



CPA FLIGHT LINES

**October is Colorado General Aviation
Appreciation Month**





WHEREAS, general aviation and community airports play a critical role in the lives of our citizens, as well as in the operation of our businesses and farms; and

WHEREAS, Colorado has a significant interest in the continued vitality of general aviation, aerospace, aircraft manufacturing, educational institutions, aviation organizations, community airports and airport operators; and

WHEREAS, Colorado is home to 74 public use airports, which serve 20,514 pilots and 6,737 general aviation aircraft; and

WHEREAS, Colorado's community airports, not including Denver International Airport, contribute \$10.7 billion to the state's economy yearly; and

WHEREAS, general aviation plays a vital role in the State's response to emergencies, and the state's continued response to the COVID-19 global pandemic and wildfires; and

WHEREAS, general aviation and community airports in Colorado, not including Denver International Airport, support 72,027 jobs and a payroll of nearly \$3.8 billion; and

WHEREAS, Colorado is home to 33 charter flight companies, 80 repair stations, 4,144 flight instructors, 5,650 student pilots and 11 FAA Part 141 flight schools. In addition, there are 70 fixed-based operators and 447 heliports; and

WHEREAS, Colorado depends on general aviation and community airports for the continued flow of commerce, tourists, and visitors to our communities; and

WHEREAS, organizations including the Colorado Aeronautical Board, Colorado Division of Aeronautics, Colorado Aviation Business Association, National Association of State Aviation Officials, Colorado Airport Operators Association, Colorado Pilots Association, Colorado Aerial Applicators Association, National Air Transport Association, National Business Aviation Association, and the Aircraft Owners and Pilots Association recognize, promote, and develop the interests and importance of general aviation in our state, our nation, and the wider world;

THEREFORE, I, Jared Polis, Governor of the State of Colorado, do hereby proclaim the month of October, 2020 as

GENERAL AVIATION APPRECIATION MONTH

in the State of Colorado.

*GIVEN under my hand and the
Executive Seal of the State of
Colorado, this first day of
October, 2020*



Jared Polis
Jared Polis
Governor



Media Release

FOR IMMEDIATE RELEASE

September 24, 2020

Contact: Kelly Sloan
970-424-6615

Governor to Proclaim October as General Aviation Appreciation Month

Denver, CO – The Colorado Aviation Business Association (CABA) is pleased to announce that Governor Jared Polis will proclaim October as General Aviation Appreciation Month.

In the proclamation, Governor Polis highlights the critical role general aviation and community airports play in Colorado communities, including their economic contribution and delivery of vital services.

This year’s proclamation includes a recognition of the role of general aviation in the “State’s response to emergencies, and the state’s continued response to the COVID-19 global pandemic and wildfires.” CABA along with various organizations, including Angel Flight West, and the Civil Air Patrol to conduct airlifts of PPE throughout the state in response to the COVID-19 pandemic, and aviation has played a critical role in helping combat wildfires.

“We are thankful to Governor Polis for his recognition of the many contributions that general and business aviation make to our state,” said CABA Board Chairman Chris Swathwood. “General and business aviation, local airports, and supporting businesses provide a tremendous economic benefit to our communities, and a unique and unparalleled resource in times of emergency.”

For more information, contact Kelly Sloan, 970-424-6615 email: kvsloan@gmail.com

The Colorado Aviation Business Association (CABA) is a grass-roots membership organization focused on the support and promotion of Business and General Aviation across the State of Colorado



General Aviation in Colorado



Brophy's Broadcast

By Marty Brophy, CPA President

CPA President's Message October 2020

September in the Rockies! It's time to hop in a plane and fly over the beautiful fall aspens! I had a great chance to do that around Kremmling a few weeks ago. That morning there were nice low winds at 12,000 feet, it was a little smokey on the east side of the foothills coming out of KFNL and over Rollins Pass, but was clear as a bell and turbulence-free on the west side of the foothills. I let George fly the plane for a few minutes and took some pictures like the one attached. Somehow, they never come out as good as seeing it in person! I hope many of you were able to do something like this. It's one outstanding reason to live and fly in Colorado!



Everyone should have got their belated 2020 CPA Roster in the mail by now. Please let me know if you did not and I will look into it. If anything in your information in the roster is wrong, you can correct your profile by logging in to the “Members Only” part of the website and clicking on your name in the upper right corner. Select “Profile” and get everything right for the 2021 roster which will probably come out earlier next year, now that I know how to do it...

Meanwhile, after a few stumbles by yours truly, the membership is voting on our proposed new bylaws. There has been a good early “turnout” but lots more votes to come, we hope! Check out the old and proposed new bylaws under “About Us” from the Public homepage and send in your vote by mail on the blue ballot you got with your roster or even easier by e-mailing bylawsvote@coloradopilots.org with your name and whether you are FOR or AGAINST the new bylaws.

The 2020 Annual Meeting will be a Zoom meeting this year on Saturday morning November 7. Look for an e-mail notification of details in the next few weeks.

The CPA exists for its members and is run by volunteer members. If you would like to get involved in the organization, contact me at president@coloradopilots.org and tell me what you might like to do and we can discuss. You can also propose any nominations for the elected offices, check the bylaws for how to do that (but quickly, next officer elections are in the annual meeting).





You know what makes a great organization go? The people! That's all of you. The Colorado Pilots Association is looking for volunteers to help:

- Board of Directors Positions
- Committee Chairpersons
- Airport Representatives – AJZ, BDU, CAG, DRO, GNB, MTJ, BV7, LMO Contact VP@coloradopilots.org
- Social Media/Marketing Lead

Please contact president@coloradopilots.org to volunteer for any of these positions or in any other ways you can help.

The Colorado Aeronautical Board (CAB) is looking for volunteers for a Board Member, pilot
Contact David Ulane for information.

*Don't Forget about the CPA Annual Meeting
Saturday, November 7th*



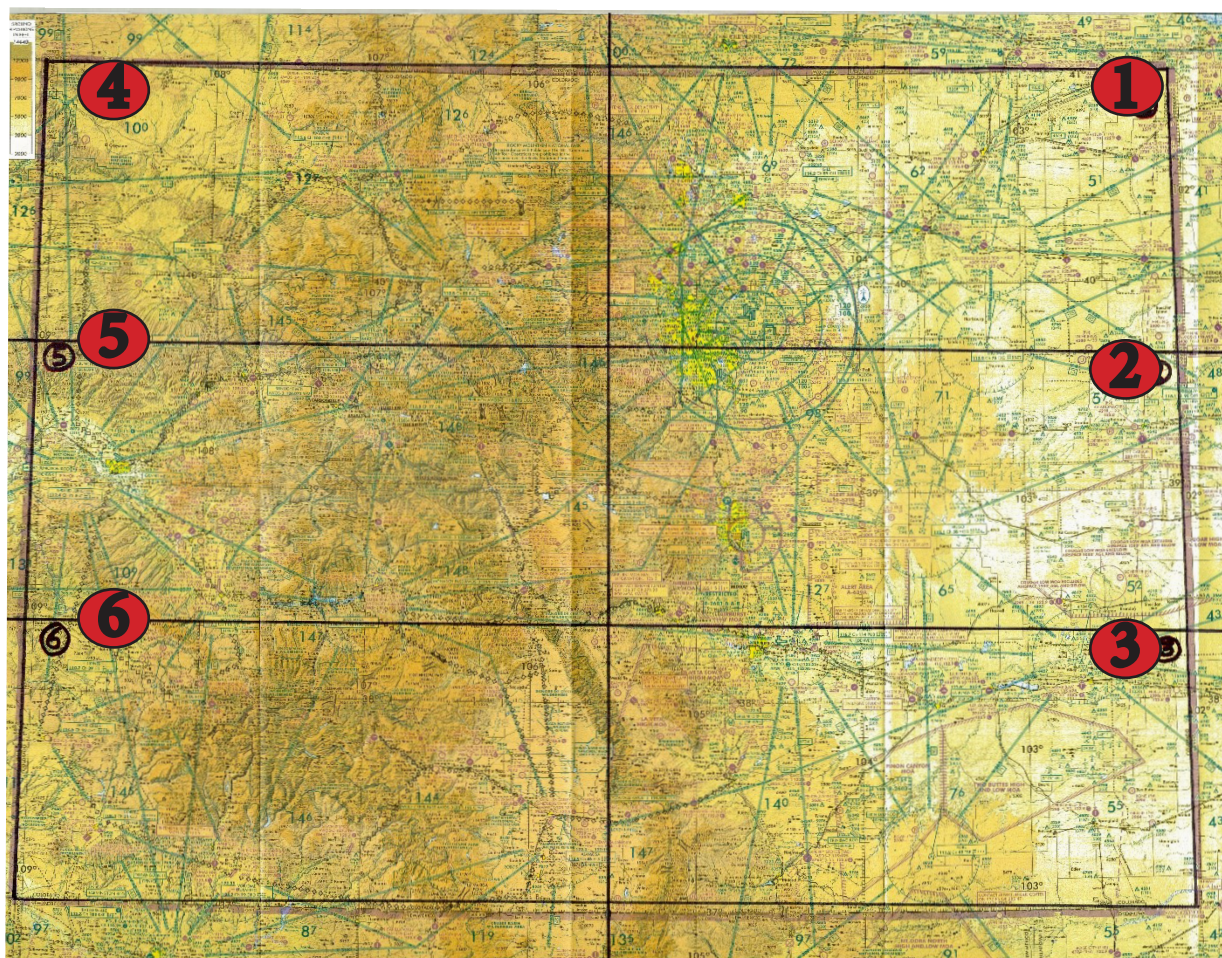
Filling in the Blanks

By Bill Marvel, the RV-14A guy

Without a few members picking up the ball and running with it, CPA is just an empty shell with a name. No, not everyone has to be actively involved, but a core group of motivated individuals are the ones who make things happen in this and other organizations.

To the point, CPA has six regional representatives who cover the entire state and I am one of them. All of us are listed below, along with contact information. Within each of these geographically defined regions are individual airports. Ideally, we should have members at every airport but such is not the case, especially in smaller communities. However, for those airports which do have CPA members, we should also have a CPA airport representative. And that's my pitch – will you pick up the ball and run with it by becoming the CPA airport rep for your airport?

The aviation state map below depicts the six regions. Bart Jones came up with this last year as a simple way to divide up the state. You can zoom in to find your airport in one of these regions and can then contact the regional representative. With that backdrop, let me explain what I am asking you to consider doing.



There are no hard and fast rules for what an airport rep does, but instead some general guidelines. You are a communications link between CPA and its members at your airport as well as a CPA recruiter. You should let every based aircraft owner know who you are and how to contact you. A printed 3x5 card attached to each hangar door or to each tied down aircraft can accomplish this. Maybe an FBO or airport manager can help by providing space on a bulletin board for CPA related posts. FBOs and managers need to know who you are, too. Having the email address of each member at your airport helps immensely. After all, we're fellow aviators in Colorado and have common interests, like going to the annual fly-ins sponsored by CPA or flying to some local airport for breakfast or lunch now and then or getting together for an airport BBQ or helping solve an airplane maintenance problem. We also have meetings and events related to flying safety and mountain flying. People who don't know can't go and you can step in to fill that knowledge gap...

Although not every pilot or aircraft owner will be interested in CPA, by taking these simple steps you can contact those who are, and in the process make them aware of the Association. Doing that is all that is necessary for an airport rep and you can do it!

The CPA regional reps as of now are:

Region 1 – Kevin Condroski, kevinrc21@comcast.net

Region 2 – Rich Barclay, ffrichdana@msn.com

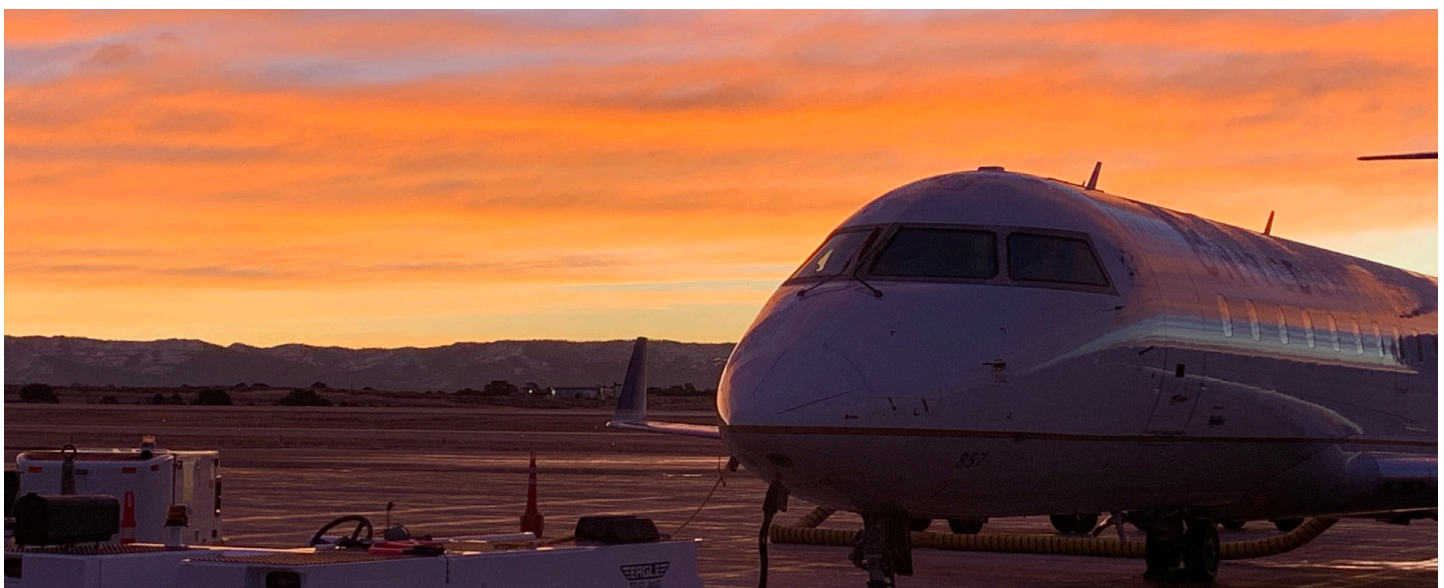
Region 3 – Bill Linenberger, lenlyallparts@juno.com

Region 4 – Philippe Camus, p.camus@comcast.net

Region 5 – Bill Marvel, rv8tor@msn.com

Region 6 – Position currently vacant.

Please think about stepping up and helping CPA by becoming an airport representative within your region. Your regional rep will love to hear from you as an airport rep volunteer and will be keeping in touch regarding future events as our post-Covid activities emerge from the doldrums. As you can see, the regional rep position for Region 6 is currently vacant and a likely candidate to fill it may be out there right now at Telluride, Durango, Cortez, Alamosa or Pagosa Springs. Step up and make things happen!



Durango-La Plata County Airport at sunset.



Wings Over the Rockies Air & Space Museum Opens Two New Exhibitions on September 19, 2020

75 Years Later – Museum guests can explore World War II’s lasting impact on their life today

Denver, CO (September 15, 2020) – Wings Over the Rockies Air & Space Museum (Wings) is pleased to announce the opening of two new exhibitions - *WWII and You*, and the newly cast three figure “Lest We Forget: The Mission” reproduction.



This month, the United States commemorated the 75th Anniversary of the official end of World War II, and while “the war to end all wars” had finally come to an end, it left lasting effects on us today. Wings new exhibit *WWII and You* includes historically-significant artifacts, and takes a fascinating look into how the technological developments of World War II are still affecting our lives 75 years later.

Wings second exhibit is the remarkable sculpture by World War II aviator Major Fredric Arnold, US-AAC (Ret.) – “Lest We Forget: WWII”. It honors, preserves and promotes the heritage of the American combat pilots for future generations.

“The power of these two exhibitions illuminates what is known as the **Greatest Generation**, stated Wings Over the Rockies President and CEO, John Barry, “and supports the need for us to continue to honor and thank World War II veterans along with their families for the great sacrifices they made for us.”

Visit us online at wingsmuseum.org to pre-purchase your tickets and plan your visit! Wings Over the Rockies Air & Space Museum sits inside a WWII-era hanger, built in 1939, that sits in the heart of the historic Lowry neighborhood - located at 7711 E. Academy Blvd.

To learn more, visit WingsMuseum.org/WW2.



About Wings Over the Rockies:

Wings Over the Rockies is a Colorado-based non-profit organization dedicated to educating and inspiring all people about aviation and space endeavors of the past, present and future. By utilizing the Air & Space Museum in Denver’s historic Lowry neighborhood to preserve the past and the Exploration of Flight Center at Centennial Airport to focus on the present and future, Wings strives to encourage the future aerospace leaders of tomorrow. For more information about Wings Over the Rockies please visit WingsMuseum.org, ExplorationOfFlight.org or like us on [Facebook](https://www.facebook.com/WingsOverTheRockies), follow us on [Twitter](https://twitter.com/WingsOverTheRockies) & [Instagram](https://www.instagram.com/WingsOverTheRockies), connect with us on [LinkedIn](https://www.linkedin.com/company/WingsOverTheRockies) and subscribe to our [YouTube](https://www.youtube.com/channel/UCqj8K8K8K8K8K8K8K8K8K8K) channel.



From the Blog:

Aircraft Ownership (?)

By Eric Wilkins Posted on 8/20/2020 5:51 AM

I’ve had a lot of downtime during my current overseas deployment with the Army Reserve, and between house hunting, working on my degree, updating airline applications, and occasionally working, I’ve done a fair amount of research into aircraft ownership. I imagine a fair amount of CPA members can relate to the dream of aircraft ownership, as no matter how good your experience may be renting through the numerous schools in the area, it just isn’t the same as being able to hop into your own airplane and fly any time you want. It certainly doesn’t help that my girlfriend recently sold her beautiful Cessna 150 to upgrade to an even more appealing GlaStar. In my nearly-unlimited free time (Thanks Covid), I’ve done a lot of research that has led me all over the map and probably will continue to do so as I wind my way down the rabbit hole until a beautiful, new-to-me airplane is parked in my hangar.

In the past I’ve done part-time work as an aircraft broker, and my favorite part of the job has easily been working as a buyer’s agent, helping guide someone’s search for the perfect airplane for their mission. So it made sense to me to first define my mission of what I honestly needed the airplane to be capable of. My family is scattered all over the country, but the majority live in Wisconsin and Michigan, and I make several trips a year to visit for family functions or holidays. My mom lives in San Diego, and my Army Reserve unit is also located in California, so cross country capability and speed are necessity. Additionally, I spend most of my time flying IFR for my civilian and military careers, so IFR capability is also a priority. Other than these regular trips, it’s mostly \$100 hamburger runs and fun flying, so economics is a perk to keep these hamburgers affordable. Lastly, I’m a regional airline pilot and live in Colorado, so purchase price is a key factor to get me out of the rental lifestyle.

So we need speed, efficiency, and low upfront costs. Anyone else thinking Mooney? For half a century those have been the hallmarks of Mooney aircraft, as a decently equipped M20C can be found for less than \$50,000, and even a well equipped M20J can be had at considerably less than newer factory aircraft. I have some experience flying J models and love the stability, speed, and flexibility they offer. A Cessna 182 or 210 also fit the bill, while the Bonanza family might as well, although it seems likely these would be at a significantly higher price point.



(Probably a ways off from this brand new Acclaim though)



One option I had not put serious consideration into in the past was the home-built experimental route. Thanks to the wonders of the Internet there is a plethora of information available on the topic, but I had limited exposure to the Experimental scene beyond watching our Rocky Mountain Renegades for years around local shows and in 2019 at Oshkosh. Over the past few months, I’ve been able to get up to speed in a hurry about the benefits of an Experimental aircraft as my girlfriend has made her GlaStar her own. Particularly eye-opening to me has been the wealth of upgrades available for such aircraft and the ability to fine tune them to individual preference. The capability of avionics available for Experimental aircraft is far better than in the regional jets or Citations I fly, with LPV, WAAS, ADS-B, and even synthetic vision. Seeing the modifications and upgrades she has already made to “Woodstock” has been even more encouraging.

As I began researching further I of course was first drawn to the RV line. The Van’s Aircraft Company has a giant following for a reason, and while I haven’t flown them, the RV-8 is appealing to me for a lot of reasons. Fast, efficient, and gorgeous, it looks like a personal fighter aircraft. Efficiency and speed, it certainly has, and the ability to go have fun as well. I went through a day’s worth of Youtube videos about the build process, and loved the thought of building my own aircraft. However, for trips to visit the family, space is certainly a premium, and while I can travel light, I’m not sure I wanted to travel quite that light.

The next option that came to my attention was from the same Arlington, Washington plant Woody came from, the Glasair III. At this point, I’m more or less ignoring any semblance of a budget and just seeing performance numbers that sound more appropriate for the Grop 120TP I did my initial Army fixed-wing transition training in. While it’s easy to say that factory numbers may not match what I would actually see from a finished product I built, 240+ knots and airshow-worthy strength is certainly appealing. I have watched some Glasair’s fly around at times at Jeffco, and I can easily see the appeal. Despite a Covid-induced break in production, Advanced Aero Composites is selling quick build kits with even better performance figures, and the temptation is strong. Another facet I like about the home build process is the ability to complete construction in chunks, with fuselage, wings, and engines all coming separately. It’s easy to think about starting on a section and using future deployments or airline upgrades to finance the remainder of the aircraft and build an airplane that does everything I want and customized to my own needs.

As I’m sure is the case with many others, the dream still has to wait a little while. My airline, like many others, is looking at inevitable furloughs in the near future. My hope is that by next summer, things will begin to turn around in earnest, and perhaps by Oshkosh 2021 the picture is a bit clearer. Perhaps that’s more incentive to spend the down time building an airplane! In the mean time, I’ll continue to dream, and I’d love to hear your thoughts, advice, and recommendations in the comments! My time overseas is finally coming to an end, and I’m excited to be back in Colorado for good soon. I hope to see many of you around our local airports, CPA fly-ins, or even on social media flying and staying safe and healthy.

Eric



Colorado Pilots Association Apparel
Get your order in now and beat the holiday rush!
Design your own CPA wardrobe and accessories.



Go to [Lands' End](#) today.

Looking to sell something?

What about an airplane partnership?

How about you want that \$100 dollar hamburger and wondering where to go?

Go ahead and check out the [Discussion and Classifieds](#) section of your Colorado Pilots Association Website. Completely **free** for members. Just log in to the members section and find the link under the CPA member tools tab.

Finally get rid of that extra oil filter you have laying around.

See if there's a hangar for your trusty steed.

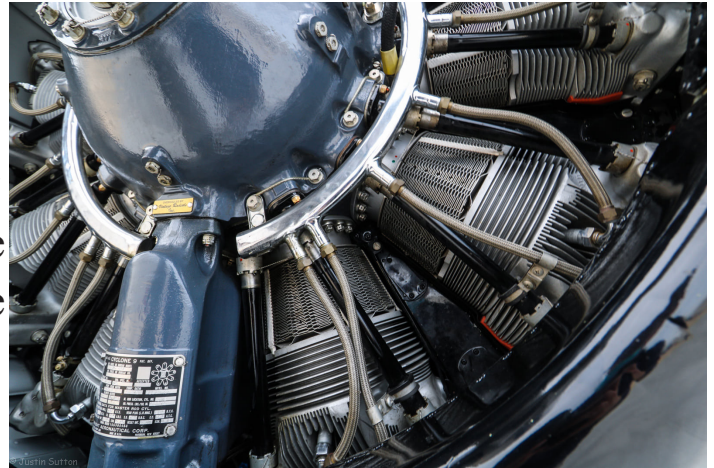
Or tell everyone about a fantastic place to grab a bit on an easy Saturday afternoon flight.

Visit your [Discussion and Classifieds](#) section of the Colorado Pilots Association Website.



The National Museum of World War II Aviation hosts special Photo Day

On September 26th, the National Museum of World War II Aviation in Colorado Springs hosted a special Photo Day. The Museum towed many of their exhibits outside and had a one hour “photographers only” time in the morning. The results were stunning and a fantastic day of shooting and plane spotting were enjoyed by all. Visit the Colorado Aviation Photography Facebook page for more photos.



Justin Sutton



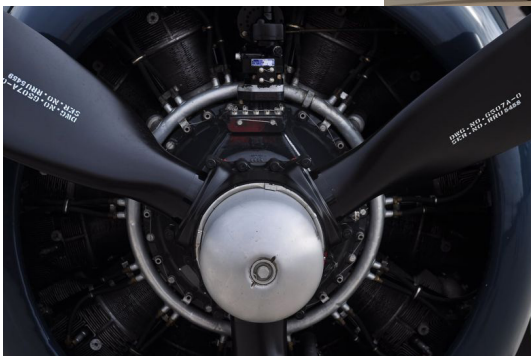
Phillip Jelks



Paul Gordon



Michael Gawell



Jim Cooley



Phillip Jelks

Changing of the Seasons

By Max Power

While I sit here on this cool Sunday morning, I think it is probably time to winterize the sprinkler system. I know, I know it's Colorado and it'll be 92 at the end of the week but I know, it's Colorado and it may be 25 at the end of the week. It also means that I need to open up the ole survival vest and check all the gear. I like to do it in the spring and the fall, right when the seasons are fixing to change. I got to make sure that the dead battery holder (aka Mr. Flashlight) gets some fresh batteries and that the rest of the stuff is holding up. During the week I talk to a lot of pilots and I'm always surprised by the number who don't carry any survival gear at all. Even worse, many who don't dress the part of a survivor and I always have to shake my head.

I learned to fly in the great state of Alaska. In between mastering that short field landing on a gravel bars and dodging moose on runways, I was taught that you bring what you need to survive. The state of Alaska takes their flying serious and has a statute for survival gear.

Alaska Statute 02.35.110i Emergency Rations & Equipment requires that an airman may not make a flight inside the state with an aircraft unless emergency equipment is carried as follows:

- 1. The minimum equipment during the summers months is: food for each occupant for one week; one axe or hatchet; one first aid kit; an assortment of fishing tackle such as hooks, flies, and sinkers; one knife; fire starter; one mosquito headnet for each occupant; and two signaling devices such as colored smoke bombs, pistol shells, etc. sealed in metal containers.*
- 2. In addition to the above, the following must be carried as minimum equipment from October 15 to April 1 of each year: one pair of snowshoes; one sleeping bag; one wool blanket for each occupant over four.*

It was covered on my long ago oral for my private pilot and is still a topic of conversation today. Recently, I talked to an old instructor I used to fly with and he still wears his old snow machine suit when flying. He explained 'if I crash and am stuck in this seat, I'll be darned if I'm going to freeze to death just because my gear was in the back.' During my time working with the Civil Air Patrol I can attest that that a good survival kit saved many a pilot's life. In the frozen north it's taught that the average time from crash to recovery of survivors was 48 hours (in the lower 48 it drops a lot). The size, remoteness, and weather of the state is completely merciless to pilots who don't respect it.

So, if you stuck with me so far on my little soap box hopefully you get the understanding that I take my survival kit very seriously and although Colorado is no Alaska, aviation doesn't care where you are and she is not a friendly teacher. There are mounds of information for the pilot on survival kits and what to carry. Many companies even sell them as stand-alone kits and I know lots of folks who have assembled their own. It doesn't matter how you do it as long as you have one and even better, actually carry it.



I made my own survival kit for when I fly. It's an old fishing vest that has several pockets, is waterproof and is of high quality. A friend once laughed and called it overkill but in it I have:

Two carabiners, whistle, multi-tool, emergency poncho, mylar blanket, trash bag, combo signal strobe and light, pin laser, 100' parachute cord, 10 zip ties, small pelican container with matches, 20' fishing line, 2 small hooks with weights, a bunch of safety pins, fire starter kit, two bouillon cubes, coffee filters and a small mirror. It weighs



in at less than 6 pounds and doesn't restrict me in the seat. My flight gear bag has duct tape, a spool of safety wire, two water bottles, a small first aid kit, two bandannas, heavy mittens, and a warm watch cap. When I go into the mountains or on long trips with passengers, I take an additional bag with more water, a couple of MREs (Meals Ready to Eat), a bigger first aid kit, trash bags, toilet paper, water bottle filter, a candle, another Firestarter kit, an emergency poncho, a wool blanket, more gloves and hats. When I carry it all, it weighs in at about 16 pounds for all the gear.

Is it over kill? Maybe, but like we used to say in Alaska, the best bear repellent was a camera. 'Geez, I really wish I would have brought it' is one phrase I hope never figures in my after-action report. Visit the FAA Civil Aerospace Medical Institute's (CAMI) website and you'll find several free training courses and literature that is chalk full of useful information. It's never a bad idea for a quick refresher and see what might be useful to you. As a final note, make sure that your survival kit is and how to use the ELT on your airplane are part of your passenger brief when you go flying.

What do you carry around when you fly? Send your answers to newsletter@coloradopilots.org

Got some experiences you want to share? Maybe you have some tidbits that you think our outstanding pilot group could benefit from? Volunteer to write an article for the CPA newsletter or have your own blog. Contact newsletter@coloradopilots.org for articles and webmaster@coloradopilots.org for your own blog.





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Nelson Wolfmeier

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