

CPA FLIGHT LINES



Vol 33 Issue 8

August 2016

TFRs are the Norm for the next 3.5 months.
Check the candidates' schedules to see where
they are speaking.

There will be TFRs

www.donaldjtrump.com/schedule

hillaryspeeches.com/scheduled-events/



www.coloradopilots.org



President's Message

CPA President

Gary Tobey

August – Fantastic Flying Weather -- Hot and Dusty

Historic Congressional Break-Through on Third Class Medicals. After years of hard work by AOPA and others, on July 15 the President signed the FAA Extension Bill that provides for simplified third class medical certificates. Thanks to all of you who mailed,

emailed, and called our Congressional Delegation in support of this reform. If you were watching, there were various bills in both houses of Congress to accomplish this objective. After hard negotiations and sensible compromise, Congress finally gave light aircraft pilots a process that in the long run will simplify and reduce the cost of remaining medically able to fly. The transition over the coming year may be a little confusing, but this eventually will be a great benefit. If your medical expires in the next six months, you probably want to go for the normal Aviation Medical Examination. For reference and details, the bill is H.R. 636. See excellent AOPA info on the Third Class Medical Reform FAQs page <http://bit.ly/29xAFZs>.

Fantastic August Fly-in. For those of us who missed this year's Oskosh Airventure on July 25-31 with CPA's own Bill Standerfer telling about Mountain Flying, we can do some of our own mountain work. August 19-21 is the CPA Fly-In to Cortez with exciting Ute Mountain Tribal Park guided tour and visits to two wineries. Fly, fly, fly, and make some general aviation hay or fruit. On September 3, enjoy the Day Trip to Grand Junction for the West Slope Farmers Market. Let's take advantage of the weather and our freedom to inspire our friends and neighbors with the adventure and business sense of general aviation.

Drone Regulations published. The FAA addressed Small Unmanned Aircraft in Part 107; see summary published in FAA News on June 21, 2016. The many limitations include weight of less than 55 pounds, within visual line of sight, daylight, max speed of 87 knots, max altitude of 400 feet AGL, allowed in Class B, C, D, and E airspace with ATC permission only.

The Drones are Here Right Now! Find out more. YOU NEED TO HELP Vice President Bill Totten who is heading up the CPA-sponsored UAS/UAV/Drone Expo on September 10 at Legacy Air at Rocky Mountain Metro. Contact him now to volunteer your help. wetotten@msn.com

See the Seaplanes! Don't miss the great article in this issue by Ray Hawkins of the Seaplane Pilots Association and CPA. The June Splash-In on Lake Meredith was a splashing success.

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

Gary

Colorado Springs Update

COS has installed new approach control equipment and realigned their airspace. Springs Approach frequency 118.5 will go away and be replaced by two new frequencies. If you are planning on going to or overflying COS at 9500' or below you can call on approach on 118.5 but expect to be sent to another frequency.

"Colorado Pilots Association (CPA) Mountain Flying Ground School"

Topic: Mountain Flying Techniques / Operations to and from High Elevation Airports

On Saturday, August 13, 2016 at 08:30 Mountain Daylight Time

Location:

Mt. Evans Room / Rocky Mountain Metro Terminal Bldg.
11755 Airport Way

No need to go all the way to AirVenture for the Bill Standerfer's short course! Just a short drive or flight to BJC and spend the day with Bill Standerfer and the gang in an all-day ground school. Along with the practical flight (separately arranged with one of our expert pilots) this counts as a BFR!

Newsletter Printed by

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4120 Brighton Blvd, Suite A21

Denver, CO 80216

Phone: (303) 295-1172

Email: kimcoprepress@qwestoffice.net

Colorado's First Ever Seaplane Splash-In Ray Hawkins

On June 18, 2016, aviation history was made in Colorado. Two significant events happened that day; Colorado's First Ever Seaplane Splash-In and the opening of Colorado's First Designated Seaplane Base.

The seaplane turnout may have been modest compared to more established events, but the fact that the Lake Meredith Splash-In even occurred was of huge significance. The event day started off under overcast skies but soon burned off to clear. Four seaplanes participated including two Lake amphibians, a C206 on floats, and a turbine-powered Beaver. More importantly, about 500 people attended the splash-in including Colorado State Senator Larry Crowder; Lake Meredith Company representative Bruce Hughes; Crowley County Commissioner Tobe Allumbaugh; and Bryce Buhr, winner of the contest to name the seaplane base.



a Turbine-Powered Beaver based at Erie, CO and owned by Marc Lenart and a Lake Renegade based at Johnson City, KS and owned by Mike Smith

Lake Meredith is a privately-owned, county-managed reservoir in south-eastern Colorado. As we know, Colorado expressly prohibited seaplane access to the state's public waterways. However, thanks to diligent work by SPA Colorado Field Director Ray Hawkins and others, Lake Meredith has achieved historical distinction.

Crowley County and the Lake Meredith Company allowed the establishment of the first FAA-designated seaplane base in Colorado at Lake Meredith. Although it is currently private-use only, the intent is to open to the public as soon as possible. The only obstacle is the requirement for each pilot to sign an indemnity form, thus private use. The county has agreed to work on a legal instrument to remove the requirement.

"I am certainly proud to have been a part of this historical event with our Lake Renegade," SPA member and Kansas resident Mike Smith said, adding "I was really impressed with the large turnout of attendees. The crowd not only in-

cluded many local area citizens but also a huge number of boaters and campers, who were all curious to learn more about seaplanes. Quite a few seaplane-rated pilots expressed their interest in acquiring a seaplane.”

Colorado Parks and Wildlife regulators have said they object to seaplanes on state waterways because of the potential to introduce invasive species. Senator Crowder is expecting to introduce a bill that would address that concern. The first seaplane to land at the first Colorado seaplane base had its invasive species inspection witnessed and signed off by the Senator. Senator Crowder obtained first-hand experience witnessing the environmental stewardship of seaplane pilots.



Ian, a Frontier pilot and his son Iain Wayman put the finishing touches on the airmark

Efforts to open Colorado to seaplanes has the support of the Seaplane Pilots Association, the Colorado Pilots Association, and AOPA. It is a grass-roots effort representing the over 800 seaplane-rated pilots residing in Colorado and the 38 seaplane owners that call Colorado home.

POINTING THE WAY

One of the memorable events surrounding the first Lake Meredith Splash-In was the creation of an airmark—a large ground-based symbol pointing pilots to the destination. The 8-by-13-foot airmark is comprised of a seaplane base symbol painted on a concrete pad.

The cost was relatively minor, \$600 for the concrete pad and \$150 for paint and supplies. The Seaplane Pilots Association highly recommends that an airmark be a part of every splash-in. At the very least it may cause someone to ask the question, ‘What’s that?’ This will invite conversation about seaplanes.

Flaming Gorge Fly-In

June 23-25, 2016

Hosts: Jan McKenzie and Marty Brophy

Ten CPA planes, pilots, and co-pilots came to the beautiful flaming gorge reservoir in the very northeast corner of Utah for a great fly in to end the month of June. We flew there on a wonderful day for mountain flying in just two hours or so from Denver area airports. Most of us chose to land at the tiny unadorned but 6000 x 60 feet and paved airstrip at Dutch John.

We all gathered for lunch on a beautiful early summer day at the Flaming Gorge Resort, enjoying truly great food and service from the attentive and friendly staff. Aviation talk abounded with “happy hour flying” the main activity. After a break to check in, many of us enjoyed a hike out to a high overlook above the reservoir, red cliffs around blue green water. Iphone-pilotage from Rick Turley helped us find the path (through a closed gate) after an early mis-step. Later, all came together at the hosts’ living room for a pot-luck dinner and a variety of beverages. A good time was had by all with aviation topics all around, in addition to catching up with old friends and meeting new ones. “If you fly planes, you’re our friend” ruled the day. One fun activity was comparing how many hours everyone had as PIC, varying from slightly over 100 to “something like 5000 when I stopped counting.”

Saturday dawned as another glorious Utah semi-desert sun-filled day. The group headed to the reservoir, where two pontoon boats were used to make a leisurely tour of the reservoir, enjoying the vivid cliffs and the many osprey nests on high perches



above the water. Once again the weather was perfect, the scenery wonderful, and the company excellent. With one pilot and about 9 co-pilots per boat, no one got lost along the way, perhaps helped by the only-one-way-to-go nature of the route. We stopped at the end of the route for a beachside lunch, and two of the braver members of the party swam in the chilly waters, not too long from being snow.



The fly-in dinner was Saturday night, with more enjoyable aviation-centered talk and discussion in which among other things, the problems Rep. Shuster's committee is wrestling with were solved cleanly to everyone's agreement, though alas no one wrote the answers down, so no guidance to congress or the FAA will be forthcoming. The weather continued perfect

for flying home on Sunday, ending a great trip to a truly scenic destination.

Thanks to Philippe Camus for the photographs!

For the first time in its history, an experimental aircraft flew in the ARC. As a non-compete team, Stephanie Wells and Gretchen Jahn flew a Van's RV-7 on an experimental trial.



Denver's Airspace is Currently Undergoing a Major Overhaul

The Denver Metroplex project is well underway, with proposed changes to almost all arrival and departure procedures for general aviation traffic into and out of the area's satellite airports, as well as airline operations at DIA. We expect significant changes to existing procedures for Centennial, Rocky Mountain Metro, Greely-Weld, Ft. Collins and Front Range Airports. While the FAA claims this NextGen redesign will improve the daily operations of the entire national airspace system, we have received feedback that indicates certain changes may adversely affect business and general aviation operators, which comprise 35% of all traffic into the Denver Metroplex area. We are particularly concerned about proposed procedures that may cause higher fuel burns, additional time at lower altitudes, greater carbon emissions, more noise over populated areas, and ultimately, higher costs for our members and all business aviation operators.

CABA is concerned the FAA has not sufficiently considered business aviation interests in connection with the Metroplex project. The FAA is now moving the project's design phase forward through an environmental assessment. It is critical the FAA recognizes the plan's impact on business aviation, and implements changes that improve existing procedures for all airspace users.

CABA is working with NBAA's airspace division and local pilot groups to develop strategies to ensure the FAA hears our members' collective voice. At this time, CABA is preparing letters to the FAA and local, state and federal officials on behalf of its members, supporting local pilot groups' comments and concerns.

Look for additional updates from CABA, or for additional information, visit the FAA's Denver Metroplex website.

Thanks to CABA for this article.

<http://www.faa.gov/nextgen/snapshots/metroplexes/?locationId=8>

Colorado 99s Poker Run

Airport volunteers will be at the airports at 8:30 am. You may fly in any order you wish as long as you make it to the terminus by 2:00 pm at Front Range Airport. Extra cards can be purchased at the terminus for those that don't fly to all the airports or do not fly at all.

Lunch will be available at the restaurant in the terminal building. Participants will be on their own for lunch. All proceeds will benefit scholarships to help women in aviation achieve their goals.

www.Colorado99s.org

EAA Partners With FAA, Dynon for STC Breakthrough to Upgrade Safety, Reduce Costs for Aircraft Owners

A reminder of what was published a few months ago in April

Flight display innovation now available for certain Cessna and Piper aircraft
Dynon

Back in April, EAA joined the FAA and Dynon Avionics to announce EAA, FAA, and Dynon officials have established a supplemental type certificate (STC) process for installation of the Dynon EFIS-D10A as a replacement for the airplane's primary attitude indicator. This allows innovations developed for the amateur-built aircraft fleet to make their way into specific Cessna and Piper models.

Unique to this STC, EAA worked with the FAA to allow the Dynon EFIS-D10A to be installed without the traditional technical standard order (TSO) or parts manufacturer approval (PMA) requirement. Dynon's product is also verified against the recently developed ASTM 3153-15, Standard Specification for Verification of Avionics Systems. The Dynon unit was flight tested in Oshkosh earlier this year in EAA's own Cessna 172M, with FAA observation.

The STC (not the equipment!) is \$100 from EAA - complete details at [eaa.org](http://www.eaa.org) and <http://www.dynonavionics.com/>

Garmin introduces G5 electronic flight instrument for certificated aircraft

Garmin has received FAA approval of the G5 electronic flight instrument in type-certificated fixed-wing general aviation aircraft.

The new STC approved model list (AML) includes 562 aircraft models.

The compact G5 serves as a standalone primary source for aircraft attitude or turn coordination information while also displaying secondary information, such as airspeed, altitude and more.

"The FAA's Safer Skies initiative identified vacuum systems and gyro failures as a significant contributor to accidents in instrument meteorological conditions among GA, and with the support of the FAA, we're excited to bring the G5 electronic flight instrument to 562 aircraft models as an attitude indicator or turn coordinator replacement," said Carl Wolf, Garmin vice president of aviation sales and marketing.

In place of the aircraft's primary attitude indicator or turn coordinator, the G5 is approved for installation in either location via a Garmin-held STC for hundreds of certificated fixed-wing aircraft models. Valid for flight under VFR and IFR conditions, the G5 electronic flight instrument is an economical upgrade for thousands of aircraft owners who are seeking an electronic attitude indicator with greater dependability and internal redundancy over mechanical gyro-driven flight instruments, according to company officials.

Suitable for installation in place of a standard 3-1/8-inch flight instrument, G5 measures 3 inches in depth and includes a back-up battery so it can be integrated into a wide range of aircraft.

Complete details at

<https://buy.garmin.com/en-US/US/in-the-air/experimental/flight-displays/g5-electronic-flight-instrument/prod514383.html>

FAA restores birthday solos

Following a request from the Aircraft Owners and Pilots Association (AOPA), the FAA has once again made it possible for student pilots to solo on their 14th or 16th birthday, depending on the type of aircraft they are flying.

Changes to the application process implemented in April meant that pilots-in-training couldn't apply for a student pilot certificate until the first day of eligibility — their 14th birthday for gliders and balloons or their 16th birthday for all other aircraft.

Because of TSA security vetting requirements, applicants could not get the certificate the same day they applied, making it impossible for them to solo on their birthday.

"Soloing on their birthday is a huge milestone for many young pilots, the same way getting a driver's license on their birthday is for many American teenagers," said Justin Barkowski, AOPA director of regulatory affairs. "We asked the FAA to restore this rite of passage and we appreciate the agency's willingness to accept many of our recommendations."

The FAA announced July 26 that, beginning immediately, a student pilot can submit a paper application up to 90 days before his or her eligible birthday, allowing time for the application to be processed and the student to be vetted by TSA before their birthday.

Colorado Pilots Association Renewing Members

Terry Barbo
Jerry Kelly
Roger Carstens
Rick Kolker
Frank McLaughlin
Margaret Lamb
Peter Paul Luce
Jonathan Leonard
Paul Foster
Steve Nelson
Barry Barnow
Kenneth Maydew
William Sampler

John Bredehoeft
Linda Horn
Bill Boerder
Richard Walker
Robert Beabout
Noel Olebos
Richard Brewster
Joe Thibodeau

Corporate Members

Hangar Network LLC
Robin von Engeln

Colorado Pilots Association Welcomes New Members!

Sawyer Cousineau
Lance Small
Jeffrey Hiatt
Greg Stewart
Thomas Cochran
Laurie Stanton
David Scott
Phil Brown

George Hayes
Bruce Blake
Murray Hawthorne
Kevin Glenney
Cynthia Barclae
Paul Weschler
Larry Buster
Bennett Sorensen

Handy Reference

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/



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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

None so far

CPA Flyins

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
Sep 3	KGJT	Day trip for West Slope Farmer's Market Back Country)

CPA and Other Events

Aug 13	BJC	CPA Mtn/High Altitude Airport Ground School
* Aug 27	KAEG	26th Annual Land of Enchantment Fly-In
Sept 10	various	Colorado99s Poker Run
* Sep 10-11	KMTJ	Tribute to Aviation 2016
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
* Oct 1	7CO0	Parkland Chili Cookoff & Flyin
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/>

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.

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)</i> <i>vacant</i>	FT COLLINS- LOVELAND (FNL) Eric Jensen 970/482-7160 (H) ericjens@aol.com	PAGOSA SPRINGS (PSO) Jim Carey 970/731-3694 (H) tiger10@centurytel.net
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BOULDER MUNI (BDU) Phil Ecklund 303/748-9598 pecklund@aol.com	FRONT RANGE (FTG) Bill Totten 303/364-5238 btotten@westernaero.com	RIFLE/GARFIELD (RIL) <i>vacant</i>
<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) -- 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
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DELTA-BLAKE (KAJZ) Scott Morse 970/856-7453 morsesk@gmail.com	KREMMLING (20V) Ron Lewark 303/668-3089 (H) 303/668-3093 (W) c185guy@aol.com	STEAMBOAT SPRINGS (SBS) Joe Birkinbine 970/879-1636 (W) atpfinancial@springsips.com
DURANGO/LA PLATA (DRO) Paul Staby 970/259-7577 jpstaby@msn.com	LONGMONT (LMO) Howard Morgan 303/774-1118 (H&C) howiem@comcast.net	TELLURIDE (TEX) John Steel 970/728-6888 (H) 970/728-1300 (W) justice@johnsteellaw.com
ERIE (KEIK) Jerry Schofield 303/663-3963 (H) 303/663-3973 (W) jschofld@aol.com	<i>MEEKER / RANGELY (EEO) - 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
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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
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 _____ | |

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