

CPA FLIGHT LINES

Vol 33 Issue 5

May 2016



I'm still charging you for the lesson even if you're not paying attention and staring out the window.

<https://dogzen.com/dogsmightfly/>



www.coloradopilots.org



President's Message CPA President Gary Tobey

Mayday – Mayday -- Mayday!

Into the beautiful month of May.

Luckily, most of us don't have to announce a Mayday very often in a career. But we should be ready and practice our emergency procedures all the time.

In my over 50 years of flight – all in single-engine aircraft -- I've made the call only three times. Twice I called it for the same squadron mate in my combat squadron, once when he hit a big bird over the Pacific Range of California that stripped about six feet off the surface of his A-4 aircraft, and once when he took an anti-aircraft hit over North Vietnam, made it out to the Gulf of Tonkin, but had to eject from his A-4 for a swim and pick-up by the rescue helicopter. The one call I made for myself was when I hit a duck over northern Florida that went through the A-7 radome, through the radar, and came to rest up against the panel just in front of my feet on the rudders. A lot of red lights came on but the aircraft and I were fine – not so the duck.

What stories and lessons do you have to share here in Flight Lines about your Maydays?

Seaplanes were defeated by fear of the zebra mussel and other aquatic nuisance species in the Transportation and Energy Committee of the Colorado House. We thank Representative Javon Melton for introducing House Bill 16-1315 in support of seaplanes on waters managed by the Colorado Parks and Wildlife Division. Ray Hawkins of the Seaplane Pilots Association and CPA worked tirelessly to bring the bill this far. Many CPA members and seaplane advocates stayed until 6:00 pm on April 13, 2016, to support the bill. It just was not to be this year. Ray is already launching efforts for a strong push on other waters and for a bill next year under the Gold Dome. Continue your support.

On the federal level, The Senate passed a great FAA Reauthorization Bill on April 19. It now goes to the House. Email your Congresspersons to say they must SUPPORT this Senate version that includes the Pilots' bill of Rights 2 and simplified medical certificates. They must OPPOSE other bills, including the part of H.R. 4441 to privatize Air Traffic Control and fund it through user fees.

Fly-ins. Where are you flying in 2016? How about that great trip to Santa Fe, May 20-22 (try late registration) and other exciting trips on the CPA calendar?

Memorial Day, May 30, 2016 – Remember.

Bright ideas? Tell Vice President Bill Totten how to make CPA more valuable to pilots, airports, and everybody in Colorado. Please contact him with your best thoughts.

Wear those CPA wings proudly! Get a cool jacket or two at Land's End.

**CDOT Div of Aeronautics
Shahn Sederberg**

GREAT NEWS! Our new Walton Peak AWOS (C07) is now operational! C07 is located at the summit of Walton Peak, 5 miles west of Rabbit Ears Pass at an elevation of 10,577' MSL. Click on the link for the contact information for this AWOS.

<https://www.codot.gov/programs/aeronautics/Mountain%20AWOS%20Sites/C07>

The 2016-2017 Colorado Aeronautical Charts are in!

Pick one up at your favorite airport or the Aeronautics office at Front Range
Airport

Download the *airport directory* (PDF) for your computer or tablet at

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

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An Oxymoron of FAA Proportions: The Informal Conference

Joseph LoRusso

The seemingly innocuous title assigned to the initial meeting between a pilot and the FAA known as an “Informal Conference” implies a friendly meeting where the bases of an alleged violation committed by the pilot are discussed in a relaxed setting, which promotes an amicable resolution for both pilot and Administration. However, despite the sanitized title, an Informal Conference can lead to the finding of very formal evidence and, therefore, it is important for the pilot understand the potential ramifications of such a meeting and adequately plan for the possible outcomes.

The FAA most commonly broaches the option for an Informal Conference in a “Notice of Proposed Certificate Action,” which is sent to the pilot within weeks or even months after the occurrence of the alleged violation. The Notice contains both a reply form and an information sheet, which briefly describes the FAA’s source of authority for the proposed action, the purpose of the FAA’s request for a reply, the routine uses for the records gathered by the request, and the effect of the pilot’s failure to respond. The most concerning aspect of the information sheet is not what it contains, but rather, what it fails to address. Specifically, the Notice, the information sheet, and the reply form fail to disclose that the pilot has the right to request the FAA’s Enforcement Investigative Report (“EIR”).

The FAA’s EIR is the substantive “evidence” that the FAA has collected internally to determine whether legal enforcement is warranted and supported. Essentially, the EIR is the foundation for the FAA’s specific violations, as spelled out in the Notice of Proposed Certificate Action. Parts of the EIR are releasable to the pilot, and should be reviewed before submitting a formal reply.

The reply form itself will likely contain a number of options: (1) the pilot may respond to the FAA’s proposed action by surrendering his or her certificate; (2) the pilot may dispute the proposed action in writing by proffering his or her own evidence; (3) the pilot may request the “opportunity to discuss this matter with an FAA attorney” either on the phone or in person; or (4) the pilot may ask the FAA to convert their proposed action into a full blown legal order, which enables the pilot to bypass the FAA’s administrative process in favor of moving directly into the appellate process with the NTSB.

It is important to note that two of the four options make the FAA’s job very simple, as one is tantamount to a white flag surrender and the other at least results in momentary defeat. That said, the options most frequently chosen by pilots are seem to be either defending the action by submitting their own evidence or

opting to discuss the matter with an FAA attorney in hopes of resolving the issue without further legal action. In a majority of these cases, there is a high likelihood that the pilot will end up facing an Informal Conference regardless of their chosen path, so it is exceedingly important for the pilot to be prepared for what the FAA's attorneys will have in store for them.

Because traveling to the FAA Regional Counsel Office is most often an expensive undertaking (and FAA Attorneys will not travel to the pilot), more often than not, the Informal Conference will be conducted over the phone. As most attorneys will agree, a telephone conference lacks the personal aspect that is so important when attempting to negotiate. This places the pilot at a distinct disadvantage; therefore, in order to gain the upper hand, the pilot must know what to expect and position him or herself accordingly to minimize the FAA's leverage.

What To Know Going Into the Conference:

Parties Present

The conference will be completely dissimilar to what is advertised on the notice. In addition to the FAA attorney, the FAA field Inspector (who the pilot has likely divulged information to on more than one occasion prior to the issuance of the Notice of Proposed Certificate Action) will also be in attendance. The investigator is the heart and sole of the enforcement action; as such, they will not only be present to fact check your account for the benefit of the FAA attorney, but they will also provide commentary on the circumstances of the incident based on the FAA Regulations.

Stay Consistent

To be frank, for the uneducated pilot, the Informal Conference serves as an opportunity for the FAA to put the nail in the coffin, so-to-speak, on the proposed Certificate Action. Everything the pilot says during the conference can and will be used against the pilot to support the suspension or revocation of his or her license. Thus, the information gathered throughout the conference can be used to further solidify the FAA's investigative report and, may commonly be used to attack the pilot's credibility through inconsistent statements, based on the investigator's prior conversations with the pilot.

If the pilot feels compelled to assert his or her side of the story during the informal conference, it is important that they stay consistent with any previous statements made during the initial investigation. As with an oral examination during a checkride, it is wise to stick to simple statements.

Don't Engage in One-Sided Negotiations

Unfortunately, the format of the conference, which includes asking the pilot to give a narrative of the incident, allows the FAA to adopt a passive listening role. Not only does this tactic effectively allow the pilot to talk him or herself into the

corner, but the majority of the FAA's evidence to that point will be deemed work product and confidential; the effect being that the FAA attorney may develop and adjust the action in response to the pilot's account of what occurred, without any obligation to turn over the information upon which the FAA has built its case against the pilot.

Ultimately, the FAA's position will likely echo the claims provided in the Notice of Proposed Actions. The starting point for the negotiations will then be the proposed sanction, which is tied to the punishments in the FAA's Sanction Guidance Table. Prior to the Informal Conference, the pilot should consult this Guidance Table (which is available to the public online), in order to ascertain the range of offers available to the attorneys based on the circumstances of the violation, which will then, in turn, assist the pilot in making a reasonable and educated counter offer.

Assuming that the FAA takes the position that they cannot produce any of their collected evidence that is subject to confidential attorney work product the pilot must be careful to avoid arguing against himself. Without an abundance of caution, the pilot can easily begin making counter offers to his or her own offers, while providing evidence that the FAA can use in the enforcement action.

Hire An Attorney

It should be clear at this point that an Informal Conference is not as informal as advertised and contains many pitfalls that may result in self-incrimination. Due to the latent risks associated with such administrative actions, the benefits of hiring an aviation attorney who is familiar with the FAA's strategies during these actions are untold. Aviation counsel will be better positioned to request the EIR and make determinations about the weight of evidence most likely possessed by the FAA, while understanding the importance of records preservation in such an action. Perhaps most important, an aviation attorney will possess the ability to control the conference in a manner that ensures that it is most beneficial to the pilot or, at the very least, will prevent the pilot from making an unpleasant situation worse.

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.

Joseph 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. Joseph is an airshow pilot and practices in the areas of aviation litigation, transactions, certificate defense, and drone certifications. Contact LoRusso & LoRusso, Ltd. at (303) 466-3200 for further information.

**He came out of the clouds, flying down a narrow valley
On course for an airfield, with just enough altitude to land on
the short runway.**

Bill Gust

"Cortez, Colo., Aug. 4, 1959—An Air Force major escaped injury shortly before midnight when his weather reconnaissance jet flamed out and he was forced to make a crash landing here. The Air Force said the pilot, Maj. H. C. Hua, glided the Lockheed U-2 to the Cortez Airport... Major Hua was on a weather reconnaissance mission out of Laughlin AFB, Tex...."-News item

"Major Hsi-Chon Hua, Chinese Air Force, distinguished himself by extraordinary achievement participating in aerial flight on 3 August 1959, while serving as Aircraft Commander, 4080th Strategic Reconnaissance Wing, Light. "-Citation accompanying Distinguished Flying Cross

It was my seventh training flight in the new, super-secret U-2 reconnaissance aircraft, and it was a night mission. Months before, I had been selected by the Nationalist Chinese Air Force (NCAF) to go to the US for training in the exotic U-2. Everything about U-2 operations was clandestine, even the pilot selection process.

We NCAF U-2 trainees had been told only that top fighter pilots were being evaluated for a new mission and that selectees would have to pass rigorous physical and English-proficiency exams. That was about all. Not until we arrived at Laughlin AFB, Tex., in April 1959 did we find out what kind of aircraft we would fly.

Training was a challenge, even for someone like myself who had flown many F-86 sorties over the Taiwan Strait during the 1958 Quemoy crisis. The small U-2 cockpit was uncomfortable, the special pressure suit was cumbersome, and preflight oxygen-breathing was taxing.

My initial flight, and that of each pilot, was conducted over the wide-open spaces of southwest Texas. Subsequent flight courses would range across the US. With a pilot required constantly to identify current position, update the flight direction, and make corrections toward the next waypoint, the typical ten-hour flight was never boring.

For my seventh mission, I was to fly to Ogden, Utah, and back, using celestial navigation. The flight began around 8:30 p.m. on a hot August night. Flying weather was good, and everything was going reasonably well.

It was my first night flight in a foreign country. I recall that, with thousands of glittering stars crowding the clear dark sky, it was difficult to find the precise celestial body needed for a navigation fix. The heating wire inside the glass faceplate of the pressure suit obscured my vision, and the cockpit light was not bright enough to allow me easily to draw the most probable position line on my map.

"Altitude Above 450"

When at last I reached Ogden, I was happy and gratified that I had been able to reach the farthest route point without getting lost. I made a 300-degree left turn, heading toward Delta, Utah. Once over Delta, I called out my position report: "Altitude above 450." Actually, I was flying above 70,000 feet, but the fictitious altitude was reported as a security precaution. That done, I concentrated once more on celestial navigation.

Suddenly, only a few minutes after I rounded Delta, the U-2's engine flamed out and died. A quick glance at my clock showed it was 0528 Zulu, or 10:28 p.m. local time.

Things got bad very quickly. When the pressure suit started to inflate, I had to pull the helmet cable down hard to keep the rubber bladder inside from choking me. Then the autopilot went out. Soon, I learned firsthand just how great was the U-2's lack of stability and control at high altitudes.

No try for an engine airstart could be attempted until the aircraft had descended below 35,000 feet. But the speed range between the stall buffet boundary and the Mach buffet boundary of the U-2 is less than twenty KIAS (knots indicated airspeed) at that altitude. I thus could not go into a rapid descent in order to ease the uncomfortable situation.

The only way that I could right the situation was to keep the aircraft gliding on course. Indeed, we had been told in ground school that many U-2s that had flamed out at high altitude had been successfully relighted at lower altitudes. I resolved not to panic.

The U-2 glided into the clouds below 40,000 feet. The air was bumpy. I struggled to keep the aircraft under control. Upon reaching 35,000 feet, I tried to relight the engine, but failed.

I thought that I must have followed an incorrect procedure, so I took the checklist out of my pocket, reviewed the airstart procedure once more, and tried again. This attempt also failed.

I tried again, using the alternate airstart procedure. It also failed.

By this time, the altimeter indicated 17,000 feet. I was really in trouble. Lurking unseen in the clouds just below, I knew, were high peaks of the Rocky Mountains, some of which rose to altitudes of more than 13,000 feet.

A Desperate Mayday

What should I do? Bailout? Under normal circumstances, that would be the proper decision. But I was still in the clouds, and was unable to see what kind of terrain stretched below. My prospects for surviving a bailout over rough, remote mountain areas were low at best. I called out a desperate "Mayday!" to a nearby Air Force base but got no response.

God Almighty, I reckoned, would be the only one to save me now. So I prayed. I prayed aloud.

Suddenly, I was astonished at what I saw: lights on the ground at the eleven o'clock position. I had come out of the clouds to find that I was clipping along through a narrow valley, flying between tall mountains. Their sheer black walls rose and disappeared into the clouds above me. Even so, I felt a surge of relief. If there are ground lights, I calculated, there are probably people nearby, and that means that the terrain might be reasonably flat and I might be able to survive a forced landing.

I headed toward the lights. Gradually, I discerned alternating white and blue flashes, which I took to be a rotating beacon that normally identified an airfield. The altimeter showed the U-2 to be at about 7,000 feet. Bereft of information about the true elevation of the surrounding terrain, however, I had no way of knowing the actual altitude of the plane above ground. Under these circumstances, I had no alternative but to maintain an optimum glide speed and try to stay airborne until I reached the beacon.

As I drew nearer to the beacon, I saw that there were also some runway lights, meaning that I had stumbled on an airfield. How wonderful was that vision! I had enough altitude to glide across the runway and go into a 270-degree emergency-landing pattern.

On final approach, I put down the U-2's landing gear and used the speed brake. The aircraft touched down fairly smoothly, but did not stay on the landing gear. The aircraft, with its belly scratching the pavement and its left wing tip striking the shoulder of the runway, went into a ground loop and came to rest in one piece.

Imagine Their Surprise

Quickly, I scrambled from the cockpit and made for the only lighted building around. Inside, I found the airport manager and a radio operator. It took me a little while to fully apprise them of the situation, using my Chinese-accented English. One can imagine their surprise at coming face to face with a Chinese pilot, wearing a pressure suit, having just flown in unannounced in the dead of night in an aircraft of the strangest appearance. They had never heard of a U-2. It would be nine months before the Soviet downing of Francis Gary Powers in Russian airspace was to make the name of the aircraft a household word.

As for me, I had never heard of Cortez, Colo. Not even the town, much less its airport, appeared on my map. The airport manager informed me that, due to the cost of supplying electricity, the local city council was debating whether to keep the tiny community's airport lights on at night. What's more, he told me, he and the radio operator had been preparing to close the office, douse the lights, and head home for the night.

That night, I was able to contact Laughlin AFB to report the accident. Next morning, the 4080th Strategic Reconnaissance Wing sent in a team, which dismantled the U-2 and loaded it in a C-124 transport. Inspection showed the problem had been caused by a broken fuel line, but the U-2 was otherwise in good shape. We all boarded the C-124 and flew back to Texas.

Months later, I was awarded a Distinguished Flying Cross by the US Air Force. The U-2—No. 56-6721—as modified and continued in active research and development use at Edwards AFB for many years.

Though this incident had a fortuitous ending, it was for me a solemn lesson about life. I do not believe that it was mere luck that brought me through the difficult moments. Think of the coincidences: The U-2 breaks out of the clouds in a valley, flying in the proper direction; within this valley lies the Cortez airfield, with no others around for 100 miles; the Cortez city council, against its better judgment, decides to leave the airfield lights on at night; and I had just the right altitude—no more, no less—required to land on such a short runway. For me, the conclusion to be drawn from all these “coincidences” is inescapable. My prayer was answered.

Hsichun M. Hua, now a lieutenant general in the Chinese Air Force, lives in Taiwan, the Republic of China. He has served in his nation's air force for more than thirty years. He was prompted to send this account of his experience to AIR FORCE Magazine after seeing, in the February '89 issue, a Bob Stevens "There I Was" cartoon depicting his narrow escape.

UNLEADED AVIATION FUELS ADVANCE TO AIRCRAFT AND ENGINE TESTING

The FAA recently announced that fuel formulations from Shell and Swift have been selected to advance to Phase 2 engine and aircraft testing that will begin this summer and continue through 2018. The PAFI government-industry partnership is facilitating the development and deployment of a new unleaded aviation fuel that can be readily available to the GA fleet in the future.

Phase 2 test data from the two fuels will help the companies obtain an ASTM International production specification for their fuels and allow the FAA to authorize use of fuel in the existing GA fleet to the maximum extent possible. General aviation is the last remaining significant user of leaded fuel, with small levels of lead necessary to create the very high octane required by high-performance piston aircraft.

Congress appropriated \$7 million for the fiscal year 2016 budget to support the PAFI test program at the FAA William J. Hughes Technical Center. That allowed continuing work that began in June 2013 when the FAA requested fuel producers to submit their replacement fuel proposals to the FAA for evaluation. By July 2014, the FAA received 17 formulations from six companies and assessed candidate fuels in terms of their impact on the existing fleet, the production and distribution infrastructure, the impact on the environment, toxicology, and the cost of aircraft operations. In September 2014, the FAA accepted four fuel formulations into the PAFI Phase 1 test program: two from Swift Fuels, as well as one each from Shell and TOTAL. Two of those fuels have been identified as the best candidates to move forward in the PAFI process.

Aviation Summer Camp June 20-24

Limitless Expeditions and Aspen Flying Club has just announced the first ever aviation camp for students from 9 - 12 years of age. If you have a youngster interested in aviation and are looking for an educational opportunity that offers students an experience with basic aviation and piloting concepts, please visit the following website for further information:



For more information:

<http://events.r20.constantcontact.com/register/event?oeidk=a07ecgeuxmq0b10be74&llr=kwfv4bjab>

Longmont Airport Expo – June 25, 2016
America's Aviation Celebration
Into the Wild Blue Yonder from the Mountains to the Prairies

On June 25, 2016, the pilots and residents of Longmont and surrounding communities are invited to our summer event that showcases the Longmont airport and all the fun and adventure of general aviation. The format is a positive family-oriented community event with displays of unique aircraft including the Commemorative Air Force C45, local and regional vendors, activities for children, aerial, skydive and unmanned aerial systems demonstrations, food, fun and excitement for all.

Join us in celebrating our active service members and veterans with the American Legion Post 32 Longmont Honor Guard, Pledge of Allegiance, 3 Volley Rifle Salute, and Playing of Taps honoring those who have served.

Meet Longmont resident, Maj. Fredric Arnold (ret.), Sole Surviving Member of his WWII P-38 Class of 42J Group, who is sculpting a monumental Bronze Sculpture in Memory of the more than 88,000 WWII US Airman Killed in Action and will be exhibited in the National World War II Museum in New Orleans.

Please find your way to Longmont (KLMO) for a Pancake Breakfast from 0700 to 0900 local. Check the NOTAMS as the airport will close at 1045 and reopen at 1300 local. Bring your own Tie Downs as flying in traffic will be parked on grass surfaces. Be sure and check out the latest developments on our website – LMOexpo.org

David Slayter, C.M.
Airport Manager
Vance Brand Municipal Airport

Don't forget to stop by the Flight Deck Grill - long time supporter of Colorado Pilots Association!

Flight Deck Grill
Located @ Vance Brand Airport - 229 Airport Road, Longmont
Visit Us 7:30 - 2, Wednesday to Sunday, April thru October
303-507-7679
www.flightdeckgrill.com
and on Facebook

Calendar of Events

Always check the CPA website for any changes to the Calendar

** Indicates New or Updated event*

CANCELLED

June 18 KFMM Ft Morgan Flyin

CPA Flyins

May 6-8	T82	Fredricksburg, TX, WWII museum, BBQ!
May 20-22	KSAF	Santa Fe, NM. Do we really need a reason?
May 20-22	10CO	Mack Mesa Fat Tire Jamboree (joint with Colorado Back Country)
June 3-5	KVTN	Canoe the Niobrara River, Valentine, NE
June 3-5	5CO6	LaGarita & Hooper Pool (joint with Colorado Back Country)
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 10	KBJC	Rocky Mountain Aviation Expo @ Legacy Air
*TBD	5CO6	LaGarita & Hooper Pool (joint with Colorado Back Country)

CPA and Other Events

* May 5-8	KAPA	Wings Over the Rockies Museum hosts the EAA B17
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 13-16	KAPA	2016 Aviation Week by CABA
* June 14	KAPA	Future Aviators Day @ Signature
June 18	CO12	VanAire Flyin & Picnic
June 18	KFMM	Fort Morgan Flyin
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 16	CO15	Kelly Airpark Flyin & Pancake Breakfast

July 25-31	OSH	Airventure 2016
Aug 13	BJC	CPA Mtn/High Altitude Airport Ground School
Sept 17	KBJC	2nd Annual Legacy Air flyin - good food & good friends
Sept 24		Girls in Aviation Day
Sept 24	KLXV	Annual Breakfast & Flyin
Sept 24	1V6	Fremont County (Canon City) Airshow & Flyin
Sept 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

More details about FlyColorado/CPA Flyins

Fat Tire Jamboree: <http://www.flycolorado.org/index.php/locals-corner/mack-mesa-fat-tire-jamboree/>

La Garita & Hooper: <http://www.flycolorado.org/index.php/locals-corner/la-garita-creek-fly/>

Colorado Pilots Association Renewing Members

Stan Bissell
Michael Pierson
Lester Von Hagel
Michael Desanti
Todd Mellema
Gary Shipley
Mike Forney
Henry Dittmer
Larry Martin
Barry Brooks
Glen Hetchler

John Howe
Michael Myshatyn
Bruce Stout
Paul Staby
Bill Meine
John Hirshman
John Barry
Shane Warner
Paula Dillard
Mike Shea
David Micheletti

Colorado Pilots Association Welcomes New Members!

Gerald Vincent
Robert "Rob" Ferris
Richard Scott

Robert Warner
Michael O'Neill Sr



Wed - Sun 7:30 - 2:00

Open for 8th Season 4/29 - 10/30, Good VFR Days

**1st Timers Enjoy a Free Drink
With the Purchase of Breakfast or Lunch
(Present this ad at time of purchase - Expires 10/30/16)**

Located inside Vance Brand Airport
229 Airport Road, Longmont

FLIGHT DECK GRILL

LMO's Outdoor Mobile Cafe

Enjoy a bite to eat while watching sights above:

- Top Gun Burrito or Full Flaps & a Cup of Jet Fuel
- Single Engine, Fuselage or The Red Baron
- Rocket Brat w/ Sautéed Onions
- Finish with the Slurry Bomber Float

We are mobile, call ahead so you don't miss us
303 - 507 - 7679

View Our Flight Plan @ www.flightdeckgrill.com



Need Catering? Keep us in mind for your next event

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.

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).

Time to email your Colorado Senators to SUPPORT S. 2658

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/>



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

FLYING COLORADO MOUNTAIN WEATHER. Did you know that powerful downdrafts lurk beneath the updrafts most pilots expect on the windward sides of the Continental Divide? Read about these traps, how to fly turbulence, interpreting clouds, in **FLYING COLORADO MOUNTAIN WEATHER**, book by Margaret Lamb, available at www.nighthawkpress.com, **\$24.95 & \$4.95 S&H.**

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 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

The First Ever Colorado Splash-In May 14, 2016

The First Ever Colorado Splash-In is scheduled for May 14, 2016 at Lake Meredith. (NW of LaJunta) The following aircraft have confirmed: three seaplanes, a turbine beaver, a 206, and a Lake Renegade. A number of others intend to participate but have yet to confirm.

If you plan to attend, please reply to Ray Hawkins with the following:

- 1) Number of Attendees in your group
- 2) Arriving by Car or Aircraft. If by aircraft, are you willing to provide any rides ...are you willing to demonstrate some water operations.
- 4) If staying overnight, will you be camping or staying at a local hotel (lodging is extremely limited in the local area)
- 5) Would you like to open a booth at the event (Sales or informational)

Ray Hawkins

ray@soaringhawk.com

Seaplane Pilots Association, Field Director, Colorado

<http://www.seaplanes.org>

303-342-1537 (w)

303-710-2497 (c)

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.

CPA Executive Board

President
Gary Tobey
president@coloradopilots.org

Vice President
Bill Totten
vp@coloradopilots.org

Treasurer
Cindy Jewell
303/750-5645
treasurer@coloradopilots.org

Recorder
Chuck Stout
recorder@coloradopilots.org

CPA Committee Chairs
Airspace
Walter Bell
303/886-4575
airspace@coloradopilots.org

**Back Country &
Recreational Airstrips**
Nathan Kurth
recreational@coloradopilots.org

Education
Paul Rupprecht
education@coloradopilots.org

Flight Safety
Michael Koscielniak

Fly-In Events
Bob Kinney
303/288-7371
flyins@coloradopilots.org

Legislative Affairs
Gary Tobey
303-888-0582
legislative@coloradopilots.org

Marketing & Outreach
vacant

Membership Services
Terry Barbo
303/367-0670
membership@coloradopilots.org

Mountain Flying
Bill Standerfer
mtnfly@coloradopilots.org

Newsletter - Editor
Blanche Cohen
newsletter@coloradopilots.org

RM Aviation Expo
Bill Totten
expo@coloradopilots.org

Website Manager
Blanche Cohen
webmaster@coloradopilots.org

CPA Liaisons
AOPA
Warren Hendrickson
253/973-9687 (cell)
warren.hendrickson@aopa.org

**Colo. Aeronautical Board
(CAB)**
Ann Beardall
303/621-2277
president@coloradopilots.org

**Colo. Airport Operators
Assoc. (CAOA)**
Dave Ruppel
303/261-9103
daveruppel@ftg-airport.com

**Colo. Aviation Business
Assoc. (CABA)**
Chris Swathwood
720/401-0884
cswathwood@mycaba.org

**Colorado Aviation Histori-
cal Society (CAHS)**
Lance Barber
303/306-1041
LanceBarber@comcast.net

**Colorado Aviation
Photographers**
Paul Gordon
303/988-1243
bluedharma@centurylink.net

**Colo. General Aviation
Alliance**
Walt Barbo
303/367-0670 (H)
waltbarbo@comcast.net

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

Colorado 99s
vacant

Commemorative Air Force
Rob Duncan
970/223-5042
Duncan@airbase1.com

EAA
vacant

Silver Wings
Bill Totten
303/364-5238
btotten@westernaero.com

**United States Pilots Assoc.
(USPA)**
Robert Braun
rbraun1026@gmail.com

Area Representatives

<i>AKRON (AKO) -- vacant</i>	<i>FREMONT CNTY/CANON CITY (1V6) - vacant</i>	PUEBLO (PUB) Torry Krutze 719/546-0888 (H) torryk@mindspring.com
ALAMOSA (ALS)/ SAN LUIS VALLEY <i>vacant</i>	FRONT RANGE (FTG) Bill Totten 303/364-5238 btotten@westernaero.com	RIFLE/GARFIELD (RIL) John Savage 970/625-1395 (H) 970/625-1470 (W) savagejw@msn.com
BOULDER MUNI (BDU) Phil Ecklund 303/748-9598 pecklund@aol.com	GRANBY (GNB) Mike Jolovich 970/887-2189 (H) 970/887-9225 (W) mjolovich@rkymtnhi.com	ROCKY MTN METRO (BJC) Daril Cinquanta 303/423-9846 (H&W) CQ7014@aol.com
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CENTENNIAL (APA) Bob Doubek 303/771-8148 idacraser@4dv.net	GREELEY (GXY) Darrel Dilley 970/590-6426 (C) DLDilley@aol.com	SPRINGFIELD (8V7) John Webb 303/796-7739 (H) 303/946-1874 (cell) n2534x@msn.com
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CRAWFORD (99V) Rob Duncan 970/921-3400 (H&W) sales@airbase1.com	LONGMONT (LMO) Howard Morgan 303/774-1118 (H&C) howiem@comcast.net	<i>WALSENBURG (4V1) Vacant</i>
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Colorado Pilots Association, Inc.

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

Mail to: CPA, Inc.
PO Box 200911
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- ☐ \$20 - 1 year
☐ \$38 - 2 years
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I am interested in serving as Area Rep at _____

I am interested in serving on the following committees:

- | | | |
|--|--|--|
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| ☐ Flight Safety | ☐ Newsletter | ☐ Education |
| ☐ Programs | ☐ Legislative Affairs | ☐ Back Country |
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Visit the CPA Store for Logo Clothing:
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CANOE THE NIOBRARA RIVER IN VALENTINE, NEBRASKA

June 4-5, 2016

Join us for a half-day canoe trip down the Niobrara river valley, one of the top 10 canoeing rivers in the U.S. Fly to Valentine, stay at the Niobrara Lodge, enjoy the river scenery and the company of your fellow CPA members.

Plan on flying in to Miller Field (KVTN) on Saturday morning - 277 nautical miles from KAPA. The airport has limited tie-downs, so please bring your own. Current fuel price is \$3.55/gallon for self-service. We will be using the airport's courtesy cars to shuttle people to the hotel throughout the morning. The last shuttle will leave the airport at 10:00 a.m. **REMEMBER THAT VALENTINE IS ON CENTRAL TIME SO PLAN ACCORDINGLY.**

Call the Niobrara Lodge at (402) 376-3000 to reserve your room. Mention you are with Colorado Pilots Association for the group rate of \$100/night plus tax. Breakfast is included in the rate. Their cancellation policy is 24 hours' notice, check-in is at 3:00 p.m., check-out at 11:00 a.m. They will be able to store your luggage when you arrive from the airport on Saturday. There are also a few rooms set aside for Friday night if you want to come in early.

We will be leaving the hotel at 11:00 on Saturday for the canoe trip with Outlaw Canoe outfitters. Sandwiches, chips and water will be provided and will be handed out as you board the bus for the ride down to the river. If you bring other beverages, please be aware that no alcohol is allowed during the first two hours of the trip. The approximate four-hour trip will start at the Fort Niobrara Wildlife Refuge and finish at Brewer Bridge. We'll plan to stop at Smith Falls (Nebraska's tallest!) for our lunch break.

The bus will return us to the hotel late afternoon with the usual happy hour to follow (BYOB). Walk to dinner at the Peppermill Restaurant, reservations are at 6:30, individual checks.

Breakfast at the hotel on Sunday morning and shuttle back to the airport for your return flight home.

Any questions, give us a call at (303) 503-7198.

REGISTRATION MUST BE RECEIVED BY MAY 31, 2016

Please detach and return this portion with your check made out to **CPA** (\$68 per person for the canoe trip and lunch) to: Robert & Karen Venohr, 4037 S. Sable Circle, Aurora, CO 80014 or rkvenohr@comcast.net (Send your check to us by regular mail if you email your registration).

Name(s): _____

Address: _____

Phone: _____ Email address: _____

Cell phone: _____

Plane Type and N# _____

Emergency Contact & phone number _____

Are you without an airplane and need a ride with someone else? _____

Do you have a seat(s) available to share a ride with someone? _____