

CPA FLIGHT LINES

Vol 34 Issue 8

August 2017



*Where are YOU going to be on August 21, 2017?
For those in the Casper to Alliance route, eclipse begins at 10:22
am thru totality and ends about 1:20 pm MDT*



www.coloradopilots.org



President's Message

CPA President

Gary Tobey

**Tell Your Member of Congress: Vote and
Say No to ATC Privatization**

This attack on General Aviation continues. We must say NO to privatization of Air Traffic Control. The difference in this version is the support of privatization by the Trump administration, now including the Department of Defense, at least nominally. Your

Colorado Pilots Association has joined with about 120 other general aviation organizations in opposing the 21st Century AIRR Act, HR 2997 – astonishing agreement on this issue.

The National Association of State Aviation Officials (NASAO) strongly opposes. The tax title, as drafted, rebalances revenue away from the Airport and Airway Trust Fund to the general fund. The Trust fund is healthy and almost completely sustainable in covering both operating and capital costs of FAA. The general fund is unbalanced and haphazard at best, as we can see by the continued inability of the Congress to write a budget, to say nothing about balancing the budget.

See the many fine articles clarifying the solid reasons to oppose. In essence, this Act will set up a nonprofit Board that will ensure the takeover of ATC for the benefit of the airlines, to the detriment of General Aviation. I say again, the airlines have never been kind to their customers or employees. Privatization will kill much of general aviation and service to smaller airports across the country. Contact info for Congress on page 14 below.

[Ed Note: This issue is both Safety & Economics. The airlines will pass any and all costs along to the paying public. Yet GA will pay out of its pockets. As for safety - as noted in the July issue, no other country has the number of aircraft nor the quantity of flights as well as the safety record of the US. There is no logical reason to create more bureaucracy. The real solution is to stop playing tag with inconsistent funding of the FAA in Congress.]

On August 5, note and attend the world-famous Colorado Pilots Association Mountain and High Altitude Ground School at Rocky Mountain Metro. If you missed it this year, watch for next year's schedule of this invaluable safety and learning opportunity.

BLACK OUT! Total Solar Eclipse CPA Fly-in to Alliance, Nebraska on Monday, August 21. Much of the country is getting in line to be blacked out. The masses are moving to the line. Don't miss it. The next one is in 2045, a little over the horizon for most of us. See the CPA info sheet or call Marty Brophy at 970-215-1916.

Other Don't Miss Events from your local airports:

September 2, Wild West Air Fest at the Steamboat Springs Airport

September 16, Fremont County Airshow, Fly-in, and Pancake Breakfast

September 23-24, Pikes Peak Regional Airshow, Colorado Springs Airport

Volunteer for your Association! New officers will be elected at the Annual Meeting in November. Decide now to run and bring your great ideas and energy to the CPA. Please contact Bart Jones, Chair of the Nominating Committee, 719-488-0653 or jmarykathr@aol.com

Watch for them at the activities. Lookin' fine. Get a cool new polo shirt or cap for summer and fall. Support CPA by showing that Colorado Pilots Association logo from Land's End. business.landsend.com/Colorado_Pilots_Association

Never Load Vectors To Final!

Robert L. Stedman

Independence Aviation, LLC

So you're in the clouds, you're at the end of a three hour flight to Las Vegas, weather is 500' overcast, five miles vis. The ATIS reports they are using the 25L ILS. Being in a radar environment, you go to your GPS, select PROC, choose the 25L ILS with Vectors to Final as your transition. Everything is looking great. And now the approach controller says, 'Expect Vectors to Final runway 25L, contact Approach on 123.4.' You respond with, 'Roger, approach on 123.4.'

You switch the frequency, the controller is a little busy, but you report in and he says, 'Roger, proceed direct to PRINO for the 25L ILS. You look at your Flight Plan page and you don't see PRINO so you ask for 'Vectors' and the response is 'Unable, too busy, proceed direct to PRINO, you did say you were Slant Golf.'

If you do most of your flying or received the bulk of your instrument training at an airport served with radar where all you get is vectors to final, you can find yourself in this trap. It's happened to me more than once before I learned my lesson.

The key thing to remember is regardless of which transition you select when setting up your approach, going to PROC will always give you the option of ‘Activating’ Vectors to Final. But loading a transition, typically the one that makes the most sense from where you are arriving, loads all the subsequent waypoints into your flight plan and they are just sitting there waiting to be used if you need them. In the case of the 25L ILS in to KLAS, there are five waypoints outside of the Final Approach Fix. More than once I have been told to expect VTF (Vectors to Final) only to be given ‘Direct to PRINO,’ head that direction and then be given ‘Direct to LARRE, cleared for the 25L ILS.’ Whatever happened to ‘Expect Vectors to Final?’

In any case, loading the entire approach puts all the information you could need into your Flight Plan, just sitting there waiting to help you.

The same concept works for flying in to uncontrolled airports. When you are doing your flight planning the night before and checking what kind of weather to expect, look at the GPS approaches that are available. Select the one that you think will best accommodate the weather and do one of two things. Either file to the initial approach fix or have that idea in your back pocket and ask Center for direct to it when you get closer to destination and you’ve decided that doing the approach will make sense for you.

It’s all called ‘planning ahead’ and keeping all of your options available to you.

ATC Expert Rose Marie Kern Visits CPA Mike Koscielniak

The Colorado Pilots Association was proud to host Rose Marie Kern, popular aviation writer/speaker, at the Front Range Airport July 1, 2017. Ms. Kern’s presentation was on the “Future of ATC and Flight Service & Domestic ICAO Flight Plan Filing”.

Rose entered the Air Traffic Control Academy in 1983. Since that time she has worked in the ARTCC, Tower and Flight Service options. She has won several national and regional awards during her service with the FAA and later with Lockheed Martin for her work with the pilot community, aviation industry engineers and quality assurance including national Flight Service Specialist of the Year.

A member of the EAA, AOPA, Women in Aviation International and the New Mexico Pilot’s Association, for the last eleven years Rose has written articles for pilots about Air Traffic Control, Aviation Weather, ATC History and other

components of the National Airspace System. She currently writes monthly columns for seven aviation publications and has had articles appear in AOPA Pilot, and the FAA Intercom.

Her book, “Air to Ground”, written for pilots about Air Traffic Control system, was released last month and was available at the event.



Mike & Rose

She has a very busy speaking engagement calendar this year which began with this event and culminates with a presentation at Oshkosh Air Venture 2017. Approximately forty people were in attendance for this WINGS/AMT event.

In Rose’s first topic, “Future of ATC and Flight Service” , Rose spoke about the history of ATC, how it started, where we are today and what the future may hold.

Rose’s second topic, “Domestic ICAO Flight Plan Filing”, discussed the requirements of the ICAO and how to fill them out. (www.1800wxbrief.com)

Rose’s presentation was informative and well received by all attendees; we look forward to having Rose back for a future event. Ms. Kern can be contacted at her website, rosemariekern.com.

I would like to thank those who made this presentation a success; Ms. Rose Marie Kern, Terri and Walt Barbo (CPA), Gary Tobey (CPA), Bill Totten (CPA), and Laura Zimmerman (Customer Service Manager, Front Range Airport)

Don't forget the Flyin to Ogden, UT coming up Sept 14 or 15-17!
Signup on the enclosed flyer.



UPDATE YOUR INFORMATION

Spamming and other types of phishing are far too common. Please remember to update your email addresses. In fact, why not take a few minutes to log into the CPA Members-only area of the website and make sure all your information is correct.

Also, make sure that emails from **coloradopilots.org** is not being rejected by your spam filters.

Beaumont, KS Fly-in June 24-25
Hosted by Brian & Laurie Garrett
Photos by Daniel Michael and Ed Huber

Beaumont, Kansas; population 41 (plus 1, if you count the ghost)! However, for a few short hours, Colorado Pilots made it a population of 51! After a week of up and down weather, and touch n' go conditions (puns intended) 10 hardy pilots, co-pilots, student-pilot and instructor made the 3-4 hour trek east across the prairies to the tiny town for a relaxing step back in history.

Two planes took advantage of the grass runway and taxied along a main drag of the town to tie down at the historic Beaumont Hotel. Other pilots chose to land on the more predictable asphalt runway in nearby El Dorado (pronounced: El Dor-A'-do).



Once known as a rancher's mecca, Beaumont was "the" place for cattle barons and ranchers to transport cattle, by steam train or by cattle-drive, to fatten up on the lush, nutrient-rich Tall Grasses of the Flint Hills. In its heyday, Beaumont's population reached as high as 1,500. Eight trains per day, 4 heading east, and 4 heading west, and carrying numerous heads of cattle, stopped at Beaumont. A wooden water tower was constructed to fill the steam engines with water, piped in from the nearby, horse-dredged Frisco Lakes.

The Beaumont Hotel dates back to 1879 and was built to host the barons and ranchers (the cowboys slept outside) while their cattle chowed down on the

surrounding lands. Ten fully restored rooms gave a nice, comfortable rest for the CPA guests. The only restaurant in town was at the hotel serving breakfast, lunch, and dinner, 5-days a week - yes, steak is on the menu. A hardworking crew of wonderful, hospitable folks made our stay feel like home.

The current General Manager of the hotel is the great granddaughter of JC Squires, the hotel proprietor in the 1960s. She provided great stories of the town, area lands, washing dishes in the cafe kitchen at the age of 9, and of the resident ghost! She told us how a rancher once asked a previous proprietor if the proprietor would build a runway so the rancher could fly-in to check on his cattle. The proprietor simply said, just land in the field. And so 07S was created!



The famous “drug plane” sits on the grounds of the hotel (See movie trailer for “American Made” release date September 2017). The twin Beech has ties to the CIA, the drug cartel and the Iran-Contra affair.

The original water tower still stands today and has the honor of being the Oldest Working Wooden Water Tower in the U.S. The railroad is gone, but the lakes provide great fishing to locals and visitors alike. Nearby Elk River Wind Project now stands just across the prairie, never to disturb the beautiful, and still lush greens of Tall Grass Prairie National Park. The grasses still provide great grazing for area ranchers.

The Beaumont Hotel has opened its doors to many-a-traveler over its long history. If you ever get the chance to drive, fly, bike, or herd a cow to Beaumont, it is a must see for anyone and everyone.

The Fifth Force of Flight

[Note: Welcome to a new FlightLines column. Lots more new gadgets and stuff have been announced prior to and at Airventure the last week of July. We'll highlight some of the more interesting ones in future issues. Got a favorite? Write it up, send it in.]

Not interested in building the \$135 Stratux, buying the \$899 Stratus, or only going to install ADS-B Out? *ForeFlight* and *uAvionix* have teamed up to offer a \$199 ADS-B In receiver smaller in length than a ballpoint pen. Attaches to any flat surface (such as a window) by suction cup. Only needs a single wire (microUSB cable) to a power source such as 5v battery or power plug in your airplane (assuming you have an electrical system in your airplane).

Caveat: Only works with *ForeFlight*.

More details at flywithscout.com/

Not long ago *Garmin* announced the G5 can be substituted for the AI or the DG/HSI for both experimental and certificated aircraft. Or get a second G5, replace the other instrument and get rid of the vacuum system! On July 17, Garmin announced that the G5, with the addition of another Garmin box (GAD 29B interface), will be able to drive numerous autopilots already installed. Check out the details at

uAvionix, in addition to the Scout, just announced ADS-B integrated with wing-tip position lights. One side is OUT, the other side is IN. STC and AML on the way.

www.uavionix.com/news/uavionix-reveals-skybeacon-the-first-near-zero-install-ads-b-out-solution/

Need an autopilot? Check out *TruTrak's* autopilot systems. Tru Trak Flight Systems together with EAA— has earned STC approval for the Vizion autopilot system in Cessna 172 and 177 models. This is the first autopilot manufactured by experimental autopilot maker to be approved for a certified aircraft.

All these goodies....Or as noted by a poster on Pilots of America:



Disclaimer: CPA does not endorse products other than our Corporate Members.

Study: Remote control towers a better future for smaller airports

July 15, 2017 by General Aviation News

Remote air traffic control towers could improve aviation safety and the productivity of air traffic controllers, lower construction and maintenance costs, and help airports in small communities, according to a new report published by think tank Reason Foundation.

The study's author, Stephen Van Beek, a former associate deputy secretary of the U.S. Department of Transportation during the Clinton administration and a former member of the FAA's Management Advisory Council, examines how remote towers are being implemented in Europe and how those lessons can be applied in the U.S. to help air traffic controllers and airports, especially in smaller communities.

"The solution is simple" "If remote towers were approved for use in this country, they would enable more small airports to qualify for a contract towers," writes Robert Poole, director of transportation at Reason Foundation.

Remote towers use high-definition cameras and sensors to provide air traffic controllers with 360° views of airspace and runways.

According to officials with the Reason Foundation, key points in the study, include:

- Importantly, proponents of remote towers do not intend to replace staffed towers, but rather to increase the geographic and time-of-day coverage where air traffic control is not currently provided.
- For airports unable to afford a traditional or contract tower, remote towers potentially offer a less expensive alternative. . . For non-towered airports, adding new surveillance technologies can streamline access, reduce delays, increase safety margins, and create 'order out of chaos.'
- For all airports, better imagery (especially important at night and in rain, snow, or fog) would enable increases in security and safety, since unauthorized surface movements or wildlife on an airfield could be more readily identified.
- On the capital side, remote towers offer significant savings, especially if multiple airports are connected to a remote tower center. Estimated capital costs for a single-station remote tower facility are between \$1.5 million and \$2.5 million, less than the recent capital costs of federal contract towers, which range between an estimated \$3 million to \$7 million.
- The remote tower concept decreases the up-front cost and lengthy construction schedule of building a tall physical structure, while also reducing

environmental and air navigation impacts. It may also reduce annual operating and maintenance costs, especially in cases where one remote tower center serves several small airports. That means when the benefit/cost [B/C] ratio for a new contract tower is calculated, the benefits likely equal (or exceed) a conventional (physical) tower's, and the costs are lower, thereby producing a higher B/C ratio.”

- Remote towers also offer the FAA or ATC provider the ability to recruit controllers to more attractive assignments.
- Remote towers are rapidly becoming a reality in Europe. On the very large end of the scale, London Heathrow Airport implemented a remote contingency tower in 2009; it provides 70% of normal capacity using a ground surveillance display system, but does not include an out-the-window display.
- Sweden became the first to deploy tower services from a remote facility, when in April 2015 the nation's ATC company, LFV, took over tower service operations at Örnköldsvik Airport and switched control for them to Sundsvall, over 150 kilometers away. LFV is the ATC corporation responsible for air navigation services at 23 airports in Sweden.

According to the report, two U.S. pilot projects are underway. One is at the busy general aviation airport of Leesburg, Virginia, and the other at the somewhat larger Northern Colorado Regional Airport in Loveland, 38 miles northwest of Denver. Neither airport currently has a conventional control tower.

The full report, Remote Air Traffic Control Towers: A Better Future for America's Small Airports, is online at <http://reason.org/news/show/remote-air-traffic-control-towers>.

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.

Where are You Going to Be on August 21? How to View a Solar Eclipse

Read the entire article at:

www.space.com/35555-total-solar-eclipse-safety-tips.html

Your parents probably told you to NEVER look directly at the sun with your naked eye. In fact, you've probably been told that by lots of reputable sources (including our own Space.com). But according to NASA and four other science and medical organizations, it's OK to look at a total solar eclipse with the naked eye — *but only when the face of the sun is totally obscured by the moon.*

A total solar eclipse happens when the central disk of the sun is completely covered by the moon. Many people have probably seen a partial solar eclipse, in which the disk of the moon appears to take a bite out of the sun's disk, but never fully obscures it. But total solar eclipses are a much rarer sight. In 2017, a total solar eclipse will cross the continental U.S. from coast to coast.

A joint statement from NASA and the four other organizations says that with the right information, skywatchers can safely view the total solar eclipse in its full glory with the naked eye.

Anyone in the United States on Aug. 21, 2017, will be able to see at least a partial solar eclipse (weather permitting, of course). But only those people in what's known as the "path of totality" will see a total solar eclipse. For the Aug. 21 eclipse, the path of totality is about 70 miles wide (112 kilometers), and extends from Oregon to South Carolina. Depending on where observers are located, the sun may be completely obscured by the moon for up to 2 minutes and 40 seconds.

During those brief moments when the moon completely blocks the sun's bright face ... day will turn into night, making visible the otherwise hidden solar corona (the sun's outer atmosphere)," according to NASA's Eclipse website. "Bright stars and planets will become visible as well. This is truly one of nature's most awesome sights."

But in order to see this awesome natural sight, skywatchers need to know how to view the eclipse safely. In an effort to inform the public on this topic, an information guide on safe viewing has been written up and released by NASA, along with the American Astronomical Society (AAS), the American Academy of Ophthalmology, the American Academy of Optometry and the National Science Foundation.

Eye protection for looking at the sun

Looking directly at the sun without eye protection can cause serious eye damage or blindness. But there are ways to safely observe the sun. During a partial solar eclipse, people often use pinhole cameras to watch the progress of the moon across the sun's surface (pinhole cameras are easy to make at home). This is an "indirect" way of observing the sun, because the viewer sees only a projection of the sun and the moon.

To view the sun directly (and safely), use "solar-viewing glasses" or "eclipse glasses" or "personal solar filters" (these are all names for the same thing), according to the safety recommendations from NASA. The "lenses" of solar-viewing glasses are made from special-purpose solar filters that are hundreds of thousands of times darker than regular sunglasses, according to Rick Fienberg, press officer for the American Astronomical Society (AAS). These glasses are so dark that the face of the sun should be the only thing visible through them, Fienberg said. Solar-viewing glasses can be used to view a solar eclipse, or to look for sunspots on the sun's surface.

But beware! NASA and the AAS recommend that solar-viewing or eclipse glasses meet the current international standard: ISO 12312-2. Some older solar-viewing glasses may meet previous standards for eye protection, but not the new international standard, Fienberg said.

From the FAA

Update to "Cold Temperature Restricted Airports" list located in Notice to Airmen Publication NTAP Graphic Notices
Notice Number: NOTC7273

Subject: Update to "Cold Temperature Restricted Airports" list located in Notice to Airmen Publication (NTAP) Graphic Notices. www.faa.gov/air_traffic/publications/notices.

Purpose: This publication provides operators with information related to cold temperature altitude restrictions. It contains the addition and subtraction of airports to the Cold Temperature Restricted Airports list located in the NTAP.

Deleted Colorado airports include Spanish Peaks, McElroy, Walden

Check out the notices for the details.

[Ed Note: When was this notice published? On the 103 F day in Denver in mid-July]

Handy Reference

June 1, 2017

House

District 1 - Diana DeGette	http://degette.house.gov/
Phone: (303) 844-4988	
District 2 - Jared Polis	http://polis.house.gov/
Phone: (970) 226-1239	Ft Collins Office
Phone: (303) 484-9596	Boulder Office
District 3 - Scott Tipton	http://tipton.house.gov/
GA Caucus member	
P: (719) 587-5105	Alamosa Office
P: (970) 241-2499	Grand Junction Office
P: (719) 542-1073	Pueblo Office
P: (970) 259-1490	Durango Office
District 4 - Ken Buck	http://buck.house.gov/
Phone: (720) 639-9165	Castle Rock Office
Phone: (970) 702-2136	Greeley Office
District 5 - Doug Lamborn	http://lamborn.house.gov/
Phone: (719) 520-0055	Colorado Springs Office
Phone: (719) 520-0055	Buena Vista Office
District 6 - Mike Coffman	http://coffman.house.gov/
Phone: 720.748.7514	Aurora Office
District 7 - Ed Perlmutter	http://perlmutter.house.gov/
Phone: (303) 274-7944	Lakewood Office

Senate

Cory Gardner	http://www.gardner.senate.gov/
Phone: (303) 391-5777	Denver Office
see website for other offices	
Michael Bennet	http://bennet.senate.gov/
Phone: 303-455-7600	Denver Office
see website for other offices	

Colorado Pilots Association Renewing Members

Charles Wilson
Brian McKay
Phil Brown
Bill Dunn
Bill Payne
Steve Merker
Richard Brewster
Jay Sarason
Mike McGhee
Geza Bodor
Phillip Rosnik
Caitlin LoRusso
Joseph LoRusso
Steve Callery
Douglas Isern
Jonathan Leonard
Cynthia Barclae
Evan Slack

Peggy Sloan
John Patton
Laurie Stanton
Craig Thighe
Charles Luce
Hank Eng
Carl Marbach
Rick Kolker
Rick Skinner
Tom DeBoalt
Robert Sannwald
Steven Davis
Charles Rayl
Richard Walker
Bill Fell

Colorado Pilots Association Welcomes New Members!

Alan Duff
Hatridge Lyle
Roger Ross
Mark Forreider
Michael Gorin
Wade Wood
Stephen Austin
Jim Zimmerman
Paul Gauthier
Tom Wolf
Jeffery Jones

Matthew Dickinson
Dusty Rhoades
Marc Arnold
James Kirkham

Corporate Member
The Flying School
Kelly Freeland



FLY MART

FLYING COLORADO MOUNTAIN WEATHER,

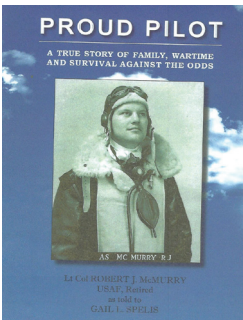
by Margaret Lamb,

Has 72+ color illustrations of mountain cloud types and tells how to safely fly mountain microscale weather & turbulence. Also discusses numerous mountain flying crashes due to downdrafts of different types, especially on windward sides of mountain chains. Risk analysis relates mountain flying to avalanche hazards; discusses Lindbergh and Beryl Markham..

Order from www.nighthawkpress.com

\$24.95 & \$4.95 S&H.

PROUD PILOT: A True Story of Family, Wartime and Survival Against the Odds,



by Lt Col Robert J. McMurry, USAF (R), as told by his daughter, Gail L. Spelis

This personal, heart-warming, sometimes chilling book follows a young man, now 95, born to fly. Beginning in WW II instructing B-17 pilots, flying the most Berlin Airlift flights, completing five separate rescues in one flight in the RB-29, Bob McMurry had a full career. See lots of photos of aircraft, family, and great places to live and visit around the world. \$24.99, Professional Press, Chapel Hill NC or www.gailspelisauthor.com



Don't forget - you can have the CPA logo on almost ANYTHING! Just head over to the CPA Store at Lands End

Calendar of Events

Always check the CPA website for any changes to the Calendar

** Indicates New or Updated event*

CPA Flyins

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

* Julyn24-30	KOSH	Airventure
Aug 5	KBJC	CPA Mtn/High Elevation Airport Ground Schoo
* Aug 6	KCRV	Covered Wagon Days & San Luis Pilots Assoc flyin breakfast
Aug 12	KEIK	Erie Air Fair & Pancake Breakfast
Aug 26	KAEG	Land of Enchantment Flyin (NM Pilots Assoc)
Sept 2	KSBS	Wild West Air Fest
Sept 16	1V6	Fremont County Air Show, Flyin & Pancake breakfast
* Sept 17	C24	Mineral County Antique Car Show & San Luis Pilots Assoc flyin breakfast
Sept 23-24	7V2	Mountain Harvest Festival
Sept 23-24	KCOS	Pikes Peak Regional Airshow - Thunderbirds! Warbirds!

Newsletter Printed by

KIMCO

DEMAND PRINTERS

496 South Tejon Street

Englewood, CO 80110

Phone: (303) 295-1172

Email: kimcoprepress@qwestoffice.net

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

Jeff Hinkle
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

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

Coalition of UAS Professionals

Nathan Ruff
nathan@uascoalition.org

Colo. Aeronautical Board (CAB)

Ann Beardall
303/621-2277

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 Historical 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

Sue Osborne
sueav8s@q.com

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

AKRON (AKO) <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
ALAMOSA (ALS)/ SAN LUIS VALLEY <i>vacant</i>	FREMONT CNTY/CANON CITY (1V6) - <i>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>
BURLINGTON / EASTERN COLORADO (ITR) - <i>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
COS SPRINGS (COS) <i>- Vacant</i>	GREELEY (GXY) Darrel Dilley 970/590-6426 (C) DLDilley@aol.com	SPRINGFIELD (8V7) John Webb 303/796-7739 (H) 303/946-1874 (cell) n2534x@msn.com
CRAIG/MOFFAT (CAG) <i>-- Vacant</i>	JEFFCO - <i>see Rocky Mtn Metro</i>	
CRAWFORD (99V) Rob Duncan	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
DELTA-BLAKE (KAJZ) Scott Morse 970/856-7453 morsesk@gmail.com	LONGMONT (LMO) Howard Morgan 303/774-1118 (H&C) howiem@comcast.net	TELLURIDE (TEX) <i>vacant</i>
DURANGO/LA PLATA (DRO) Paul Staby 970/259-7577 jpstaby@msn.com	MEEKER / RANGELY (EEO) <i>-Vacant</i>	WALSENBURG (4V1) <i>Vacant</i>
ERIE (KEIK) Jerry Schofield 303/663-3963 (H) 303/663-3973 (W) jschofld@aol.com	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

Land of Enchantment Fly-In

August 26, 2017

7am Double Eagle II Airport



EAA179.org

FREE Admission & Parking Static Aircraft Displays Exhibit Hall Aircraft Judging
Youth Activities Car Clubs Military Vehicles Pancakes Burgers WINGS Safety Seminars



Saturday, September 9

Join the fun at the Poker Run!

- ♣ Fly to different airports, pick up cards, and put together your best poker hand.
- ♦ \$20 per hand - multiple hands are welcome.
- ♠ Stops are: KAPA, KBJC, KFTG, KFNL, and KGXY.
The event culminates at Greeley Airport at 1:00pm.
Cards may collected at each airport starting at 9am.
- ♦ All are welcome to play for fun and great prizes!

Sign up today!

www.Colorado99s.org



*All proceeds support the Colorado 99s
Scholarship Fund.*

www.Colorado99s.org



CPA's Ogden, Utah Fly-in

September 14 or 15 - 17, 2017

If you've not been to Ogden, Utah in the summer, you've missed a lot. This is a beautiful city located on the Wasatch Front (a mini-Rocky Mountains), just north of Salt Lake City. Stay at the newly-remodeled, inexpensive, and very historic Ben Lomond Suites in downtown Ogden. You won't get bored on this outing. The Hill Aerospace Museum, Gondola ride & hike at Snow Basin, the 4-in-one Union Station Museums featuring the Browning Firearms Museum, the historic 25th Street district, and inaugural Wild West Fest will keep you busy. For those interested in arriving on Thursday, a trip to apple orchard country to the north and a pilgrimage to the local In-n-Out Burger is planned.

Friday, Sept. 15: Arrive at KOGD- CB Jet Center (334 nm from BJC), by 11:00 a.m. MDT. \$5 tie down for the entire stay with purchase of 40+ gals. of fuel. Enjoy group lunch at one of the airport's restaurants followed by a free tour of the Hill Aerospace Museum focusing on WWII to present day aircraft. 4:30 p.m. Happy Hour will be followed by a stroll on historic 25th Street with group dinner following.

Saturday, Sept. 15, 8:30 a.m.: The group will depart to make the short trip to Snow Basin to take the scenic gondola to the top of the mountain where you can hike, take a nap under a pine, or enjoy the view. Lunch on the mountain. Saturday afternoon: Union Station-4 museums for \$5: Utah State R.R. Museum, Car Museum, History Museum, & John Browning Firearm Museum (We've been told it's a doozy). 4:00p.m. Happy Hour then you're on your own this evening or enjoy the first ever "Wild West Fest" across the street from the hotel.

Bonus package!!! Care to arrive a day early? Thursday, Sept. 14: Arrive by 11:00 a.m. MDT. Lunch is at the world-famous In-n-Out Burger. Following lunch we'll travel to the apple orchards up north to buy some freshly-picked Utah apples. Dinner downtown and then we'll make an ice cream run to the Farr Ice Cream Factory. Friday morning enjoy a scenic walk/hike before meeting up with the Friday arrivals for lunch at the airport.

Sunday, Sept. 17, 2017: It's time to make that flight home to Colorado.

Make your hotel reservations now! Ben Lomond Suites: 877-627-1900 Tell them you're with the Colorado Pilots Association. \$85 per night rate is good for any of their suites/rooms. They won't last long at these rates!

REGISTRATION DEADLINE: Sept. 1, 2017

Links: www.benlomondsuites.com hill.af.mil www.snowbasin.com theunionstation.org
www.historic25.com cbaviation.com

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

Please detach & return this portion with your check made to "CPA" to

Bob Kinney

8401 I-76 Service Road,

Henderson, CO 80640

or email to twinlake1@aol.com (Send your check by USPS if you email your registration to us.

Name(s): _____ Address: _____

Cell phone: _____

Tail # _____ Aircraft type: _____ Emergency

Contact: _____

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

Total attending _____ x \$50 = _____ for 4 days of transportation or x \$40 = _____ for 3 days of transportation