

CPA FLIGHT LINES

Vol 33 Issue 3

March 2016

27

Jan

Centennial Airport celebrating the Broncos trip to the Super Bowl

59 comments - [Leave comment](#)

Posted in: [Sports](#)

Centennial Airport celebrating the Broncos trip to the Super Bowl. Nice touch APA! Go Broncos!



www.coloradopilots.org



President's Message
CPA President
Gary Tobey
Watch Out for Congress!

Two big things. Speak up. Oppose one and support the other.

OPPOSE H.R. 4441 to privatize Air Traffic Control.

House Transportation and Infrastructure Committee Chairman Bill Shuster introduced this pernicious bill that would privatize the ATC system and fund it through user fees. This would give control to the commercial airlines and their pilots through the number of seats on the new board to oversee the private system. This is a direct assault on general aviation and business aviation and our freedom to fly with non-discriminatory to the airspace and airports. The airlines would set the rules to benefit their private financial interests at the expense of other legitimate public users like you and me. Write your Congresspersons – email is good – to say they must oppose H.R. 4441.

SUPPORT the Pilots' Bill of Rights 2 that is in the U.S. House of Representatives. On this bill, encourage your Congressperson to cosponsor and support. The bill preserves and enhances our unique freedom to fly in the USA, including simplification of medical requirements. Let's be the citizens who get it passed this session.

Here in the 2016 Colorado legislative session, a bill attempting to deal with drones has already been killed. We'll be looking to the FAA for action. Be sure those drones get registered this month. CPA and others have worked on bills to open Colorado waters to seaplanes. So far, legislators have found roadblocks to sponsoring a bill, but the effort goes on.

See the calendar of CPA 2016 Fly-Ins and other activities. Bob Kinney and CPA members assisting him have set up some exciting trips. Choose right now for one or several destinations for your fly-in activity in 2016.

Sad news. The Wyoming Pilots Association has closed its doors. We'll encourage them to join CPA. Let's energize our contacts with other state pilot associations in surrounding states. Please tell me if you have a contact. We need to work together to promote general aviation.

Vice President Bill Totten continues looking for your ideas for great CPA activities and making the CPA airport representative program valuable to the pilots, airports, and all good citizens of Colorado. Please contact him with your best thoughts.

Proudly wear those CPA wings!

VIEWES FROM THE PAST

Bill Bredar

As a pilot you probably have experienced some sights that evoke strong feelings, feelings that can only be experienced while flying as PIC, memories that stay with you for ever, bear with me for a couple that come to mind.

* THE GRAND CANYON flying over the Grand Canyon at rim top level, what a ditch ! All of a sudden you're part of that great chasm when you leave the rim. Unfortunately, you can't do that anymore. Following some mid-air you now are restricted to 14,000 MSL, it's not the same compared to the way it used to be.

* AT SUNSET have you experienced flying home at sunset, on top of an undercast of cotton candy, fading blue sky above as that great ball of fire, Mr. Sun slowly descends into the clouds and there you are in the dark, not a ripple in your own world, almost home.

* MOSCA PASS flying low, just high enough to clear the notch ahead in the Sangre de Christos, Mosca Pass, it's smooth, not like the day the guy in the Bonanza got flipped on his back, in turbulence going through the pass, today smooth and then on the West side, a memorable site, a small ocean of sand, the Great Sand Dunes National Monument, you almost want to go lower and if in a tail dragger, drag your wheels (not recommended)

I know you have many more.

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Fly-ins 2016. . .Let's Get It On!

Visit the CPA website, www.coloradopilots.org, and check out the slate of 2016 fly-ins. Go to the "Events Calendar" on the right side of the "Home Page" for a brief description of each fly-in then set time aside in your schedule to explore America with us. We have short fly-ins and longer distance fly-ins; partial day and multi-day fly-ins; and very inexpensive to a bit more costly venues. Shoot, we've even planned fly-ins for those who want to drive if that's your choice. There's no better way to fill a few hours to a few days than to spend time traveling with fellow aviators. We're a fun-loving group that you'll love to get to know. For those hard-core fly-in addicts, not much has changed in our routine except the destinations for 2016. Yes, there will be lots of food, drink and good conversation.

We start early with a March fly-in to Casa Grande, Arizona followed by an April fly-in/drive-in to Ft. Lancaster north of Denver, and return trips to Fredericksburg, Texas and Santa Fe, New Mexico in May. In June, let's get wet! Canoeing Nebraska's Niobrara River and boating Flaming Gorge will keep us cool for this part of the summer. July takes us on a return trip to the beautiful, pilots-only campground at West Yellowstone. A back door tour of DIA and trip to Cortez, Colorado followed by the legendary CPA Fruit Run to Grand Junction round out the major fly-ins for late summer. Legacy Air is hosting a fly-in to their Rocky Mountain Metro Airport facility in September to say goodbye to the 2016 season.



Don't miss out! Come explore and party with us this year. (Note: Since the schedule was released last month there have been a couple of date changes. Make sure to visit the "Events Calendar" to confirm dates on all your favorite destinations).

Contact Bob Kinney at fly-ins@coloradopilots.org if you have questions on any of these events.

Wyoming Pilot Association

Roger Williams

It is with great reluctance and disappointment that I announce the end of the Wyoming pilots Association. An organization that began in 2006 by Gary Chadwick, Tim Hu, Mike Schulte and myself.

Since that beginning we have seen great successes and disappointments. Our goals for the association were for aviation related safety, mutual support, furthering aviation interests among the pilots of our state and others that may find interest here. We wanted to re-develop abandoned airstrips and develop new ones for recreation and for emergency use. We identified several abandoned fields that would have been a great asset to our state.

We had several fly-inn's and supported state aviation conferences and developed a plan for the Wyoming Air Tour. We developed and deployed the Wyoming Passport program

We developed and tried to publish an official Wyoming State Airport directory. We had developed a cooperative association with the Wyoming Dept of Transportation Aeronautics office. They helped pay for posting our early mailed out newsletters. We hoped to publish the airport directory. Without resources, it did not happen.

The initial organization had a free membership. We received a great response from the pilots in our state and had 485 members at our peak. Although we received some donations of money from the local EAA chapter and other interested groups, it became clear after a couple of years that we simply did not have enough resources to accomplish any of the goals of our organization.

We had a great response from many state wide groups and businesses. Tourism, airports, recreation groups etc. We received an offer for financial support from a state aviation group and we were off. Things were going well until financial support was withdrawn for use in the Wyoming aviation conference. Thus the end of this project because the WYOPA had no funds to make this happen on our own. Very sad indeed.

We have had some great successes. The Wyoming passport was well received and we distributed passports to all of the members in our group. Current or not. We had a joint Wyoming Pilots Assoc. / Colorado Pilots Assoc. fly-inn at Hulett, Wy. Prime Rib, Bus tours, golf etc. A great time was had by all

Thanks to all those who have supported us in the past. We hope for the best for Wyoming aviation. I would like to acknowledge the contribution of the board and leadership of the organization with a special thanks to Kevin Sweeney who without his leadership and dedication we would not have had a successful Passport program or Hulett fly-inn.

I bid all our pilots farewell and hope for Blue Sky's and great flying in Wyoming. It has been a honor to serve you. See you flying around the state.

Rocky Mountain Airshows canceled in 2016

Information from denverchannel.com & denverpost.com

Officials with the city of Aurora and Rocky Mountain Metropolitan Airport have confirmed that the Rocky Mountain Airshows scheduled for each location in 2016 have been canceled.

"Rocky Mountain Aviation defaulted on their agreement," according to Rocky Mountain Metropolitan Airport. The city of Aurora did not say why its air show was canceled, but confirmed it was canceled.

The Navy's Blue Angels were scheduled to appear at the Rocky Mountain Air Show, but the Blue Angels sent out a news release Monday that said the team was going to participate in the California Capital Air Show in Sacramento, California, instead of the Rocky Mountain Airshow.

"Because the Blue Angels participation in the Rocky Mountain Air Show was the foundation for Denver Navy Week, that event has also been canceled," the Navy Office of Community Outreach said in a statement sent to Denver7.

Last year's event at the Aurora Reservoir became a mess when traffic jammed and many ticket holders couldn't get to the show. Organizers had to issue refunds to hundreds of people.

"The city of Aurora is disappointed that we were not able to finalize plans with the organizers of the Rocky Mountain Airshow for 2016 due to contract and scheduling issues," the city said in a statement. "We are optimistic about the possibility of hosting exciting air shows at this beautiful site in the future."

It was not clear when the Rocky Mountain Airshow would return to fly over the skies of Colorado. Organizers of the event did not return phone calls for comment.

[Ed Note: The Colorado Sport Aviation is the organizer for the airshows. As of Tuesday, Feb 23, the website was not online.]

Aviation Innovation, Reform, and Reauthorization Act of 2016 AIRR Act (H.R. 4441)

We're taking this space to offer a various opinions on this bill.

UPDATE: As of Tues, Feb 23, 2016 PBOR2 has been rolled into AIRR

So we have a dilemma - many GA pilots want PBOR2 but is it worth it in the long run if AIRR becomes the law of the land? In this 18 page marketing brochure...er...Fact Sheet of the final version of the bill is a single line on page 10

“Streamlines the FAA’s medical certification process for certain small aircraft pilots”

<http://transportation.house.gov/airr-act/#top2>

According to AOPA, it does not appear that the bill will be brought to the floor of the House this week due opposition by the Democrats and many Republicans.

Back to our Regularly Scheduled Discussion of AIRR

Why Delta is Opposed

On October 27, 2105, Delta Air Lines announced it is quitting the industry group Airlines for America, which represents the largest U.S. airlines, after a disagreement over moving air-traffic control out of the Federal Aviation Administration to a non-profit corporation.

<http://news.delta.com/sites/default/files/Delta%20CEO%20ATO%20Privatization%20Letter.pdf>

Airlines for America (A4A) is the rebranded Air Transport Association of America (ATA). It's the trade organization that represents the principal U.S. airlines and is their voice when lobbying Congress, and is the #1 supporter of this change.

Translation: Purely and exclusively about granting control of ATC to the airlines.

As far as can be determined, the only opinion/article in favor of HR 4441 comes from A4A which is the major US airlines excluding Delta

Check out the comments at the General Aviation News website

<http://generalaviationnews.com/2016/02/17/ga-raises-concerns-over-proposal-to-privatize-atc/#more-99847>

The personal view from a current controller

Posted on pilotsofamerica.com

Pilots of America is a publicly viewable aviation website

As a controller myself, I can tell you this is a bad idea all around. It establishes an 11-member Board of Directors in which the airlines hold 4 seats, GA holds 2, the pilots union holds 1, and ATC holds 1 (The other 3 is the CEO and 2 Sec. of Trans appointees). This means the airlines will stack the board and only vote in their best interest and what protects their bottom line. The pilots union will vote whichever way protects their jobs, GA will probably vote with ATC, and depending on what sector the Sec. of Trans. came from, we could be looking at an additional 2 seats for the airlines. The best ATC can hope to accomplish is 6-5 minority. The bill establishes a quorum of a simple majority of BOD (6 members).

This bill gives the Corporation the authority to "...dispose of facilities to meet the needs of the Corporation". We are not 100% sure what this means for the controllers at these low-level facilities. Are we suddenly out of a job? What protections do we have? Are we left out in the cold. Personally, this is the one part of the bill that disturbs me the most and we cannot figure out why NATCA supported this bill. Did I mention that Bill Shuster's #2 campaign donor is American Airlines and his #5 industrial contributor is the Air Transport industry? This bill is bad news for controllers and an airline's wet dream. I urge everyone on this board to call your Congresscritter and ask them to vote AGAINST this bill.

ATC PRIVATIZATION BRINGS FEW SAVINGS, THREATENS GENERAL AVIATION SERVICES

EAA opposes AIRR Act heading to House floor, urges members to contact Congress

The Experimental Aircraft Association is urging its members to contact their congressional representatives and express opposition to provisions in the Aviation Innovation, Reform and Reauthorization (AIRR) Act that separate the nation's air traffic control system from the Federal Aviation Administration to be managed and operated by a not-for-profit, non-government entity. The legislation (H.R. 4441) passed the House Transportation and Infrastructure Committee on Feb. 11 and may be headed to the full House floor for a vote by the end of next week.

"Let's lay out the facts on this: moving to a privatized ATC system would not increase efficiency or safety, nor would it save any significant money," said Jack J. Pelton, EAA CEO/chairman. "What it would do is create an additional aviation bureaucracy, since FAA would still remain, and also create a government-

approved monopoly on air traffic services that is dominated by airlines and commercial aviation interests. This will hurt the safest and most complex aviation system in the world, which is why EAA is unequivocally opposed.”

Among the foreseen negative consequences of privatized ATC services for general aviation:

- * Few promised savings or efficiency improvements: All existing labor contracts, equipment, and overhead costs are fully transferred to the ATC corporation.
- * Likely increase in costs: Two bureaucracies will become necessary: The FAA remains and retains rulemaking and safety oversight. Meanwhile, the ATC corporation will have its own structure, while also being open to unlimited liability that will increase costs through insurance premiums, legal defense, judgments and settlements.
- * Airline dominance of ATC governance: Airlines will have overwhelming political and financial influence, and have no incentive or desire to underwrite GA needs. The airspace is a national asset, similar to interstate highways, which must be operated for the interests of all users.
- * GA will lose services over time: With few cost savings and continual pressure for airlines to increase profits, the place to reduce costs is to cut services that do not contribute to airline profits. Thus, GA loses airspace access, ATC services, and funding for rural airports, charting, and flight services, among others.
- * Loss of government oversight: Congress and FAA have been the arbiters of fair access to use the national airspace system. In this plan, those decisions would rest in the hands of private interests dominated by airlines’ self-interest and profit motive.

“It’s noteworthy that the only two general aviation pilots on the House transportation committee – both Republicans – voted against this bill because they understand the ramifications,” Pelton said. “Those in the GA community who think this is only about user fees should stop and think again. There will be no turning back. This will permanently change the access and freedom of the nations’ airspace for general aviation. That’s why all general aviation pilots and supporters should contact their elected representatives on this immediately.”

EAA members can find contact information and send correspondence to their House and Senate representatives through EAA’s Rally Congress online portal at <http://govt.eaa.org/>

Plane & Pilot

It's not holding anything back in its opinion!

Proof that getting Congress to write aviation regulations is a twin-edged sword is the latest FAA reauthorization bill, AIRR (H.R. 4411), making its slithering way through the weeds of Washington, D.C. The bill does a few really good things for pilots but with one fell swoop potentially undoes all of that good by privatizing ATC and handing over control of the system to the airlines.

Here are five reasons that this is the worst news ever, no exaggeration, for us GA pilots, those of us who fly everything from small planes to bizjets.

5. It's a giveaway of colossal proportions.

The idea behind the privatization of ATC is that somehow it will get better and more efficient because the government will be kept out of the process. It's a lie. The system is worth untold billions of dollars in potential profit for its users, and the design of the legislation is intended to hand the decision making power over the airlines. For this monumental business opportunity they will be paying exactly nothing. There has never been to our knowledge a giveaway of such proportions. By contrast, the sale of unused radio spectrum a few years back generated billions in payments by the companies that wound up profiting.

4. It's a scam.

The organization that will ostensibly be running ATC is referred to as being not-for-profit, but it will be making decisions that will directly affect the fortunes of users. So if, for example, the decision making deck were stacked in favor of one user over the other, it would be a terrific economic windfall for that user, say for instance, the airlines. And if anyone thinks that the not-for-profit is going to be able to run the organization efficiently and thus keep user fees low (or non-existent) has never observed such an organization (in) action. Why our Congress is doing this is a great question, one I'd love to see answered by some mainstream investigative journalists.

3. The deck is stacked.

The board that will control decisions made by the not-for-profit corporation will be heavily weighted toward the airlines. That GA would get two spots on that board is essentially irrelevant. What good are two votes if you're always on the opposite side of the bad guys, who have 6 or 8 votes.

2. The airlines are the bad guys and they're in direct competition with us.

If you think that somehow the airlines, who would be in control of the decision making process will somehow be benevolent toward GA out of the goodness of their hearts, you haven't taken a close look at an airline's EKG. There's no pulse because there is no heart. ATC will take every opportunity to make flying IFR,

and to get any other kind of services, as expensive as they can get away with, and they'll be able to get away with anything they want to, as there is virtually no oversight of the new system. The airlines would conceivably be able to get rid of GA slots at busy airports or to make pricing for services so steep for GA that it would drive down our numbers and make the skies freer (that's sarcasm) and more profitable for the airlines, to name just a couple of dire outcomes for GA. The bad things that it could do us private fliers is nearly endless, and it's practically speaking impossible to predict the kinds of devious schemes it could create to benefit the airlines and hurt GA.

1. Once the rule is law, the game is over.

When you hand over the keys to the car, you shouldn't be surprised to then see it disappear over the horizon. That's what's going to happen to our incredibly valuable, efficient, well funded and safe air traffic control system. To their discredit, our member organizations, from AOPA to NBAA, have decided to play it safe and see what happens to the legislation. To its credit, EAA has got this one right. EAA head Jack Pelton clearly recognizes the danger to GA and encourages EAA members to oppose the legislation and let their elected representatives hear about it. Instead, they need to make this issue their top priority. If it gets through, aviation will be worse for us all and we'll have little recourse.

And Now for Something Different

with apologies to Monty Python

Charlie Johnson named Wings Over the Rockies chairman

Charlie Johnson, President and Co-Founder of Aero Electric Aircraft Corp. (AEAC), the developer of the Sun Flyer solar-electric flight trainer, has been named chairman of the board of the Wings Over the Rockies Air and Space Museum in Denver.

John Knudsen, executive vice president of AEAC, was appointed to serve as secretary-treasurer of the Wings over the Rockies board for an additional term. Knudsen also serves in private practice as an aviation attorney and was previously co-founder and president of Adam Aircraft.

NBC Sports to air special on Reno Air Races

The NBC Sports Network will air a one-hour show Sunday, March 27, featuring the National Championship Air Races. The program begins at 1 pm MST.

“The fact that the National Championship Air Races, the fastest motor sport in the world, will be the feature of a one-hour show to air on the NBC Sports network is an incredible opportunity for the Air Races to be exposed to a national

television audience,” said Mike Crowell, chief executive officer of the Reno Air Racing Association (RARA). “It also provides positive, national exposure for Reno and the northern Nevada community.”

Beyond the Powder on PBS

Beyond the Powder: The Legacy of the First Women’s Cross-Country Air Race is a documentary film that follows the 2014 Air Race Classic racers as they make their way across the country, while telling the story of the original race of 1929, also known as the Powder Puff Derby.

The first Women’s Air Derby in 1929 was flown from Santa Monica to the finish line in Cleveland, kicking off the National Air Races. The eyes of the country watched as these brave women made history flying cross-country, breaking into a competition that was thought to be for men only. They encountered sabotage, death, and all the difficulties of flying at the dawn of aviation.

Today the Powder Puff Derby continues as the Air Race Classic. The modern day racers carry out the legacy of the original racers with their adventurous and rebellious spirit. Showing that they were more than just their make-up, the original Derby contestants have inspired those flying today to truly push beyond the powder.

As of this printing, only 2 stations in Colorado will be broadcasting the film. Check the station for dates & times KBDI Ch 12.1 and KRMA 6.1

An Interesting Amendment to AIRR

This amendment would protect the rights of private pilots to use the Internet to connect with people who want to share costs for a flight. Sponsored by Rep. Mark Sanford (R-SC), would clarify the FAA rules that shut down flight-sharing websites like Flytenow.com.

Using an Internet-based platform, Flytenow, and other flight sharing companies, connect travelers looking for an affordable mode of transportation to private pilots wishing to share travel plans and trip expenses.

Expense-sharing pilots and passengers have been able to connect with one another using a wide variety of platforms since the beginning of general aviation, including email, telephone, word of mouth, and other common forms of communication. For example, pilots have traditionally posted their planned flights on local airport bulletin boards, or in other community spaces, so that a passerby interested in joining the flight can contact the pilot and share the flight costs in accordance with longstanding FAA rules and regulations.

Calendar of Events

Always check the CPA website for any changes to the Calendar

** Indicates New or Updated event*

CANCELLED

* Oct 1-2 Aurora Rocky Mtn Air Show

CPA Flyins

Mar 4-5	KCGZ	58th Annual Cactus Flyin
* Apr 23	18V	Fly or drive to Platte Valley reconstructed western homestead and BBQ
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 22-24	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 Tour UTE Tribal Park 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 11	KFLY	Meadowlake Open House & Pancake Breakfast
* June 11	KFTG	CPA Pot Luck
* June 18	CO12	VanAire Flyin & Picnic
* June 18	KFMM	Fort Morgan Flyin
* June 18	CO15	Kelly Airpark Flyin & Pancake Breakfast
* June 18	KCOS	Colorado Springs Flyin
June 25	KBJC	CPA Mtn/High Elevation Airport Ground School
* June 25	KLMO	Longmont Expo
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

* Sep 24	KLXV	Annual Breakfast & Flyin
* Sep 24	1V6	Fremont County (Canon City) Airshow & Flyin
* Sep 24	KRIL	Garfield (Rifle) Flyin
Oct 1	KPRC	AOPA Regional Flyin, Prescott, AZ
TBD	PUB	Pueblo Air Blitz - Weisbrod Museum
TBD	BJC	CPA Annual Meeting
TBD	TBD	CPA Holiday Dinner

Colorado Pilots Association Renewing Members

Lois Defleur	Torry Krutzke
Matthew McHarg	Jeff Hinkle
Carl Boecher	Steve Tautz
Brandon Nadrash	William Marvel
Chic Koran	Carl Talkington
Roger Hughes	John Underwood
Victor Hauser	Bart Whitehouse
Debra Wilcox	Lynn McCullough (rejoined)
Alex Hauzer	Emily Salley
Tracy Perry	Jeffrey Huston
Howard Morgan	John Kane
Mike Henderson (rejoined)	Eric Berg
Keith Lammey	Roy Space
Kent Holsinger	Michael Kellan
Kim Ross	John Linz
Bob Kinney	Greg Anderson
Anthony Valle	

Colorado Pilots Association Welcomes New Members!

Peter Kos (rejoined)	Erick Nordling
Donald Mitchell	Steve Zimmermann
Rachel Khoury	Corporate Member
Rick Brennan	Vail Valley Jet Center
Michelle Brevard	Allissa Hollis

Reject the Privatization of ATC **Time to remind the Representatives....**

Time to email your Colorado Congress member to ***reject*** the Privatization of ATC - AIRR Act (H.R. 4441). 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.



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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-- Vacant*

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*FREMONT CNTY/CANON
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- Vacant

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Metro*

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WALSENBURG (4V1) Vacant

WRAY (2V5) Lucile Bledsoe
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Colorado Pilots Association, Inc.

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

Name _____

Spouse _____

Address _____

City _____ State _____ Zip _____

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

E-mail _____

Profession _____

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

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

Applying for:

- ☐ Renewal
☐ New membership

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

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

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

I am interested in serving as Area Rep at _____

I am interested in serving on the following committees:

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

CPA LOGO MERCHANDISE

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



CPA Fly-In to Santa Fe New Mexico

AGENDA

Friday, May 20:

Morning arrival to KSAF

The Jet Center at Santa Fe will be expecting you.

Shuttle to the Drury Hotel

Lunch on your own

1:15 Shuttle to Randall Davey Audubon Center

5:30 Happy hour at the hotel

6:30 Group dinner at San Francisco St. Bar & Grill

Saturday, May 21:

Breakfast at the hotel

10:00 Palace Express Trolley tour of Santa Fe's historical areas

Lunch on your own

Afternoon free time to explore Santa Fe

5:30 Happy Hour at the hotel

6:30 Group dinner at La Casa Sena Cantina

Sunday, May 22:

Breakfast at the hotel

Shuttle to KSAF

For more information contact

Ron Krohn at (505)690-4032 or krohnair@outlook.com



CPA Fly-In to Santa Fe New Mexico

Friday May 20 to Sunday May 22

Santa Fe rests in the western foothills of the Sangre de Cristo Mountains, under beautiful blue, sunny skies and with cool, crisp, clean mountain air. [Recognized by Condé Nast Traveler readers as the #2 destination in the US](#), Santa Fe is an alluring cultural, culinary, and outdoor destination with a wealth of history. Santa Fe has a vibrant cultural scene and great shopping. As the third largest art market in the US, the City Different is alive with arts, full of amazing food, and has so much for the senses to discover. We will stay at the Drury Plaza Hotel in downtown Santa Fe, to enjoy all that Santa Fe has to offer.

Stretch your legs after Friday morning's flight with a visit to the Randall Davey Audubon Center and Sanctuary. Located at the end of Upper Canyon Road, in the spacious entrance to the canyon of the little Santa Fe River, the Audubon Center encompasses 135 acres of striking landscapes and wildlife. Bounded by thousands of acres of National Forest and Santa Fe River Watershed land, the Center and Sanctuary provides a peaceful sanctuary for plants, animals and visitors. The Audubon Center supports a small network of trails, and the Nature Conservancy maintains a trail loop in their preserve, with some strategically-placed interpretive signs along the way.

A vanguard of modern art, Randall Davey was an important part of the Santa Fe Art Colony, and was a skilled painter, printmaker and sculptor. Davey successfully practiced his art here in his studio until his death in 1964. Every Friday afternoon at 2:00 PM the center offers a docent-led tour of the historic Davey House and Studio, preserved in its original state from the mid 1900's.

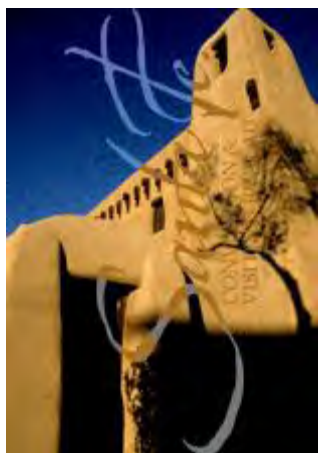


After a leisurely breakfast on Saturday, we will board a classic 1991 San Francisco trolley for a guided tour of Santa Fe's downtown and historical areas. This is a "transpertainment" tour of the downtown landmarks, Canyon Road, Museum Hill, and the State Capitol areas. Returning to the hotel shortly before lunchtime, the afternoon will be yours to explore the many restaurants, museums, galleries, and shops in downtown Santa Fe.



We will enjoy Saturday night's group dinner in the La Casa Sena Cantina's historic adobe, over New American West cuisine while listening to some of the area's most incredible talent in a warm and intimate environment. Their singing wait staff entertain us with the best of Broadway, Jazz and much more.

For more information on this Santa Fe weekend, contact Ron Krohn at (505)690-4032 or krohnair@outlook.com



CPA Fly-In to Santa Fe New Mexico Registration Form

Pilot's Name: _____

Phone: _____ Email: _____

Address: _____

Aircraft Type & Tail Number: _____

Emergency Contact: _____

Expected Arrival: _____ Departure: _____

Guests: _____

Do you have empty seats available? How many? _____ Need a ride? _____

Reserve your room at the Drury Hotel in Santa Fe before Monday, April 18th.

To reserve online, go to www.druryhotels.com, then enter Group number 2265218.

Reservations may also be made by calling 1-800-325-0720 and refer to the Group number 2265218. The group rate is \$139/night and includes a hot breakfast, happy hour, and in-room wi-fi. Additional nights may also be reserved at this rate on an as-available basis. Individual reservations must be cancelled prior to 12:00pm on the confirmed date of arrival in order to avoid a fee equal to one night's room rate plus tax.

Upon arrival at KSAF, taxi to The Jet Center at Santa Fe which is located just north of the Control Tower. Your welcome packet will be at the FBO's concierge. They are offering us fuel discounts off-the-truck for this event. Aircraft parking will be on the north ramp. The airport's single engine ramp fee is \$6/night, and will be collected by the FBO. CPA shuttle pick up here.

How many for the Randall Davey Audubon Center? _____

How many for the house and studio tour? _____ (\$5 per person cash)

How many for the trolley tour of Santa Fe? _____ (\$15 per person cash)

How many for Friday group dinner? _____ Saturday group dinner? _____

Registration is \$10 per person to cover ground transportation. Make your check payable to the Colorado Pilot's Association and mail it along with this form to:

Ron Krohn
PO Box 2006
Santa Fe, NM 87504



Historic Ft. Lancaster Fly or Drive



Ft. Lupton, CO

April 23, 2016



Step into the past and relive the mid-1800's via the 100 acre South Platte Valley Historic Park's newly reconstructed Ft Lancaster (Ft. Lupton), and renovated mid-1800's trapper's cabin, one-room school house, and farmhouse. Volunteers will bring the era to life as they relate details of settler's life in this early period of the settlement of the Front Range. You'll be fascinated as volunteers, dressed in period clothing, tell you of daily life and the challenges the early settlers faced. This is a first class



facility with a first class visitor's center. We've arranged for volunteers to give us custom tours of this amazing fort and it's legendary history. The volunteers who built this facility strived for accuracy in detail which is unmatched. The South Platte Valley Historic Society will serve a BBQ in the fort's "great room".



Fly or drive but don't miss this opportunity. Once you've visited this hidden gem, you'll be back, bringing family and friends.

Saturday, April 23, 2016: Fly or drive: Arrive at Platte Valley Airport (18V)--13 nm from DIA, & be tied down by 9:00 a.m.. If driving, go directly to the South Platte Valley Historical Park at 2001 Historic Park way, Ft. Lupton (N.W. side of the town of Ft. Lupton). Meet at the Visitor's Center at 9:30 a.m. Transportation will be provided for those flying to Platte Valley Airport.

REGISTRATION DEADLINE: April 15, 2016 Links: spvhs.org

Questions? Call or email Bob or Shawn Kinney 303-887-3328. twinlake1@aol.com or flyins@coloradopilots.org

Please detach & return this lower portion, with your check made out to "CPA" to Bob Kinney 8401 I-76 Service Road, Henderson, CO 80640 or email to twinlake1@aol.com (Send your check by regular mail if you email your registration to us).

Name(s): _____ Address: _____

Cell phone: _____ Plane N# _____ Emergency contact & phone: _____

Are you flying or driving? Circle one: Flying Driving

Do you have a seat to share in your airplane? _____ Are you w/o an airplane & need a ride? _____

Total attending _____ x \$20 = _____ for the BBQ & small donation

(Admission to the fort is free)