

CPA FLIGHT LINES

Vol 33 Issue 2

February 2016



www.coloradopilots.org



President's Message

CPA President

Gary Tobey

Honoring the Past -- Climbing Into the Future.

Carl Williams, one of the founding members of Colorado Pilots Association, passed away last November. Please see the interesting article in this Flight Lines. Carl, like many of our members, was a trail blazer on a variety of trails, particularly in the sky. Known as a pioneer in the cable TV industry, he was an early jet fighter pilot, State Senator, restorer of two Alexander Eaglerock biplanes, and massive benefactor of Colorado aviation and worthy charities. We will do well to follow his star.

Gwen Mayo, another aviation giant, also recently made her final departure. As the long-time head of Mayo Aviation, she showed us how to succeed in a tough business. More information appeared in the January 2016 Flight Lines.

And we keep turning the pages of time -- looking ahead. How can we best apply the spark and wisdom of past aviation leaders to succeed in the near and distant future?

Tell Vice President Bill Totten your ideas for making the CPA airport representative program the most valuable to the pilots and all citizens of Colorado. He also wants to know what CPA activities you want to see, and where. COMMUNICATE.

Do you have a contact with a state pilot association in a surrounding state? Please tell me now. We need to work together to promote general aviation.

Bob Kinney had a Happy and Productive 2016 Fly-In Planning Event. Plan to choose one or several destinations for your fly-in activity in 2016 once he publishes the schedule.

The 2016 Colorado legislative session started on January 13. We have until May 11 to help our legislators do good and avoid mischief. CPA and others will watch for bills to open Colorado waters to seaplanes and address unmanned aviation systems. Stand by to contact your legislators if we sound the alarm.

The Pilots' Bill of Rights 2 is in the U.S. House of Representatives for consid-

eration. Encourage your Congressperson to cosponsor and support – corrected list provided. The bill preserves and enhances our unique freedom to fly in the USA. Let's get it passed this session.

Check out Lands' End business outfitters for fine articles marked with our world-famous wings in the CPA Store at the end of this Flight Lines. Proudly wear those CPA wings!

BUSINESS EXECUTIVE as COMPANY PILOT

Bill Bredar
Consulting Engineer (Ret.)
Commercial Pilot

Just a few thoughts on running a business and flying.

A company-owned aircraft is a wonderful tool for any company. Professional pilots either hired, or a member of the staff, do the flying in many cases. But what about when the Boss (who is running the company) is also the company pilot?

There are some big benefits for this Type A guy . . . come and go when you want to on short notice, change your flight plan at will, work in a side destination, control your own schedule – after all you are the Boss.

A few requirements should enter into the equation. (I'm not talking about the executive who occasionally takes employees for a ride in his plane in good weather.)

I mean the Boss acting as company pilot, flying staff as passengers to meet schedules, in IFR conditions, sometimes at night, flying solo. This requires

PUTTING FLYING AHEAD OF BUSINESS CONCERNS

when you are in the left seat. Does that work? Small companies do it. It works if the correct priorities are followed. It depends on personality, experience, and judgment.

When you are the pilot flying solo in bad weather, to meet a schedule with staff members as passengers, you can't also be worrying about your business balance sheet. Be smart enough to recognize the serious responsibility you have, stay current and be comfortable with the plane you are flying. Know when to cancel or hire a pro.

Acting as company pilot and being the Boss is worth achieving for some.

CARL WILLIAMS
FOUNDING MEMBER OF
COLORADO PILOTS ASSOCIATION GOES WEST

Carl left us on November 27, 2015 following a lifetime of achievements in the corporate world and contributions to general aviation. Among his many accomplishments, on March 15, 1972, he and a group of 6 others created our current Colorado Pilots Association. He is listed in our historical records as “Member # 5.” From that historical date our organization has grown to a current membership of nearly 800 members.



Carl (on right) and Vern Foster at a recent event in Denver

One of Carl’s most memorable aviation experiences as described by long-time friend Vern Foster was a 5,000 mile trip during 1992 over the Australian Outback. The trip was made with a group of others in single engine Cessna 172s and 182s using nothing but pilotage and dead reckoning for navigation. Vern describes the trip in a chapter of his book, “Flying in the Real World.” The chapter is entitled: “Yanks Down Under Flying Safari.”

Among his many accomplishments, Carl was highly recognized for his leadership and contributions in creating the Wings Over the Rockies Museum in Denver. As a longtime member of the Board of Directors he guided it through its early years of troubled growth to the outstanding aviation museum and cultural center it is today.

Our fondest thoughts go with the passing of CPA Member #5.

Colorado 99s offer \$2000 Cash Scholarship for future woman pilot

The Colorado Chapter of the 99s is offering \$2000 cash flying scholarship for future a woman pilot to complete her private or sport pilot certificate. Application deadline is **April 30 2016** with the award to be announced by May 15, 2016. The eligible applicant must be female, undergo flight training in Colorado, hold a student pilot certificate (if required), have soloed with at least 10 hours of flight time and have passed the appropriate written exam.

The award is for flights and instruction in any aircraft type: airplane, glider, hot air balloon, rotorcraft or any other as appropriate for the certificate.

The 99s is the International Organization of Licensed Women Pilots and has its roots with Amelia Earhart who helped found the group in 1929.

For more info and application and instructions, see www.colorado99s.org/scholarship or contact Babette André, 303-778-7145.

It's an Election Year

This means TFRs can and will pop up at any time. Once the party candidate is announced, it's Open Season on TFRs. Always check along your entire route.

Copper State Flyin Moves

The third-largest aircraft fly-in in the U.S., has announced it is moving up the road a bit, from Casa Grande, AZ to Mesa, AZ. Dates for the event at Falcon Field Airport (KFFZ) are Oct. 28-29.

Be Afraid. Be Very Afraid.

Nearly 300,000 owners have registered their small unmanned aircraft in the first 30 days after the FAA's online registration system went live. The current online system is only available for owners who intend to use their small unmanned aircraft exclusively for recreational or hobby purposes.

Going to be in or near Seattle this year?

The Museum of Flight draws upon its collection of Boeing aircraft, artifacts, images and documents to present The Boeing Company story during the year of its 2016 centennial. Opening Jan. 23, Boeing aircraft and artifacts will be highlighted throughout the museum campus, and most galleries will offer new exhibits focusing on the company.

www.museumofflight.org

A FLYING ADVENTURE TO THE FORBIDDEN ISLAND

Walt Bell

For years I have wanted to fly my airplane to Cuba. I have traveled to many of the other islands of the Caribbean and I wanted to add Cuba to the list. Until recently getting to Cuba on a commercial flight was a bureaucratic nightmare but private flying to Cuba was impossible. The landscape has now changed and with proper approval you can now fly your airplane to Cuba. The problem of course has been the US Embargo of Cuba. The trick is obtaining a license from the US Treasury. Several Travel Clubs have gotten the licenses and have organized private pilots adventures to Cuba. I have been a member of Baja Bush Pilots for many years but have only traveled with them once. When I saw on their website that they were going to Cuba in January I signed on. Richard and Dana Barclay were similarly interested and except for the need to round up insurance coverage that took a few days, were ready to go. Jan Mc Kenzie and Marty Brophy were also interested so I added them to my manifest which meant five Colorado Pilots would be enjoying the adventure together.

We left Denver on Sunday January 3rd and with one fuel stop made Meridian, Miss. for the night. The next day we headed to Naples Fl. through Cross City. Naples was selling fuel \$3.29/gal so it seemed like a good place for a stop. From there we headed across the water to Key West. The trip to Cuba started from Key West. We put the airplane to bed, rented a car and explored Key West in the remaining hours of daylight. After dinner we headed to the motel as we needed to be at the airport at 7AM for a pilot briefing.

Tuesday morning we get to the airport to meet our traveling companions and do a briefing. We have 27 people and 10 airplanes. At the last minute one fellow decided to leave his airplane in Key West and hitch a ride in a Beech 18 which was part of our group. So we needed 9 slots in the airspace for one Meridian, one 210, three Bonanzas, three Mooneys, and a 182. Havana Center wanted 5 minute in trail separation and we were all assigned 7000'. Everything looked good on paper so we headed for the airplanes. Richard Barclay was first then the Meridian was next. After that Miami Center quit accepting departures so the plan that had been so carefully crafted started to fall apart. Eventually ground control at KEYW started issuing clearances and we got our turn. The weather was VFR over Key West but a few minutes toward TADPO INT we climbed into the clouds where we stayed until until the initial approach fix to Cienfuegos. At TADPO we were handed off to Havana Center and assigned the RNAV STAR to Cienfuegos. All the controllers that I dealt with in Cuba spoke good English and provided good service. As we turned inbound on the VOR 02 approach we broke out and did a visual approach. After we parked it seemed like a whole army of airport workers approached the plane to assist us. We

loaded the baggage, chocked the tires and headed for the VIP lounge for a drink. As the earlier arrivals finished customs we were escorted through customs then to the currency exchange and into a cab. The trip to the Hotel Jagua took 15 minutes or so. It is a six story hotel sited on beach front property. We arrived at the hotel in the early afternoon and just like America the rooms were not ready. The group retired to the bar for lunch and drinks. Soon after lunch we moved into our rooms then the five Colorado Pilots set out on foot to explore part of the city.



Hotel next to Cuban Capitol

Cienfuegos is located on the southern shoreline of Cuba about 160 miles south-east of Havana. It was a harbor for pirates in the early 16th century then French settlers founded the town in the early 1800's. The city's most prosperous days were in the 1800's when the city boasted more than 100 sugar mills. The plains surrounding Cienfuegos produced a bounty of sugar cane which fed the sugar mills. Most of the buildings standing today are relics of the 1800's. The city today is reasonably clean but everything is well worn. The people seem friendly and used to tourists. The Europeans and Canadians have been touring here for many years.

Wednesday was the first day of the guided tour. We got a chance to look over the city and cemetery then travel to an old fort that guarded the approach to the harbor. The tour guide also showed a model of a nuclear power plant built near Cienfuegos by the Russians. Just before it was completed the Soviet Union collapsed and the plant was never finished. It stands a few miles from the city. Our tour of Cienfuegos ended late in the day in front of The Teatro Thomas Theatre in the town center. It was a long day but we capped it off with dinner at the Paladar El Bahis. Paladar's are restaurants that are part of a home and are licensed to be operated by the homeowner and his family. The government sanctions these as a way to provide meals to all the tourists. Tour guides like them because the Paladars will use filtered water and food preparation techniques familiar to the tourists. If someone gets sick the tour guides avoid the Paladar and the owner loses an important source of income.

Thursday morning we drive to the town of Trinidad. Trinidad was founded in 1514. It has played several roles over the centuries but is principally remembered for its harbor and the importation of slaves. We had a great lunch at a local Paladar, then late in the afternoon we visited a local potter and watched him turn clay to art. On the way back to Cienfuegos we had a great opportunity to view the countryside.



Vintage Desoto circa 1959. On the cover, a Vintage Ford circa 1958



Street in scene in Habana Viejo

Friday we headed back to the airport for a flight to Havana. Just like our initial leg into Cuba, ATC wanted 5 minute intervals between airplanes. My time slot was 10:50. We loaded and preflighted then stood around until 10:35 or so. In Cuba you do not start the engine without permission. At 10:40 I called the tower, asked and received my clearance, then requested engine start. From there

you taxi out, run up and at the command of the tower the runway is yours. Not different from here except you have to ask before starting the engine.

Like all the others we were cleared DUTAN INT and plan DUTAN 5 arrival to Havana (RNAV STAR). As we closed with DUTAN I picked up the Havana ATIS. The weather was reported overcast but reasonably good. Havana Center turned me over to Havana Approach and when I tuned up the new frequency I heard the Mooneys in front of me frantically reporting severe turbulence.

The ATIS was still going on the other radio and it was being updated every few minutes. The weather was going downhill fast. A cold front was racing across western Cuba and kicking up unpleasant weather. Richard Barclay was leading the parade and was close to the airport when the worst of the weather hit Havana. He told me later it was raining so hard he could hardly see the runway when he was crossing the threshold. The tower let him and several other airplanes land then closed the airport for a few minutes.

One of the two Mooney's was given a holding pattern the other requested an alternate airport of Varadero. Varadero is on the north shoreline of Cuba not far from Havana. Back in my airplane we had just been assigned a lower altitude when we flew into turbulence. We got about five minutes of the really rough stuff where you can barely maintain control. The approach controller vectored me to the west a little and in a few minutes we were out of the worst. We broke out of the clouds and Approach turned us onto the localizer behind the holding Mooney and we slid down the ILS onto a rain soaked runway.

The Beech 18 was following us as we approached DUTAN. The pilot Ed Shores was far enough behind to have a chance to evaluate the situation and requested at first a return to Cienfuegos then decided to join the diverting Mooney at Varadero. The others were far enough back to avoid the the brunt of the system so they arrived a little later as the weather improved and stabilized. Someone said flying was typically hours and hours of boredom punctuated by a few moments of terror. A perfect description of this trip.

Our group was signed terminal 5 at Havana. It was off to itself on the southwest edge of the airport. Like Cienfuegos we were met by an army of airport workers who took our baggage, placed cones around the plane and chocked the tires. After a wait of about a half hour we were escorted out to the curb where our baggage and a cab were waiting. The cab would deliver us to a restaurant called 5 Points in Habana Viejo (Old Habana). From there we would be assigned quarters in a private home or apartment which would be located several blocks away. Jan and Marty stayed in a home along with two other couples in our group. The owners also lived there. Most of the group had similar arrangements. I got a

small apartment up two flights of stairs. The owner helped with my bags and gave me a checkout on how the shower, ac and hot plate worked. Since we had no phone service we agreed to use the 5 Points restaurant as a meeting place.. Once settled in we met had lunch then walked a few blocks to the downtown area. The Capitol Building is about the center of the downtown and the better hotels flank it. Like Cienfuegos, Habana Viejo is very worn in every way.

On Saturday we visited the home of Jose Fuster a well known painter/sculptor. His home is his showplace. Our afternoon was spent in Salsa Class. Our instructors were energetic and very used to having lethargic students with two left feet. It did put us in a mood for a dinner and show at the Tropicana Cabaret Club. The Tropicana attracts fairly large crowds (mostly tourists) so you hear many languages. The show is mostly dance so you just watch and knowing Spanish is optional. The meal was ok but the rum was the best I have ever tasted. Most of us got home around midnight but some of the younger folks did a little clubbing until the wee hours.

Sunday started out as a nice day and we took advantage by walking the streets of the Habana Viejo. We stopped by a street fair and marketplace. It was a chance to purchase some of the rum we had at the Tropicana. Without much warning it began to rain and the rain continued the rest of the day. We headed for our quarters, got soaked but got a good look at how the Cubans handle storm drainage. We were to meet at 5 Pionts to go to dinner at one of the best Paladars in Havana. I was still raining as I walked the three blocks to the meeting spot. As the group gathered vintage Fords, Chevy and Buick convertibles pulled up in front of us. The Baja Pilots had surprised us with some classy taxis. Unfortunately, the weather had surprised the Baja Pilots. We rode to the Paladar DeCameron with the tops up and max defroster to keep the windshield clear. The dinner was superb but soon after we were served a busload of alumni from Tufts University showed up. The Paladar was packed and the service deteriorated quickly. It was time to call our classy taxis. Tomorrow was departure day so we needed to get packed up.

Monday I had a hurried breakfast as I had to meet the apartment owner and stand an inspection. He looked around then helped carry my bags up to the 5 Points. Jan, Marty and I caught a cab to the airport and joined the group who were standing in line. As with any international departure things move slowly. First Baja Pilots had to pay fees and file flight plans. We then got boarding passes and checked out through customs. After all of us had assembled in the waiting area I was hoping to get out to the airplane for preflight. No such luck, after what seemed like a long wait the pilots were escorted into a lounge where we got a departure brief. It was mostly a route briefing with a little local weather thrown in. The clouds were hanging low over the field before the

brief but improved while we were loading and fueling. I added 85 liters of fuel because I had no idea what the weather in Ft. Lauderdale was doing. The only weather they had was for Key West. We loaded, paid the bill then stood around waiting for permission to start engines. Again ATC wanted 5 minute separation. After a long wait I got my clearance and permission to start then taxi. After runup we had another delay then I was cleared onto the runway only to be called back. As I taxied back the tower changed its mind and I was cleared to go. We rolled down the 13,000 foot runway and climbed into the clouds. In 60 miles or so Havana Center handed us off to Miami Center who cleared us to Key West VOR then the DVALL Arrival to FLL and onto FXE. We did customs and found some lunch and gas and hit the road for Meridian, Miss. We got to MEI after dark but Meridian Aviation was still open and they took us to the motel. Next day in spite of healthy headwinds we got back to Denver. The Barclay's flew to Tampa to visit Ed and Barbara Huber for a few days.

The round trip was around 3600NM which took about 24 hours of flying. I logged 3.5 hrs in the clouds all of it in Cuba. In Cuba you must file IFR flight plans so the clouds were a minor imposition. If you want to do a trip to Cuba at some time you need to look at your GPS's database. My KLN 94 has no Cuban information so I took the GPS home and put all the waypoints in it as user waypoints for the arrivals and departures. They have a few GPS approaches but mostly VOR/DME approaches and ILSs.

Since they see very little GA traffic they expect everyone to fly like a pro. You need to be on your A game. In Cuba, flight levels start at 3000' so above that the altimeter setting is 29.92. As you let down for the approach you will get the local altimeter in millibars. Except for the rule about engine starts the flying is just like home. Cuban ATC seemed to enjoy working with us and it would be fun to travel around the country a little more. The two impediments to doing that are the US Embargo and the outrageous landing fees. You really need to be in a group with a licensee who is responsible to see that you participating in "people to people" activities. The Cubans charge \$300 to \$400 for each landing. Now that is a real disincentive to most pilots to travel to more than one airport. In spite of the expense the trip was enjoyable. We had to do without many things that we consider necessities in the US like cell phones, internet, queen sized beds, clean tap water, etc. but we were able to endure for a week.

Beth Marx created two short movies that are collections of the photos taken on the trip. The first is 12 minutes and the second is about 5 minutes.

<https://vimeo.com/152844001>

<https://vimeo.com/152384613>

DOT IG: FAA Reforms Falling Short Cost, Efficiency, & Modernization Expected Goals All Missed, According To Report

The Department of Transportation Inspector General has released a scathing report outlining numerous shortcomings of the FAA's efforts to implement reforms intended to help the agency operate more effectively and efficiently, improve the delivery of air traffic services, and modernize the U.S. air traffic control system.

The report finds that FAA's efforts have fallen short of anticipated cost savings and operational efficiencies, as well as in improving the delivery of new technologies and capabilities.

"This report shows that the FAA simply isn't suited to successfully modernize our Nation's antiquated air traffic control system," said Transportation and Infrastructure Committee Chairman Bill Shuster (R-PA). "Over two decades of FAA personnel, organizational, and acquisition reforms have failed to slow the agency's cost growth, improve its productivity, or improve its performance in modernizing the system. The FAA remains a vast government bureaucracy, not a high-tech service provider. It's clear from the DOT IG's findings that we need transformational FAA reform if we are going to have a safe, efficient, 21st century aviation system."

The Inspector General's report, requested by the leadership of the House Transportation Committee and its Aviation Subcommittee, says that although the FAA has implemented performance-based compensation systems, established the Air Traffic Organization (ATO), contracted out flight service stations operations, and reorganized multiple times over the years, costs continue to rise while operational productivity has declined. The FAA has also missed opportunities to complete large-scale facility consolidations that would maximize operations, improve the flow of air traffic, avoid the cost of maintaining aging facilities and facilitate the transition to NextGen capabilities.

Furthermore, major FAA air traffic control modernization projects continue to experience problems that delay the introduction of new technologies, postpone benefits to system users, and defer the retirement of costly legacy systems.

The Inspector General found that several underlying and systemic issues, including overambitious plans, shifting requirements, software development problems, ineffective contract and program management, and unreliable cost and schedule estimates, impact FAA's ability to introduce new technologies and capabilities that are critical to transitioning to NextGen.

January 19, 2016

The Honorable Bill Shuster
Chairman
Committee on Transportation and Infra-
structure
U.S. House of Representatives
Washington, D.C. 20515

The Honorable Peter DeFazio
Ranking Member
Committee on Transportation & Infra-
structure
U.S. House of Representatives
Washington, D.C. 20515

The Honorable Frank LoBiondo
Chairman
Committee on Transportation and
Infrastructure
Subcommittee on Aviation
Washington, DC 20515

The Honorable Rick Larsen
Ranking Member
Committee on Transportation &
Infrastructure
Subcommittee on Aviation
Washington, DC 20515

Dear Chairman Shuster, Ranking Member DeFazio, Subcommittee Chairman
LoBiondo and Subcommittee Ranking Member Larsen,

Our associations represent the individuals and companies that make up a significant portion of the diverse and interrelated general aviation industry in the United States. This is an industry that generates more than one million jobs, and more than \$200 billion for the nation's economy. It is worth noting that the majority of all general aviation in the world today takes place in the U.S. Simply put, general aviation in America is the envy of the world.

Today, the U.S. air traffic control system is the best in the world, moving more aircraft, more safely and efficiently, than any other country. Working with Congress, aviation stakeholders have been able to ensure that our system operates for the public's benefit, providing access for all stakeholders to airports, heliports and airspace, and encouraging competition and innovation.

During the FAA reauthorization process, some big airlines have pushed for a new governance and funding model for our nation's aviation system, based on systems in other parts of the world. The general aviation community has very real and long-standing concerns about foreign air traffic control models, which go well beyond the user fee issue. These concerns are based on our operating experiences in foreign systems, as well as thoughtful analysis about what those systems might look like in the United States.

Because we have so much at stake in the FAA reauthorization process, and given the magnitude of the change that we anticipate being proposed, we call on you as Committee leaders to provide ample opportunity for all stakeholders and

citizens to carefully review, analyze and debate any proposed legislation changing the governance and funding for air traffic control.

Sincerely,

Air Care Alliance
Aircraft Electronics Association
Aircraft Owners and Pilots Association
Commemorative Air Force
Experimental Aircraft Association
General Aviation Manufacturers Association
Helicopter Association International
International Council of Air Shows
National Agricultural Aviation Association
National Association of State Aviation Officials
National Air Transportation Association
National Business Aviation Association
Recreational Aviation Foundation
Seaplane Pilots Association
Veterans Airlift Command

Fourth building at Air Force museum to open in June

DAYTON, Ohio – The National Museum of the U.S. Air Force’s new \$40.8 million fourth building, which will include aircraft such as SAM 26000 (Air Force One) and the only remaining XB-70 Valkyrie, will open to the public on June 8, 2016.

The 224,000-square-foot building, which was privately financed by the Air Force Museum Foundation, will house more than 70 aircraft, missiles, and space vehicles in four new galleries:- Presidential, Research and Development, Space and Global Reach, along with three science, technology, engineering and math (STEM) Learning Nodes.

Construction of the building began in July 2014 and is expected to be completed this month by the Columbus office of Turner Construction Company and overseen by U.S. Army Corps of Engineers, Louisville District.

The museum’s restoration division is currently moving aircraft into the building and assembling other artifacts for display, such as the massive Titan IVB space launch vehicle and satellite booster rocket weighing 96 tons.

Calendar of Events

Always check the CPA website for any changes to the Calendar

** Indicates New or Updated event*

CPA Flyins

Mar 4-5	KCGZ	58th Annual Cactus Flyin
May 6-8	T82	Fredricksburg, TX, WWII museum, BBQ!
May 20-22	KSAF	Santa Fe, NM. Do we really need a reason?'
June 3-5	KVTN	Canoe the Niobrara River, Valentine, NE
June 24-26	33U	Flaming Gorge, UT, pontoon boats and more.
July 15-17	KWYS	West Yellowstone, MT. Camp or enjoy hotels in town
Aug 6	KDEN	DIA fly or drive behind-the-scenes airport tour!
Aug 19-21	KCEZ	Cortez, CO shopping and wine tours
Sept 3	KGJT	Annual Fruit Run
Sept 8	18V	Fly or drive to Platte Valley reconstructed western homestead and BBQ
Sept 17	KBJC	2nd Annual Legacy Air flyin - good food & good friends

CPA and Other Events

May 25	AFF	USAF Thunderbirds at Academy Graduation Viewing area accessible from I-25
June 11	Dillon	Highest Airshow on Earth, over the Dillon Resv
June 25	KBJC	CPA Mtn/High Elevation Airport Ground School
July 2	KGNB	EAA 1267 Annual Pancake Breakfast
July 25-31	OSH	Airventure 2016
Aug 13	BJC	CPA Mtn/High Altitude Airport Ground School
Sept 24		Girls in Aviation Day
Oct 1	KPRC	AOPA Regional Flyin, Prescott, AZ
Oct 1-2	Aurora	Rocky Mtn Air Show
TBD	PUB	Pueblo Air Blitz - Weisbrod Museum
TBD	CO15	Kelly Airpark Pancake Breakfast
TBD	BJC	CPA Annual Meeting
TBD	TBD	CPA Holiday Dinner

Colorado Pilots Association Renewing Members

David Allen
Jerry Schofield
Jan McKenzie
James Greer
Randy Rothe
Cleon Biter
William Patterson
Donald Smith
Milt Gray
Jerry Morris
James Grady
Eyal Sittenfeld
Alex Seybold
Mike Pomorski
Karen Hitchcock
Lance Barber
Tom Linn

Stan Specht
Lucile Bledsoe
Aaron Schomberg
Jackie Bugg
Robert Martineau
Phillipe Camus
Chuck King
Michael Larson
Sonny Elgin
Larry Jones
Gil Jones
Penny Hamilton
Bill Hamilton
Richard Hawley
Gregory Cox
Richard Barclay

Colorado Pilots Association Welcomes New Members!

Scott Tietmeyer
Graeme Robinson
Brian Watson
Jason Anderson
Gary Rower
Ralph Forsythe

Greg Lucas
William Nichols

Newsletter Printed by



4120 Brighton Blvd, Suite A21

Denver, CO 80216

Phone: (303) 295-1172

Email: kimcoprepress@qwestoffice.net

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.

House

District 1 - Diana DeGette	http://degette.house.gov/
District 2 - Jared Polis	http://polis.house.gov/
District 3 - Scott Tipton	http://tipton.house.gov/
GA Caucus member	
District 4 - Ken Buck	http://buck.house.gov/
District 5 - Doug Lamborn	http://lamborn.house.gov/
District 6 - Mike Coffman	http://coffman.house.gov/
District 7 - Ed Perlmutter	http://perlmutter.house.gov/

Senate

Cory Gardner	http://www.gardner.senate.gov/
Michael Bennet	http://bennet.senate.gov/

We Need a Webmaster!

Due to increasing business responsibilities, Steve Callery, our able and long-time webmaster, has resigned. Are you interested? Contact Blanche Cohen or Gary Tobey for details.

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.

More Photos of Cuba





FLY MART

WANTED: E Z Tug or Power Tow for a Single engine plane/Mooney. If have one to sell, please contact me.

Contact: Jan McKenzie at 970-568-6411 or mckenjn@yahoo.com

FOR SALE: RESIDENTIAL LOT at Meadow Lake Airport, KFLY, near Colorado Springs.

2.5 acre Airpark lot with paved access to the runway. Deeded water rights. Electric service at the lot. Covenants. Address is 8312 Airpark Heights. \$99,900

Contact: Lee Leshner at (719)440-5608 or lesherlee@gmail.com

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

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 TSO, Narco AT50A TSO Transponder. Strong Lycoming O-540 engine with



FLY MART

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

At last - Another reason to visit Pueblo again!

The restaurant at the Pueblo airport is now open. There are all new furnishings, and the management is very friendly and accommodating.

Hours are breakfast and lunch 7 days a week.

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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**Civil Air Patrol,
Colorado Wing**
Jim Jenkins

Colorado 99s
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EAA
vacant

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**United States Pilots Assoc.
(USPA)**
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vacant

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COLORADO (ITR) - Vacant*

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- Vacant

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-- Vacant*

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GRAND JUNCTION (GJT)
- Vacant

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*JEFFCO - see Rocky Mtn
Metro*

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-Vacant*

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John Steel
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970/728-1300 (W)
justice@johnsteelaw.com

WALSENBURG (4V1) Vacant

WRAY (2V5) Lucile Bledsoe
970/332-5143 (H)
970/332-4955 (W)
lmbledsoe@plains.net

Colorado Pilots Association, Inc.

Mail-in application for Individual Membership/Renewal
Online application at www.coloradopilots.org

Name _____

Spouse _____

Address _____

City _____ State _____ Zip _____

Phone (H) _____ (W) _____ (C) _____

E-mail _____

Profession _____

A/C Owned (make & model & N number) _____

Based at or flown from & Identifier (e.g. APA) _____

Applying for:

- ☐ Renewal
☐ New membership

Check enclosed payable to CPA to cover membership, newsletter & access to Member-Only area of website.

Mail to: CPA, Inc.
PO Box 200911
Denver, CO 80220-0911

- ☐ \$20 - 1 year
☐ \$38 - 2 years
☐ \$55 - 3 years
☐ \$100 - 1 year Corporate membership

I am interested in serving as Area Rep at _____

I am interested in serving on the following committees:

- | | | |
|--|--|--|
| ☐ Airspace | ☐ Membership | ☐ Fly-in Planning |
| ☐ Flight Safety | ☐ Newsletter | ☐ Education |
| ☐ Programs | ☐ Legislative Affairs | ☐ Back Country |
| ☐ LSA Expo | ☐ Other _____ | |

CPA LOGO MERCHANDISE

Lapel pin \$2 + 0.50 s&h
Decal \$ 1 + 0.50 s&h

For information please call Terry Barbo 303-367-0670

Visit the CPA Store for Logo Clothing:
ces.landsend.com/Colorado_Pilots_Association



The Colorado Ninety-Nines, Inc.



Colorado Future Woman Pilot Scholarship **Amount: \$2,000**

The Colorado Chapter of The Ninety-Nines is offering **\$2,000** to a woman pilot in Colorado to complete her primary (very first) pilot certificate-Recreational Pilot, Sport Pilot, or Private Pilot.

The award is for flights and flight instruction in any aircraft type-airplane, glider, hot air balloon, etc., as appropriate for the certificate.

To Be Eligible, each applicant must:

- Be female
- Undergo flight training in Colorado
- Currently hold a Student Pilot Certificate (if required for the certificate sought)
- Have already soloed
- Have logged at least 10 hours of flight time (dual and/or solo)
- Have passed the written exam for the certificate sought



Application Deadline: April 30, 2016.

If you're interested, go to <http://www.colorado99s.org/scholarship> for further details.

For specific questions, email
Babette André at scholarship@colorado99s.org

**The Ninety-Nines, Inc., International
Organization of Women Pilots**
South Central Section – Colorado Chapter
www.colorado99s.org/scholarship



First Flyin of the Year!
CPA Fly-out to the 58th Cactus Fly-in, Casa Grande, AZ

The Cactus Flyin is March 4 and 5, 2016 at the Casa Grande Airport. Fly in on Thursday March 3, return to Colorado on Sunday March 6. Our host is Arv Schultz, President of the Antique Aircraft Assoc of Arizona. There will be food, vendors, and warbirds at this event.

NOTE: Self-serve fuel will be closed during event. A fuel "sleeve" can be obtained to order your request.

There are many motels in CG area, Mainstay seems reasonable and middle of pricing. A block of 10 rooms at the Mainstay has been reserved for CPA, single queen for \$56/night, under either *Antique Aircraft* or *CPA*, Ashley is our contact person. See their website for other rooms.

MainStay Suites -- \$70-100 with discount for early reservation (\$56)

Please tell them you are with the Colorado Pilots Association. Reserve your rooms early!

Casa Grande, AZ 85122

Phone: (520) 426-1177

<https://www.choicehotels.com/arizona/casa-grande/mainstay-hotels/az260?source=gglocalai>

Additional motels can be found at <http://www.cactusflyin.org>

Shuttle service from airport to motels is available at Terminal for \$5/person one-way. For rental cars, Hertz has a local office in Casa Grande, and will have table in the airport terminal.

Area attractions include the Casa Grande Ruins National Monument (about 30 minutes away) the Art Museum, and other museums in near-by Florence and Coolidge. Between the airport & motels is the Airport Tavern, with an outside patio. There are numerous restaurants in area.

*We must know if you are planning to come by **February 20, 2016**. This will be a great trip so let us know ASAP. There is no additional fee to CPA since everything is "a la carte" but we do need your registration form!*

Don't want to waste an envelope and stamp? Use our Online Registration form!

<http://goo.gl/forms/0S026F3HQQ>

Name: _____ # Attending _____

Phone #: _____ Email: _____

Address: _____

Airplane Type and Tail Number: _____

I need a ride: _____

I have empty seats and can take _____ additional people!

Emergency Contact and Phone #: _____

Mail or email this form to:

Lance Barber
1034 S Uravan St
Aurora CO 80017

email: <mailto:lancebarber@comcast.net>