how the area reps and CPA can better serve the pilots and all citizens of Colorado.

We will celebrate the rich history of this and other vital organizations in the coming months. We will cooperate with AOPA, EAA, RAF (Recreational Air Foundation), 99s, Shades of Blue, Civil Air Patrol (celebrating its 75th Anniversary on December 1, 2016), and many other groups that promote the romance and practicality of flying. We'll help and be helped by other state pilot associations in the surrounding states.

Plan Ahead. Plan to Fly. Make the CPA Fly-In events better than ever this year. Help Bob Kinney plan at the Happy Hour – 2016 Fly-In Planning Event, 3:00 p.m. on January 9, 2016 at Nighthawk Brewery, 2780 Industrial Lane, Broomfield CO 80020. Plan right now to choose one or several destinations for your fly-in activity in 2016 once they are scheduled.

Colorado Pilots Association takes an interest in 2016 legislation. Here in Colo-

rado, CPA and others will work to open Colorado waters to seaplanes. We can't let Colorado remain the only state in the nation that prohibits seaplanes. Stand by to show your legislators your support.

At the federal level, the full Senate passed the Pilots' Bill of Rights 2 in the middle of December. It now goes to the House for consideration. Encourage your Congressperson to cosponsor and support. The bill goes a long way toward preserving and enhancing our unique freedom to fly in the USA without undue regulation and restriction. If passed, among other things, it will simplify medical exams tremendously.

Fly – and wear- the CPA Wings! Check out Lands' End business outfitters for goodies marked with our famous wings in the Colorado Pilots Association Store in this Flight Lines.

2016 ROSTER . . . It's that time again
To update your Personal Information . . . if necessary.

We will be compiling the 2016 ROSTER this month. If your personal information has changed in any respect NOW is the time to make those changes. You may do so on the Website database as long as we have your correct e-mail address in the system AND you know your password. If you don't know your password, please contact me for it. You may also e-mail me any changes and I will input them for you (TBarbo@comcast.net).

Additionally, should your membership be currently up for renewal it would be timely to renew it so you are sure to be included in the ROSTER.

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

Terry Barbo
Membership Services &
Circulation Manager, CPA FLIGHT LINES

Founder of Mayo Aviation flies west

Gwendolyn Lee Olson Mayo, founder of Mayo Aviation, a Part 135 charter operator and 36-year partner with Flight for Life Colorado, in Centennial Airport in Denver, Colorado, passed away Nov. 20.

Mayo was inducted into the Colorado Aviation Hall of Fame; served as the first female chairperson of the National Air Transportation Association (NATA); and received NATA's William A. "Bill" Ong Memorial Award and the National Business Aviation Association's Silk Scarf Award.

FAA Items of Note

Appeals court rules FAA can shut down flight-sharing websites

December 21, 2015 by General Aviation News Staff 4 Comments

WASHINGTON, D.C. — The U.S. Court of Appeals for the District of Columbia ruled Dec. 18 that the FAA can shut down the “flight-sharing” website Flytenow.com.

“This is a huge blow to innovation and entrepreneurship in general aviation,” said Jon Riches, the national litigation director at the Goldwater Institute and the attorney representing Flytenow.

Flytenow, a start-up business that uses the Internet to connect private pilots with passengers wishing to share travel plans and flight expenses, had sued the FAA for shutting the website down in 2013. It expands on the trend that companies like Uber and Airbnb.com have popularized: Allowing consumers to connect directly with private individuals who have goods or services that they need. Flytenow passengers do not pay for tickets or for the pilot’s time, instead, they only share fuel and fee costs with the pilot.

This cost-sharing arrangement with private pilots and passengers has been allowed by the FAA since the 1960s. Pilots previously found people to cost-share with by word of mouth, phone, posting notes on bulletin boards in airports, by email, and various other means. Flytenow updated the process by allowing pilots to post a planned trip on a website to find people interested in sharing costs.

But the FAA determined in 2013 that the process of posting a planned trip on a website constituted advertising and that subjected private pilots to the same regulations that pilots for a commercial airline like Delta would have to meet, so it forced Flytenow to shut down.

A bill has been introduced in Congress to legalize flight-sharing websites like Flytenow. H.R. 3593, the Aviation Cost and Expenses Sharing Act, was introduced by Congressman David Schweikert (R-Ariz).

Congress Approves FAA Funding, Tax Breaks For Businesses

by Elaine Kauh, Avweb

Congress approved \$16.3 billion for the FAA’s current fiscal year on Friday, along with tax breaks including another extension of bonus depreciation for capital investments including aircraft. The bonus depreciation measure allows businesses to write off as much as 50 percent of the value of equipment depending on when it was bought and put into service; that benefit will now run

through 2019. Congress also made two measures permanent -- increased limits for deducting the costs of qualifying equipment, known as IRS Section 179 expensing, and a tax credit for research and development. The FAA funding plan also includes \$7 million for the Piston Aviation Fuels Initiative, a program to test alternatives to 100LL avgas.

Obstruction Lighting

The FAA has updated its guidelines for the proper way to light and mark obstructions affecting navigable airspace. AC 70/7460-1L for Obstruction Lighting and Marking is effective immediately, cancelling AC 70/7460-1K, dated Feb. 1, 2007.

Federal law requires that the FAA determine whether a structure that is proposed to be built or altered, 200 feet above ground level (AGL) or higher, or near an airport, does not pose a hazard to the airspace. To remain consistent with changes to the Code of Federal Regulation (CFR) Part 77, the height of a structure identified as an obstruction has been lowered from 500 feet (AGL) to 499 feet (AGL).

All structures above 499 feet are considered obstructions and the FAA will continue to conduct an aeronautical study on these types of structures to determine their effect on the navigable airspace and ensure they do not create a hazard.

UAV Pilot Cited For Flying Aircraft Near Washington Monument

A Virginia man has been cited by U.S. Park Police for flying a UAV on the grounds of the Washington Monument in Washington, D.C. Park Police say that three people were flying a Wondertech Zenith UAV on the grounds of the monument last Thursday. Police cited 24-year-old William Stokes Jr. after ordering him to land the aircraft, which was confiscated.

The entire D.C. area is part of a "No Drone Zone" established by the FAA earlier this year. A "No Fly Zone" was imposed over the Nation's Capitol following the September 11, 2001 terrorist attacks. The "No Drone Zone" includes everything in a 15 mile radius of Ronald Reagan National Airport in Virginia.

FAA Small Unmanned Aircraft registration begins Dec. 21

The FAA's Small Unmanned Aircraft System (UAS) registry has gone live online. In preparation for registering online, each owner must provide his or her name, home address and email address. Upon completion of registration, the web application will generate a Certificate of Aircraft Registration/Proof of Ownership that will include a unique identification number for the UAS owner, which must be marked on the aircraft.

Owners using the model aircraft for hobby or recreation will only have to register once and may use the same identification number for all of their model UAS. The registration is valid for three years. Registration is free for the first 30 days, then \$5 after that.

By statute, all aircraft weighing more than 8.8 oz (250 grams) and less than 55 pounds (approximately 25 kilograms), including payloads such as on-board cameras, must be registered.

One of the most popular projected gift items this holiday season is small RPAs, or drones, as the U.S. Department of Transportation expects as many as 400,000 to be sold. The agency has stressed its concern over the growing number of hobby pilots with little to no aviation experience behind the controls of unmanned aircraft.

Note: GoPro Hero 4 Silver weighs 84 grams (2.9 oz) by itself, 147 grams (5.2 oz) in the waterproof housing, just in case you were wondering. Weight of mounting brackets, extra, depending on which one you need.

A New Approach to Fly-In Planning Saturday, Jan 9

Experience the thrill of a CPA fly-in happy hour all from the comfort of a local, Front Range micro brewery. Gone are the days of a simple continental breakfast before the annual fly-in planning meeting in January. Join us at 3:00 p.m. on January 9, 2016 at the Nighthawk Brewery (2780 Industrial Lane, Broomfield, CO), for a pre-flying season happy hour celebration & fly-in planning session.

We strongly urge you to consult the very informative “Guidelines for a Successful Fly-In.” which can be found on the CPA web-site in the Fly-ins section. There are many helpful suggestions, not only about how to make a fly-in event turn out well, but to make it a smooth and easy process as well

Airport News Around the US

SAN MARCOS, Texas – Driven by the desire to continue previous owner Russell Stallings' legacy, JD and Laura Casteel have assumed ownership of Southwest Texas Aviation, with business resuming Jan. 1, 2016, at San Marcos Regional Airport.

Southwest Texas Aviation was founded by Stallings in 1985. He became known throughout the aviation community for his support of Mooney owners and for his Mooney STC modifications.

In early 2015, Stallings began visiting with the Casteels about selling the company upon his retirement. After Stallings' passed away in September, his family finalized the sale.

"Our dream is to build an aviation family business," JD said. "That is what led us to purchase a company with such strong roots in the aviation community and a history of service and support of aircraft in the U.S. and abroad."

CRESTED BUTTE, CO - Avflight Corporation continues the expansion of its portfolio of FBOs with the addition of Avflight Gunnison at Crested Butte Regional Airport in Gunnison, Colorado.

"The acquisition of Gunnison Valley Aviation is a big win for Avflight," said Carl Muhs, Avflight president. "We've long admired the exceptional service Gunnison Valley Aviation has provided its customers at KGUC. We knew it was a perfect fit as an Avflight location and are very excited to work with the airport, its personnel and the Gunnison County Commission."

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.

The Fundamentals of Aviation Crashes: Best Practices for Preparing Your Case for Litigation

By Caitlin R. LoRusso, J.D.

Most personal injury litigators have dealt with a fender bender or two in their careers, but very few get the opportunity to litigate an aircraft crash or accident. At first glance, an airplane crash and a car wreck have similar issues of liability and damages to consider, such as negligence, products liability, property damage, bodily injury and insurance subrogation. However, the similarities more or less end there; as one might guess, an aircraft crash is substantially more complex and requires much more due diligence and investigation on the front end of the case to prepare it for litigation. This article will provide a general guide to navigating these complexities.

General Aviation Accidents in 2013

Source: NTSB US Civil Aviation Accident Statistics, General Aviation Accidents, 2013, <http://www.nts.gov/investigations/data/Pages/AviationDataStats.aspx#>.



The first thing to consider if you end up with an aircraft case is what your client's needs are going to be. The experience surrounding an airplane crash is typically incredibly traumatic, and even life changing, due to the level of violence that usually accompanies an airplane going down. Often, there are fatalities. Unlike most run-of-the-mill personal injury cases, aviation crashes usually involve some first-hand investigation by the representing attorney, which invariably includes reliving the trauma of the event with your client. Therefore, it is important to be sensitive of your client's needs (in addition to your own) and respond accordingly.

Preserve Your Evidence

Once you have engaged your client, whether it is a passenger, the pilot, a mechanic, or a surviving family member, the very first priority is always locating the wreck. This may seem obvious; however, the wreckage is your most important piece of evidence. Preserve it! In accordance with 49 CFR 830.10, an operator of an aircraft involved in an accident or incident is responsible for preserving to the extent possible any aircraft wreckage, cargo, and mail aboard the aircraft, and all records, including all recording mediums of flight, maintenance, and voice recorders, pertaining to the operation and maintenance of the aircraft and to the airmen until the Board takes custody thereof or a release is granted pursuant to 49 CFR 831.12. Chain of custody plays an important role in every aircraft crash and liability can turn on who touched a particular part last; therefore, it is vital to keep track of who had possession of the aircraft at each phase of the investigation.

Upon receiving notification of the occurrence of a crash, the National Transportation Safety Board (NTSB) and the Federal Aviation Administration (FAA) will determine whether it is necessary to send investigators to the scene. This decision is normally based upon the severity of the crash. If the crash happens to be serious enough to warrant the dispatch of NTSB investigators to the scene, the responding investigators will first assess the severity of the crash and determine whether it is necessary to take custody of the wreckage to facilitate further evaluation. If the NTSB decides to take custody, the aircraft (or the individual parts in controversy) is moved from the crash site to a separate location where their investigation will continue – the objective of which is the issuance of an official accident report.

The amount of time required to compile the final accident report is based on the complexity of the cause and the state of the wreckage, among other factors, and can take anywhere from six months to two years. This waiting period can be an important consideration when evaluating your client's case from a statute of limitations perspective. The statute of limitations for an aircraft crash is based on the applicable theory of liability; therefore, if the crash was caused by negligence, then the relevant jurisdiction's statute of limitations for negligence would apply. The same goes for a products liability crash. Until there is a clear indication of what caused the crash, it is important to plan for such uncertainties. Fortunately, the NTSB releases a preliminary report in the weeks following an accident. This report is your clue to the length of wait that you and your client should expect.

In every preliminary report, the crash is given an NTSB identification number. For instance: DCA09MA026.

The first three letters identify the region assigned to the investigation – in this case, it was the Washington, D.C. regional investigators. The next two numbers indicate the year in which the crash occurred– in this case, the crash happened in 2009. The following two letters are the most important indicator. This is the designation of the type of investigation being conducted. The “MA” listed here stands for “Major Action.” This identifier is given to large body crashes (usually involving Part 121 operators) and is a good indication that the investigation is going to take a significant amount of time. The final numbers denote where the crash falls in the running count of accidents that have occurred that year. In this case, the crash was the 26th reported incident of 2009. Armed with this information, along with the preliminary findings of the NTSB, you can begin gathering information and building your case.

Once the NTSB releases the aircraft from investigation, whether it is the day of the crash or two years later, you should immediately send a preservation letter to the custodian receiving the aircraft. A prompt preservation letter may prevent the aircraft from being sold for scraps prior to the resolution of the case. This is vital because the ability to inspect the wreckage with the other parties involved (a process which will be described below) may make or break your case. In the event that the insurance carrier that has the right to possess the aircraft declines to continue funding the storage of the wreck, it is recommended that you bite the bullet and pay the storage fee yourself. Preserving the main piece of evidence in your case is almost always worth the cost.

Identify Important Parties and Facts

While waiting for the Preliminary Accident Report to be released by the NTSB, it is important to determine the identities of the parties involved in the crash and the types of insurance policies they have. Assuming the aircraft is insured, which may not be a legal requirement depending on the operation of the aircraft, it will be insured separately from the operators, especially in cases in which the pilot does not own the aircraft. Mechanics also have their own liability policies, which will vary in nature depending on the type of mechanic. It is important to gather as much policy information as possible from each participant in the maintenance and operation of the aircraft in order to gain a clear idea of the numbers in play.

If your client was injured in the crash, it will also be necessary to obtain records of medical expenses that have been incurred for the purpose of identifying the values of any subrogation claims that may arise. Like many auto insurance policies, a significant number of aircraft policies contain medical payment or “MedPay” benefits, which could make an appreciable difference in your client’s ability to handle medical treatment costs while the assignment of liability is be-

ing resolved. Check the declarations of each policy to determine whether such benefits are available.

Know What to Request

Based on the information received up to this point, you should have an idea of the type of information you need in order to determine causation (or refute causation established in the preliminary or final accident reports). If it is determined that air traffic control recordings, transponder logs or the flight plan could reveal relevant evidence, then a Freedom of Information Act Request should be made to the appropriate government entity to discover that information. If weather may have contributed to the crash, a report from a reputable weather service, such as the National Oceanic and Atmospheric Administration (NOAA), which details the conditions at the time of the crash, should be obtained.

Maintenance of the aircraft is frequently at issue in determining the cause of a crash. Once you have determined who was responsible for maintaining the airplane, it is critical to obtain copies of the three main types of aircraft logs from the aircraft owner: 1) aircraft logs; 2) engine logs; and 3) propeller logs. Each set of logs is a separate and distinct record of the maintenance that has been done covering different parts of the airplane. The most comprehensive maintenance inspection that takes place with regard to the aircraft is the Annual Inspection. Records of this event should be recorded in all three sets of logs.

In conjunction with the logs, you will also want to examine service manuals, the Pilot Operating Handbook for the aircraft, Airworthiness Directives, and Service Bulletins. These will contain information including, but not limited to, required and recommended maintenance standards, reports of various maintenance issues common to that type of aircraft or part, and prescribed intervals for examining particular parts. In some cases, the timing of an Airworthiness Directive (which functions like a mandatory government recall issued by the FAA), when coupled with evidence of noncompliance based on the aircraft's logs is enough to assign liability. Therefore, these records are extremely valuable resources in this process.

Attend the Inspection

Once you have collected enough information to establish a reasonable understanding of what may have caused the crash, you should request a joint inspection of the aircraft (assuming an inspection date has not already been set). This is an opportunity for all of the parties involved to look at the evidence together and establish understandings regarding causation and resulting assignments of fault. It is absolutely essential to attend this inspection! If you are unable to

attend, send an expert, along with an experienced accident videographer to document the entire process. Tampering with evidence is most likely to occur during the inspection. Again, it is critical to preserve your evidence.

Inspections typically involve examination by the parties, counsel, and experts of any and all parts that are of consequence in determining causation. Because there may be many personalities in attendance, it is essential to take an active role. Often during inspections, the parties will agree to send parts for additional testing. Make sure that you are actively engaged in these negotiations in order to ensure that the integrity of the evidence is kept intact. This may prove to be pivotal later on if the case goes to trial.

Depending on the outcome of the inspection, a request to mediate may be appropriate at this point. Alternatively, if you are faced with statute of limitations issues, it may be time to file the case. Whatever the case may be, following these steps will help to ensure that you have the proper information to make informed decisions regarding how to pursue the case on your client's behalf.

Follow Your Heading

It's essential when taking on an aircraft crash to understand your time constraints, to know how to find the information relevant to your theory of liability, and to preserve the integrity of your evidence. Aircraft crashes are unlike any other type of litigation and it can be easy to get overwhelmed by the volume of evidence. Having a clear understanding of how to approach the evidence can make all the difference.

Previously published in the "American Association for Justice's Winter 2016 Aviation Section Newsletter."

Caitlin LoRusso is a managing partner of LoRusso & LoRusso, Ltd. in Broomfield, Colorado, in addition to being of counsel at Ralston, Pope & Diehl, LLC in Topeka, Kansas. She and her husband, Joseph, are airshow pilots and practice together in the areas of aviation litigation, transactions, certificate defense, and drone certifications. For further information, please contact LoRusso & LoRusso, Ltd. at (303) 466-3200.

Disclaimer: This article is intended merely to provide an informational overview of the steps involved in preparing an aviation crash case for litigation. It is not intended for the purpose of providing legal advice, nor is it an exhaustive list of issues to consider when handling this type of case. Contact a local aviation attorney if you have questions regarding any aspect of the crash litigation process.

Colorado Pilots Association Renewing Members

Dan Smith
Tim Sale
Cynthia Dibble
David Sharp
Steve Callery
Alan Herring
Bob Jones
Roger Keithley
Martin Johnson
Harvey Francis
Mike Fox
Bill Marvel
Larry Merkowitz
Raymond Brown
Bob Proulx

Rick Turley
William Snodgrass
Howard Feinstein
Bryan Burke
Lewis Entz
Vincent Phelps
Fred Hollendorfer
Rocky Mapes
Jim van Namee

CORPORATE MEMBERS

Executive Flight Training
Larry Camden

Colorado Pilots Association Welcomes New Members!

Hal Ellis
Frank Ladonne
Craig Foltz
Graeme Hunter
Byron Moger
John Evens

Andrew Pawlish
Martin Brophy
Nathan Larson

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PBOR 2 Has Passed the Senate! Time to remind the Representatives....

Time to email your Colorado Congress member to support Pilots Bill of Rights v2. Or any reason you believe is important, not just aviation. To find the Contact information for your Representative:

<http://www.govtrack.us/congress/findyourreps.xpd?state=CO>

House

District 1 - Diana DeGette
District 2 - Jared Polis
District 3 - Scott Tipton (GA Caucus member)
District 4 - Cory Gardner
District 5 - Doug Lamborn
District 6 - Mike Coffman
District 7 - Ed Perlmutter

Senate

Mark Udall (co-sponsor of Pilots Bill of Rights S 1335)

http://markudall.senate.gov/?p=contact_us

Michael Bennet

<http://bennet.senate.gov/contact/>

How the Rockies Affect Weather Taylor Albrecht

Have you ever been to an unfamiliar airport and heard some wild weather prediction from a local pilot that turns out to be true? That local knowledge can be invaluable for understanding weather.

In our classes and seminars, I like to use an example that can help predict windy conditions on the Front Range, east of the Continental Divide in Colorado. This was observed by a well-seasoned flight instructor at Rocky Mountain Metropolitan Airport (KBJC).

This instructor noted that the weather and winds could look great at one time then suddenly change to very windy and turbulent conditions. He wanted to see if there was a predictor for this situation.

What he found was that when high pressure built west of the Continental Divide, even as far away as Las Vegas, Nevada, the Divide would act like the lip of a bowl and help contain this pressure. But at some point, the air would spill

over and create strong, downsloping winds.

After careful study over time, he determined that if the altimeter setting was 0.20" Hg greater at an airport on the west side of the Divide versus an east side airport, you could expect wind along the Front Range in the next few hours. The greater the differential, the greater the wind. While temperature accounts for some of the pressure differential, this high pressure spillover is largely accounted for by atmospheric pressure.

The day before teaching one of our Stick 'n Rudder classes I found just such an example. Below are METARs for KAPA and KEGE.

KAPA 071553Z 01003KT 10SM FEW120 SCT150 BKN200 13/M07
A3008 RMK AO2 SLP159 ACSL VC W T01281072

KEGE 071550Z 00000KT 10SM BKN150 01/M03 A3039

Nice, calm winds at observation time. But note the altimeter pressure difference -- 0.31" Hg! His rule-of-thumb would predict high winds to occur soon, which was borne out by the METAR at KAPA five hours later.

KAPA 072053Z 32021G29KT 10SM FEW120 SCT150 BKN200 19/
M06 A3007 RMK AO2 PK WND 32029/2050 WSHFT 2026 SLP139
VIRGA SE-S ACSL S-W-N T01941061 57007

All heck broke loose, with winds 320 degrees at 21 knots, gusting to 29! Makes for pretty challenging crosswind approach and landing conditions.

If you look at the earlier METAR for KAPA, you'll note ACSL VC W in the remarks section. This is a hint that winds are picking up, as the ACSL stands for Altocumulus Standing Lenticular clouds -- a mountain wave existing west of the airport. In the later METAR, the wave had extended all along the foothills.

We recommend as part of your normal weather briefing you choose an airport on the west side of the Divide in addition to your Front Range airport and look at that pressure differential. Eagle, Aspen, Leadville, Gunnison all will work pretty well. It may influence your go/no go decision.

Contact Taylor at
Crosswind Concepts, Ltd.
877-576-8876 toll free
303-591-0366 mobile
www.crosswindconceptslltd.com



FLY MART

NEW BOOK: FLYING COLORADO MOUNTAIN WEATHER, 176 pp., c. 70 color illustrations. Learn about airplane crashes in mountain downdrafts, reading clouds such as K-H, little orphan anvils, unsteady lenticular & microscale rotor clouds. Virga flights; handling severe turbulence. By Margaret Lamb, long-time mountain pilot & CFII. \$24.95 & \$4.95 S&H.

Contact author, 575-586-0292 or Nighthawk Press, www.nighthawkpress.com.

PRICE REDUCED: FOR SALE: 1965 Cessna 182. 4916 TTAF, 577 SMOH, Penn Yann Overhaul, Continental O-470-R 230 HP. Last Annual 6/15. Garmin 330 Transponder, Dual Glide Slopes, Michel MX170B Radios, 4pl icom/with audio input. 8/10 Paint and Interior.

New Tires/brakes. Tail Bulkhead AD 72-07-09 done away with by replacement. Long Range tanks – 80 Gallons. Useful load approx. 1100LB.

150 mph cruise. Never a trainer. Complete logs. Can be seen at 1C08 (Everett). Call for pictures. Asking \$54,900

Contact: Mike or Robin, 303-507-8172 or 720-270-9482

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 & soffet 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** 1964

Cherokee 235. Narco CP136TSO intercom with marker beacon lights, 4 place PS Engineering intercomm, Bendix/King KLX135A VFR GPS/Comm, Narco Mk12D TSO Comm/Nav with Glideslope, Narco DME 890, Narco ADF 141



FLY MART

TSO, Narco AT50A TSO Transponder. Strong Lycoming O-540 engine with 900 hrs SMOH and 200 STOH (replaced the cermet cylinders that were blowing oil). EGT/CHT. Paint and interior in 2001. Always hangared and well maintained. \$49,900

Contact: Randy Rothe randyrothe@gmail.com or 719-593-8419

FOR SALE: 1961 Baron B95-55 project/parts complete airframe/engines/ props. Ferryable w/LH engine repair/replacement (worn rod bearing). NDH. Original logs, searchable maint. database 1992-present. Lost medical and motivation. Sacrifice \$13,000/obo where is, as is @ KFLY.

Contact: tpxinc@mindspring.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

Colorado Pilots on Social Media

Facebook

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

CPA Website Forums

Need suggestions on routes, shops, Backcountry flying or just about anything?

Check out the Forums on the Colorado Pilots website:

<http://coloradopilots.org/forum.asp>

CPA Ride-Share

Interested in a Flyin but don't have an airplane? Or an extra seat or two to share fuel? Contact the Flyin Coordinator or post a note on the CPA forum.Flyins.

CPA Executive Board

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