

CPA FLIGHT LINES



Vol 33 Issue 7

July 2016

Lions and Tigers and TFRs, Oh My!

It's an election year and Colorado is a Purple
State.

Watch out for TFRs

Be Safe Out There.

Register to Vote.

Vote.

Email your Congressional Delegation
with your opinion.
It matters.



www.coloradopilots.org



President's Message
CPA President
Gary Tobey

**Independence Day and the Free-
dom to Fly**

**ENJOY A HAPPY AND SAFE
FOURTH!**

Seaplanes Came to Colorado! Ray Hawkins of the Seaplane Pilots Association and CPA worked long and hard to pull off the historic first Colorado Splash-In on Lake Meredith on June 18. Thanks to all who supported and participated. This was a great first step to establishing seaplanes in Colorado. Ray is already launching efforts for a Colorado bill supporting seaplanes next year at the State Capitol. CPA will continue its support for aircraft on all reasonable bodies of water.

In case you missed it, Governor Hickenlooper proclaimed June 2016 to be General Aviation Appreciation Month. Thank you, Colorado Aviation Business Association and Colorado Division of Aeronautics.

Fantastic Fly-ins in July. Don't miss the July 2 Annual EAA Granby Pancake Breakfast or the July 16 Kelly Airpark Fly-in and Pancake Breakfast. How about the CPA Fly-in to West Yellowstone, Montana on July 22-24? Or the biggest of them all, the Oskosh Airventure on July 25-31? CPA's own Bill Standerfer will be presenting a brief teaser on Mountain Flying.

Get active this summer. Do your part to promote the exciting world of general aviation. This is the time to fly, fly, fly, and make hay – in more than one way. We have great flying weather and the opportunity to inspire our friends and neighbors with the adventure and business sense of general aviation. Do it.

In federal legislation of interest, Congressman Shuster, in his House Committee, has bottled up the Senate-passed FAA Reauthorization Bill that includes the Pilot's Bill of Rights 2 and simplified medical certificates. The FAA runs out of authorization on July 15. The bill attracts opposition from the "separate control and user fee" proponents in the House. In an attempt to salvage some good for pilots, the simplified third class medical provision has been attached to the National Defense Authorization Act. Stay tuned to see if pilots get any relief out of this Congress. Encourage your Congresspersons to SUPPORT simplification of pilot medical certificates and to OPPOSE efforts to privatize Air Traffic Control and fund it through user fees.

[Email addresses of the Colorado Congressional contingent is located in this newsletter]

The Drones are Here! Vice President Bill Totten is moving ahead with a CPA-sponsored UAS/UAV/drone Expo on September 10 at Legacy Air at Rocky Mountain Metro. Contact him now to volunteer your help or your great suggestions. wetotten@msn.com

Wear those CPA wings proudly! Get a Colorado Pilots Association logo shirt or jacket at Land's End. They look great.

ces.landsend.com/Colorado_Pilots_Association

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Public Benefit Flying: Safety Efforts Recognized

By Rick Durden

The NTSB contacts the [Air Care Alliance](#) and demands that it take action to increase the level of safety of Public Benefit Flying and Volunteer Pilot Organizations—the ACA does so and the NTSB says, “Well Done.”

Originally published in Avweb, reprinted here with Rick's permission

For over 70 years general aviation pilots have volunteered their time, skills and airplanes to help others in need by giving free flights for everything from search and rescue through medical transport, environmental survey and research to disaster relief, animal transport and exposing kids to the world of flight. What has been termed Public Benefit Flying (PBF) has saved lives, exposed toxic pollutants, allowed collection of valuable scientific data, saved pets from euthanasia and generally enriched the lives of hundreds of thousands of people. Volunteer pilots have spent thousands of dollars of their own money providing free flights to help others.

Those who have made volunteer flights say that those flights have been some of the most personally rewarding flying they have ever done.

Up front disclosure: I've been a volunteer pilot doing PBF for over 25 years, am on the board of the [Air Care Alliance](#)—more about that nonprofit organization in a bit—and had some involvement in helping develop the safety training course that is described below.

As might be expected, volunteer pilots are passionate about what they do (there's my understatement for the month). They tend to be Type A types who are determined to make the flights for which they volunteer happen. Most pilots make their volunteer flights in conjunction with a volunteer pilot organization (VPO) that functions as a clearinghouse to match those who need a free flight with pilots who are willing to make such flights—and the VPOs want to have as many flights as possible take place. VPOs were formed to provide help to people—if they don't provide that help in the form of completed flights, why do they exist? Their donors want to see evidence that their money is going to an organization that is accomplishing its goals.

For some years, an unspoken issue of concern within the public benefit flying community was that pilots put pressure on themselves to complete flights and VPOs did so as well—intentionally or unintentionally. Few volunteer pilots are, or have been, professional pilots. Most did not take recurrent training beyond the absolute FAA minimum requirement—a flight review ever two years. While volunteer flying never involves emergency transport, when a pilot gets word that

a cancer patient is in need of treatment, that an aircraft is down and a search is being organized, that the scientists have arrived from all around the country for the aerial survey over the spawning grounds and the time window to gather data is closing or that 20 dogs are going to be euthanized unless they can be flown to a no-kill facility in 24 hours, the pressure is on.

Pilots who had not flown professionally had received little training in making the go/no go decision beyond what they learned while getting their rating(s), usually just some discussion of avoiding gethomeitis. A look at the general aviation accident record would show that pilots didn't always make appropriate go/no go decisions.



VPOs varied widely in how they approached the matter of aeronautical decision-making for their volunteer pilots. Some had training and guidelines and made it clear to pilots that there would never be any adverse feedback if they postponed or canceled a flight—others did not. In addition, as might be expected, there are a lot of big egos in the world of volunteer flying—as is the case in the world of nonprofit organizations generally—and a certain attitude on the part of VPOs that they knew how to do things best and nobody could tell them what to do. Enter the Air Care Alliance

In 1995, the Air Care Alliance (ACA) came into being. A nonprofit organization, its purpose was to be an umbrella organization for all VPOs. It holds an annual conference where it invites the approximately 70 VPOs to get together and exchange ideas for best practices and operational safety. Early on, ACA board members recognized the concerns with aeronautical decision-making that were unique to public benefit flying and began working with VPOs to recognize and address the issue. During its annual conferences at which VPOs and volunteer pilots gather, the ACA had a number of seminars and open discussions on operational safety and aeronautical decision making, including one in 2008 at which the head of the AOPA Air Safety Foundation, Bruce Landsberg lead the safety best practices program.

In 2010 safety matters began to come to a head. In just over a year, there had been four high profile crashes involving pilots making a public benefit flight. In three of them passengers traveling for medical treatment were killed. The investigations uncovered evidence that the pilots had made very poor decisions regarding initiating or continuing their flights. In one, the pilot was in IMC, couldn't intercept the localizer for an ILS and was being vectored around to try it again when he lost control of the airplane and crashed. He wasn't even close to being current on instruments. The second fatal accident involved an 81-year-old pilot who decided to takeoff downwind. He managed to get the airplane into the air, but couldn't maintain directional control and hit the glideslope antenna.

The third accident killed a child who was being transported for medical treatment when the pilot flying a single-engine turboprop tried to takeoff downwind and couldn't clear obstacles after takeoff. The fourth accident involved a pilot positioning to pick up a patient who decided to fly through convective activity, lost control of his airplane and crashed.

The accidents generated significant adverse publicity for public benefit flying with commentators criticizing amateur pilots carrying people who had no idea that the pilots didn't operate at the safety level of charter flights, even going so far as to call volunteer pilots "Part 135 wannabees."

In response to the accidents, the NTSB began looking at the safety of public benefit flying. The NTSB's mandate, by law, is to evaluate transportation safety. If it sees a problem, it sends a Safety Recommendation letter to the appropriate federal regulatory agency—for aviation, the FAA—recommending that the agency establish safety regulations to address the identified issue. It then keeps the heat publicly on the FAA to take action—and that heat often gets repeated by the media as it identifies safety issues the FAA should be addressing.

Once the word got out that the NTSB was looking at PBF, the concern was that the NTSB would call for the FAA to establish stringent regulations for public benefit flying, both affecting pilots and VPOs. Volunteer pilots had a right to be concerned—the FAA had established regulations under which a volunteer pilot could be reimbursed for her or his fuel expenses for a volunteer flight from the VPO, but the regulations were so onerous to comply with that it was often more expensive to comply than to pay for the fuel. Almost no volunteer pilots jumped through the myriad number of hoops required to get reimbursed for their fuel.

It was widely felt that FAA regulations on PBF would cripple it due to increased costs for pilots to comply as well as disqualifying a significant portion of the volunteer pilot pool because of more strict rating and flight time requirements to qualify to do PBF.

The NTSB's Unexpected, and Challenging, Action

Instead of sending Safety Recommendations regarding PBF to the FAA, the NTSB—recognizing the value of PBF—on June 9, 2010, sent its Safety Recommendation letter to the ACA calling for it to act. ***To anyone's knowledge, the NTSB had never before asked a non-governmental organization—which had no regulatory authority—to take action!***

At first, what the NTSB asked the ACA to do—require all VPOs to take steps regarding operational safety—seemed impossible because the ACA cannot tell VPOs to do anything, each is an independent entity.

The Air Care Alliance board members (all volunteers themselves) made the decision to step up and see if they could find a way to satisfy the NTSB as they knew that the NTSB's next step would be to go the FAA. They, and others, felt PBF was at risk if the NTSB wasn't happy with what the Air Care Alliance did and went to the FAA.

The NTSB's letter identified three specific areas of concern: pilot currency; passenger awareness that the flights were not conducted under the same standards of a commercial flight; and safety guidance for pilots on aeronautical decision-making, preflight planning, pilot currency and self-induced pressure.

ACA board members Rol Murrow, Lindy Kirkland and Jeff Kahn formed a working group and reached out to all VPOs of which the Alliance was aware (whether or not the VPO was a member of the Alliance) to pass along the specific NTSB recommendations. In addition, they immediately responded to the NTSB's letter outlining what the ACA had already done at its conferences and in communication with VPOs to address safety issues for PBF—including having worked with the AOPA's Air Safety Foundation. They provided the NTSB with information about the nature of VPOs and volunteer flying in general and outlined their plan to work with AOPA to create an interactive, on-line safety, training course directed at volunteer pilots and VPOs that the ACA would encourage VPOs to require that their pilots complete.

The NTSB's response was to recognize that the Air Care Alliance could encourage, but not require, VPOs to comply with the NTSB's recommendations and state that the actions the ACA was taking were moving in the right direction. Slowly and Steadily The ACA conducted polling of VPOs regarding their safety practices and, over the next six years, kept the NTSB informed of the results.

The ACA raised the \$50,000 necessary to create an interactive PBF safety training course for volunteer pilots in conjunction with the AOPA to become one of the AOPA's well-respected training courses on its website.

The online, multi-media, interactive safety course "Public Benefit Flying: Balancing Safety and Compassion," was created. Nearly all VPOs instituted requirements that their pilots complete the course. As of mid-May, 2016, more than 10,000 pilots had done so, with a current rate of 100 pilots taking it each month.

Most VPOs also established requirements that its pilots take recurrent training annually and certify to the VPO prior to making a flight that the pilot was current for the flight.

Over the course of the next few years, the ACA continued to collect data from VPOs regarding their actions—including early disclosure to potential passengers

that the flight would not be conducted under the commercial aviation regulations.

The NTSB Approves

In February of this year, the Air Care Alliance reported to the NTSB that the majority of VPOs were requiring their pilots to complete the online safety course that included aeronautical decision-making, self-induced pressure to complete a flight and safety issues specific to volunteer flying; were requiring pilots to self-certify prior to making flights and disclosing the non-commercial nature of flights to potential passengers.

On April 25, 2016, Christopher Hart, Chairman of the NTSB, sent a letter to the Air Care Alliance to state that the Board had reviewed the ACA's response to the three specific safety recommendations the NTSB had made in 2010, including the online, interactive safety course, and had formally found that the actions the ACA and the VPOs had taken satisfied the demands of the specific Safety Recommendations and the matter was closed.

Chairman Hart concluded his letter to the ACA with unusually warm language in a federal agency document: "Thank you for your efforts to address these recommendations and for your commitment to aviation safety. We were pleased to read that, although you believe your actions satisfy the recommendations, you consider improving flight safety an effort that is always ongoing, and that you are committed to continuing to remind and urge VPOs and their member pilots to implement these recommendations."

In my opinion, the actions of the ACA and its board members Rol Murrow, Lindy Kirkland and Jeff Kahn have not only increased the level of safety of public benefit flying through effective education but also prevented it from being hamstrung by onerous regulations. That seemed to be the consensus of the VPOs and volunteer pilots who attended the most recent ACA annual conference in Denver over this last weekend [May 2016] in conjunction with the Endeavor Awards when the NTSB's findings were announced.

Ongoing Effort

The issue of pressure to complete a volunteer flight is ongoing, however, the training program generated by the Air Care Alliance, VPOs and the AOPA may be one reason that the safety record for public benefit flying appears to have improved (it's impossible to identify accidents that haven't happened) and the positive culture of safety among VPOs has been recognized by the NTSB. More effort is necessary as not all VPOs require training in recognizing the pressures on a pilot to complete a flight and not all volunteer pilots are aware of the safety training program that is available. There was recently a magazine article by a volunteer pilot worried about pressure to complete flights and unaware

of the safety training program created by the ACA and AOPA. The NTSB has recognized the tremendous amount the Air Care Alliance and VPOs have done to increase the level of PBF safety, yet the need for outreach and education continues.

<http://www.aircarealliance.org/>

Rick Durden has been a volunteer pilot for LightHawk for over 25 years, is a member of the board of directors of the Air Care Alliance and is the author of *The Thinking Pilot's Flight Manual or, How to Survive Flying Little Airplanes and Have a Ball Doing It, Vols 1 & 2*. And a Colorado Pilots Association member, too.

What is Public Benefit Flying?

Using their own time and general aviation aircraft, pilot volunteers from the many public benefit flying organizations help hundreds of people each month. They and many other non-flying volunteers work to transport patients in need to facilities where they are able to receive medical attention they might otherwise have to do without. Many groups also play a significant role providing disaster and emergency relief, serving our veterans, flying for environmental support, transporting animals, taking youth on educational flights, or performing other community service missions.

About Endeavor Awards

The Endeavor Awards celebrate and honor volunteer pilots and provide support to the organizations that coordinate their gifts of flight to serve those in need. Every year thousands of donated flights save lives, provide access to medical care, transport Veterans, rescue animals, map environmental data, aid in disaster relief and contribute to the public good in communities nationwide.

The Endeavor Awards were established by Angel Flight West, a VPO arranging 3500 flights each year in the thirteen western states. AFW recognized the need for a national platform to increase awareness and support for the use of aviation by individual pilots and their commercial airline partners to provide free transportation for humanitarian purposes.

A few of the 70 Volunteer Public Organizations

Angel Flight West is one of several dozen medical transport VPOs

LightHawk is the oldest environmental and conservation VPO.

Pilots N Paws transports animals who would otherwise be euthanized.

Colorado Division of Aeronautics Shahn Sederberg

Wanted to let you know that the Walton Peak AWOS is now broadcasting current weather conditions via Service A:

https://l.facebook.com/l/pAQGrjHkAQEdP-TcsPAZI74qwmr_4xIDnE6gbu9dwWoW1w/https%3A%2F%2Fwww.codot.gov%2Fprograms%2Faeronautics%2FMountain%252520AWOS%252520Sites%2FC07

Heading to Granby for the July 2nd Flyin?

The EAA Chapter 1267 Community Pancake Breakfast & Aviation Scholarship Auction is from 7AM to 10:30AM

**Children's Aviation Chats
Saturday, July 2, 2016
7:30AM, repeat 8:30AM, repeat 9:30AM**

Children ages 4 to 7 are invited to talk to a pilot about flying. Each child participating in this FREE program will earn a future pilot sticker, aviation activity pages, and a glider

Grand County Historical Association Emily Warner Field Aviation Museum
1023 CR 610 Granby/Grand County Airport

Penny Hamilton, Volunteer
www.grandcountyhistory.org

Centennial Airport (KAPA) Runway Closure

As you may be aware, runway 17L/35R will be closed for a portion of the summer. This will significantly impact operations. Due to wake turbulence rules, our ability to accommodate pattern work will be severely diminished. In many cases, we will be unable to accommodate pattern work entirely. At Centennial, we pride ourselves on our ability to approve challenging requests, but this runway closure will be an exception. If you plan to depart, be familiar with the taxiways and plan ahead for unusual instructions from Ground Control. Use extra caution and pay attention and we'll all get through this 35 day closure.

Spring Fly-In to Santa Fe, NM May 20 – 22, 2016

After several days of clouds, rain, and even some snow, the skies cleared and welcomed the CPA to “the City Different.” Sunshine, blue skies, and 70 degrees made for pleasant fly-in weather. Ahh, springtime in the Rockies.

The Jet Center of Santa Fe rolled out the red carpet for us with big smiles, great service, a welcome package, and even beaded necklaces. Then a short ride into town, and much to our surprise, the Drury Hotel had all of our rooms ready for immediate check-in. Before noon! The weekend is off to a good start.

After a leisurely lunch, we shuttled out to the Audubon Center at the very end of Canyon Road to tour the Randall Davey House and Studio. Randall Davey was very much a part of that early modernist painters in Santa Fe, and the tour provided a glimpse into the lifestyle of those early years that blossomed into the art culture that exists in Santa Fe today.

Enjoying the hotel sponsored “kick-back” with hot hors d’oeuvres and adult refreshments on the second floor balcony was a great way to unwind after a day of flying and touring; and a warm-up for dinner at the Santa Fe Bar & Grill on the plaza.



After dinner, most returned to the hotel and relaxed at the rooftop bar and its balcony with a fire pit under the nearly full moon. Others enjoyed dancing and beverages to the country-rock music of Sierra at the La Fonda, “the inn at the end of the trail.”

The hotel sponsored full, all-you-can-eat, hot breakfast provided a leisurely Saturday morning before we boarded a classic San Francisco style trolley for

a guided tour of Santa Fe's historical areas. These included Canyon Road, Museum Hill, the State Capitol, and the plaza/downtown areas. Another beautiful weather day encouraged walking exploration of Santa Fe's shops, galleries, and museums during the afternoon free time.

We reconvened at the hotel's "kickback" time for refreshments and appetizers before taking a short walk to the Casa Sena Cantina for dinner. The restaurant offers New American West cuisine, and entertainment by the singing wait staff in a small casual setting. For dessert, a few of us accompanied Bob Kinney on a short and pleasant evening walk to the plaza to enjoy some ice cream. The beautiful spring weather, the history, culture, food, and ambiance that Santa Fe offers conspired for a great weekend to reconnect with old friends, and make some new ones. We hope to see you at an upcoming CPA fly-in this season.



FILING A FLIGHT PLAN?

No More FAA flight plans. Only ICAO flight plans. Complete details here:

http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/systemops/fs/res_links/media/icao_flight_plan_filing.pdf

Download the Quick Guide here:

[https://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/air_traffic_services/flight_plan_filing/media/FPL_Brochure_\(change3\).pdf](https://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/air_traffic_services/flight_plan_filing/media/FPL_Brochure_(change3).pdf)



WHEREAS, general aviation and community airports play an important role in the lives of Coloradans, as well as in the operations of our farms and businesses; and

WHEREAS, Colorado has a significant interest in the continued vitality of general aviation, aerospace, aircraft manufacturing, educational institutions, aviation organizations, community airports, and airport operators; and

WHEREAS, our state is home to 74 public use airports that serve 17,668 pilots and 7,066 general aviation aircraft; and

WHEREAS, Colorado's general aviation and commercial service airports contribute \$2.4 billion to our state's economy each year; and

WHEREAS, general aviation plays an important role in our response to emergencies and natural disasters throughout the state; and

WHEREAS, Colorado aviation activity sustains 265,700 jobs and a payroll of nearly \$12.6 billion, a significant amount of which is contributed by our 60 general aviation-only airports; and

WHEREAS, our state is home to 40 charter flight companies, 71 repair stations, 3,701 flight instructors, 3,178 student pilots, and 9 FAA Part 141 flight training schools, in addition to 70 fixed-based operators and 447 heliports; and

WHEREAS, Colorado depends on general aviation and community airports for the continued flow of commerce, tourists, and visitors to our communities; and

WHEREAS, organizations including the Colorado Aeronautical Board, Colorado Division of Aeronautics, Colorado Aviation Business Association, National Association of State Aviation Officials, Colorado Airport Operators Association, Colorado Pilots Association, Colorado Aerial Applicators Association, National Air Transport Association, National Business Aviation Association, and the Aircraft Owners and Pilots Association recognize, promote, and develop the interests and importance of general aviation in our state, our nation, and the wider world;

Therefore, I, John W. Hickenlooper, Governor of the entire State of Colorado, do hereby proclaim, forever after, June 2016, as

GENERAL AVIATION APPRECIATION MONTH

in the State of Colorado.

GIVEN under my hand and the
Executive Seal of the State of
Colorado, this first day of June, 2016




John W. Hickenlooper
Governor

Colorado Pilots Association Renewing Members

Bill Standerfer
Craig Foster
Steve Merker
Rick Marcellus
Jack Cronin
Collin Fay
Greg Fehr
Jeremy Kornreich
Michael McGuire
Rob Bender
David Rabazzi
Jamie Kirkland
William Murrish
Rod Lueck
Ramona Stueckrad
Michael Sheperek
Leonard Gurule
Jim Bosley
Linda Davidson
Theresa Bazacos
James Flohr
Charles Clemen

Steve Petersen
Jeff Cain
Brian Richardson
Brian Litch
Stephen Ducoff
Alan (Bud) Lewis
Rick Schein
Bret Lowell
William Gee
Karl Sutterfield
Gretchen Jahn
Blanche Cohen
Steve Harless
Clyde Osborn
John Hollstein
Paul Fedec
John Hingst
Robert Venohr
Scott Fifield
Stuart Burden
Don Fredrickson
John Luhmann

Colorado Pilots Association Welcomes New Members!

Richard Baker
Nicholas Howell
David DeBruin
John Sample
Daniel Flynn

Robert Van Vleet
Joel Knutson
Dustin Schimp
Carlos Godoy
Richard Fraser

Various articles on FAA Reauthorization & Rep Shuster

<https://morningconsult.com/2016/05/27/eyes-shuster-faa-funding-set-expire/>

<http://thehill.com/policy/transportation/284326-short-term-faa-bill-would-likely-extend-into-next-year-gop-chairman>

<http://www.politico.com/tipsheets/morning-transportation/2016/02/shuster-hobnobs-with-a4a-head-in-miami-senate-commerce-eyes-the-go-it-alone-approach-ntsb-reiterates-wmata-oversight-concerns-212860>

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/

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.



FLY MART

KEIK: “America’s Opportunity Airport” 500 Pilots need a hangar! 10.8 acres for development. 300’ to runway. Zoned AP. Fee Simple. Reasonable Price. No “Drop Dead Lease,” You Own It”

Contact: jschofld@aol.com. 303 663 3963

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

Calendar of Events

Always check the CPA website for any changes to the Calendar

** Indicates New or Updated event*

CANCELLED

CPA Flyins

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 tour
*TBD	5CO6	LaGarita & Hooper Pool (joint with Colorado
Sept 3	KGJT	Day trip for West Slope Farmer's Market Back Country)

CPA and Other Events

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 10	various	Colorado99s Poker Run
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
Nov 5	TBD	CPA Annual Meeting
Dec 11	PHGC	CPA Holiday Dinner - Park Hill Golf Course

More details about FlyColorado/CPA Flyins

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

CPA Executive Board

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<i>BURLINGTON / EASTERN COLORADO (ITR) - Vacant</i>	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
CENTENNIAL (APA) Bob Doubek 303/771-8148 idacrase@4dv.net	GRAND JUNCTION (GJT) <i>- Vacant</i>	SALIDA / CHAFFEE COUNTY (ANK) Patti Arthur Direct: 979-307-3424 Fax: 719-539-2206 parthur@pattiarthur.com
<i>CRAIG/MOFFAT (CAG)</i> <i>-- Vacant</i>	<i>GREELEY (GXY)</i> Darrel Dilley 970/590-6426 (C) DLDilley@aol.com	SPRINGFIELD (8V7) John Webb 303/796-7739 (H) 303/946-1874 (cell) n2534x@msn.com
CRAWFORD (99V) Rob Duncan 970/921-3400 (H&W) sales@airbase1.com	<i>JEFFCO - see Rocky Mtn Metro</i>	
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ERIE (KEIK) Jerry Schofield 303/663-3963 (H) 303/663-3973 (W) jschofld@aol.com	<i>MEEKER / RANGELY (EEO)</i> <i>-Vacant</i>	<i>WALSENBURG (4V1) Vacant</i>
	MONTROSE (MTJ) Bill Patterson 970/249-2199 (H) 970/209-1449 (cell) bpatterson@montrose.net	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

POKER RUN!

Saturday, Sept 10

sponsored by the
Colorado 99s



Fun Flying!

Great Prizes!



Meet New Friends!

APA - Centennial
CO15 - Kelly
FLY - Meadow Lake
LIC - Limon

Terminus at Front Range Airport (FTG)
Go to www.Colorado99s.org for more details

ANNUAL EAA FLY-IN & PANCAKE BREAKFAST



**Saturday, July 2nd
Granby Airport
7:00am TO 10:30am**

PANCAKE BREAKFAST: Pancakes, Sausages, Coffee, Orange Juice

**MANY TYPES OF AIRPLANES
HOMEBUILT & CERTIFIED**

**COST: \$6.00 for Adults
\$3.00 ages 6-11 / 5 & under free**

ALL PROCEEDS go to our Annual Fund Raiser. We are sending seven young people to EAA Air Academy summer camps this Summer and provide scholarships to local graduates pursuing a career in aviation fields.

**SILENT AUCTION
Drawings for DOOR PRIZES**

BRING YOUR LAWN CHAIR



CPA Fly-In to Cortez, CO (CEZ)

August 19-21 2016. Fly to the beautiful Four Corners area for a scenic and informative trip.

Friday: Arrive at **CEZ Montezuma County Airport**. Transportation will be provided to the hotel. Several restaurants are nearby for Friday evening. (We will depart for the UTE Tribal Park tour by 0800 Sat. morning).

Saturday events:

Morning – Half day guided tour of the Ute Mountain Tribal Park with tribal guide. See ruins, cliff dwellings, petroglyphs, artifacts, scenic lands, and tribal culture. Lunch at the Ute Mountain Tribal Casino.

Afternoon – Visit two local wineries for tour and wine tasting, Sutcliff Vineyard and Guy Drew Vineyard. Each has an interesting history and award winning wines. (Possible Happy Hour). More to follow.

Evening – Group dinner at the Destination Grill. Order off the menu.

Sunday: Return to airport after breakfast.

(Many other attractions and activities in the area if you want an extended trip).

Accommodations:

Holiday Inn Express, Cortez CO - \$129.00 includes full hot breakfast (its high season).

Phone: 970-565-6000.

The hotel has set aside a block of rooms for CPA. Tell them you are with the Colorado Pilots Association. **Rooms will be held until July 20** so please make your reservations early.



Registration must be received by August 1, 2016.

Name: _____ #Attending _____

Phone #: _____ Email: _____

Address: _____

Airplane Type and Tail Number: _____

I need a ride: _____

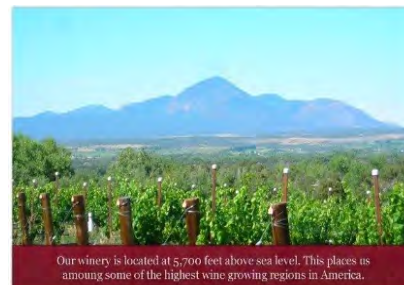
I have empty seats and can take ____ additional people.

Emergency Contact and Phone #: _____

Cost: \$69 per person for UTE tour (\$29) and transportation (rental vans). Make check out to CPA.

Mail or email this form to:

Bill Gust
3150 Mt. Herman Rd.
Monument, Co 80132
Email: garbona@msn.com



Our winery is located at 5,700 feet above sea level. This places us among some of the highest wine growing regions in America.



Return to West Yellowstone, Montana
July 22 - 24, 2016



It's been five years since our last visit to the wonderful West Yellowstone pilots-only campground. Due to many requests, we're planning a return visit to one of the CPA's favorite fly-in destinations. The Montana Division of Aeronautics maintains a fantastic campground within yards of your airplane and yet, nestled in the long-needed pines of Montana. Do Not Miss this Fly-in if you love airplane camping. Campsites, mountain bikes, firewood and shower are all maintained by the Montana Division of Aeronautics and they're all free!

Friday, July 22, 2-16: Arrive at KWYS (391 nm from BJC), by 10:00 so you can set up your camp, join the group for lunch in thriving downtown West Yellowstone, Montana, and then either enjoy time on your own or tour the smoke jumper/slurry bomber bases which are located within walking distance of your camp site. Dinner at the airport's Smoke Jumper Restaurant following happy hour at the campground.

Saturday, July 23, 2016: You'll have a choice of teaming up with others who want to go to Yellowstone National Park for the day or those who want to take a hike plus car tour some of the local attractions. The choice will be yours. Saturday evening we'll enjoy happy hour in the pines followed by a group dinner at Madison Crossing.

Sunday, July 24, 2016: It's time to make that scenic flight back to Colorado. Departure will be at your choosing since we're right on the airport anyway.

REGISTRATION DEADLINE: July 15, 2016 Links: www.yellowstoneaviation.com

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

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

Name(s): _____ Address: _____ Cell phone: _____

Tail # _____ Aircraft type: _____ Emergency Contact: _____

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

Total attending _____ x \$30 = _____ for transportation

Friday: Number for: Tour tanker & slurry bomber base _____ or Time on your own _____

Saturday: Day in Yellowstone _____ or Hike & Car tour _____