

CPA FLIGHT LINES

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*CPA member (Air Force Academy 2nd Class [Junior] and soaring instructor)
Jamie Kirkland.*



www.coloradopilots.org



President's Message CPA President Gary Tobey

Clear the Way for Progress!

Third Class Medical Reform takes effect May 1, 2017. Pilots flying under "BasicMed" must, in the following order:

- Get a physical exam from a state-licensed physician;
- Get the associated checklist completed; and
- Complete the online aeromedical course.

Although this appears to be a "good deal" for pilots flying with Third Class Medicals, they must check the regulation and advisory circular to see how it actually applies to them. It generally applies to both regular and special issuance medicals. AOPA has an online interactive quiz to help pilots find out if they can participate in BasicMed.

To review the general application:

- Aircraft up to six seats and 6,000 pounds;
- Up to five passengers;
- Up to 18,000 feet msl;
- Up to 250 knots indicated airspeed;
- Day or night VFR or IFR;
- Pilot must take an online course every two years and have a physical exam by personal physician every four years; and
- Pilot cannot operate for compensation or hire.

Some have noted that there will be a learning curve (and liability concern) for your friendly local personal physician. Pilots also must take continuing responsibility to comply with the details.

Under the able guidance of Bob Kinney, the CPA Fly-In Committee set a great line-up of interesting fly-ins as noted in this Flight Lines. Check them out and attend as many as possible.

In the Colorado General Assembly, the effort to clear the way for seaplanes in

Colorado continues. CPA is supporting member Ray Hawkins and the Seaplane Pilots Association to overturn the only state prohibition of seaplanes in the country. Stay tuned for a call to action on this bill. If you hear of any other legislation of interest to Colorado Pilots, please inform a member of the CPA Board so we can act on it.

Plan now to take full advantage of your unique flying freedom as the weather improves into a beautiful 2017 Colorado summer. Even here in February, take your valentine up for a flight and warm up the winter. Get current in one of our local flight schools or clubs and encourage friends to join the CPA to share fully in the adventure of general aviation.

You too can be cool. Get that Colorado Pilots Association logo shirt or jacket at Land's End now. ces.landsend.com/Colorado_Pilots_Association

CPA Member Peter Paul Luce Inducted into the “Living Legends of Aviation.”

The Living Legends of Aviation is a group of living individuals recognized for significant accomplishments they have made in several areas of aviation including: innovation, record breakers, astronauts, aviation entrepreneurs, industry leaders and celebrity pilots. Peter joined a group of six individuals this year, on January 20, at the 14th Annual Awards Program of the event and was awarded the “Harrison Ford Aviation Legacy Award.” With this recognition he joins a group of approximately 100 living individual honored under the program. And also joins current CPA members previously inducted into the group including: Greg Anderson and Roy Morgan, honored in the 10th Annual Program in 2012, and Emily Howell Warner, honored in the 6th Annual Program in 2008.

The Living Legends of Aviation Awards Program is held annually at the Beverly Hilton Hotel in Beverly Hills, California. It is produced by the Kitty Hawk Air Academy of Littleton, Colorado as an annual fundraiser for its youth, aviation related education programs. The programs are typically staged at aviation events during which the academy provides miniature aircraft in which youth can pilot and experience the thrill of flight. The stated mission of the academy is to educate children about and spark their interest in aviation. Thanks to Kitty Hawk's sponsorship of Living Legends of Aviation, participants to the event give recognition to a prestigious group who have made significant accomplishments to aviation, and also contribute to a program that inspires youth to become pilots and, possibly, become a future “Living Legend.”

**National Museum of WWII
James Taylor**

I want to recommend the National Museum of World War II Aviation to all Colorado pilots. The museum is located at 755 Aviation Way, Colorado Springs, 80916. Their phone number is 719.637.7559. Check out their website at www.worldwariiaviation.org

This place is a hidden treasure and I think a must-see for Colorado pilots. The winter hours are Tuesday, Thursday and Saturday starting at 1000. Visitors who sign up for or join a docent-led tour can also visit the WestPac restoration facility where they can see a P-38 Lightning undergoing restoration as well as two flying Grumman F7F Tigercats, a Corsair, B-25 and Douglas A4D Sky-raider. The museum itself has a restored P-47 and the remains of another, rare razorback P-47 D which will be restored to flying status as well as a number of other historic aircraft and a large collection of artifacts.

**Celebrate Women's Month & Emily Hanrahan Warner,
Irish-American Hall of Fame Laureate**

Date: Friday, March 17, 2017 11AM to 2PM

Location: Granby/Grand County Airport (KGNB), 1023 CR 610 in Grand County Historical Association Aviation Museum in the former Rocky Mountain Airways airline terminal

FREE, family-friendly local aviation museum featuring Granby's Emily Warner, America's first female airline captain AND Colorado Pilots Association membership number ONE

web site: www.grandcountyhistory.org

Phone: 970-887-2101

email: drpenny1@earthlink.net

Deadlines

Need something published in Flight Lines? Remember the deadline is the 15th of the month. More than 20% of our membership prefers the printed version, and it takes time to print, label & mail.

Joining us on a Flyin? Please register by the published deadline on the form.

Paperwork can be tedious, but needed for logistics, schedules and so on.

Seaplane Initiative Update

Ray Hawkins

I hope everyone had a wonderful Christmas and are looking forward to a Great New Year. I can promise, this year will be full of seaplane news in Colorado. We will have 2 splash-ins this year; one at Lake Meredith in May, and another at Kenney Reservoir near Rangely in July. I am working with a couple other locations to open new locations for seaplane operations. AND, we will have a new Bill before the Colorado Legislature.

Our legislative strategist has made great strides toward making 2017 our year. Meetings with the Colorado Legislature leadership has proven that our Bill is viewed favorably in both the Senate and the House. This year we will be starting off in the House with bipartisan sponsorship. As soon as our Bill is introduced, I will send an update.

Mark your calendars...UPCOMING EVENTS

DATE: February 18, 2017 at 1 pm

PLACE: Scott deLuise hangar/home, 2480 Cessna Dr, Erie Airport

EVENT: Colorado Seaplane Gathering and Fundraiser

All those interested in seaplanes are invited. If you have a seaplane, bring it. The more the merrier!

DATE: May 20, 2017

PLACE: Lake Meredith Seaplane Base, Ordway, CO (13NM NW of La Junta, CO)

EVENT: Colorado Seaplane First Annual Splash-In

There will be food and demonstrations. All seaplanes must perform and document an invasive species inspection. Assistance with inspections will be provided at LHX on the day of the event. For land only aircraft, transportation will be provided from LHX to the event.

DATE: July 15, 2017

PLACE: Kenney Reservoir, 2NM NE of Rangely, CO

EVENT: Colorado Mountain Splash-In

All seaplanes must perform and document an invasive species inspection. Assistance with inspections will be provided at 4V0 on the day of the event. For land only aircraft, transportation will be provided from 4V0 to the event.

Start spreading the word...As this year begins we are at 50% of the funds needed to press our legislation. We need more contributions to meet our goal. To those that have contributed...THANK YOU!

I want your input! What Colorado aviation/seaplane issues do you want addressed? What facility improvements would you like to see at Lake Meredith?

Seaplanes in Colorado: Fighting for Access

Rick Durden

Originally published in avweb.com, Jan 15, 2017

Flying a seaplane off of the water is well up there on the list of the most purely fun things to do in aviation. When you take one of the most enjoyable of human endeavors—flying—and combine it with zipping across the water, you get a rush that's tough to beat when engaged in doing anything that's legal.

The great news is that you can alight on public waters (with some conditions) in a seaplane in 49 states. The Seaplane Pilots Association publishes a list of seaplane flight schools and state-by-state water flying information.

The bad news is that one state, Colorado, bans seaplanes from all public waters. This is the story of one person's efforts to reverse that ban and again allow access. While it's a work in progress, in my opinion, it's a textbook guide for anyone seeking to expand aviation access or fight against limitations.

I Just Want to Fly a Seaplane in My State

Ray Hawkins was a CFI before he even graduated from high school—and no, he did not spend three of the happiest years of his life in ninth grade—he's that kind of overachiever. He went on to spend 20 years in the Air Force and is now employed by a federal agency with an aviation connection. When it came time for his flight review a few years back, Hawkins decided that adding a seaplane rating would be an enjoyable way to meet his recurrent training requirement. What he thought was going to be just a matter of calling to schedule dual with a local operator turned into a task that has been going on for some six years. Not only could he not find seaplane instruction within his home state, he discovered that seaplanes had been banned from the public waters somewhere during the arm-waving, sky-is-falling fear of airplanes engendered by the attacks of 9/11.

Hawkins contacted the state agency responsible for the ban, Parks and Recreation, to discuss it, its basis and to see what would be involved in getting it overturned. As he worked his way up the chain of command, he repeatedly met with flat refusals to reconsider the prohibition. In the meantime, Ray started reaching out to Colorado pilots who had seaplane ratings, seeking support in his pursuit of water access for seaplanes. He established the Colorado Seaplane Initiative.

During a meeting of the Parks and Recreation commissioners, Hawkins proposed a minimal demonstration of seaplane operations—one airplane, one hour. The commissioners directed a subcommittee to come up with procedures for the demonstration. After some delay, the committee reported that it would be impossible and hypothesized a parade of horrible things that would happen should seaplanes be allowed on lakes in the state, claiming that the lakes were overcrowded with boats already, that seaplanes would bring invasive species into the state's lakes and that seaplanes could not mix safely with boats (despite them doing so for generations on much more crowded lakes in other states).

At a subsequent meeting, Hawkins sought to speak in response to the reasons that employees Parks and Recreation had used to justify a seaplane ban. He brought Steve McCaughey, executive director of the Seaplane Pilots Association to give a presentation on safety and how seaplane pilots protect against transportation of invasive species. Hawkins was given a full three minutes to present his facts; McCaughey was not even allowed to speak. Hawkins realized that he was up against closed minds.

Colorado is known for its outdoor recreation. Its citizens engage in it at a level nearly unmatched in any other state—its regularly ranked as one of the two or three least obese states in the nation because of that fact. Seaplane flying is incredibly attractive to outdoor sport enthusiasts—outdoor recreation types are the target market for the new Icon A5 amphibian. While the altitude of some of the state's lakes have to be considered for seaplane operations, the scenery and availability of outdoor recreation in the mountains make seaplane operations an excellent match.

Seaplanes and mountain lakes are a great combination for outdoor recreation.

Legislation

The next step for Ray Hawkins was to seek legislation to allow seaplanes on public waters in the state. He did his homework and found that Texas had passed what he considered to be common sense regulations for seaplanes on public waters in the state. He used it as a model for legislation for Colorado. With limited knowledge of state legislators, Hawkins recognized that for his proposed legislation to even get introduced, much less go anywhere, he would have to retain a lobbyist who was respected on both sides of the political aisle. He also recognized that a bill identified with one or the other political parties would stand little chance of passage in today's polarized atmosphere, so he would do his best to get bipartisan support for seaplane access legislation. Hawkins found Kelly Sloan, a lobbyist with a political consulting firm who had access to and could speak with legislators for both political parties.

Lobbyists don't work for free. Hawkins began fundraising to pay Sloan's fees. At the same time, he found a privately owned lake whose owners liked the idea of seaplanes on their lake and would work with Hawkins to make it happen. He organized a seaplane splash in on Lake Meredith in southeastern Colorado to take place in the summer of 2016.

Hawkins and Sloan found legislators who wanted to expand recreational activities for their citizens to include seaplane access to public waters. A bill was introduced in early 2016. It was assigned to the Transportation committee and came up for hearing in June—about the same time as the splash in was to happen, so there was increasing public interest in the bill and a good turn out of supporters for the committee hearing.

The committee hearing did not go well. The opposition to the bill—personnel from Parks and Recreation—came in with overwhelming force, primarily citing the concerns with invasive species. It is a very real concern—Colorado has very strict inspection laws for recreational boating to protect against invasive species that have done serious damage to lakes in other states. While several states have inspection requirements for seaplanes to protect against invasive species and Hawkins' bill addressed the issue, supporters were unable to overcome some of the legislator's reliance on the opinions of Parks and Recreation. The committee voted the bill down 8-5. The good news was that the vote did not go along party lines.

Seaplanes have been mixing with boats successfully for generations.

The seaplane splash in at Lake Meredith proved to be a big success. The invasive species inspection was conducted at a nearby airport (limiting access to amphibians) with a senator who supported the access bill doing the first inspection. Four seaplanes were in attendance—not bad for a first of its kind event in a state that bans water access.

In the wake (sorry) of the event, Lake Meredith became the first seaplane base in Colorado since 9/11. It is privately owned, so a pilot seeking to land on it must get permission and sign a waiver of liability.

With the dawning of the new legislative session in 2017, Ray Hawkins and seaplane access supporters are continuing fundraising to help push the access bill toward passage and have gathered additional supporters—the bill is expected to be introduced soon.

Supporters have also gathered facts in anticipation of what will be a fight with Parks and Recreation at the legislative committee level. They have experts on invasive species risks and how those are dealt with for seaplanes in other states.

The will be showing the training course put together by the Seaplane Pilots Association and AOPA for seaplane pilots on inspecting their airplanes for invasive species and preventing their transportation. They will be pointing out that pilots, unlike boaters, are used to inspecting their craft before each operation—that there’s nothing magic about adding an invasive species inspection to the preflight—so a pilots can complete training to conduct such inspections and do so before landing on Colorado waters. They will be seeking testimony or affidavits from regulatory officials in other states as to how they have successfully prevented transportation of invasive species by seaplanes and how pilots self-certify such inspections.

Parks and Recreation officials have argued that pilots simply won’t obey the law regarding invasive species inspection. However, as Hawkins has pointed out, pilots are currently obeying the law not to land on Colorado waters. They’re demonstrating that they are law-abiding, so what evidence is there that they won’t obey the law to inspect their aircraft for invasive species as part of their preflight?

Evidence

Hawkins and supporters are also prepared to address safety concerns by pointing out the extent of training and testing required to obtain the necessary certification to operate a seaplane versus the lack of training to operate a boat. They have obtained data on the concentration of boats on Colorado lakes and will be able to provide evidence, not supposition, that the addition of seaplane operations will not overcrowd the lakes. They will also be able to provide evidence of the rate of drunk boating compared with the nearly infinitesimal rate of pilots operating impaired.

If seaplane flying were any more fun it wouldn't be legal.

I’ve been involved with several matters in which pilots have sought to expand airports or protect airports from having operations limited or shut down. I’ve seen all sorts of approaches to those issues—from pilots showing up at town hall meetings and saying that anyone who is against the airport is an idiot (not particularly effective), to well-organized, fact-based presentations that recognize the concerns of the “antis.” I think Ray Hawkins’ initial, individual action on a step-by-step basis with the agency responsible for the ban and then moving to a professional approach to creating legislation to overturn the ban while simultaneously fundraising aggressively to support seaplane access and holding events to increase public awareness and support for seaplane access is the way someone who wants to accomplish something in support of aviation is most likely to be effective.

Ray Hawkins and his supporters have a lot of work ahead of them during the legislative session. I wish them great success.

By the way, this year the number of Colorado seaplane splash ins has been doubled this year: there will be one on May 20th at Lake Meredith Seaplane Base (Ordway, CO) and one on July 15 at Kenney Reservoir, Rangely, CO.

Rick Durden holds an ATP with type ratings in the Douglas DC-3 and Cessna Citation, is a CFII, CPA member, and seaplane instructor and 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.

FAA, industry work to make approach plates easier to understand **January 18, 2017 By Alyssa J. Miller, AOPA**

Instrument approach plates provide a wealth of information to enable pilots to fly approaches safely in instrument conditions, but sometimes the plates can be confusing. The FAA, general aviation associations, and the charting industry are working to update the plates to make it easier for pilots to look at the plate and know immediately what kind of navigation is required for the entire approach and any segment of the approach.

MARION, ILLINOIS			AL-5215 (FAA)		00	
LOC RWY 109.3	APP CRS 202°	Rwy Idg 8012 TDZE 468 App Elev 472	ILS or LOC RWY 2			
WILLIAMSON COUNTY RGNL (MW)						
If local altimeter setting not received, use Carbondale-Murphysboro altimeter setting and increase all DA/MDAs 40 feet. Night landing: Rwy 11 NA.			MAISR MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct JONNY IOM and hold.			
AWOS-3 110.675	KANSAS CITY CENTER 122.47 248.27	MARION TOWER 128.4 127.4	KANSAS CITY CLNC DEL 122.47	GND CON 121.7	UNICOM 122.6	

The FAA will be adding a box near the top of the approach plate above the briefing area that lists the type of navigation equipment necessary to enter the procedure and to fly any portion of the procedure. The title of the approach plate will continue to list the equipment required to fly the final approach segment, such as ILS or LOC.

The area, called the equipment requirements box for conventional procedures and the PBN information box for RNAV procedures, will be the only area on the plate that lists the additional equipment needed for the approach. Currently, equipment requirements can be found in the briefing strip and the planview area, and the two don't always list the same types of equipment as being required, which can create confusion.

The National Business Aviation Association raised the issue, and the Performance Based Operations Aviation Rulemaking Committee developed the solution. The International Civil Aviation Organization also has adopted the same charting solution.

“This charting change will allow pilots to quickly determine the equipment required to fly a procedure,” said Rune Duke, AOPA director of airspace and air traffic, who participated on the Performance Based Operations Aviation Rulemaking Committee. “This change will not increase the requirements for any procedure and is solely a reorganization of information.”

In this example of the new instrument approach plates that will be released in 2018, an ADF or DME would be required for the approach and missed approach at Williamson Country Regional Airport in Illinois.

In this example of the new instrument approach plates that will be released in 2018, an ADF or DME would be required for the approach and missed approach at Williamson Country Regional Airport in Illinois.

It will be assumed that all aircraft flying IFR are equipped with at least one VOR, as it is today, so there will not be a note stipulating that a VOR is required. The new plates, expected to begin in 2018, will clearly state in the equipment requirements box what is required to execute the procedure, such as, “ADF Required for Procedure Entry.” If multiple options are available for procedure entry, the area will list each, separated with “or”: “ADF or DME Required for Procedure Entry.” For approaches that require other navigation equipment for certain segments, they will be listed as well. For example, “DME Required for LOC Only.” Also, on a non-NDB approach that requires an ADF for one part of the segment, perhaps the intermediate or missed approach or both, it would simply say, “ADF Required.”

The area also will spell out when radar is the only way to define a fix by stating, “Radar Required To Define [insert name of fix].”

Performance-based navigation approaches will be handled in the same way, Duke explained. What might be new are details on navigation specification requirements. AOPA will be creating a fact sheet that will discuss the changes to the instrument approach plates; the fact sheet will detail the navigation specifications contained in FAA guidance to help pilots understand the changes.

Ed Note: Originally published on aopa.org, Jan 18, 2017

Colorado Division of Aeronautics website:

<https://www.facebook.com/ColoradoAeronautics/>

Equipping for ADS-B—what I learned.

by Gary R. Justus

I've read a lot about the January 1, 2020 FAA NextGen mandate for equipping our aircraft with an ADS-B OUT system so we can still fly in what's known as "ADS-B Rule Airspace." (ADS-B IN traffic and weather is optional.) That would be any Class B or C airspace including the Mode C 30NM veil around a Class B airport down to the ground and above all of it. Also included is Class E airspace above 10,000 feet MSL that's more than 2500 feet AGL. (That will make flying the Rocky Mountains passes a real challenge!) And of course, all Class A airspace, which is 18,000 feet and above anywhere.

A diagram and description of the affected airspace is available at <https://www.aopa.org/news-and-media/all-news/2016/october/05/pilots-seeking-ads-b-rebates-some-steps-clarified>. More information with excellent links to most everything you'll need to know is at <https://www.aopa.org/go-fly/aircraft-and-ownership/ads-b>.

ADS-B OUT is simply a very precise method of reporting your aircraft position to air traffic control and other equipped aircraft. Your WAAS-enabled GPS position and altitude are sent by your transponder continuously to FAA-operated ground stations that then retransmit it to ATC and any aircraft with ADS-B IN equipment. The FAA will use it for air traffic control in lieu of just radar sweeps to separate aircraft under its control. It's operational now and you can see the exact track of equipped aircraft on flightaware.com and flightradar24.com even when flying VFR without ATC contact. The track of my 50 minute ADS-B rebate flight test in the accompanying picture is used with permission of Flightaware.com.

Most of us here in Colorado will be affected if we ever want to fly to Colorado Springs Muni or anywhere within 30NM of Denver KDEN. Smaller airports such as Erie and Boulder Municipals, Easton Valley View (south of Greeley), Rocky Mountain Regional, Vance Brand (Longmont), Front Range, Centennial, and a lot of private airports will only be accessible by properly equipped aircraft. There are some airspace exemptions for aircraft that were not originally certificated with an electrical system, or that have not subsequently been certified with such a system installed, including balloons and gliders.

So, with my wife Judi's encouragement, I decided to bite the bullet and equip while there's still time. Avionics shops are getting busy now, especially spurred on by the FAA \$500 rebate that started in September. I attended a nice ADS-B workshop hosted by Freedom Air Avionics/Legacy Aviation at KBJC. Garmin and L-3 Lynx conducted it on to inform pilots and of course to help generate

sales. I learned that there are many choices possible, but it all boils down to what you need, want, and can afford.

You will need a 1090 MHz ES (extended squitter) system if you want to fly above 18,000 feet or outside of the United States. Otherwise you can equip with the 978 MHz UAT (universal access transceiver) system, often for less money. But you (generally) get what you pay for. Choices are many. Some are panel mounted, others remotely mounted. Some will communicate through your existing Mode C transponder. Others will replace it with a new Mode S transponder where the ADS-B system is integrated into it, such as the Garmin GTXxxx series or L-3 Lynx NGT-9000. You must have a WAAS-enabled, certified GPS receiver, which may or may not be included in the ADS-B box you buy. And you may need some new antennas to do all this.

Whether you choose 1090ES or 978 MHz UAT will depend on need, cost, the avionics you already have, and whether you want some anonymity while flying. If you choose 1090ES, be aware that your aircraft registration will be known to air traffic control and thousands of online ground stations even when you are flying VFR. It cannot be turned off unless you turn off the transponder, and that violates FAA regulations. A 978 MHz UAT does not include the registration information when the signal is sent through your Mode C transponder—just the transponder squawk code, GPS position and altitude go through.

I chose a 1090ES IN/OUT system that integrates with other Garmin radios being added to my panel. The Garmin GTX345 Mode S transponder has several options with or without a WAAS GPS source. Mine was remotely buried behind the panel and tied to a Garmin GTN 750 navigation system that provides the GPS source and transponder controls.

There are numerous equipment configurations and they should be discussed carefully with an avionics pro or your A&P mechanic. If you can't take the plane to the shop, take some close-up pictures with you. Or use email with pictures. In addition to a new antenna, you may need some airframe repair if there is antenna corrosion as mine had. Also, some wiring will probably need to be replaced if the aircraft is very old. Make sure that the quoted price includes removing the old wiring. There is no sales tax charged in Colorado.

Find a shop that you trust and that can fit your plane into their (and your) schedule. Depending on how much you are having done, it can take a short or long time. Mine took two months for a complete panel overhaul. Have a long list of questions prepared that you will want answered, such as where the unit will best be placed in the panel; what unexpected extras may come up, whether they will certify the plane and new equipment for VFR or IFR flight; when and how will they will contact you about extra work that is needed; warranty on parts and

labor; form and terms of payment; and discount for cash versus credit card. I recommend getting a firm quote for equipment and installation together. Or you can request a parts plus labor installation that could save you money, or cost you more.

The lowest cost ADS-B OUT units, often without ADS-B IN capability, start at \$2000, plus installation. The ADS-B IN/OUT one box solutions can run close to \$8000 installed. About 3/4 of the 20,000 \$500 FAA rebate reservations were still available as of December 14. I thought about installing the L-3 Lynx NGT-9000, but realized that the display of traffic and weather was too small for me to read from the radio stack in my Grumman Tiger. The GTN750 and a GTX345 solved the problem.

I encourage anyone who will be affected by the January 1, 2020 mandate to deal with it sooner than later. Already many shops have a 3 month wait time for an appointment. I'm happy that I have ADS-B OUT that will allow me to fly past that date. If you want to ask questions, I'll do my best to respond as a non-expert. GaryRJustus@Q.com

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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.

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.

Colorado Pilots Association Renewing Members

Ralph Forsythe	Alec Seybold
Bruce Blake	Matt Schantz
Jerry Schofield	Monty Lee
Kyle Cate	Larry Jones
Greg Lucas	Gil Jones
Scott Teirmeyer	Larry Merkowitz
Erick Nordling	Gordon Paul Anderson
Raymond Watts	Steven Laskey
Richard Eisenberg	Victor Hauser
Neil Davis	William Nichols
Frank Gallo	Paul Clark
Vanita Gallo	David Sharp
Matthew Haag	

Colorado Pilots Association Welcomes New Members!

Keith Gentry	Craig Rathbun
Ted Brewer	Mark Kolber (rejoined)
Grayson Milbourne	Ralph McCormick (rejoined)
Alan Dotson	

Handy Reference Nov 8, 2016

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

BOOKS MAKE GREAT PRESENTS!

You can order **FLYING COLORADO MOUNTAIN WEATHER**, by Margaret Lamb, www.nighthawkpress.com. This book has 72+ color illustrations of mountain cloud types and teaches flying mountain microscale weather & turbulence safely. Also discusses numerous mountain flying crashes related to down-drafts of different types. Risk analysis relates mountain flying to avalanche hazards; discusses Lindbergh and Beryl Markham. A fascinating read for pilots and armchair adventurers alike. \$24.95 & \$4.95 S&H.

FOR SALE: Two residential lots adjacent to Crawford Airport (99V). Each lot is 2 acres, with one water tap available, electric, phone, and covenants. Views of Elk Range, secluded, quiet, wild-life, mild climate. \$99k for both lots and water tap.

Contact Scott Fifield, (303) 482-5237 or scottffld@gmail.com.

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>

Calendar of Events

Always check the CPA website for any changes to the Calendar

** Indicates New or Updated event*

CANCELLED

CPA Flyins

March 3-5	KCGZ	Cactus Flyin
April 15	KPUB	Lunch & visit the Weisbrod Museum, Pueblo
May 20-21	KSEZ	Sedona, AZ (practice your carrier landings!)
May 20	KLHX &	Lake Meridith, CO - 2nd Annual Splash In
June 9-11	KHUT	Salt Mines & Cosmosphere, Hutchinson, K
June 24-25	07S	Beaumont Hotel Airport, Beaumont, KS
July 8-9	U87	Smiley Creek, ID
July 22-23	0V3	Minden, NE
Aug 21	KAIA	The Solar Eclipse! Alliance, NE
Sept 15-17	KOGD	Ogden UT (Hill AFB)
Oct 6-8	69V	Huntington, UT

CPA and Other Events

Feb 18	KEIK	Colorado Seaplane Initiative Fundraiser
Mar 17	KGNB	Celebrate Women's Aviation History
May 21	KFLY	Meadowlake 50th Birthday & Flyin
May 24	KAFF	USAF Thunderbirds at Academy Graduation
		Viewing area accessible from I-25
June 24	KBJC	CPA Mtn/High Elevation Airport Ground Schoo
July 1	KGNB	EAA 1267 Annual Pancake Breakfast
July 24-30	KOSH	AirVenture
Aug 5	KBJC	CPA Mtn/High Elevation Airport Ground Schoo
Aug 26	KAEG	Land of Enchantment Flyin (NM Pilots Assoc)

No date yet

KFTG	CPA Pot Luck
CO12	VanAire Flyin & Picnic
KFMM	Fort Morgan Flyin/Glenn Miller Festival
KCOS	Colorado Springs Flyin
KLMO	Longmont Expo
CO15	Kelly Airpark Flyin & Pancake Breakfast

CPA Executive Board

President
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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
☐ 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 |
| ☐ Aviation 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

59th Cactus Fly-In March 3-4, 2017

Casa Grande Municipal Airport (CGZ)
3225 N. Lear Ave. Casa Grande, AZ 85122
Sponsored by Classic Airplane Assoc of AZ (CAAoAZ)

CPA target arrival be by noon on Friday March 3.

Flyin cost: A donation of \$10 per person or \$20 per planeload is asked. Register your arrival in the airport terminal building as soon as you arrive. Fueling can be arranged at registration. Center of town is 5.5 miles away; motels and variety of restaurants along main e/w avenue:

Motels: Mainstay Suites at \$63, Comfort Inn at \$58 Grande Holiday Inn at \$97, prices may fluctuate .

Car rentals available: www.enterprise.com and request your reserved vehicle to be at the airport.
Address: 2016 N Pinal Ave # 2, Casa Grande, AZ 85122 Phone:(520) 836-9050.

Main attractions:

- Flyin with over 200 aircraft in 2 days including local warbirds on display and flyovers; with 3 seminars on Saturday. (see web)
- Casa Grande Ruins National Monument, 1100 W. Ruins Drive, Coolidge, AZ 85128. approximately 18 miles due east (23 min.) of airport.
- Museum of Casa Grande and Francisco Grande Golf Course

Traffic Pattern

- Runway 5: Left hand
- Runway 23: Right hand
- Field Elevation: 1,464'
- Pattern: 2500 MSL
- CTAF: 122.7
- AWOS-3: 132.175

Links: <http://www.cactusflyin.org/>

Bring your own tie downs as there's plenty of parking in the nicely maintained grass areas.

REGISTRATION MUST BE RECEIVED BY February 21,2017

Email me: LanceBarber@comcast.net WITH the following:

Name:

Address:

Cell Phone:

Email:

Plane Type and N# :

Emergency Contact & phone number:

Passenger(s) full names and contact info:

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

Do you need a ride?