

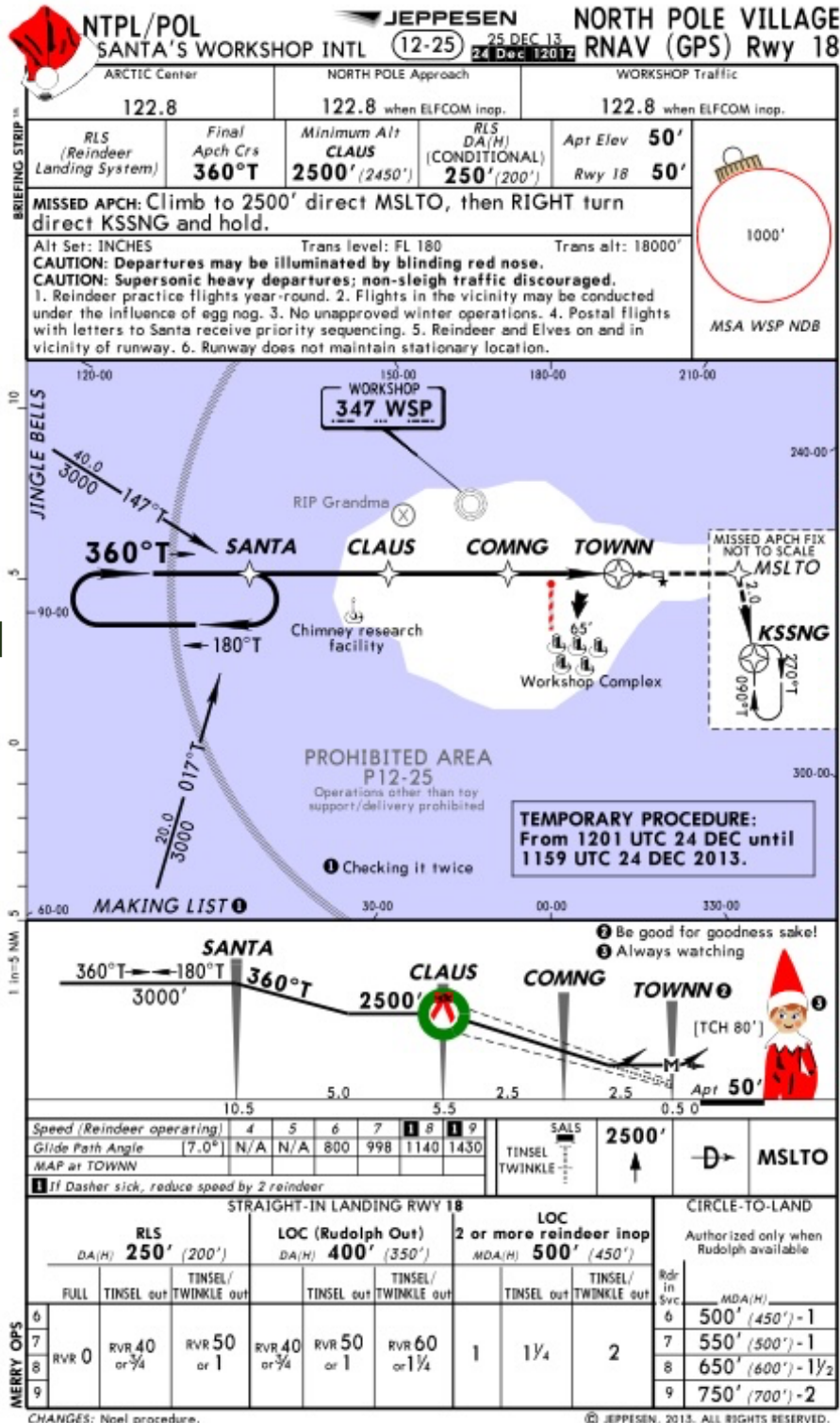
CPA FLIGHT LINES

DECEMBER 2024

HAPPY HOLIDAYS

Wishing you a wonderful holiday season filled with the holiday spirit, jolly good times, and safe flying!

HAPPY HOLIDAYS



HAPPY HOLIDAYS TO YOU AND YOURS

Image Credit: Jeppesen, a Boeing Company

President's Corner

by Adrian Nye



The CPA held its Annual Meeting on Saturday Nov 16th. It's always good to see and chat with many more members than we typically see at our monthly board meeting.

We concluded the officer election, and three incumbents were re-elected, me, Brian Brieske as VP, and Cindy Jewell as Treasurer. A new Recorder Patrick Brennan was elected, replacing Laurie Garrett, who decided not to run. Laurie has been a great help to me as I learned this job!

Each of our officers and committee chairs gave a report on their activities for the year and some ideas for the upcoming year. I was impressed again how much they each do on a volunteer basis. CPA and General Aviation is lucky to have such an active and dedicated group working to advance the cause. I summarized some of their activities last month, but I was struck that even with that extensive list, I missed a bunch of things - we do a lot!

Our special presentation was given by our Legislative Affairs Chair Gary Tobey, who was a Naval fighter pilot in Vietnam, flying 188 missions off the nuclear-powered USS Enterprise. He brought his original flight suit, helmet, and yearbook. He showed some photos of the various aircraft on deck and even from the cockpit on missions. He described the flight profiles, routines, and hazards, and preparation for dropping nukes. You might have read his article last month in the newsletter about night carrier IFR landings - without hydraulics to help. One hell of an aviator. Our thanks go out to Gary for putting that together and for everything else he does for CPA.

In this thanksgiving season, I'm thankful for the privilege to fly General Aviation, and thankful for the trust you've placed in me to lead this organization.

Adrian



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NOTICE: The deadline for submissions for the January 2025 issue of Flight Lines is December 20.

Email your article to newsletter@coloradopilots.org.



HAVE AN AVIATION RELATED EVENT?

Contact the CPA Webmaster at webmaster@coloradopilots.org and the CPA Newsletter Editor at newsletter@coloradopilots.org to have your event published on our website calendar and in the monthly Flight Lines Aviation Events Brief!



CPA NOTAMs

2025 Brainstorm Meeting

On Monday December 9, 2024, at 6:30 pm, CPA will host an informal meeting/discussion on ZOOM to generate ideas and discuss priorities for 2025 and beyond. All members are encouraged to participate. Come to this blue-sky planning session with ideas about how you see CPA engaging with pilots and other aviation stakeholders in Colorado, and how to make our organization and aviation in Colorado better.

ATTENTION! CTAF Frequency Change at Greeley-Weld County

Originally published by Greeley-Weld County Airport

We wish to inform you that the airport submitted the necessary paperwork and notice to the FAA for a CTAF frequency change from 122.8MHz to 122.7MHz back in September. Initially, we expected this change to be published and take effect on December 26, 2024, per our confirmation of submission. However, it has come to our attention that the FAA updated and published the new frequency in the October 31st chart publication.

We understand the impact this sudden change may have, especially during the current construction activity. Our goal was not to combine a frequency change with ongoing construction, and we are working diligently to notify all tenants, users, and relevant agencies to minimize any confusion.

Additionally, we are in the process of reprogramming some equipment to the new frequency. We appreciate your patience as we work to address this accelerated transition. For ongoing updates, please check our website, Facebook page, and automated weather reporting recording.

Thank you for your understanding and cooperation.

2025 Fly-In Planning Meeting – Keep January Open

The 2025 Fly-in planning meeting will take place on January 11 from 8 AM to Noon in the Flatirons meeting room in the terminal at BJC. This is when our events for the 2025 flying season will be announced by hosts and the dates set. Food and drinks are a part of it, and we always welcome member participation. Be there and get a head start on next year's flying season!



Aviation Events Brief – December 2024

Centennial Airport Community Noise Roundtable

Wednesday, December 4, 2024, from 1830 to 2030

7565 South Peoria, Englewood, CO 80112 or GoToWebinar

Webinar Registration [here](#)

Breakfast Fly-In – KAPA

Saturday, December 7, 2024, from 0930 to 1230

Wings Over the Rockies Exploration of Flight, 13005 Wings Way, Englewood, CO 80112

Registration not required

CPA Holiday Party

Sunday, December 8, 2024, from 1700 to 2000

Bison Grill @ Buffalo Run Golf Course

15700 East 112th Ave, Commerce City, CO 80222

Registration is required

CPA – Brainstorming/Planning Meeting

Monday, December 9, 2024, from 1630 to 2000

Virtual Meeting link <https://bit.ly/Dec9-BrainstormMeeting>

Jefferson County Airport Advisory Board

Wednesday, December 11, 2024, from 1700 to 1800

RMMA Terminal, 11755 Airport Way, Broomfield, CO 80021 (Flatirons Room)

Registration not required. Virtual Meeting link [here](#)

Arapahoe County Public Airport Authority

Thursday, December 12, 2024, from 1500 to 1700

7565 South Peoria, Englewood, CO 80112

Registration not required

Santa in the Hangar

Saturday, December 14, 2024, from 1000 to 1400

Wings Over the Rockies, Air & Space Museum, 7711 E Academy Blvd, Denver, CO 80230

Sunday, December 15, 2024, from 1200 to 1400

Wings Over the Rockies, Exploration of Flight, 13005 Wings Way, Englewood, CO 80112

Registration/Ticket is required. Tickets [here](#)

EAA301 Young Eagles Rally – KAPA

Tuesday, December 17, 2024, from 0700 to 1130

Wings Over the Rockies Exploration of Flight, 13005 Wings Way, Englewood, CO 80112

Saturday, December 21, 2024, from 0700 to 1130

Wings Over the Rockies Exploration of Flight, 13005 Wings Way, Englewood, CO 80112



Tribute to Colonel Edward Huber January 31, 1942 - October 25, 2024

Colonel Edward Dale Huber, 82, of Colorado Springs, passed away peacefully at home on October 25, 2024. He was born on January 31, 1942, in Perryville, Missouri, to Dale and Wilma Huber. On August 10, 1963, he married Barbara Von Boeckman in Pekin, Illinois. He was preceded in death by his parents and his sister Barbara Bridewell. Surviving him are his beloved wife Barbara, their children Holly (Patrick) of Honeoye Falls, New York; Kim (Pat) of Parker, Colorado; and Jeff (Amy) of Jackson, Georgia. He also leaves behind a legacy through his 15 grandchildren and five great-grandchildren.



Colonel Huber's distinguished military career began upon receiving his wings, when he served as a T-38 instructor and check pilot at Vance Air Force Base in Enid, Oklahoma. In February 1971, he joined Detachment One, 56th Special Operations Wing, Udorn Royal Thai Air Base in Thailand, where he was a fighter pilot and instructor pilot. There, he bravely completed 170 combat missions and logged over 500 hours while training foreign nationals to become fighter pilots in converted T-28s.

Returning to the U.S., Colonel Huber continued his service at Mountain Home Air Force Base in Idaho as an F-111F instructor, Wing Weapons Officer, Wing Training Officer, Flight Commander, and F-111F Coronet Sharpshooter for the U.S. Air Force. In June 1977, he attended the Command and General Staff College at Fort Leavenworth, Kansas. He later served at Ramstein Air Base in Germany as a Special Plans Staff Officer for the Allied Tactical Air Force.

In May 1979, he was reassigned to RAF Lakenheath in England, where he served as Operations Officer and Commander of a Tactical Fighter Squadron. In April 1982, Colonel Huber was appointed as the Cadet Group 4 Commander at the U.S. Air Force Academy in Colorado and later served as the Academy's Inspector General. In 1985, he moved to Lowry Air Force Base, Colorado, as Deputy Base Commander and later as Base Commander. In 1988, he was appointed Vice Commander of the Air Force Military Training Center at Lackland Air Force Base, Texas. He concluded his military career in 1990 as the Director of Inspector for Air Training Command at Randolph Air Force Base, Texas, retiring on October 1, 1991.

Following his military service, Colonel Huber continued to contribute to aviation as the Director of Training and Flight Operations for a major flight school at Centennial Airport in Englewood, Colorado. In 1994, he joined Weisner Publishing as the Publisher and Editor of Mountain Pilot Magazine, dedicated to aviators passionate about mountain flying and aviation communities. Colonel Huber served his community and faith as a Eucharistic Minister and was a Fourth-Degree member of the Knights of Columbus, Council #582. He retired at age 65 to spend more time with family and friends.

Colonel Huber's life was defined by his service, dedication, and commitment to family and country. His legacy lives on through the lives he touched, both personally and professionally. He will be deeply missed by all who knew and loved him. Colonel Huber was buried with military honors at Pikes Peak National Cemetery.



The January Fly-in Planning Meeting

Apologies to the U.S. Army for “borrowing” their ad, because it expresses our thoughts well!



The many highlights of annual CPA membership begin in January with the Fly-in planning meeting. It is here where volunteer member hosts get together with all attendees to lay out the events of the flying season. Many members attend these Fly-ins each year and while some are long-term members who have enjoyed them for years, some newer members have yet to discover this exciting aspect of the CPA.

For those wishing to host an event, we have a virtual “paint by numbers” written procedure on the website that was designed to guide you through the planning phase. While some hosts have done this for years, we almost always have new members stepping up to the plate to run one themselves. There is no select group of “fly-in planners.” Nope – hosts are just regular folks who do the job and, in the process, create a great time for themselves and their fellow members.

Apprehensive about mountain flying? Making long trips? Going into airports you have never seen before? Visiting new locations? Welcome to the party! Those are some of the reasons you should join in and attend as many Fly-ins as you can. There’s no better or safer way to travel and learn than with a group of fellow aviators who’ve “been there and done that” and can help you the entire time. And since every event is planned for you, all that’s left is to budget the necessary funds and time and then pack. It’s push button simple, but only attendees experience it. In the process, you’ll meet some wonderful fellow members who each bring fascinating life experiences and backgrounds to each event.

Have you been to one before but have this question, “why don’t we go to XYZ?” Well, maybe it’s time to step up and **Make Something Happen**. Take us to XYZ! On the other hand, there are many locations we have visited in the past but long enough ago that few of our current members have seen them. We have a list of these on the website, and they serve as a great starting point for those who want to jump in and help with the Fly-in program. The way to begin is simply contact Fly-in Committee Chairman Bill Marvel (flyins@coloradopilots.org) and express an interest. In that



position, he works closely with all the hosts each year, ironing out schedules and helping with details, so you're never alone when doing this.

There's no pressure or arm twisting involved here. He's not going to badger you but would like to hear from those who are willing to do something for the Association that both you and your fellow members will enjoy. And remember – we have out and back day events as well as one- and two-night weekend events, so you can easily step into one that fits your comfort level.

For all members, please save the date and attend the annual January planning meeting, held in the upstairs conference room in the terminal at BJC. This year it is set for Saturday, January 11. Coffee and pastries start at 8:30 followed by the meeting at 9:00. During the meeting, hosts will present their planned events for the year, including the destination and activities. We'll set the dates for each at that time, so everyone attending will have a head start on this information before it goes out to the website and Flight Lines afterwards. Mark your calendars to attend by driving or flying to BJC. Bring your appetite, ideas, suggestions, plans, etc. but mostly bring yourself! It's a great way to kick off the New Year and to plan how your passion for flying will fit into it.



Digitize Old Flight Lines?

I have received donations of two extensive libraries of paper Flight Lines issues, one from Walt and Terry Barbo and the other from Gretchen Jahn and Karl Sutterfield. I believe we may have just about every issue ever published, throughout the CPA's 52-year history.

They are fun to read. It's possible we could get this digitized and made available for viewing online. Would you be interested in that?

There are many details to work out, such as what format it should be in, how it will be viewed online, and whether it needs to be digitized in a way that is searchable (using OCR) as text or just scanned into another digital format. The choices affect the potential costs. If you have expertise in this area please reach out to president@coloradopilots.org.



Announcing CPA's 2025 Scholarship Program

Soar to New Heights with the 2025 CPA Pilot Training Scholarship Program!

The Colorado Pilots Association (CPA) is proud to announce the opening of applications for our **2025 Pilot Training Scholarship Program**. This year, we're awarding **four scholarships** to deserving Coloradans with a passion for aviation.

Why Apply?

Earn your Private Pilot's License: Two scholarships, up to \$5,000 each, will be awarded to students aged 16-22 selected through a competitive application process.



Advance your Skills: Two \$5,000 Emily Howell Warner Scholarships will be awarded to support female pilots with Private Pilot certificates or higher pursuing their Instrument Rating, Commercial Certificate, or Multi-Engine Ratings.

Born in Denver, Emily Joyce Howell Warner was the 1st woman captain of a scheduled US airline. Her career has been recognized by multiple halls of fame, including the [National Aviation Hall of Fame](#) and [National Women's Hall of Fame](#). Her pilot's uniform is on display at the [Smithsonian's National Air and Space Museum](#). CPA is pleased to offer two scholarships in her honor.

Wings Over the Rockies Partnership: CPA is an official scholarship selection partner with Wings Over the Rockies. As such, we can recommend one individual for a Private Pilot or Glider training scholarship awarded through Wings Over the Rockies.

When you access the WOTR scholarship application (see link below), selecting CPA as the entity that directed you to this scholarship opportunity effectively doubles your chance to receive an award! *Please note: WOTR has an earlier application deadline: [February 14, 2025](#).*



How to Apply:

Applications are now open through **March 31, 2025**. Each applicant will need to submit an Essay and a Letter of Recommendation from their Certified Flight Instructor.

Apply:

- **CPA Scholarships:** [CPA Scholarships](#)
 - Requires membership to CPA and must be logged into CPA account (student membership is free)
- **Wings Over the Rockies Scholarship:** [WOTR Scholarships](#)

Stipulations:

- **Eligibility:** Applicants must be Colorado residents.
- **Flight Training Location:** Training must be completed at a Colorado flight school.
- **Partial Funding:** The scholarship may not fully cover the cost of training. Awardees are responsible for any remaining balance.

Selection Process:

1. **Application Review:** Initial evaluation of the online application form, essay, and CFI letter of recommendation.
2. **Academic Achievement:** Preference may be given to applicants who have completed ground school and passed the Aeronautical Knowledge Exam.
3. **Interview:** Selected applicants will be interviewed, either in person at Rocky Mountain Metropolitan or Centennial Airport, or virtually.

Key Dates:

- **January 1:** CPA Application period opens.
- **March 31:** CPA Application period closes.
- **April 15-30:** CPA Interviews conducted.
- **May 15:** CPA Awardees announced.
- **May 31:** CPA Funds released to awardee's flight school.

Spread the Word!

Help us reach deserving candidates! Please share this announcement with interested students and encourage them to apply. ***Thank you for your support in making this program a success!*** For questions, please reach out to the CPA Education Committee at: scholarships@coloradopilots.org



FROM THE LINE

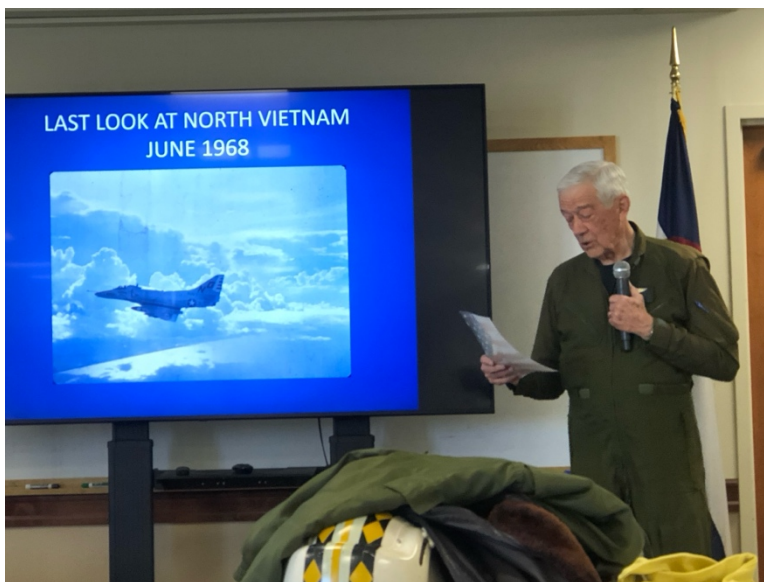


CPA MEMBER ARTICLES

The Avionics Reserve, by Adrian Nye

Take a Look – a FAR look..., by Bill Marvel

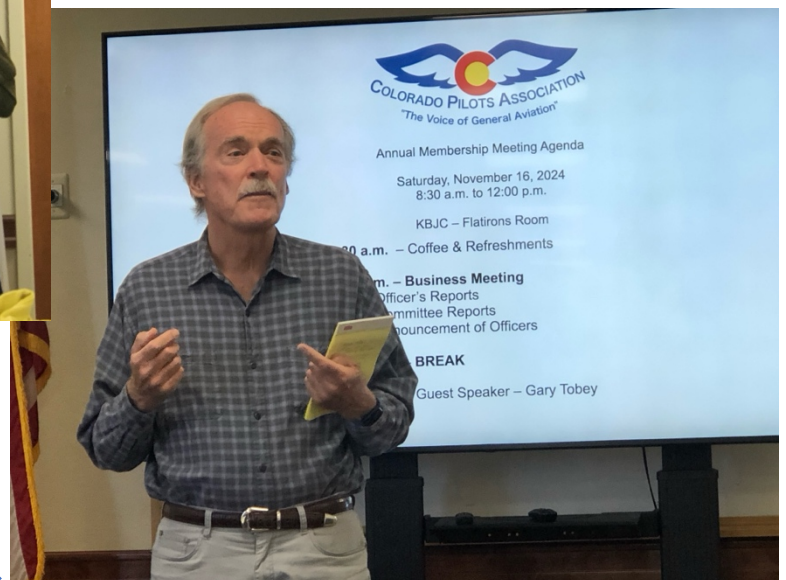
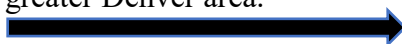
Growing Pains!, by Bill Marvel



Annual Meeting, November 16, 2024: Guest Speaker Gary Tobey's presentation on 188 missions he flew over North Vietnam during two tours on the U.S. aircraft carrier Enterprise included some of the gear he wore.



Annual Meeting, November 16, 2024: Airspace Chair David Ladd discusses proposed changes to airspace in the greater Denver area.



The Avionics Reserve

by Adrian Nye

A fellow aviator told me about the expenses involved in his new experimental aircraft. One-third kit, one-third engine, one-third avionics. Oh, and one-third paint. Everything adds up to more than you think.

Fortunately, airframes last a very long time. They can even go up in value, as they have lately.

Engines require periodic overhaul, and many owners set aside an hourly reserve amount to build up a fund to cover that cost.

Avionics traditionally have not been accounted for like engines. Steam gauges and legacy radios all had a very long life, and whatever upkeep they needed was rolled into the annual cost of maintenance. The legendary King KX155 radio is a great example - still one of the most reliable and best-sounding radios and over 50 years old!

GPS units and glass panels are wonderful and require little maintenance, but they do not last forever. They are computers and become obsolete. Eventually the manufacturer ends support, so repair parts become unavailable. Garmin still repairs 430 and 530 devices, but no replacement displays are available, and their days are numbered.

When you have a brand-spanking new panel filled with the latest gizmos, it's hard to imagine that there might be something better one day - hard to believe that it will ever be obsolete. But it will - its replacement just hasn't been invented yet. Who knows, auto land, auto throttle, auto mixture, wireless everything, more modular design, lower costs? ATC communication via text. Maybe we'll just talk to it instead of push buttons. You may not want any of this but regardless, standards change.

We're lucky that avionics last as long as they do. In no other business do modern consumers expect to be able to keep using any electronic device for 20+ years. People would laugh if you said you were planning to be using the same laptop in the year 2044. Then again, if a laptop cost \$15,000, we would want to keep it a very long time.

New avionics can easily be a larger expense than an engine overhaul. So, it might be time to establish an avionics reserve parallel to the engine reserve. Engines age by both hours of use and years of disuse, but most people only count tach hours. For avionics you would probably count only calendar years.

Some say we shouldn't keep track of such costs, because it's just the cost of the aviation that we love. For an individual owner, maybe the cost doesn't matter if you can afford it. But in certain contexts, such as aircraft rental, partnerships and flying clubs, we do want to know the actual costs, so we can charge appropriately. Part of this is understanding what parts of the aircraft depreciate, and a big one is glass panel avionics.



Take a Look – a FAR look...

(As in distance, not Federal Aviation Regulations)

by Bill Marvel, the RV-14A guy

I and other CPA members have written about some of the stupid pilot mistakes we've made over the years, in my case 57 years, and I encourage others to do so too. It's a positive way to look at a negative event and to pass on that experience to others so maybe, just maybe, they won't duplicate it. After all, there aren't many new ways to screw up in aviation. Most have already been discovered and are repeated with regularity.

In looking back at many of those (that I can recall!), made both by me and others I witnessed, I adopted what I call the FAR look. It takes very little time and goes a long way toward eliminating the types of pre-flight miscues that continue to plague aviators. And I'm embarrassed to admit this is something I started not all that long ago. For decades I did nothing like this, with predictable results.

The gist of the FAR look is based on the old expression "you can't see the forest for the trees." It means you're so focused on minutia that you fail to see the larger picture. Minutia is great when you're looking at an amoeba through a microscope but not so much when you're approaching a four way stop sign at an intersection.

Below is how I do the FAR look on my airplane, but it can be generalized to any airplane. The purpose is to make sure that just prior to getting in with the intention of starting the engine, you take a moment to view the airplane and scene before you. The contents are based on real things I've done or not done in the past. Here we go.

I start by walking to about the two o'clock position, stop there maybe 50 feet away and look for the following:

1. No tow bar
2. Nothing in front of the airplane
3. Oil door closed
4. Right static port not covered by anything
5. No chocks
6. No tiedowns
7. *Marti's stair retracted (covered below)
8. Right fuel cap on
9. Nothing on right wing or right horizontal stabilizer "tables"
10. No ground strap attached

I then walk to about the 10 o'clock position and look for the following:

1. Pitot cover off



2. Left static port not covered by anything
3. Rudder control lock off
4. Left fuel cap on
5. Nothing on left wing or left horizontal stabilizer “tables”
6. No ground strap attached

In truth, all that takes about 15 seconds and covers a lot of ground. Yes, I admit to personally experiencing every one of the above items except trying to taxi with something in front of the airplane and trying to do it with one or more tiedowns still attached. But I saw those happen to others and have put them into the FAR look for that reason. The FAR look is not a written checklist – that’s minutia; the FAR look is done after all the preflight items are complete. I even use it after refueling the plane at an airport I’ve flown into and plan to depart even though only a few minutes have passed and I have been with the plane the entire time.

*Back to that asterisk. For those who have not gotten there yet, be advised that in your late 70s your knees may be the same ones you had in your late 20s but don’t feel the same. For that reason, Marti has a small, foldable step she puts down behind the right-wing trailing edge in our RV-14A to help get on the wingwalk. I attached parachute cord to it so she can retrieve the step and stow it before getting into the airplane. Seems simple enough. Sure, just like removing the pitot cover seems simple enough – that’s why both are now on the FAR look.

The step was incorporated into the FAR look due to some history. The first event occurred a couple of years ago at one of my west slope Lunch Bunch trips to Saratoga, WY before I began using this concept. We were in the airplane just before starting the engine to taxi out when the pilot of an already running Cirrus parked next to us caught Marti’s attention, with the pilot pointing wildly at the right side of our airplane. It looked pretty important, so I got out and went over to that side and found the step sitting on the ground right where it had been left after Marti got in.

One would think that was the end of it, but Murphy is always flying with us. Sometime later during another Lunch Bunch flight to Craig, we went beyond the prior faux pas and taxied out, thereby donating the again forgotten step to some lucky recipient who later must have retrieved it from the ramp. Fortunately, Wal Mart had another in stock...

That’s when a much sharper knife in the drawer than me dropped the hint that my FAR look is best done only after any passenger is in the airplane and yours truly is still outside. That way it’s less likely (but not guaranteed!) that anything like our charitable step donation will be repeated.

Try the FAR look – it works well, takes only seconds and will save you from having to write your own confession!



Growing Pains!

by Bill Marvel, Fly-in committee chairman

How often in life have you encountered a situation where something that used to work all the time suddenly doesn't? Like trying to start your car but finding out the battery is dead...

Yep, it happens. With cars, houses, airplanes, washing machines – **even CPA!**

The 2024 Fly-in season exhibited something that I don't recall happening before. For a few events we had more people desiring to attend than we had space available for them. That was part of the problem. The rest of the problem involved hosts, me included, who encouraged members to contact them early if they were interested in attending a particular event. There was no evil intent here -- no effort to "play favorites," but simply a logistical reality – having a preliminary head count early on helps considerably in planning the nuts and bolts of a Fly-in. Those of you who have hosted previously know this.

If attendance did not exceed the available capacity, the norm for CPA Fly-ins, it was no problem. But it became one if the registration form for an event was finally published and members who had not contacted hosts earlier learned there was no space remaining for them even if they registered as soon as the form came out.

Because the registration form must contain cost information, and its accompanying Flyer event details, neither can be published very far in advance because cost and details are not yet known. They are determined in part by prospective attendance -- the classic Catch 22.

In the future we'll emphasize the need to contact hosts directly and early for any Fly-in you see that's of interest. They will all appear in the Preview section in the February Flight Lines issue and on the website under the Fly-In Activities menu. The resulting "planning and priority list" will then be used by the host in case the number of participants exceeds available slots. Just like buying a ticket for the Broncos and Chiefs game, the first ones in line get a seat so don't wait. Same here, but CPA events are generally less expensive, and you get to fly!



THAT'S A WRAP



For 2024, It's a Wrap!

by Bill Marvel, Fly-in committee chairman

This issue says adios to the CPA's successful 2024 Fly-in season which sent our members to Arkansas, Oklahoma, twice to New Mexico and to four different events right here in Colorful Colorado. We saw everything from ancient ruins to modern space technology to future USAF pilots in training, to spectacular museums to floating on a crystal-clear mountain river and even enjoyed a beer tasting event at two different breweries! In short, it was another year of flying adventures for all pilot experience levels and included a wide variety of activities and destinations.

But fret not because there's more coming next year!

On January 11 we'll meet at 8:30 in the upstairs meeting room in the terminal building at BJC. There we'll select our events for that year's flying season, which normally runs from March through October, Mother Nature permitting. It isn't some select group of "insiders" who do this – it's anyone who wants to host one! In fact, we rarely know in advance who will step up as a host, where they plan to take us or what we'll do. So that meeting is exciting because the flying year literally unfolds right in front of us. All members are both welcome and encouraged to attend! And if you're willing to join the list of those members who **Make Things Happen** by hosting an event in 2025, please contact me. **Without hosts, there are no Fly-ins.**

Stay in touch on the web site and in the newsletter. There will be an entirely new list of events rolling out for the coming year right after our January planning meeting.





Stay up to date with Colorado aviation events here:

<https://bit.ly/COAVEvents>



Check Out the Latest Colorado Pilots Association Board Minutes

Log in to <https://www.coloradopilots.org>

select CPA Member Benefits, then select Meeting Minutes

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LinkedIn

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Colorado Pilots Association
PO Box 200911
Denver, CO 80220-0911
512-585-1015

