

CPA FLIGHT LINES

Volume 28, No. 1

July 2005



Scenes from the Dolores Point Fly-in.

The RV-6A of Lothar and Hannelore Klingmuller contemplates the La Sal Mountains west of Dolores Point.

(Left) Stucklens and Brands enjoy camp sites with a view.

(Right) Lothar and Hannelore Klingmuller depart for the Front Range.

See page 3 for article and additional images.



CPA Web Site [www/coloradopilots.org](http://www.coloradopilots.org)

President's Message

2005 CPA President, *Bart Jones*

Some time ago I was reflecting on all the positive changes that have taken place within the CPA over the last 10 years. One change that I think is having the most visible impact is our web site. If you have not visited the site I encourage you to do so at www.coloradopilots.org. Thanks to the talents and efforts of our people who put this web site together we have a lot to be proud of. Our site is professionally presented and contains links to very useful information. This includes a link to an events calendar which lists CPA sponsored events as well as aviation related events sponsored by others.

You will see that with this internet connection, our organization is gaining national exposure. For example, it now happens that most of the people who learn about our excellent Mountain Flying Course do so through our web site. We are even seeing people from out of state signing up for our fly-ins.

This web site has put us "on the map" and is an example of how we are trying to provide better services to our members, and keep up to date in this changing world. Hats off to the members of prior administrations who started this ball rolling.

Bart

Mountain Flying Ground School

August 13

This course is designed to prepare pilots for flight over mountainous terrain with landing and takeoff from high elevation airports.

**Program qualifies for
FAA Wings Program
and Biennial Flight Review.**

Info: Terry Barbo 303/367-0670, tbarbo@comcast.net
or CPA Website at ColoradoPilots.org

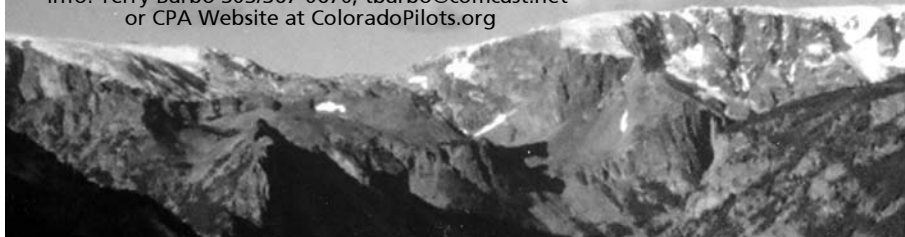
Where:

Boardroom, Centennial Tower (APA),
Englewood, CO, 8:30 am - 5:00 pm

Fee:

\$120 for CPA members
\$145 for nonmembers
(includes course materials)

Optional flight portion of course may be taken
at pilot's discretion, and cost at a later date.



Companion Flyer Class

Saturday, August 13, By Peggy Long



Bev Sinclair, Frontier Airlines pilot, 99s member and CPA member will be the principal



instructor for a Companion Flyer course sponsored by the Colorado 99s Chapter. This is a class for that right seat passenger – frequently a spouse or significant other who is NOT a pilot. Having your “right seat” enjoy the flying and being willing and able to help when things get stressful makes flying more fun for both “seats.”

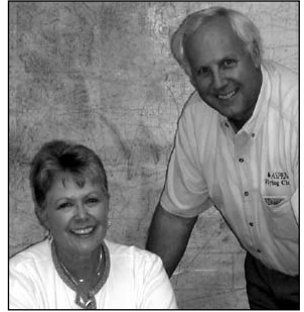
This 6-hour class focuses on fundamental skills such as weather, pre-flight considerations, map reading and radio communications. Emergency procedures and communications are stressed. Almost every non-pilot wants to know “how can I land the plane if the pilot can’t.” That’s the \$64,000 question. We encourage those who are interested to take lessons.

Channel 9 News meteorologist and pilot, Nick Carter presents a very entertaining, easy to understand training session on mountain weather patterns and weather common to our area. This is info that all of us need to hear again and again.



Aspen Flying Club, located at Centennial Airport has generously donated the use of their classroom and facilities for this one day event. The class will use the Club’s Cessna 172’s to learn the purpose and importance of the preflight inspection.

Aspen Flying Club owner Larry Ramsdell and his assistant Sue Osborne, pilot and 99s member, welcome you to this course. This location is east of the Centennial tower.



The cost is \$75 for the course which includes a continental breakfast and a low carb lunch. For additional information and class registration please contact class registrar Peggy Long by phone or email 303/755-1102, peggy@fitzlong.com. The class is limited to 16 participants.

Delores Point Fly-in

by Bill Meine



"Maule near Corona Pass, Cessna 49 Quebec. That you Bill?" What do you know, another member of my flock heading to Dolores Point for the weekend? The weather had been terrible all day yesterday, but this morning dawned blue, smooth, with only scattered clouds on the Divide. Barely ten minutes out of Jeffco and I'm wonderfully surprised to rendezvous with Don and Marilyn Brand in the skies over the Colorado back country.

The CPA fly-in at Dolores Point was an intimate gathering among the lovers of airplanes and primitive places on the weekend of June 11th and 12th. Six aircraft and a truck made the pilgrimage. Ten souls disembarked onto the flowered mesa near the Colorado-Utah border. All were destined to have a great time in both fellowship and solitude.

After a recent rail-dragging by Gateway resident Wally Winfield, the airstrip was in such fine shape that Lothar and Hannelore Klingmuller reported no problems landing their lovely RV-6A in the dirt. The Utah back country Pilots Association was

represented by board member, Rob Hunter, to insure that we easterners didn't do anything to harm the strip they had long considered their own.

The assembled air force sprinkled across the meadow, diverted an aviator from his trip to Crawford like a goose to decoys.



An amazing surprise was revealed by Bob and Deb Stucklen who shared their 40th wedding anniversary with the neighborhood residents. To celebrate properly, they brought the canopy, tables, hors d'oeuvres, cake, and champagne! They even arranged for a small lightning show during the party to thrill the guests. Bright conversation flowed freely with the passing of the spring shower overhead and beyond the mesa rim. It was a rare privilege to celebrate such a milestone with the Stucklens and my other CPA friends at the little back country airport known as Dolores Point.

*Left Photo - Don and Marilyn Brand near Eagle.
Right Photo - Bob and Deb Stucklen celebrating their 40th wedding anniversary at Dolores Point.*

Bill

A Local Pilot We Can Be Proud Of,

Kimberly Bentley daughter of CPA member Chris Bentley

Kimberly is a senior at the Air Force Academy, an exceptional person, and the next captain of the academy flight team.

Having grown up with two pilot parents and an airplane in the family, Kimberly Bentley started taking flying lessons just after her 16th birthday. She earned her private pilot certificate before graduating from Arapahoe High School with high honors in 2002.

As a freshman at the Air Force Academy, she competed for and won a slot on the Academy flying team. As an extracurricular activity, the team keeps her busy six days a week, in addition to her double major in Political Science and Middle Eastern Studies, and a minor in Arabic.

This year she also worked on her one day a week off (Sundays), to achieve her instrument rating. She passed her check ride on April 22nd, hours before boarding the Academy van and driving the team to Kansas for SAFECON.



Kimberly has been flying for five years, primarily Cessnas (150, 172, T-41) and has several hours in the Cirrus SR-20 and SR-22. One of her biggest thrills occurred last summer when she got back seat time in an F-15. She has plans to start her commercial and flight instructor training in the fall. She will be the Academy flying team captain next fall in her senior year, and, upon graduation, will pursue a career in intelligence.

July 2005 Factoid Question:

In the first years of aviation, navigation was primitive. Dead reckoning, based on sighting specific landmarks on the ground, was how one got from place to place. As aviation developed, this became less and less satisfactory. Soon, more systematic, if basic, navigation operations developed. With time and technological improvement, they eventually led to the modern electronic systems we all know today (e.g., VOR, LORAN, RNAV, GPS). What were some of these early basic operations and how did they work?

Find the Factoid Answer on page 6

July 2005 Factoid Answer:

The first nav aids were symbols painted on prominent rooftops and meant to be viewed by pilots flying overhead. No one knows exactly when the first town decided to announce its name for passing aircraft, but it was surely well before 1920. Called “air-marking,” this idea caught on. Soon it was improved by including compass bearings or directional arrows indicating the way to remote destinations. During the thirties, this practice became very widespread. It was coordinated by the National Air-Marking Program. It worked well through 1941. Due to the increasing acceptance of electronic navigation devices, the Program was not maintained after WWII, but The International Organization of Women Pilots (The 99s) continued navigational air-marking on a reduced, private volunteer basis.

Today, air-marking symbols are still present. Many airports have their names in large letters painted on a taxiway or ramp. Occasionally, one sees a remnant of more elaborate air-marking. At Bryce Canyon Airport (Utah), a rooftop still sports a large painted “SLC” with a giant arrow pointing in the proper compass direction toward Salt Lake City.

Airmail service began in the US in 1918. Initially, the program was only partially successful. This was in large measure because planes flew only during the day when landmarks and air-marking symbols were visible. Such a limited schedule could not compete with railroads, the alternate mail carrier. Trains, though slower than airplanes, chugged along continuously around the clock.

The Airway Beacons Program, begun in 1923, met this problem head-on. It involved a system of lighted beacons placed along the major mail-route flight paths. Towers, each 51 ft. high, were built at 10-25 mile intervals from coast to coast. Each was topped by a 1000 watt rotating light that could provide a million candlepower flash. The rotation first produced a white light and then a red one. The red flash carried a simple numerical code so that a pilot would know which beacon, within a given 100 mile sector, was in view.

Roughly every third beacon sported a green signal, rather than a red. This indicated the location of an “intermediate landing field.” Mail-plane pilots could land at these rough sites in case of emergency. The Airway Beacon Program was a success as the delivery time for airmail on most routes dropped substantially.

Though this system was soon supplanted by more modern devices, a remnant is still with us. Even as the white and red signals were dismantled, many of the “intermediate landing fields” became community airports and remained in operation. As a general aid to night

Beacon on the Cleveland-Albany route, the third of ten in a particular sector. Did the “3” and the large arrow function as Air-Marking symbols during daytime?



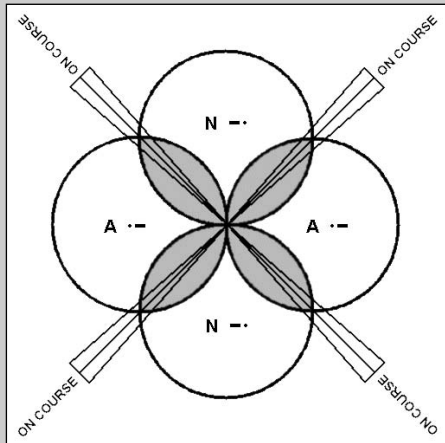
Photo courtesy of Charles Wood.

flying, most retained their white and green beacons. This custom soon became universal and even today public airports have a beacon that flashes white and green all night long.

The first “electronic” navaid system was the four-course Radio Range, introduced in 1929. A series of stations, called “radio beacons” defined the most heavily used air routes between major cities. Such stations were located about 200 miles apart along these airways. One could navigate to or from these stations in a fashion parallel to today’s VOR use, but much less information was available.

Every station broadcast two audio signals, one consisting of a Morse “A” (.-) and the other a Morse “N” (-.). The transmission footprint of the “A” signal described a figure-8 pattern when viewed from above, while the “N” formed a like pattern oriented at 90 degrees to the A (see illustration). A pilot, listening through headphones, could derive at least some information as to location relative to the station.

The real navigational value of the Radio Range was as follows: where the figure-8 patterns overlapped, the A and N signals interfered with each other. In fact, when an airplane was exactly on the line bisecting the overlap areas, the A and the N completely cancelled each other out and a continuous tone was heard. These four bisecting lines were known as “beams.” An airplane “on the beam” was headed directly toward or directly away from the station.



Four-Course Radio Range audio signal footprint. Illustration courtesy of Charles Wood.

Stations were often placed so that their beams were aligned — that is, one could fly outbound on one beam and with minimal change of course eventually find oneself inbound on another. Beams linked like this, of which there were a large number, became known as “airways.” Sometimes a beam would be aimed at the centerline of a nearby airport, thus creating an early kind of instrument approach.

The Radio Range was primarily an airline system. Though primitive by today’s standards, it was dramatically successful. It was directly responsible for a significant increase in on-time performance throughout the country.

Of course, the Radio Range had disadvantages. Neither an A signal nor an N gave the listening pilot an exact position. Even an “on the beam” signal was ambiguous. One could be either in-bound or out-bound and on any of the four airways. A pilot had to have other, independent information to make best use of the system.

Concerning Learning continued from page 7

In addition, continuous listening to the station was difficult for most pilots. Some found the continuous “on the beam” tone distractingly hypnotic while it induced fatigue in others. Finally, the airborne equipment necessary to receive the audio signals was expensive and heavy. It was thus not generally available in light planes.

The Radio Range system was soon replaced by the NDB/ADF system and eventually by the more sophisticated systems with which we are all familiar. The only feature of the Radio Range that survived the shut-down of the system was a slang phrase that extended well beyond aviation and into general usage. In the forties and the fifties, to be “on the beam” was very good indeed. To be correct was to be “on the beam.” If one’s career was blossoming, one was “on the beam.”

In all probability, aviation navigation will never again make a contribution to general slang. A modern possibility, like “locked on to three satellites,” just doesn’t spring readily to the tongue.

Dean

Concerning Learning

Decidedly Dumb Decisions, Anonymous as told to Dean Jaros

The anonymous contributor of this experience is only known as “Moe.”

As a young pilot, I tried hard to be a rough, tough, seat-of-the pants aviator. I wanted to be seen as a romantic idol, of a tradition harking back to the golden age of flight. I thought of myself as the modern day Eddie Rickenbacker or Charles Lindbergh — and I wanted others to think so as well.

Holding a new license, I swaggered a bit, and I claimed more experience than I really had. To say the least, I had developed a bit of an arrogant attitude! Predictably, before long appearing in a rented J-3 or Champ seemed too tame. After all, I had an image to live up to. So I bought a home-built open-cockpit biplane called the “Hatz.” This was my first airplane and although it cruised at only 100 mph, it was beautiful. Best of all, it justified wearing a canvas helmet, goggles, and even, on special occasions, a flowing silk scarf with my initials embroidered on it.

My flying was generally close to home. I was much more into doing low passes over neighbors’ houses and terrorizing barnyard chickens than I was into actually going anywhere. Mild aerobatics to impress lady-friends were a specialty.

The grass strip was my ideal airport and navigation was by dead reckoning. I had two similarly crazy friends — let’s call them Larry and Curly. We sneered at such “modern” innovations as tricycle landing gear and radios. The notion of IFR was anathema. Had there been GPS in those days, we would have regarded it as the height of effete decadence.

I had accumulated about 100 local hours in the Hatz when an opportunity for a serious cross-country arose. An old friend, Jane, living in Nicetown IL, some 800 miles from my Colorado home, had invited me for a Labor Day weekend visit. An ideal chance to demonstrate my exotic aerial skills to

8 yet another admirer!

My initial planning for the trip was at least partially sensible. I figured on four legs of about 200 miles each. With taxiing, approaches and landings, each leg would be slightly over two hours. This was comfortably within the three-hour range of the Hatz. The spacing of refueling stops — at nice, uncontrolled airports — fit well with this plan. It would be a long day, but with an early start, perfectly reasonable. The television weatherman had promised great, sunny conditions over most of the country.

Then Larry and Curly, vicarious participants in my developing adventure, threw a monkey wrench into the works. Larry claimed that he would make the trip in three legs with only two fuel stops. His first fuel stop, he boasted, would be in Cropville NE, almost three hundred miles away. This would push the nominal range of the Hatz, perhaps, but the weather was predicted to be perfect and, Curly insisted, I was bound to pick up something of a tail-wind. Moreover, Cropville was on the west bank of a large river and thus easy to find. Finally, Larry put-in, this airport had two long runways so landing, regardless of wind direction, would be easy.

Could I, wearer of the mantle of Rickenbacker and Lindbergh, be thought less adventurous than Larry and Curly — who did not even own airplanes? Certainly not!

So with full tanks I set off for Cropville about 7 am Saturday. I did not file a flight plan — Larry and Curly would have called me a wimp — and in any event filing did not make much sense without a radio. I did, however, call Jane and tell her that I was about eight

hours out. The first part of the flight went well. The weather was beautiful and indeed I seemed to have a tail-wind.

About two hours into the flight, I passed over Husk City, where I had first planned to refuel. Viewing the Sectional Chart (my only concession to modernity) I noted that there really were no appropriate uncontrolled airports on my course this side of Cropville — or for that matter anywhere near Cropville. Thirty minutes or so later, it dawned on me that I had passed the point of no return. If I turned around, I would not be able to make Husk City against the wind; it was Cropville or nowhere. But there was no reason for alarm.

I spotted the river — Cropville airport must be just south of the bend. Yes, I can see the intersecting runways. But what's this, tendrils of smoke weaving patterns over the airport. It took me a full minute to realize that an air-show was in progress and that Pitts Specials were at that moment using one of the runways as an aerobatic box.

Still unruffled, I resolved to do a straight-in approach to the other runway. I could easily stop before I got anywhere near the aerobatic box. I would be an interesting addition to the air-show! But as I drew closer, I saw that the intersecting runway was jammed with the parked airplanes that air-show attendees had flown in.

Quite suddenly, my cock-sure confidence melted into alarm. I was almost out of fuel, my destination airport was unavailable, I could not call anyone to declare an emergency, and there were no other places to land.

Concerning Learning continued from page 9

Once more I looked at the Chart, a little magenta circle with an “R” in it, a private strip only a few miles away. Could I distinguish it from a farmer’s field? I flew a search pattern with my eyes very open. Yes, a grass runway with a hangar at one end. My hands were trembling a bit, and I bounced a few times on landing, but I came to a safe stop.

The owner of the strip was not at home. His wife told me that he had driven to Cropville to see the air-show. At last I fully realized how dumb I had been and how close I had come to an off-airport landing and possible tragedy. I did not feel one bit like Rickenbacker or Lindbergh.

The owner eventually returned. He drove me to Cropville where we got some avgas. We poured 22 gallons into my nominally 21 gallon tank. I had not escaped by much.

I flew on to my next planned refueling stop in far western Iowa. But by then it was nearly dusk and so I remained the night. For some reason, I could not get long-distance phone service — rural exchanges in those days sometimes had problems. So poor Jane remained unaware of what had happened to me.

Sunday morning, I completed the trip to Nicetown. But my arrival was less than triumphal. No one was there to greet me. People on the airport were less impressed with my Hatz than I had expected. When I called Jane, she was relieved that I was OK, but a bit miffed. When I did not show up as planned, she called my home airport and discovered that I had departed on time. Since I had not told her of my

change of plan, she then called the airport at Husk City, only to find that I had not arrived. Finally, she had called the FBO at Nicetown who contacted the FAA. The FAA, fortunately, declined to initiate a search citing a general lack of information. Indeed, only Larry and Curly knew the details of my plans and nobody knew to contact them. Jane thought I could have made greater efforts to keep her in the communications loop.

Jane’s continued frosty demeanor reinforced a growing realization: I was not quite the hot-shot pilot that I thought I was. I flew home on Monday, four legs of about two hours each, a little over eight hours in the air. I never saw Jane again.

In retrospect, this little adventure completely changed my take on flying. I fully realized that my rough, tough attitude had led to the brink of disaster. First and foremost, a romantic barnstorming style is not suited to aviation as transportation. Portraying past eras may be something best left to movie actors. In any event, there is no role for arrogance in aviation of any kind, at any time.

As far as specific mistakes, there were many. I had not called for a briefing. If I had, I would have discovered that Cropville airport was closed for an air-show. I had not thought about alternate airports, an especially serious omission given how little fuel reserve I had. Vintage type airplanes are great, but fidelity to tradition is no excuse for not having a radio. Even a hand-held transceiver with a plug-in earphone will do fine. If I had made an emergency radio call to Cropville

Unicom, they probably would have called off the Pitts long enough for me to land. I should have relied on the advice of responsible aviation hands rather than that of pumped-up goof-balls like Larry and Curly. A stop at Husk City and none of this would have happened. I should have let people know of my specific plans — either through a flight-plan or less formal communications. This would have avoided a lot of anxiety and confusion — and perhaps even the deterioration of personal relationships.

I kept the Hatz for awhile, but I installed a good radio, complete with VOR. I resolved to file a flight-plan for every cross-country trip — a vow that I have kept. Somehow, my friendship with Larry and Curly waned — probably just as well because I did not need the kind of attitudes they reinforced.

Thousand of hours and an instrument rating later, I am fortunate that I have never had another scare like the one at Cropville. *Dean*

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SAFECON

The Superbowl of College Flying, by Peggy Long



Each year in April the National Intercollegiate Flying Association (NIFA), conducts the national competition for college flight teams. Titled SAFECON (Safety and Flight Evaluation Conference), this eight-day event pits the teams of 29 colleges, academies and universities against each other in seven ground and four flying events. The collective results determine the National Champion Team.

Region 1 includes the USAF Academy, Colorado Northwestern Community College, Metropolitan State College of Denver, Rocky Mountain College, Utah Valley State College and Westminster College. This year's event ranked USAFA at 6th place (out of 29), incidentally beating Navy by 21 places! Go FALCONS!

Also, this year, Alex Brancard representing metro State College received the Top Pilot award for Region 1. Kimberly Bentley, a Junior at the Air Force Academy won 2nd place in the Women's Achievement Award category.

The ground events were:

- Aircraft Recognition – Slides of various aircraft are shown for three seconds. Competitors then have fifteen seconds to identify manufacturer, model and common name.
- Navigation – Simulated cross-country flight planning which includes FAR's, weight & balance, performance, chartology and weather
- Flight Computer – Time, speed, distance problem solving using a E6-B flight computer

■ Preflight Inspection – An aircraft is “bugged” with at least 30 discrepancies; contestants have fifteen minutes to find them all

■ Flight Instruction – CFI’s prepare a lesson and if time and weather permit, fly and instruct the same lesson

■ IFR Simulation – In a simulator, demonstrating proficiency in clearance compliance, IFR navigation, holding and instrument approach procedures

■ Crew Resource Management – Two person crews deal with in-flight situations.

The flying events were:

■ Navigation – Flying a 3-5 leg, 70-120 nm course, actual performance is compared with their flight plan. Short

Field Landing – flying a precise approach pattern and accurate landing

■ Power-Off Landing – Gliding to an accurate landing after reducing power to idle on the downwind leg

Message Drop – Accurately dropping

a weighted message container from 200 feet above the target.

One of the most interesting things you can do as a volunteer is being a spotter during the landing contests. This requires standing at the runway’s edge observing where aircraft touch down. It is rarely possible to legally get closer to landing aircraft. Watching from only a few feet away is exciting and (as we were warned) will keep you on your toes – literally.

The Region 1 competition will be held from Oct 13 –15 at Erie Tri-County Airport, just north of Denver this fall. CPA members who would like to volunteer will see some sharp young pilots on their way up. Being a rated pilot is helpful but certainly is not a requirement. If you would like to get close to the enthusiasm and excitement of the future of aviation, please call Sue Osborne (303) 799-6794. You’ll have a great time! *Peggy*

Regional Competition

October 13 - 15, by Peggy Long

The NIFA (National Intercollegiate Flying Association) Region 1 competition will be held from Oct 13 –15 at Erie Tri-County Airport, just north of Denver this fall. Region 1 includes the USAF Academy, Colorado Northwestern Community College, Metropolitan State College of Denver, Rocky Mountain College, Utah Valley State College and

Westminster College. Only three of these colleges will be invited to the national competition.

It takes dozens of volunteers. One of the most interesting things you can do as a volunteer is be a spotter during the landing contests. Please call Sue Osborne (303) 799-6794. You’ll have a great time! *Peggy*

Front Range Control Tower

Hours of Operation 7:00 am — 9:00 pm Daily

July 1 — Contract Controllers Start, August 1 — Full Operation

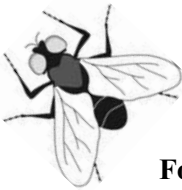
Tower	120.20
Ground Control	124.7
ATIS, When Tower Is Open	119.025
AWOS, When Tower Is Closed	119.025

Current Legislation, by Carl Boecher

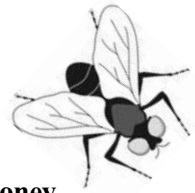
For those of you who may have missed it, Governor Bill Owens signed into law HB 1314 on 6/8/05. Introduced by Representative Alice Borodkin and carried through the Colorado Senate by Senator Lewis Entz, HB 1314 permits aircraft manufacturers that employ at least 10 full time employees and are located

on or near an airport to retain half of the state income tax collected from any newly hired employee. Although too late to influence Adam Aircraft's decision to locate their new A500 and A700 aircraft manufacturing facilities in Ogden Utah, HB 1314 may help to attract other manufacturers to Colorado.

Carl



Fly Mart



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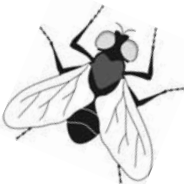
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The Guernsey Wyoming Fly-in

by Cathie Martyny

Weather and IMC along part of the route slowed us down; but in the end 20 of our 60 registered participants made it by plane (5 planes!) and car to Guernsey to tour Ft. Laramie and experience a wonderful dinner, overnight camping trip, and outstanding breakfast at the ranch of CPA member, Lynn Ferguson.

We moved the start time up to noon, hoping the weather would improve, then had a great catered lunch at a local church. BBQ beef, sides and fresh strawberries with angel food cake for desert. Then we headed off for Ft. Laramie. This was a really fun experience, as the fort has "re-enactors" who were dressed in period clothing and were full of historical information about the fort and it's inhabitants. If you missed the fly-in and plan to go in the future, don't miss talking to the bartender,

and maybe ordering up a root beer! Some members of the group also had an opportunity to see Register Cliffs and the historic wagon ruts.

A highlight of the trip was a trip to Lynn Ferguson's ranch near Laramie Peak where Lynn's mom, Jea Cole, and her husband Vern, cooked us a wonderful dinner. Everyone grilled their meat of choice and partook of wonderful sides. The ranch is beautiful with breathtaking meadows, turkeys, deer, and wonderful flowers. Both the hospitality and the views were magnificent! Some of the group returned to town to spend the night in a motel; and others camped out at the ranch. After a great breakfast on Sunday, we headed back home (in clear blue skies!) via car or plane. Our thanks to Lynn, Jea, and Vern for their hospitality.

Cathie

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Approved by board of the Colorado Pilots Association as of 1/13/04

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(For Members Only)

Colorado Airport Operators, *by Bill Hamilton* *Spring Conference, Winter Park Mountain Lodge*

Almost 150 of Colorado's airport managers, FAA and State aviation officials, and airport engineering consultants stayed several nights at the Winter Park Mountain Lodge for the spring conference of the Colorado Airport Operators Association (CAOA). Sixty-four of the conference attendees kicked off the two and one-half days of meetings with a golf tournament at the Pole Creek Golf Course.

Denver International Airport (DIA) was the official airport sponsor of the 2005 CAOAs Spring Conference; however, the conference got a major boost from the work of volunteers from The Friends of the Granby Airport, Inc. (FGA), and the Aircraft Owners and Pilots Association (AOPA). Standing by to provide ground transportation from the Granby/Grand County Airport (GNB) to Pole Creek and to the conference hotel were volunteers from Experimental Aviation Association (EAA) Chapter 1267.

Other local organizations or firms supporting the conference were: the Greater Granby Area Chamber of Commerce, Grand Elk Ranch & Club, Forest and Lake Real Estate Company, and United Country Real Estate Central.

Exhibit booths for both the FGA and AOPA were on display at the conference venue alongside exhibits by the vendors of airport hangars, equipment and supplies. Highlights of

the conference included presentations by the Colorado Division of Aeronautics, the FAA and the Transportation Security Agency (TSA).

Recognized for coming all the way from Frederick, MD was AOPA Vice President for Regional Affairs, Roger Cohen. The second-most traveled was Randy Kirk of Harvard, IL.

In addition to the door the prizes provided by DIA and the airport consulting firms, the FGA, AOPA and Pole Creek Golf Course donated a significant number of prizes as well. No conferee went home without winning something.

A major mission of the almost 100-member Friends of the Granby Airport, Inc. is the promotion of tourism via the local community airport. Thanks to the FGA, the Granby Airport was the subject of recent feature articles in both SW Aviator Magazine and Pilot Getaways Magazine. The existence of four gorgeous golf courses within 25 minutes of Granby/Grand County Airport (with two more on the drawing boards), has made eastern Grand County one of the premier fly-in golfing destinations in the Rocky Mountain West. Membership in the FGA is open to all. Annual tax-deductible dues are \$20.00. The FGA address is: PO Box 2001, Granby, CO 80446.

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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 & letters should be sent via e-mail to: Bev Boecher Editor, *CPA Flight Lines*, phone: 303/697-5161, e-mail: N34552@wispartel.net. Material for publication will be accepted up to deadline date - 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*.

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Newsletter Printed by



August & September 2005 **Colorado Calendar of Aviation Events**

AUG 6 - 8 FLY-IN TO SILVER CITY, NM (94E). Historic mining town in SW New Mexico; hike in the Gila Wilderness, visit Gila Cliff dwellings and Western NMU Museum; Whiskey Creek Airport (94E) about 420 nm SW of Denver;
Info: Scott or Kathleen Morse 303/841-2611 or Badgergulch@att.net

AUG 12 - 14 FLY-IN TO McCALL, ID (MYL). Northwest Family Fly-In; Wings weekend and more; CPA group, camping or motel.
Info: Bob and Carolyn Doubek 303/771-8148 or idadcrase@4dv.net

AUG 12 - 14 GRAND JUNCTION AIR SHOW, Walker Field (GJT), Grand Junction, CO. Demo by Navy's Blue Angels.
Info: Mike Anton 970/242-9980, 970/261-5401 or manton@bresnan.net

AUG 13 CPA MOUNTAIN FLYING - HIGH ELEVATION AIRPORT OPERATIONS GROUND SCHOOL, Boardroom, Centennial Airport Tower (APA, Englewood, CO 8:30 a.m. - 5:00 p.m. Course designed to prepare pilots for flight over mountainous terrain and high elevation airports. Fee: \$120 for CPA members, \$145 for nonmembers (inc. course materials). Optional flight portion of course may be taken at pilot's discretion, and cost, at a later date. Qualifies for FAA Wings Program and Biennial Flight Review. **Info:** Terry Barbo 303/367-0670, tbarbo@comcast.net or CPA Website at ColoradoPilots.org

AUG 13 COLORADO 99s COMPANION FLYER COURSE, Aspen Flying Club, Centennial Airport (APA). Course designed for passengers, the "non-pilot companion," to promote knowledge of aviation concepts and procedures aimed to ease anxiety and improve comfort levels; offers hands-on experience.
Info: Peggy Long 303/755-1102 or peggy@fitzlong.com

AUG 27 10th ANNUAL FLY-IN & CHILI COOKOFF, Parkland Estates Airpark (7CO0). Lunch 11:00 a.m., sample chili dishes and cast your vote; aircraft parking available, bring tie downs. **Info:** Jan Bogan 303/828-3711; Shirley Chessman 303/929-8807; or Cheryl Randel 303/828-0701

SEPT 3 - 5 WILD WEST AIR FEST, Bob Adams Field (SBS), Steamboat Springs, CO. Hot air balloons, Art on the Mountain, free summer concert, hang gliders / para-gliders launching off Mt. Werner, 10K at 10,000 feet, radio controlled airplane shows, Great American Wild West Show 9/4 at 3:00 p.m. Romick Arena. Lodging info steamboatsummer.com; reservations 877/754-2269.
Info: SBS Chamber Resort Association: 970/879-0880

SEPT 5 FLY-IN TO GRAND JUNCTION, CO (GJT). Fly in for boxes of local grown fruit and vegetables; lunch at downtown restaurant.
Info: Eric and Deb Jensen 970/482-6160

SEPT 17 PLANES TO PLAINS - 6th ANNUAL FLY-IN, Lamar Municipal Airport (LAA), CO. 6:00 a.m.-3:00 p.m. Food and beverages available; Fantasy of Flight program. **Info:** Bill Thrailkill 719/336-1303 or bill.thrailkill@ci.lamar.co.us

SEPT 14 - 18 RENO AIR RACES, Reno, NV Reno/Stead (RNO). CPA members planning to attend may want to join fellow CPAs in reserved CPA spectator section.
Info: Paul & Sheila Rossman 303/766-2724 or acscpaul@fishnet.com

SEPT 16 - 18 FLY-IN TO BUCKSKIN GULCH, UTAH. Fly into Page Municipal Airport, AZ (PGA); slot canyon hiking and camping.
Info: Mike Greska 970/468-0725 or mgreska@comcast.net

NOTE: *Ensure an event date hasn't changed or been canceled, contact the information person!*