

CPA FLIGHT LINES



Vol 34 Issue 4

April 2017

Breaking News!!!!

FAA has changed the BasicMed rules - got a driver's license? Then go fly!

Swift Fuels has released the latest formulation of 100LL replacement and the FAA has approved it for all non-turbine engines. Best news? It's HALF the current price of 100LL!

All the major US airlines will start serving complimentary full meals on flights longer than 2 hours.

TSA has been disbanded because the FAA has hired an Israeli aviation security company to handle all airport security in the Class B airports in the US. This will both improve security and substantially reduce costs.

TABOR has been repealed.

All STEM high schools in Colorado will offer an aviation/aerospace program as an optional track in the curriculum. The student may choose either pilot training, A&P, or space-related courses.

CDOT Div of Aeronautics was gifted \$50 Million by an anonymous donor and will be upgrading the lights, communication and windsocks at 73 of the 74 airports in the state. It will also send the entire staff to Airventure this year to promote Flying in Colorado.

You noticed the date of this newsletter, right?

www.coloradopilots.org



President's Message CPA President Gary Tobey

If It's April It's Springtime!

Get out and slip the surly bonds of earth.
No more of that two-dimensional existence.
Make it three and "Into the Air in April."

The Denver Metroplex. Want to see a complicated bunch of aircraft tracks? Please attend one or more of the FAA's Denver Metroplex workshops in the Front Range this month and the first week of May. Walter Bell, our CPA Airspace monitor, has been attending meetings and evaluating the plan that will take effect in 2019. A major concern is the descent of corporate turbojets flying at 210 knots to 9,000 ft msl at Fort Collins, south down the Front Range through the intensive training, glider, parachuting areas of Longmont, Boulder, Rocky Mountain, and Centennial for the approach to Centennial. At a meeting on March 16, the FAA said it would take a look at keeping those jets up at 10,000 ft and in the Class B Airspace. The eight open April FAA Metroplex workshops are listed in this issue in the weeks of April 3 and April 17, with another four workshops in the week of May 1.

The CPA calendar is full of opportunities for your great adventures in 2017. Bob Kinney and the CPA Fly-In Committee have a great line-up of interesting fly-ins as noted in this Flight Lines. Attend as many as possible.

As I said last month, there is an easy lunch fly-in on April 15 to Pueblo and the Weisbrod Museum. If you are really lucky (or not) I warned you that I will be adding my personal "Sea Stories" on three of those aircraft that I flew and others I accompanied in combat over North Vietnam exactly 50 years ago. Some stories may even be true!

CPA member Ray Hawkins and the Seaplane Pilots Association have made tremendous progress in getting the first Colorado designated seaplane base officially located at Lake Meredith. Next is the overturning of Colorado's -- the only state prohibition of seaplanes -- in the country. A bill is coming up in the Colorado General Assembly to clear the way for seaplanes on Colorado waters. Stay tuned to support the passage of this bill.

And ever closer is Third Class Medical Reform "BasicMed." It takes effect May

1, 2017. It is not too early to plan to take advantage. There will be a learning curve for all of us who move into this, and for our friendly local personal physicians. Pilots will have significant responsibility to comply with the details.

I remind you again to 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 during the beautiful Colorado summer of 2017.

Support CPA and be sure to get that Colorado Pilots Association logo shirt or gear at Land's End now.

business.landsend.com/store/colorado_pilots_association

Sedona for all seasons

Welcome to the most beautiful place on Earth, on any given day.

CPA Fly-in to Sedona, Arizona on May 20-21, 2017. Continue your flying season with USA Weekend's Most Beautiful Place. You will have your choice of hiking through a forest along a stream, hiking among red rocks, or driving one of Rand McNally's Top 5 Most Scenic Drives. There is something for everyone!

We will fly into Sedona Airport, KSEZ, Saturday morning then drive to town for lunch. With three vans, you can choose the activity you prefer. After our Happy Hour at our hotel, we will enjoy a delicious dinner in one of Sedona's favorite restaurants.

Only ten rooms have been reserved at the Holiday Inn Express so reserve your room early! See the Flyin Reservation Form at the end of Flightlines for more information.

Or contact Jan McKenzie at 970-568-6411 or at jan@mckenzie99s.net
See you in Sedona!

Ed Note: For those of us who grew up in Phoenix, practice your spot landings.

Baja California and the CPA

On February 23, 2017, 12 members of Colorado Pilots Association flew to Loreto, Baja California Sur, Mexico for a few days of sun and whale viewing with Baja Bush Pilots. Jeff Cain, Janet Dean, Mary and Ray Sorenson, Mark Greksa and party, and Rich and Dana Barclay enjoyed their stay at Hotel Loreto Bay, walking the beach, eating local cuisine, including the margaritas and flying to a bay on the Pacific Ocean to pet gray whales.

The Metroplex is Coming.
Walt Bell
Airspace Committee Chairman

The FAA has been working to modernize the ATC system with a program called NextGen. The GA pilots have not been involved much until the ADS-B edict was handed down years ago. In the background the FAA has been spending billions of dollars to get the infrastructure in place so the NextGen system can be rolled out in stages in the next few years. One of the elements is to create SIDS (Standard Instrument Departures) and STARS (Standard Terminal Arrivals) which are based on GPS navigation. These routes will become a conduit for air traffic to get into and out of high density terminal areas with minimal ATC vectoring. There is much more to this than I can explain here. You can read up on the details by looking at the FAA website.

The controllers at Longmont along with the Denver TRACON have been designing additional SIDS and STARS for the Denver Area. The project is referred to as the Metroplex. The FAA has already rolled out Metroplex routes in Phoenix, Houston, LA and other busy terminal areas. The FAA is planning to showcase their plans for Denver at 11 evening workshops in April. I have attached a PDF that shows the time and place of these workshops. It would be in your best interest to attend one of these workshops. If you are an IFR pilot you will likely be affected so getting up to speed on the plan will be advantageous. If you are a VFR pilot or a student pilot It would also be a good idea to attend as you will learn how the routes will structured and where they will be located. You might be surprised to find that places you transit around the Denver area will soon be populated with business jets operating at 210 knots or so at 9000'. One of the proposed routes traverses the metro area roughly along I25 from Ft. Collins to KAPA at 9000'.

The primary purpose of these workshops is to enlighten homeowners and governmental officials that some areas that have not had noticeable air traffic overhead will be noticing a steady stream of traffic. They will be assuring those folks that the aircraft will not cause noticeable increases in noise. Your interest as pilots will be a secondary purpose. This may be your only chance to see the proposal and react to it. The FAA in years past would spend considerably more effort informing the public. In this case they have held these plans very close to the vest. I hope you can attend.

Ed Note: An additional meeting is at the Administrative Offices at Ft Collins Airport (KFNL) on May 4th, 5:30 to 7:30. The address is 4900 Earhart Rd., Fort Collins, CO.

Federal Aviation Administration
Community Involvement — Denver
Status of Engagement: Design (Preliminary Designs)

The Denver Metroplex effort is currently in the Design Phase. Using data collected in the Study Phase, the Metroplex Program Team is re-designing flight paths and updating procedures to increase efficiency and improve operations in your area. As development progresses on this effort, we will update this page with details from past and upcoming meetings, and provide status information of this Metroplex effort in your community. For more information on the Denver Metroplex, visit the links below.

The Federal Aviation Administration (FAA) will hold 12 public information workshops in April and May 2017 on proposed airspace improvements in the Denver Metro Area.

All of the upcoming workshops will occur in the evenings. The FAA is holding the workshops in an Open House format, so people can attend any time during the publicized time range to learn about the proposed improvements. FAA representatives will provide information on the project and be available to answer questions, one-on-one. The preliminary route designs also will be displayed on poster boards and iPads.

Free parking, street parking, or paid parking will be available at all locations. The FAA will make Spanish interpreters available if city officials request them at least one week prior to the event.

The community feedback the FAA receives from these workshops will help the agency determine whether it should make changes to the preliminary designs before beginning the project's draft Environmental Assessment (EA). When the FAA completes the Draft EA, it will hold additional public workshops where people can review and comment on the proposed route designs analyzed in that document. These public workshops are expected to take place in 2018.

Supplemental Materials

Denver Metroplex
www.faa.gov/nextgen/snapshots/metroplexes/?locationId=8

This page was originally published at:
<https://www.faa.gov/nextgen/communityengagement/den/>

Community Workshop/Meetings

Community Workshop #1 April 3, 2017 – 6:00 p.m. to 8:30 p.m.●
Location: Front Range Airport FBO Executive Training Room 37501 Cessna
Way
Watkins, CO 80137
Community: East – Bennett/Watkins

Community Workshop #2 April 4, 2017 – 6:00 p.m. to 8:30 p.m.
Location: Aurora Municipal Building Lobby 15151 E. Alameda Parkway
Aurora, CO 80012
Community: South East – Aurora/Buckley

Community Workshop #3 April 5, 2017 – 6:00 p.m. to 8:30 p.m.
Location: Erie Community Center 450 Powers Street
Erie, CO 80516
Community: Northwest – Erie/Longmont/ Lafayette/Louisville

Community Workshop #4 April 6, 2017 – 5:00 p.m. to 7:30 p.m.
Location: Green Valley Ranch Recreation Center Community Room B 4890 N.
Argonne Way
Denver, CO 80249
Community: Central – Denver/Stapleton/ Highpointe/Green Valley/ Montclair/
Montbellow

Community Workshop #5 April 17, 2017 – 5:30 p.m. to 8:00 p.m.
Location: Boulder Library Main Branch Boulder Creek Rm 1001 Araphoe Ave.
Boulder, CO 80301
Community: Further West – Boulder

Community Workshop #6
April 18, 2017 – 6:00 p.m. to 8:30 pmLocation: City of Greenwood Village
Community Room, City Hall 6060 S. Quebec St.
Greenwood Village, CO 80111
Community:
South – Centennial/Foxfield/
Cherry Creek/Englewood/
Littleton/Greenwood Village

Community Workshop #7 April 19, 2017 – 5:30 p.m. to 8:00 p.m.
Location: Douglas County Library Parker Branch, Event Hall A 20105 East
Main Street
Parker, CO 80138

Community: Further South – Parker/Castle Rock/ Douglas County

Community Workshop #8 April 20, 2017 – 6:00 p.m. to 8:30 p.m.
Location: Chatfield Senior HS Commons Area 7227 South Simms Street
Littleton, CO 80127

Community: West – Lakewood, Littleton, Arapahoe County

Community Workshop #9 May 1, 2017 – 5:30 p.m. to 7:30 p.m.
Location: Metropolitan State University of Denver Tivoli Student Union Baer-
resen Ballroom – Room 320 900 Auraria Pkwy
Denver, CO 80204
Community: Central – Downtown/City Park

Community Workshop #10
Location: Rocky Mountain Metro Airport Mt. Evans Conference Room 11755
Airport Way
May 2, 2017 – 6:00 p.m. to 8:30 p.m.
Community:
North – Northglenn/Thornton/
Broomfield/Westminster

Broomfield, CO 80021
Community Workshop #11 May 3, 2017 – 5:30 p.m. to 7:30 p.m.
Location: Stuart Middle School Cafetorium 15955 E. 101st Way
Commerce City, CO 80022
Community: Northeast – Commerce City/Brighton



Cactus Flyin Update

Lance Barber

59th Cactus Flyin at Casa Grande, AZ, had a slow start on Friday with stiff winds...But Sat we had over 200 aircraft! Full pattern to Runway 5, parking them 1 a minute from 10:30-11:30. Bart Jones arrived in his 170 on Friday. Frank Niehus was on hand again for this event to participate, already snowbirding it. Great seminar sessions both days, culminating with special guest Michael McComb presenting 1956 Midair Collision of TWA Connie and Delta DC-7 over Grand Canyon.

Andrew "Drew" CHITIEA, Master CFI

Master Instructors LLC takes great pride in announcing a significant aviation accomplishment on the part of Andrew D Chithea, the chief pilot of Colorado Skymaster LLC and resident of Black Hawk, Colorado.

Recently, Drew's accreditation as a Master CFI was renewed by Master Instructors LLC, the international accrediting authority for the Master Instructor designation as well as the FAA-approved "Master Instructor Program." He first earned this national professional accreditation in 1999, has held it continuously since then, and is one of only 7 worldwide to earn the credential ten times.

To help put these achievements in their proper perspective, there are approximately 101,000 CFIs in the United States. Fewer than 800 aviation educators worldwide have achieved one or more of the Master accreditations thus far. Twenty-three (23) of the last National Flight Instructors of the Year, National FAAS Team Representatives of the Year, or National AMTs of the Year were Masters (<http://www.GeneralAviationAwards.org/>) while Drew is one of only 36 Colorado aviation educators to earn one or more of these prestigious "Master" titles.

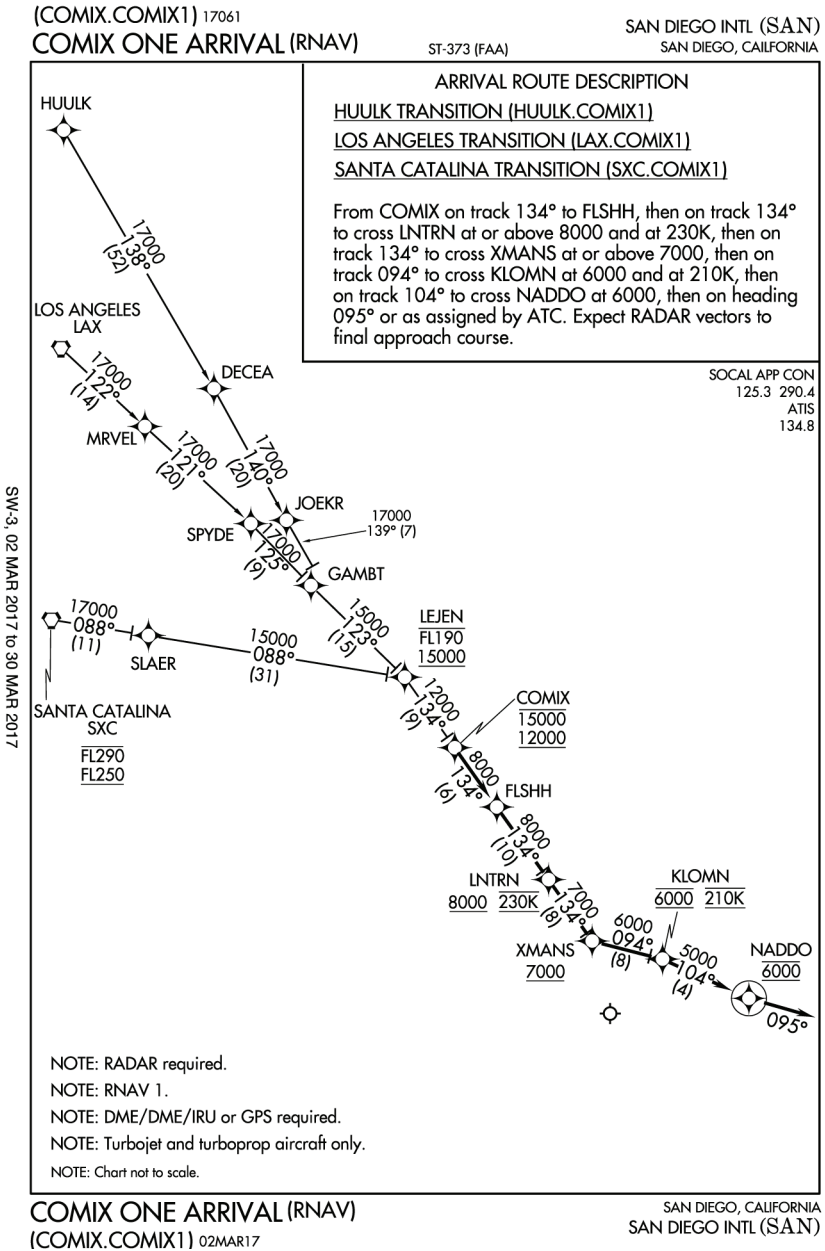
Proposed White House Budget - ATC Privatization

All sorts are jumping off the wagon. The DOD is not happy. Neither are over 100 mayors.

<https://generalaviationnews.com/2017/03/07/mayors-say-no-to-privatizing-atc/#more-108268>

And of course, the aviation alphabet organizations. Have an opinion? Contact your Congressional contingent by email, telephone or fax. Check page 10 for email addresses.

Updated arrival chart for Comic Con in San Diego this year. If you missed it, there's always next year. Yes, this really is the chart from the FAA



Area forecast elimination timetable updated

By AOPA ePublishing staff

The graphical weather product designed for pilots as a comprehensive replacement for the legacy text-based area forecast will become operational on April 13—but the old-school weather forecasts they were introduced to replace won't be going away for a while.

The graphical forecasts for aviation (GFA) that pilots can already view online will transition from an experimental to an operational weather product on April 13. If you are a pilot who has already been familiarizing yourself with the interactive resource on the National Weather Service test site for the past year or so, as AOPA has encouraged pilots to do, the main difference you will notice after April 13 is that the word “experimental” will be dropped from the images you see. For the National Weather Service, the change means that more robust quality assurance will be taking place.

Rune Duke, AOPA director of airspace and air traffic, worked with the National Weather Service and FAA to incorporate many positive user suggestions into the graphical products' designs.

“The National Weather Service has been very responsive to pilot feedback, and they report pilots have been overwhelmingly positive about this new resource,” he said.

Why is it all happening? As AOPA has reported, it's because the FAA asked the National Weather Service to update its weather product inventory.

“The FAA recognizes that, given modern advances within NWS, the legacy text FA is no longer the best source of en route flight planning weather information,” said the National Weather Service in a March 14 notification of the change in status of graphical weather. The new products, however, are still required to provide the “underlying meteorological information” contained in text area forecasts.

“AOPA has been very supportive of moving away from text and towards graphical weather,” Duke said. “Graphics allow a pilot to make better analysis of the weather along their route of flight and are generally more user-friendly than long blocks of text. Graphics are also better for in-flight operations as they tend to provide the pilot more information more effectively and quickly.”

New static images also coming

The National Weather Service also worked with the FAA and AOPA this winter

to develop a new product for flight service specialists and pilots who have limited internet bandwidth. Graphical static images provide a snapshot of weather in three-hour increments, with a similar look to the fully interactive GFA. Because of the data requirement challenges of the GFA website for flight service, the snapshots were created, and now must be incorporated into the briefing process, Duke said.

Starting in July, flight service specialists will begin working with GFA static images in weather briefings, followed around October, by the discontinuation of text-based area forecasts, after formal notification from the National Weather Service. Duke noted that the October retirement date for text area forecasts “is tentative and has changed several times.”

Pilots who get DUATS briefings also will be able to view the snapshots around July.

Pilots should note that the GFA static images are still in development, and will likely change. As they evolve on the test website, the National Weather Service cautions that there may be errors in the depictions. The National Weather Service is accepting user feedback on them, Duke said.

Area forecasts for Alaska, Hawaii, the Caribbean, and the Gulf of Mexico will remain unaffected by the changes described above and will remain in textual format.



Mount Gambier Airport-Paul McFarlane
MGB adds bike lanes to the runway

WINDWARD SIDE DOWNDRAFTS ON MOUNTAIN PASSES

© 2017 by Margaret Lamb

As pilots prepare for mountain flying, “windward” and “lee” are terms that most pilots scarcely acknowledge. Conventional training suggests that a pilot may expect updrafts on the windward side of a mountain pass, and downdrafts on the lee. In our Rocky Mountains often that prediction is accurate, since our prevailing winds are westerly and blow uphill from the west towards the Continental Divide.

However, when a low pressure area is heading towards the mountains from the west, and barometric pressures are higher at airports east of the Divide than they are on the west, lethal downdrafts can exist on the supposed “updraft” side of a pass.

Therefore, part of your preflight weather awareness must always be to compare the pressures east and west of Continental Divide mountain passes. For example, Leadville/Aspen is a very useful pressure comparison. If the surface pressure at Leadville is .10 inch higher than surface pressure at Aspen, beware of windward side Continental Divide downdrafts.

The pressure difference, itself, may be driving surface downdrafts on the west side of a mountain pass, despite prevailing winds from the west at higher altitudes.

In the five year period 1982-1987 four airplanes crashed climbing out of the Aspen area towards Divide passes. Two accidents were on the west side of Independence Pass, and two in terrain west of Hagerman Pass. In each case Leadville surface pressure was considerably higher than Aspen (.10-.20 inches). Westerly winds aloft were forecast and westerly surface winds existed at Aspen. And in each case the pilot reported an encounter with an unexpected downdraft where an updraft was anticipated.

I discovered these peculiar accidents while working with Johns Hopkins Injury Prevention Center on a study of mountain flying crashes within a 50 NM radius of Aspen. At the offices of the NTSB in Washington I sifted through the pages of the NTSB investigative reports, and after noticing the anomalous downdraft reports I obtained detailed weather information from the National Weather Service. This enabled me to identify area pressure differences and winds aloft. Then I interviewed three of the four pilots involved, and published results in various aviation magazines. Since then at least one more airplane has crashed in similar conditions, with four fatalities. It is time to renew publication of this very crucial information, as local training outfits are not sharing this information, or are simply not aware of it.

As long ago as the 1960's, United and Northwest Airlines were using surface pressure comparisons to forecast turbulence along their routes. Their grid was fairly large, such as GJT-DEN, FMN-DEN, FMN-TAD. We can still do this today, using smaller distances such as Kremmling-Boulder, Aspen-Denver, Alamosa-Trinidad. For example, if the surface pressure at Alamosa is .10 inch higher than that at Trinidad, with southwesterly winds perpendicular to the axis of the Sangre de Cristo Mountains, it'll be turbulent with downdrafts east of La Veta Pass. That's a typical pressure profile.

It's the unusual situation, in which surface pressures east of a mountain barrier are higher than those to the west, that gets aviators into trouble. Under these circumstances an opposite-direction tongue of air can flow across a mountain pass underneath the prevailing westerly, causing significant "windward" side downdrafts that can overpower a climbing airplane. Several scientific studies in Utah and Colorado have documented these windward side downdrafts. The most extensive study measured surface and higher altitude wind directions and speeds, and area atmospheric pressures, in the Corona (Rollins) Pass area. This study documented powerful flow-reversal downdrafts on the windward side of that pass. How thick, or deep, the opposite-direction winds were, is not accurately known -- the scientific instruments blew down during the study.

Suffice it to say, in making a mountain flight, always compare airport barometric pressures up- and downwind of a mountain chain. If the surface pressure is higher on what might typically be the "lee" side, don't fly direct across a mountain pass or range -- go around! -- or don't go at all. An altimeter setting is not just local arrival or departure information; it is a weather observation vital to mountain flying safety.

In addition, a word of caution about flying mountain valleys. Meteorological studies have found that there actually is no predictable "upwind" side of a mountain valley. You cannot count on the sunny side of a mountain valley to supply updrafts to assist or enable your climb. Do not fly up a mountain valley towards a mountain pass. Always climb before approaching a valley. Fly ridges. If you are exploring winds in a mountain valley you are a test pilot. Always have an escape route, in which you can drop the nose, turn away from terrain and flee to lower ground.



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/

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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

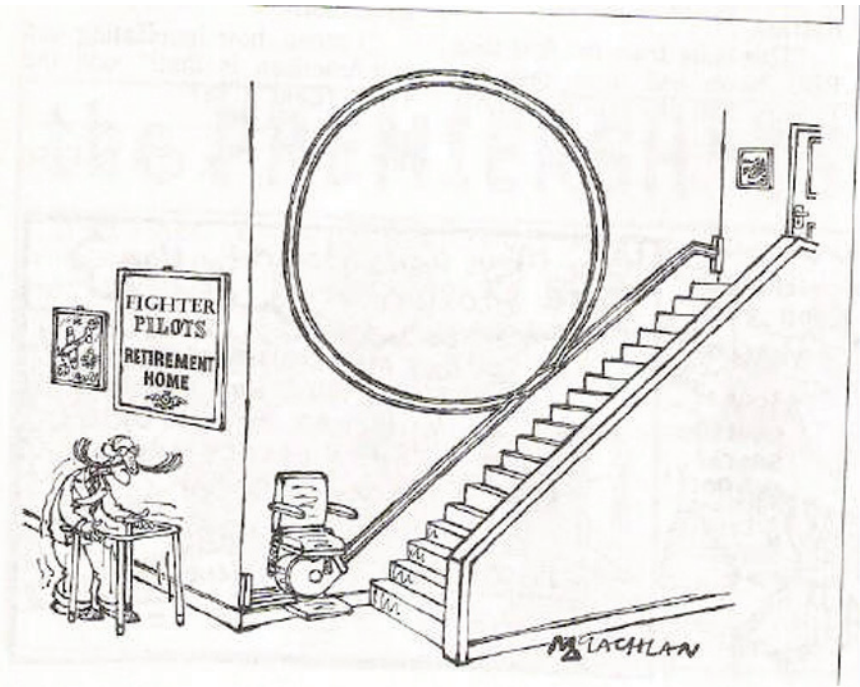
Mike Bratlien
Brent McGibbon
John Barry
Allen Hill
Philip Rutherford
Mary K. Jones
Michael Perkins

Howard Cammack
Randy Crandall
Rick Craddock
Greg Anderson
Sarah Dolliver
Jack Buschmann

Colorado Pilots Association Welcomes New Members!

Doug Parrish
Michael Nielsen
Ronald Lee

John Jepsen
Sean Gorman





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*

CPA Flyins

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 15	4V0 &	Kenney Reservoir, CO. Mountain Splash-In
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

May 21	KFLY	Meadowlake 50th Birthday & Flyin
May 24	KAFF	USAF Thunderbirds at Academy Graduation
		Viewing area accessible from I-25
* Jun 2-30	KGNB	aviation museum open Friday & Saturday from 11am TO 2PM
June 24	KBJC	CPA Mtn/High Elevation Airport Ground Schoo
July 1	KGNB	EAA 1267 Annual Pancake Breakfast
* July 15	CO15	Kelly Airpark Flyin & 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)
* Sept 16	1V6	Fremont County Air Show, Flyin & pancake break- fast

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

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EAA *vacant*

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ALAMOSA (ALS)/ SAN LUIS VALLEY <i>vacant</i>	<i>FREMONT CNTY/CANON CITY (1V6) - vacant</i>	PUEBLO (PUB) Torry Krutze 719/546-0888 (H) torryk@mindspring.com
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)</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>	
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)</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 |
| ☐ 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

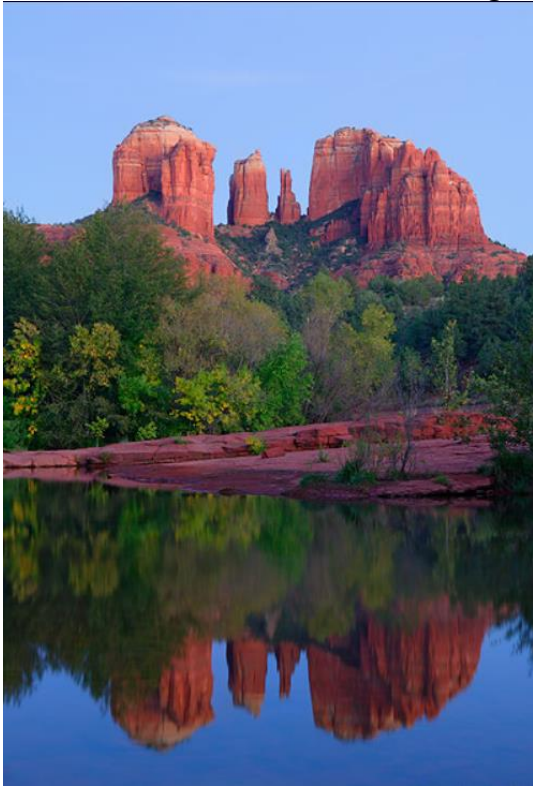
Visit the CPA Store for Logo Clothing:
business.landsend.com/Colorado_Pilots_Association

Sedona - Oak Creek Canyon Fly-in

May 20-21, 2017

When USA Weekend compiled their Most Beautiful Places in America list, Sedona claimed the top spot.

Start with scenery that makes your heart leap. Sedona nestles among a geological wonderland. Multi-hued stone formations jut upwards from the high desert floor creating a vivid, mesmerizing setting that changes hourly with the light. Surrounded by 1.8 million acres of national forest land, visitors have instant access to recreational activities. Trails for hiking and biking along with bouncy jeep tracks weave among the bristling



Arrive Sedona Airport (KSEZ), 474 nm southwest of KBJC, by 11am MST Saturday morning (please note that AZ stays on mountain standard time). We have three vans reserved to drive to town for lunch.

With three vans, your afternoon choices are:

- Hike through the forest along a stream in cool Oak Creek Canyon,
- Hike among the red rock angular formations and rocky cliffs which define the multi-terraced skyline
- Drive and see Oak Creek Canyon which is a breathtaking experience rated a Top 5 Most Scenic Drive by Rand McNally

Plan on a 5:30pm Happy Hour at our hotel. Please bring a small snack to share and BYOB. At 6:15pm we will depart to enjoy one of Sedona's great restaurants.

We have only 10 rooms reserved at the Sedona Holiday Inn Express until April 29. So reserve your room early. Call 928-284-0711 and ask for the Colorado Pilot Association rate of \$139/night. All rooms include free breakfasts, refrigerators, Microwave ovens, and Keurig coffee machines.

Deadline for Hotel reservations April 28, 2017.

After breakfast at our hotel, we will drive back to the airport to fly over the "red rocks" before turning home.

Registration Form: Must be received by May 10, 2017

Registration \$18.00 per person to cover cost of rental car and gas. Please return form & check made out to CPA to: Jan McKenzie, 40697 Remington Rd, Fort Collins, CO 80524. Questions? 970-568-6411 or jan@mckenzie99s.net

Name(s): _____

Address: _____

Cell Phone # _____ E-mail _____

Emergency contact and phone _____

Aircraft type and N# _____

Do you have a seat to share in your plane _____ Are you in need of a ride _____

CPA Fly-In to Hutchinson, KS (HUT)

June 9-11 2017

Fly to beautiful HUT and tour the STRATACA Underground Salt Mine and the Kansas COSMOSPHERE.

Friday: Arrive at **HUT Regional Airport**. Transportation will be provided to the hotel. Happy hour at the hotel. BYOB and snacks. Several restaurants are nearby for dinner Friday evening (and some ice cream shops also).

Saturday events:

Morning – We will depart for the STRATACA tour at 0800. Guided tour on the UG shuttle of the STRATACA Salt Mine and Museum. Formed 275 million years ago, 650 feet underground. Mine is still in operation. Learn the history and the many facts about the discovery of salt and the on-going mining operation. (\$17/pp)

Break for lunch at area restaurant..

Afternoon – Visit the Kansas Cosmosphere. Includes Aviation and Space displays (Actual capsules used in early space missions), Digital Dome Theatre (Movie included), Justice Planetarium, Dr. Goddard Laboratory, and Hall of Space Museum. (\$21/pp)

Evening – Group dinner at the Airport Steak House. Rated the best steakhouse in Hutchinson.

Sunday: Return to airport after breakfast.

Accommodations:

Marriott Fairfield Inn, Hutchinson, KS - \$109.00/night. Includes full hot breakfast..

Phone: 620-259-8787.

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 May 15 so please make your reservations early.

Registration must be received by May 20 2017.

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: \$30 per person for transportation (rental vans, based on 15 attendees). Make check out to CPA.

Mail or email this form to:

Bill Gust

3150 Mt. Herman Rd.

Monument, Co 80132

Email: garbona@msn.com