

CPA FLIGHT LINES

Vol 35 Issue 2

February 2018

Has the \$100 hamburger become boring? The trip to Sidney no longer exciting when we've got two local Cabelas? Goodland for pie? Well here's a thought - volunteer for a 501(c)3 tax-deductible organization. . At least until the implications of the new tax rules are clearly defined.... Here are just a few that CPA members are active in.



www.gocivilairpatrol.com



www.angelflightwest.org



www.pilotsnpaws.org



wingsmuseum.org



eaa.org



www.facebook.com/milehighwai/



mountainpetrescue.org/



colorado99s.org/home.aspx



www.coloradopilots.org



President's Message

CPA President

Bart Jones

Bob and Shawn Kenny's Fly-In Planning meeting held Saturday January 13 was a great success. The weather was sunny and bright and I avoided a long drive from the Springs by bumming a ride up with Rich and Dana Barkclay in their 210. Although the meeting was not as well attended as in years past, those that did come came brimming with good ideas plus there were some

new people I had not met before. One of those was Jay Sarason who came all the way from Del Norte (KRVC) where he is the new Airport Manager. He is well versed in the flying activities around the San Luis Valley and contributed two fly-in ideas to the mix. Another new face was Brian Frair, new board member at Leadville, who contributed some good ideas. Bob Kenny will be providing more specifics later in this News Letter. Suffice it to say we have some interesting destinations planned for this year. We've included one day trips in the hopes we can encourage aircraft renters to join in the fun.

Our fly-ins help to keep my aviation interest alive and well. It is not only the places we go but the people we meet. After this year's meeting I'm fired up and ready to go. This inspires me to get my instrument currency back in shape so that's my self-improvement project for the year. How about you? Haven't flown for a while? Resolve to shake off that rust! Worried about the Medical? Check out BasicMed. I did it. Yes, there are a few steps to it but it was painless and easy.

On a different and troubling subject we got word from Amy Helm, the new Airport Manager at Glenwood Springs. The drum beats for the redevelopment of the airport property are starting to be heard again. I say "again" because I have been aware of this issue off and on for 20 years. We need to take each of these threats seriously. I can rattle off five airports around the Denver area that have closed since I've been around. Without Glenwood the only airport in the valley is Aspen, not a particularly GA friendly place. The AOPA has been alerted and we, the CPA, stand ready to provide what assistance we can.

Happy flying
Bart Jones

Keep wearing the colorful CPA logos in the air and everywhere. Get new stuff for the fall and winter. Support CPA by showing that Colorado Pilots Association logo from Land's End.

https://business.landsend.com/store/colorado_pilots_association/

Take a Look at NOAA!

The National Oceanic and Atmospheric Administration has been around in one sense or another for 200 years now and is the governmentally administered parent organization to all the weather products used in aviation. Although President Thomas Jefferson originally founded the U.S. Coast and Geodetic Survey to provide nautical charts to the maritime community, its mission was broadened dramatically after the creation and addition of the Weather Bureau and the U.S. Commission of Fish and Fisheries. The convergence of these missions created America's first physical science agency.

Today it has metamorphosed into a community of scientists and engineers imbued with a vocation for scientific accuracy and precision and whose focus is the protection of life, property and the stewardship of resources. Their research extends from the sun to the ocean floor and the information they accumulate and distribute affects everyone on the planet.

NOAA has recently revised its website which I highly recommend to anyone interested in the sciences. Easy to navigate, it is rich with information in a format that rivals the simplicity of watching any dedicated science channel on television – but with far greater options.

Does NOAA have a presence in your state or community? You can find out where and what activities they undertake by going to www.noaa.gov/about-our-agency and looking at the right hand side bar for a link to NOAA IN YOUR STATE. This lists all the offices in your area along with their resources and focus of study.

Of course, the information of greatest interest to aviation has to do with the accumulation and interpretation of data concerning weather from the surface to the stratosphere. The primary office for this is the National Weather Service (NWS). Of course, the NWS is tasked with accumulating and forecasting weather for a wide variety of interests from the average person needing to know tomorrow is a good day to picnic to warning the entire nation when severe weather is expected to cause major destruction.

The NWS homepage, www.weather.gov, always shows what extreme weather is

expected and where. If you scroll to the bottom you see a long list of options for your research. Modern technology allows the NWS to archive its data – useful to determining trends and for pilots (and their insurance companies) to research factors involved in accidents.

Aviation is not the NWS's only focus, nor is it the largest. The list of weblinks on the bottom places aviation squarely in the center of its Information section. www.aviationweather.gov shows the charts and information which form the nucleus of the data distributed to all the sites normally perused by pilots prior to their flights. Whether you access that data from the Flight Service website, Foreflight, Duats or any other briefing service, it has been seized from the NWS reports and remastered in a manner each company feels pilots may interpret easier.

If your interest extends beyond the Pilot Briefing, you may want to take a moment to read through and enjoy the vast networks of information and graphics available through the NOAA website. www.noaa.gov.

Rose Marie Kern received her Aviation Weather Forecasting certification from the National Weather Service in 1998 when she became qualified as a Flight Watch specialist. This in addition to her years in all branches of Air Traffic Control incited a lifelong fascination for the vast study of weather and its effects on our world.

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FAA News

The FAA recently released an update to the online and PDF versions of the Chart Users Guide.

The guide's website provides easier navigation and access to information, chart updates, and expanded content including the "What's New" section to highlight recent changes.

The guide provides chart symbology information for VFR charts, helicopter charts, Flyway Planning charts, Terminal Procedure Publications (Approach charts), and IFR Enroute charts.

The online Aeronautical Chart User's Guide and downloadable PDF is available at FAA.gov.

The Three Front Range Airport Procedures

Rich Barclay, CPA VP, CFII/MEI/A&P

I was recently asked about KAPA procedures from a pilot that operates primarily at uncontrolled airports. Here's a refresher from my experiences as a CFI operating at the three controlled GA airports along the Front Range. On the Denver sectional there are several magenta flags, but some are very close to the Class D airspace and on a busy weekend if you don't call in before them, you'll be busting the Delta airspace.

When making a call into Towers, 1) give them your location, 2) ATIS information and 3) you are: full stop, touch & go or your intention. Giving them all the info in the first call, cuts down on the frequency chatter. You don't need to give your altitude, they see you.

Centennial Airport KAPA:

Stay a couple hundred feet below the Bravo Airspace, usually 7800ft or less works.

Arrivals:

From the south, calling 4-5 south of the Hess Reservoir is a good call in point, but do it before you are over the reservoir.



If KAPA is landing on 35 this report point is in the line of arriving traffic for 35, be careful. From this point Tower will typically tell you to report midfield for 17 L or R

From the Southeast: I try to follow Parker Rd on the east side of Parker and report over the Pinery (White tennis bubble and small pond). This sets you up for runway 28, 35 L or R and 17. You can ask for 28 if the winds are ok, even if they tell you report for 17. 28 is easy, clear the runway into the ramp.

From the Northeast stay south of Aurora Reservoir and call a couple miles east or south of the reservoir. This will keep you out of Buckley's airspace.



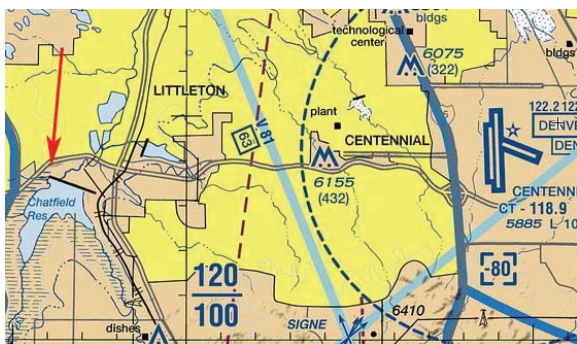
Southeast Arrival

From the northwest, west or coming over the mountains headed to KAPA, Chatfield Reservoir is easy to see and use for reporting point. The tower will typically tell you to report west of I-25 mid field (IKEA is easy to see) then they will feed you into 17 or 35

Once on the ground after landing on 35L or 17R clear when you can, dash across the dashed lines, but stop before entering the Bravo taxiway. Tower will tell you to taxi to Bravo 8 and hold at 17 L or 35 R, depending on which runway in use.

You MUST read back "hold at 17L or 35 R at Bravo 8". They will not let you slide on the read back.

Northeast or East Arrival



Northwest or North Arrival

Once you are on the ramp at KAPA you can taxi anywhere want without talking to ground. They don't want the responsibility for you banging into another plane on the ramp.

Departure from KAPA: Do your run up on the ramp, before you call ground (unless you need to run up at the South (A16) or North run up areas. Typically Charlie 1 is a good area to run up. Once run up is complete call ground and 1) advise your location, 2) run up complete, 3) with ATIS, 4) request a southeast departure or preferred direction. They will give you a runway assignment. Stay on the ground frequency until they clear you to switch to and MONITOR Tower.

This is one of few airports that hands you off to Tower. MONITOR means listen, not talk and they really mean it. Stay on the ground frequency!!! Tower will call YOU and clear you for take off. Unless you want an early frequency change stay on Tower till clear of the Delta and fly away.

KAPA does not give you flight following, but 132.75, Denver Approach will help you. The controllers at KAPA are great and will do their best to help you. If you are not clear on a call, ASK. "SAY AGAIN", Roger or Wilco means nothing to them. Read it back. It helps you and the controllers.

Front Range Airport KFTG

Arrival: Stay below the Bravo, 7800ft works in the 10-20 mile ring, but as you approach the 10 mile ring you must be below 7000ft so 6800 works and gives us a little fudge factor.

From the south or southeast "Quincy Ave, the high tension power lines or about 9 miles out is a good call in time. The town of Bennett is good also. As above, call in procedure, give them everything in the first call. Try to land 26 or 8 as the taxi time to the ramp is much shorter than 17/35.



Once clear of 26/8 they will typically tell you to monitor ground (124.70).

Departure: Call before entering the taxiway as always. Taxi to the assigned runway. There are runup areas off to the side at each end of the runways. Once your run up is complete, call Tower and tell them ready for takeoff. If departing 26 "right turn" to the north you only have about a half mile to the west and north, before you bust the Bravo, be careful.

[Ed Note: The house on the north side of the airport is a good "waypoint" of the half-mile limit of the Bravo surface.]

Imboden Road and the power lines on the west end of 26 are the boundaries for Class B Surface. Usually best to depart south, southeast or east. You can go west once south of I-70, but will need to talk to Buckley (121.0). They are always good about letting you follow I-70, watch your altitude south of DIA as there is a small space you need to be BELOW 6500 MSL.

If practicing landings at KFTG expect to do right traffic on 26. The sectional says left traffic, but the Controllers put the touch/go traffic on the North side of the airport so the instrument approach aircraft can go missed to the south, southeast. Keeps everyone separated very nice without changing paint colors on your aircraft.

Another note: The local EAA chapter (EAA 301) flies Young Eagle Rallyes on the Saturday after the 4th Friday of each month. During that morning (usually 8-11 am) no touch & go's are approved, nor practice ILS. Listen to the ATIS or contact the tower for more details.

Front Range restaurant is good place for breakfast or lunch, not open on Sunday. Great controllers and friendly airport.

Next month - KBJC and crossing our borders.

CPA High Altitude Airport/Mountain Flying Course 2018

June 23 and August 4

Details and registration form on the website

Remember - this is ground school only.

You must make arrangements separately with a CPA mountain instructor.

Christmas in January

Bob Kinney, Flyin Chair

Each year my wife and I look forward to the annual CPA Fly-in Planning Meeting that's held early in January of each year. It's the meeting when a group of CPA members meet to discuss and plan destinations for the upcoming flying season. As a matter of fact, some of us look forward to this meeting in almost the same light as Christmas morning. We get to "unwrap" the season's offerings for flying adventure. Saturday, January 13, 2018 was no different. What a great list of fly-in destinations we have in store. Check them out!

March: The folks up at Del Norte, CO are looking into hosting an early-in-the-year fly-in to the the San Louis Valley to do a bit of bird watching. This portion of the valley is the temporary home to tens of thousands of migrating Sandhill Cranes as they pass through on their flight north to their summer breeding grounds.

May 12: CPA Vice President, Rich Barclay is hosting a one day fly-in to the often overlooked Colorado gem, the Calhan Paint Mines. This short trip will lend itself well to those who rent their airplanes or who fly light sport aircraft and don't want to do some of the longer fly-in trips.

May 19: Marty Brophy will lead a contingent of golfers to spend a day golfing at Craig, Colorado's golf course which is located immediately adjacent to Craig's airport. Non-golfers can spend the day relaxing at the course's restaurant.

June 1 - 3 Our first big event of the season will be a three day trip to Durango to enjoy the mountain air and tackle some of the wonderful activities that the area has to offer. Make sure to watch the CPA website's "Events Calendar" to see what David Ladd has in store for us.

June 2 The splash in at Lake Meredith near Lamar is becoming an annual event for seaplanes, floatplanes, and geared aircraft. It's also a great driving destination for those with unsinkable cars. Just kidding. . .cars are welcome!

June 15 - 17 A three day trip to the north country is next on the list. Lisa Knutson and her partner in crime, Lynn Ferguson are putting together what promises to be an exciting adventure to the Afton/Alpine, Wyoming area. Topping the list of activities on this trip is a tour of the Aviat Husky manufacturing facility.

June 30 Dean Lyle is sponsoring our CPA group on a trip to Thermopolis, Wyoming. Hopefully, the visit will include another visit to the hot springs in this wonderful western town.

July 14 Ray Hawkins continues his push to open Colorado lakes to seaplanes and floatplanes with our return visit to Kenny Reservoir. Watch FLIGHTLINES for more info as it develops.

July 21 Visit the Gateway Arch Museum and other attractions in the Kearney, Nebraska area when John Mitchell hosts our visit to neighboring Nebraska.

August 2 - 5 Bob & Shawn Kinney take us to an area little visited by the CPA over the years. We're headed to Billings, Montana to explore it's many attractions. The main purpose of the visit though, is a day trip to the Little Big Horn Battlefield National Monument. Come explore America's history with us.

August 17 - 19 Another area of the country not often frequented by CPA fly-ins is the Ruidosa, New Mexico area. Jan McKenzie is enticing us down there with the promise of hikes, tours, a visit to the legendary Ruidosa Downs Race Track and lots of fresh mountain air and scenery.

Sept. 14 - 16 We return to the Pagosa Springs area as V.P. Rich Barclay assembles a variety of activities to entertain us on this three day visit. Yep, I'm sure there'll be plenty of saloon time for those hard core CPA happy hour officianados who choose to attend.

Sept. 22 - 23 The great folks up at Leadville are hosting the CPA to spend a day or two, your choice, in one of the West's most legendary mining towns. Don't miss it.

Oct. 6 - 7 Jay Sarason, Del Norte airport's manager, is excited to entertain us in the San Louis Valley. Rumor has it that a tour of a local potato farm operation may be in the planning. Stay tuned!

Watch each issue of FLIGHT LINES for updates and additions to the fly-in schedule as it develops over the upcoming months. Also, visit the CPA website's Events Calendar frequently. Please call Bob Kinney at 303-887-3328 if you have questions or comments. We'd love to see you at any of our get-togethers. Give us a try.

Set your DVR, VHS or whatever....

CPA members, Penny & Bill Hamilton (Emily Warner Field Aviation Museum), Walt Barbo (Fantasy of Flight Foundation), Lance Barber (Colorado Aviation Historical Society), and Gordon Page (Spirit of Flight Center) are featured on February 15, 2018 at 8PM MT on Rocky Mountain PBS in a half-hour Documentary created by the Colorado Women's Hall of Fame. The documentary called "Penny Hamilton-Penny The Pilot" is one in the multi-episode series, titled "Great Colorado Women." Aviation education and Colorado aviation history are a central theme of this broadcast.



One of the producers fitting
Lance Barber with a microphone

Lance, waiting for his closeup.



Photos by Penny Rafferty Hamilton

Drunk droning now illegal in New Jersey

Reuters, Jan 15, 2018

New Jersey Governor Chris Christie signed a law on Monday making it illegal to fly an unmanned drone aircraft after too many drinks, a spokesman said on the Republican's last day in office. The law prohibits flying a drone with a blood alcohol content of 0.08 percent or higher, the same as for driving a vehicle, or while drugged. Violators face up to six months in jail, a \$1,000 fine or both.

The measure, which passed the Democratic-controlled state legislature earlier this month, also bars flying a drone near a prison or in pursuit of wildlife. The drone measure was among 109 bills that Christie signed into law on his last full day in office, spokesman Brian Murray said by email. Christie's successor, Democrat Phil Murphy, is to be sworn in on Tuesday. At least 38 states are considering restrictions on drone flying this legislative year, according to the National Conference of State Legislatures.

The Consumer Technology Association has forecast that 3.1 million drones were sold in the United States last year, up 28 percent from the year before.

SHUSTER WON'T SEEK REELECTION

AOPA Jan 3, 2018

In a statement, Shuster said he would spend the next year working across the aisle to pass a broad infrastructure bill. "Rather than focusing on a reelection campaign, I thought it wiser to spend my last year as Chairman focusing 100 percent on working with President Trump and my Republican and Democratic colleagues in both Chambers to pass a much needed infrastructure bill to rebuild America," said Shuster.

Politico reported that Shuster's new focus on passing an infrastructure bill rather than FAA legislation, "signals that he may be giving up the fight to push the air traffic control system out of the FAA. Neither of his likely successors as chairman, Reps. Jeff Denham (R-Calif.) or Sam Graves (R-Mo.), have indicated an interest in picking up the mantle if they get the gavel (and if the Republicans maintain control of the House)."

However, at the recent Chicago Area Business Aviation Assoc. meeting, NBAA officials noted in their presentations that even though Shuster will be retiring at the end of the congressional term, he is still committed to raising the support necessary to pass his privatization bill.

"He is still pushing hard for the legislation, so we have to work even harder and not turn our backs on it," said NBAA VP for Govt Affairs Christa Lucas.

Wings - Exploration of Flight

After more than a decade of planning and fundraising, Wings Over the Rockies, an aerospace-focused Colorado non-profit organization, has unveiled its entertainment and education campus, Exploration of Flight.

The sister facility to Wings Over the Rockies Air & Space Museum in Denver's Lowry neighborhood, Exploration of Flight is a 15-acre campus located on the south side of Centennial Airport (KAPA) in Englewood, Colorado.

Slated for completion in summer 2018, phase one of Wings' Exploration of Flight campus is the Boeing Blue Sky Aviation Gallery, which will be filled with interactive exhibits and activities, including simulators, a tour of Centennial Airport, and more.

"This facility will be unique to the nation," said Wings Over the Rockies President & CEO John Barry. "Our Air & Space Museum in Lowry will concentrate on the past while the Exploration of Flight Campus at Centennial Airport will focus on the present and future. One organization, two locations."

<https://explorationofflight.org/>

SWIMMERS SAVED IN 70 SECONDS

AOPA, Jan 22, 2018

A beach lifeguard in Australia had a drone ready when two teens were spotted struggling in 10-foot surf far from shore. The lifeguard-pilot found the teens and dropped a self-inflating rescue float into their hands in just over a minute.

The Jan. 18 rescue was documented by the drone itself, and flown by Lifeguard Supervisor Jai Sheridan (the 2017 New South Wales Lifeguard of the Year), who happened to be preparing for a training flight when the alarm was sounded: two young swimmers, ages 15 and 17, had been spotted nearly half a mile from shore, quickly approaching exhaustion as they were pounded by the waves. Sheridan launched the Little Ripper drone, located the pair, and dropped a flotation device within about 70 seconds.

"The Little Ripper UAV certainly proved itself today it is an amazingly efficient piece of lifesaving equipment and a delight to fly," Sheridan said in a news release. "I was able to launch it, fly it to the location, and drop the pod all in about one to two minutes. On a normal day that would have taken our lifeguards a few minutes longer to reach the members of the public."

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

Drew Elkins
Jeff Marten
Bill Marshall
David Allen
Tom Pescatore
John Reitman
John Herrold
Von Campbell
William Snodgrass
Stan Specht
Victor Hauser
Neil Davis
Larry Merkowitz
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Robert Martineau

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Tony Garrett
Mike Pomorski
David Burry
Howard Morgan
Aaron Schomberg
Jerry Schofield
Michael Priess
Dana & Rich Barclay
Keith Lammey
Larry & Gil Jones

Corporate Member

Front Range Airport

Colorado Pilots Association Welcomes New Members!

Mark Guenin
Chuck Gensler
Tal Clark
Peter Davi

Mark Gardner
Joanne Brown
Alex Blake
Peter Starin

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. Photo formats must be either JPG or PNG. If you send photos with captions, identify which photo goes with which 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.



FLY MART

MAULE Partnership Wanted. I am wanting to buy into a partnership of a Maule M-6 or 7 with conventional gear. Preferably based in the Denver Area and where one of the partners is a CFI that would be willing to give some instruction. I am currently a Bonanza driver looking to go low and slow.

Contact: Todd Mellema at 303-748-2085 or todd@disco.net

FOR SALE: Power Tow 35 Electric Aircraft Tug for sale. \$400.00

Located at Front Range Airport, Watkins, Colorado

Contact: Bill: 303-918-6452

FOR SALE: 1/5 Share of Turbo 210 based at KAPA

TTAF: 6383 (as of June, 2017) TSOH: 809 Feb 2012 Fresh Annual June, 2017
NDH, Corrosion Free; Avionics: Garmin GTN 750 , Apollo SL30 Nav/Com, Apollo SL15M audio panel, Sirius XM weather TIS-B traffic, Garmin GTX 345, STEC 55X Autopilot, Backup attitude indicator, JPI EDM-700 engine monitor, Electric Trim; Interior: Beige leather interior 2008, Rosin Visors, 6 place O2 system CO monitor, Bose & David Clark headsets, Soundproofing, WEMAC air vents • New Windshield Paint: Good. Hangered APA

Cost: \$13,500 1/5 share • \$625 monthly includes 4 hours flight time dry

Contact: Rod (303) 913-7158

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

[com](http://www.nighthawkpress.com)

\$24.95 & \$4.95 S&H.

Calendar of Events

Always check the CPA website for any changes to the Calendar

** Indicates New or Updated event*

CPA Flyins

March	Sandhill Crane migration at Del Norte
Mar 12	Calhan
May 19	A day of golf
Jun 1-3	Durango
Jun 2	Splashin at Lake Meredith near Lamar
Jun 15-17	Afton/Alpine, WY - Tour Aviat Husky!
Jun 30	Hot springs and Thermopolis, WY
Jul 14	Another Splashin! Kenny Reservoir
Jun 21	Gateway Arch Museum at Kearney, NE
Aug 2-5	Billings, MT, Big Horn Natl Monument
Aug 17-19	Ruidosa Downs Track and more!
Sep 14-16	Pagos Springs
Sep 22-23	Leadville hosts CPA in the West's legendary town
Oct 6-7	Tour Del Norte area

CPA and Other Events

May 25	KAPA	Centennial Airport 50th Anniversary
Jun 23	KLMO	Longmont Airport Expo
* Jun 23	BJC	CPA Mtn Flying Course - ground school
Jul 23-29	KOSH	Airventure 2018
* Aug 4	BJC	CPA Mtn Flying Course - ground school
Sep 14-15	KSAF	AOPA Flyin

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CENTENNIAL (APA) Bob Doubek 303/771-8148 idacraser@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
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