

CPA FLIGHT LINES

Vol 35 Issue 4

April 2018



Avro York - the RAF Mini-Airlift



70th Anniversary of the Berlin Airlift- Routes



www.coloradopilots.org



President's Message
CPA President
Bart Jones

Happy flying

Sometimes I don't know whether it is better to be lucky or good. Such is the case with the so called ATC Privatization push. Over the years nothing has caused me more alarm than this transparently self-serving and misguided proposal which had

the potential to completely up end my life-long flying avocation. So it was with a considerable sigh of relief that I learned Bill Shuster, the primary congressional proponent of this effort, has announced that he won't be seeking reelection this fall and has dropped his push for this legislation.

It is not clear to me just how much jeopardy we were really in since he didn't appear to have the votes to even bring it to the House floor for consideration. Whatever the case may be this issue was so important that we had no choice but to react forcefully, and we did! Thanks to all of you who heeded the call to contact our congressmen (I wish I knew where each of them really stood). And thanks to our nationwide organizations like AOPA and others for their determined efforts in congress. So, were we just lucky that Shuster's time was up (term limits on his Chairmanship) or were we really good in our efforts to fight this proposal. I'd say we were really good but I'll take luck any time I can get it.

All that said, this issue is not dead. Yes, we are entitled to our sigh of relief but only temporarily. You will recall that this issue has come up before in a serious way and with moneyed interests and lobbying being what it is we can be sure we will see it again, perhaps with Bill Shuster as the lead lobbyist. So keep you power dry and congressional contact information handy.

[Ed Note: The acting administrator of the FAA is a former American Airlines pilot, a retired USAF general but before he was appointed Deputy Administrator of the FAA, he was employed for many years as Sr VP for safety, security and operations with Airlines for America (A4A), the airline lobbying group that's leading the charge on privatization. Keep those cards & faxes & phone calls & emails to your local Congressional contingent to fight privatization!]

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

Flight Plan Changes in Effect for DC FRZ
Notice Number: NOTC7677

Effective Thursday, March 29, 2018 at 0401z, the FAA will transfer responsibility for filing flight plans in the Washington DC Flight Restricted Zone (FRZ) from Flight Service to the Flight Data Unit (FDU) located at the Washington Air Route Traffic Control Center (ZDC). Pilots will call 703-771-3476 to file FRZ flight plans and identify themselves using their assigned waiver number and/or confidential pilot identification number. This includes all flights in/out of the FRZ, Maryland Three Program (MD3) airports, and the general aviation operations to/from DCA (DASSP Program).

In addition, all pilots flying under Visual Flight Rules (VFR) within 60 nm of the DCA VOR/DME must complete special awareness training for the Washington DC Metropolitan Area. Please visit the FAA Safety website to learn more about requirements for flying in the DC FRZ.

<https://www.faa.gov/gslac/ALC/CourseLanding.aspx?cID=405>

Unless specifically authorized by TSA all flight operations are prohibited within the DC FRZ.

Flight plans are not accepted from the air or online. The pilot is required to continuously squawk their ATC-assigned transponder code and maintain two-way radio communication with ATC while operating in the DC FRZ. An operational Mode C transponder is required.

Flying IFR into any airport within the FRZ, the pilot must call the ZDC FDU prior to departure to file their IFR flight plan. If flying IFR out of a FRZ airport, the pilot must also call the ZDC FDU to file the IFR flight plan. Only the ZDC FDU can file an IFR flight plan to/from a FRZ airport. A pilot may call Leidos Flight Service separately for weather or NOTAM information.

If flying VFR into or out of a FRZ airport, the pilot must call the ZDC FDU to file the DC FRZ flight plan prior to departure. Separately, if a pilot desires to file an optional VFR flight plan with Flight Service, they must call Leidos Flight Service. A pilot may also choose to call Leidos Flight Service for weather or

NOTAM information.

Please contact FAA Flight Service at our customer feedback website if you have any questions.

https://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/systemops/fs/res_links/flight_service_feedback/

Flight Service Transitions to Leidos Pilot Web Portal

The FAA will discontinue the Direct User Access Terminal Service (DUATS II) Program, effective May 16, 2018. Internet services, including access to weather and aeronautical information, flight plan filing and automated services will remain available at no charge to pilots at www.1800wxbrief.com.

To continue to receive free services, users are encouraged to register with www.1800wxbrief.com. Over the next 60 days, the FAA will work with current DUATS II providers on transition activities, including conducting pilot outreach, establishing commercial interfaces, and providing user migration assistance.

Please contact FAA Flight Service at our customer feedback website if you have any questions.

https://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/systemops/fs/contact_us/

Seminar Suggestions

CPA is reaching out to its membership to assist the Safety Committee. Send us your suggestions - are there topics of interest or speakers you'd like for seminars this year?

Our membership encompasses the entire gamut of aviation and aerospace -perhaps one of you would like to present a seminar to our members!

Send your suggestions to:

Mike Koscielniak, Flight Safety Chair, CPA

MPK4262@yahoo.com

ATC is Changing...and Changing...

Some of you have heard about what is happening with Air Traffic Control if you attended one of my presentations at your monthly meetings. This article is a synopsis of that information.

When you look into the FAA's Crystal ball to see what they are working towards you find some very exciting changes. Technology jumps in all areas demand continuous revisions to the methods by which Air Traffic Control does its job. To determine the future of Air Traffic control you must define how the needs of the flying public are driving the development of technology related to each element of ATC.

FAA Statistics show that across the US we have 68,000 flights per day or 64 million flights a year. Everybody wants to get into the air so the technology which will allow this must be developed.

NextGen is the FAA's overall concept of how IFR traffic will be handled in the future. This comprehensive plan implements computer systems which can continuously absorb and analyze data, fitting all the pieces into a smooth running whole. It requires that aircraft upgrade their equipment and it requires both pilots and controllers to learn new procedures.

Step one of NextGen took place at the centers. All 20 ARTCC's across the continental US are online with the new ERAM computer system. Instead of 20 separate systems, a single integrated system allows all 20 Centers to share data. In addition to increasing air traffic flow and allowing controllers to handle more traffic in greater geographic areas, The En Route Automation Modernization, (ERAM) computer processes flight and radar data, enables communications, and generates data for controllers' screens. Aircraft nationwide are now flying more precise, satellite-based procedures than traditional ground-based procedures, bringing benefits to the flying public today.

Controllers can track up to 1,900 aircraft at a time — increased from 1,100 under the previous system., ERAM is the platform for new NextGen capabilities. Its dynamic interface means that flow control into and out of the busiest airports will begin at the moment the flight plan is filed, and it takes all elements from type of aircraft to weather conditions into consideration.

The addition of the Automatic Dependent Surveillance Broadcast (ADS-B) technology, will evolve ATC from a Radar based separation strategy to a satellite based one. Ground based Radar relies on slant angle which meant an aircraft's depicted position was not precise, which is why ATC must keep aircraft above

the PCA at least 5 miles apart laterally. Satellite returns are far more accurate, allowing controllers to run higher levels of traffic safely.

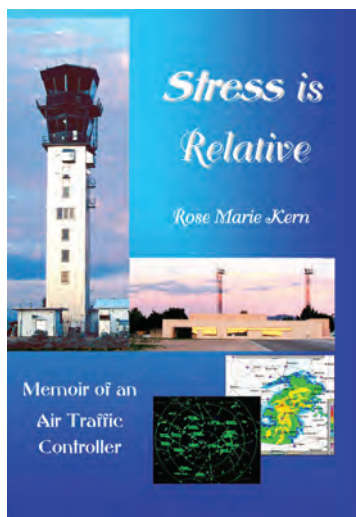
Satellite technology also functions over the oceans where ground based radars could not. Over time as aircraft are equipped with the ADS-B systems, this will result in 100% coverage worldwide, eliminating the mystery and confusion which takes place when an airliner disappears over the Ocean!

As you can see, the reason that all aircraft operating in controlled airspace must be installed with ADS-B equipment by 2020, is because this system will not work if some aircraft are being “seen” on radar while others are seen using satellites – their positions would be off relative to each other.

The precision of the satellite based system allows greater efficiency with procedures being developed to allow tighter spacing in terminal areas. The FAA has developed new categories for wake turbulence separation based on wingspan, weight, and stability instead of just mainly on weight.

ICAO Flight Plans are not popular with GA pilots, but in order to plan the most efficient route for an aircraft, the computers need to know what kind of navigational equipment the aircraft contains. This is the primary reason that all flight plans in the U.S. are being switched over to the ICAO format. The ICAO equipment fields tell the ERAM computers which approaches an aircraft is capable of following.

Obviously the knowledge of how to make aircraft routing more efficient also affects Flow Control across the nation. The ERAM looks at the thousands of flight plans and how they should be sequenced. It can forecast potential congestion issues and bottlenecks. By electronically weaving all of this information together the system assists controllers to optimize the flow of traffic not just at one airport, but across the system.



Currently voice communications between ATC and pilots can be time consuming and labor intensive. Right now as planes are awaiting takeoff, tower controllers use a two-way radio to issue new routes to the pilots to help them avoid bad weather. This process can take 30 minutes or more, depending on how many aircraft are in line for departure, and also has the potential for miscommunication known as “readback/hearback” error.

By contrast, flight crews on planes using the new Data Comm technology receive revised flight plans from the controllers via digital messages. The crews review the new clearances and accept the updated instructions with the push of a button. Data Comm is already in operation at 55 air traffic control towers (including Albuquerque).

If you want to read more about all of this, a document covering the future of the National Airspace System as a whole is available on the www.faa.gov website. In the search field type FUTURE OF THE NAS.

Rose Marie Kern worked in Air Traffic for over 34 years. Her new book, "Stress is Relative", is her memoir of entering that world in the years after the famous strike of 1981, and how she, as a young divorced mother coped. For more information go to her website www.rosemariekern.com

Note from United States Pilot Association (USPA) KEEP THE PRESSURE ON

ATC Privatization is still up in the air (no pun intended). The current FAA budget is set to expire on March 31. Its up to Congress to decide before then if they will provide another short-term fix or agree on a plan to provide longer-term funding for the agency.

So if you feel as most of our members do that modernization, not privatization, should be the focus, keep reaching out to your members of Congress. There are so few of us, we need to speak out loud and often.

Jan Hoynacki, Executive Director, USPA

Help CPA with Email

CPA's primary communication with members is our private email system. Only current members have access to our membership list. When an outside organization requests CPA support, the emails will always be sent by a CPA member after reviewing the request.

Lately a number of emails to a very few of our members have been rejected or bounced due to the spam filters. Please remember to put "coloradopilots.org" as Good Guys (whitelist) in your email program (Outlook, Thunderbird, web, whatever)

NTSB DEPLOYS DRONE AT NIGHT

NTSB investigators used a quadcopter to document what a bus driver would have seen in the moments before a fatal crash in Alabama, the agency's first deployment of a drone at night.

The mission was the first since the safety agency secured FAA authorization to fly a drone at night. Bill English, a senior NTSB investigator who has led the agency's implementation of unmanned aircraft as an accident investigation tool, said in an email exchange that the night flights were conducted to replicate human vision as closely as possible using the camera of a DJI Phantom 4 Pro, an exercise known as a sight-distance evaluation. English noted in a follow-up phone call that he only secured the night operations waiver recently, having not seen a use for it until he considered the potential of using a drone to examine airport environments at night, and capture what a pilot would have seen during approach or ground operations. It just so happened that a bus crash proved to be the first opportunity to put the technology and technique to use.

Read the entire story at

<http://aopa.org/news-and-media/all-news/2018/march/19/ntsb-deploys-drone-at-night>

TSA Gives Up On GA Security Plan

The Transportation Security Administration has withdrawn its proposal [initially issued October 2011] to establish a security program that would have affected private and corporate aircraft operators, the agency said on Friday. The agency had proposed the "Large Aircraft Security Program" in 2008, suggesting operators of GA aircraft that weigh more than 12,500 pounds should be required to implement security programs, vet their crews and check passengers against federal watch lists. The TSA held a series of public meetings and reviewed more than 7,000 comments from the public that were submitted in response to the Notice of Proposed Rulemaking. On Friday, the TSA said that based on all of the information they received, and "a re-evaluation of the proposal in light of risk-based principles," they have decided to abandon the effort

[<https://www.gpo.gov/fdsys/pkg/FR-2018-03-16/pdf/2018-05401.pdf> Docket No. TSA-2008-0021].

More details at:

<https://www.avweb.com/avwebflash/news/TSA-Gives-Up-On-GA-Security-Plan-230467-1.html>

Women in Aviation International Mile-High Chapter to host FAA Portable Reduced Oxygen Training Enclosure (PROTE)

Update, April 2018

Rich Barclay (CPA VP) is working with WAI for this event. We'll have advanced notice & signup later this year.

Qualified pilots are invited to come learn more about hypoxia and its symptoms with a 30-minute simulated FL230 PROTE flight. The Mile-High Chapter of WAI is hosting the FAA PROTE later this year and need 200 to 230 pilots to commit to attend. This is a NO COST, important training opportunity for all pilots, especially those that fly in high altitude environments.

Four dates: Thursday, Nov. 29 through Sunday, Dec. 2, 2018
8481 Aviator Lane
Englewood, CO 80112

Berlin Airlift at 70

The aircraft of the Berlin Airlift hauled and delivered over two million tons of supplies to the people of Berlin. It was an epic episode in the Cold War by all estimations, with the US and the UK commandeering hundreds of daily cargo flights into a divided Berlin in an attempt to assuage the effects of a Soviet blockade. At the start of the Berlin Airlift, British advisors estimated that they'd need to bring at least 1990 calories per person per day to Berlin to keep the population sustained, and knew from the get-go that many Berliners would have to go hungry.

Against all the odds, Berlin was sustained by air for fifteen months, receiving over two million tons of supplies (with two-thirds of the supplies reportedly being coal). But what were the aircraft which lifted the cargo, and how were they able to move so much mass for so long without a break?

Before the political crisis of mid-1948, the RAF supplied its remaining occupation troops in Berlin via cargo aircraft to avoid the ever-increasing restrictions on military traffic into East Germany as imposed by the Soviets. There weren't many British forces in Berlin, and so the scale of the RAF's airlift was quite small, but soon scaled up alongside the American effort.

<https://disciplesofflight.com/aircraft-of-the-berlin-airlift/>

Handy Reference

June 1, 2017

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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	
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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

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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 Fox
Carl Boecher
Alex Hauzer
Grayson Milbourne
Sarah Dolliver
Lincoln Endicott
Mike Henderson
Kyle Cate
Steve Orr
Rick Craddock
Nathan Morgan
Carl Keil
Corey Sisler
Donald Hopkins

John Barry
Wayne Munson
Walter Berger
John Hingst
Kent Holsinger
Mike Shea
John Underwood
Michael Pierson
Paul Staby
Paul Warren
Howard Cammack
Michael Bratlien
Scott Conner

Colorado Pilots Association Welcomes New Members!

David Bratton
Joseph Barnosky
Kent Kellums
Donald Kuskie
Michael Hole
Daniel Guggenheim

Doug Hoverter (rejoined)
Don Bachner
Linda Ziegler
Chris Ziegler
Rick Brennan (rejoined)

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

Partnership for sale: 1976 Lake Buccaneer LA4-200 Turbo Charged 2400 TT—550 SMOH— 100 TT Prop

This aircraft is being imported back to the USA. See it on the south ramp @ KAPA, Row 21 Space 24, facing east next to runway 10/28. Includes a Seaplane Rating in a Lake Buccaneer with room & board in Tulsa, OK. This is a 4 place at sea level, but flies best with 2 people or 3 with no baggage and 3 hours of fuel. Membership in the Lake Flyers Club will also be included for the first year. Will finance any partner with 20% downpayment at 8% interest for 5 years.

Contact: Carl Mattson 303-884-5884 or carlmatt@aol.com

For Sale: Moving and need to sell my 1/10 share in Cimmaron Flying Club's 1979 C182Q and club-owned hangar at KPUB. Well maintained aircraft and well managed club. Garmin GNS-430W GPS, Garmin GTX-345 ADS-B Transponder, Rosen Visors, LED Landing/Taxi Lights. Asking \$10,000.

Contact: Mike 719-440-9836

FOR SALE: 1/3 Share of Cessna 182P based at KEGE TTAF:3600, TFRM:670 P-Ponk/Lycon build 310hp, 3-blade prop, NDH, Fresh Annual: Nov 2017, Aspen Evolution 1000 Pro, EDM 730, Engine Pre-oiler and Pre-Heater, Dual Nav/Coms,DME, PS Eng Audio Panel, Garmin GTX-327, Lynx L-3 L2000 ADS-inout, Rosen Sun Visors, Bose A20 Headsets, TruBlue Dual USB charging port, Articulating front seats, Wheel Pants, All Logs & STC's, Aircraft Cover, I-Pad Dual Holder/Mounts Exterior/Interior 8, Hangared. Cost: \$26,000 plus shared fixed and operating expenses

Contact: Joe (774) 249-4341

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

Calendar of Events

Always check the CPA website for any changes to the Calendar

** Indicates New or Updated event*

CPA Flyins

* May 5	5V4	Calhan, CO
* May 19	KCAG	Golf at Craig, CO
Jun 2		Splashin at Lake Meredith near Lamar
Jun 15-17	46U	Afton/Alpine, WY - Tour Aviat Husky!
Jun 30	KHSG	Hot springs and Thermopolis, WY
Jul 14		Another Splashin! Kenny Reservoir
Jul 21-22	KEAR	Gateway Arch Museum at Kearney, NE
Aug 2-5	KBIL	Billings, MT, Big Horn Natl Monument
Aug 17-19	KSRR	Ruidosa Downs Track and more!
Sep 22-23	KLXV	Leadville hosts CPA in the West's legendary town

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
* Jun 30	KANK	Salida Air Show
* Jul 14	CO15	Kelly Airpark Pancake Breakfast
Jul 23-29	KOSH	Airventure 2018
* Jul 28	KFTG	Warbird Air Classic
Aug 11	BJC	CPA Mtn Flying Course - ground school
Sep 14-15	KSAF	AOPA Flyin

Newsletter Printed by



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Colorado Pilots Association, Inc.

Mail-in application for Individual Membership/Renewal
Online application at www.coloradopilots.org

Name _____

Spouse/Partner _____

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 individual
☐ \$38 - 2 years 1 year individual
☐ \$55 - 3 years 1 year individual

☐ \$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:

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

PAINT MINES INTERPRETIVE PARK

May 5, 2018



Located in the northeast section of the County near Calhan with approximately 750 acres. The Paint Mines have evidence of human life as far back as 9000 years ago. The colorful clays were used by Native Americans. The park features fantastic geological formations including spires and hoodoos that were formed through erosive action that created incised gullies and exposed layers of sepienite clay and jasper. The park includes a restroom facility, four miles of trails, interpretive signage and many natural wonders.

(No pets, no horses, no bikes) Hike the trail of your choice, short or the full 4 miles.
Location: 29950 Paint Mines Road, Calhan, Co 80808

Arrive Calhan airport, around 8:30am, 5V4 (6450 4500 long 122.725 C). Runway is dirt and astro turf and in very good condition, bring tie downs. We will have cars available to transport you to the mine trails. Bring your camera & water for the hikes. This is a beautiful place to hike.

We will then travel into Calhan for lunch at the Rooster's Grill restaurant, it opens at 11am. After lunch transport back to the airport and departure to your home base.

Drive out if you choose: hwy 24 east from COS to Calhan, turn So on Yoder Road/Calhan highway. Turn east on Paint mines Rd and look for designated parking area.

Contact Rich & Dana Barclay for registration.. We will need to know how many are flying in for transport to/from and head count for the lunch. Lunch is on your own, transportation provided by the Neihus's and/or Barclays.

Email your head count and whether you will be joining us for lunch.

Contact: 303 6483667. ffrichdana@msn.com



Fly-in to Alpine Airpark with a stop at the Aviat Husky factory in Afton, Wyoming

June 15-17, 2018 Fly into the heart of Wyoming's beautiful Star Valley nestled between the majestic Grand Tetons and the Sawtooth Mountain range. Alpine Airpark is set on the banks of the Palisade Reservoir and the confluence of 3 trophy trout streams (Grey, Salt and Snake). Stop for a free tour of the Aviat Aircraft facility enroute to Alpine. Lodging is available at:

1. Flying Saddle Resort for \$150/night. (Mention CO622 for the discount rate) Buffet breakfast available for \$10 per person. Please note one night is non-refundable once reservation is made regardless of cancellation date. Call 307-654-4422 to reserve. Check it out at <http://www.flyingsaddleresort.com>
2. Alpine's Bull Moose Lodge for \$110/night (Mention Colorado Pilots) breakfast available across the street. 48 hour cancellation policy. 307-654-7593 to reserve. Note: Rooms are clean but rustic. Check it out at <http://www.bullmooselodge.com>.

Friday, June 15- Arrive by 10:15 AM in Afton, Wy (KAFO) for the 10:30 start of the free Aviat factory tour. After the one hour tour, depart for Alpine Airpark (46U) where lunch will be provided and the remaining activities will be organized. After hotel check-in, enjoy a free afternoon until the evening happy hour and group dinner at the airfield.

Saturday, June 16 – After breakfast on your own, meet your driver for the day's activity. There are so many activities to enjoy in this outdoor paradise. Here are a few options:

1. **Fly fishing** outing. Check out ½ or full day guided fishing trips offered by Rockin M Outfitters <http://www.rockinmranchwyoming.com>. Book early these trips generally fill up in April .
2. Rent a **pontoon boat** on Palisades Reservoir: 10 person 20' boat full day \$500, half day \$350. Needs early booking so call Lisa if interested and your preference for full or half day.
3. **Golf** at Star Valley Ranch. Cedar Creek 18- hole course or Aspen Hills 9-hole course. <http://www.svrawy.com> for Tee-time reservation and fee schedule.
4. **ATV Rental**. More information on this as we learn which trails will be open by the fly-in date.
5. **Hike** one of the many trails available in the area.
6. Visit **Jackson Hole** for the day. It's only 35 scenic miles away

A special Happy hour and dinner is planned to finish out the day.

Sunday, June 17 – Following breakfast we'll head to the airport to fly back home.

REGISTRATION MUST BE RECEIVED BY May 15, 2018. Please detach and return this portion to:

Linda Harless
15737 Fortune Ct
Brighton CO 80603

You can also register on-line at the CPA website. Note: Cost for meals and transportation will be collected prior to the event once exact amount is determined.

Name(s) _____

Address: _____

Phone: _____ Email: _____ Cell phone: _____

Plane type and N# _____

Emergency Contact name and phone _____

How many for Aviat factory tour? _____ How many for fly fishing _____ (full or half day)

How many for pontoon boat? _____ (full or half day) How many for golf _____ (9 or 18 Holes)

How many for ATV rental? _____

How many for Jackson Hole? _____ How many for hiking trails? _____

Are you willing to be a rental vehicle driver? _____

Need a ride? _____ Can you give a ride to someone else? _____ Seats available _____

For questions, please contact Lisa Knutson, 303-709-6526; Lynn Ferguson, 303-888-0170; Linda Harless, 970-683-1171;
Steve Harless, 970-270-0619