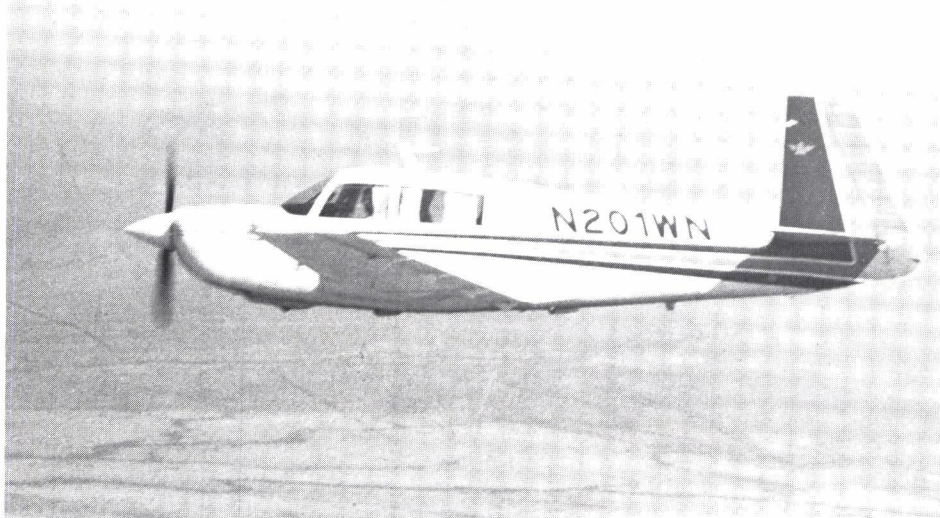


CPA FLIGHT LINES

Vol. 2, No. 11

December 1985



The Burkes 201
"Gringo One"



COLORADO PILOTS ASSOCIATION, INC.
P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

By Vern Foster

The CPA Master Planning Council met November 16 at DENFSS. Fourteen people attended the meeting.

The complete 1986 activities plan was drawn up and as you will note on the schedule of events, the activities are varied and give CPA a statewide involvement.

Critique sheets from members, numbering about 100, were reviewed and the preferences of members were taken into account as much as possible in the 1986 plan.

January and February activities are a great beginning. The complete schedule is published elsewhere in this issue of FLIGHT LINES.

As we progress we will have firm activity plans for the later months of the year. The vast amount of work involved precludes having the entire year finalized in detail at this time.

Key activities for 1986 are the CPA Poker Fly-In at Greeley, 10th Annual Denver-Jackpot Air Race which will launch from Front Range Airport, a mountain flying course, a Western Colorado Air Tour, plus several Eastern Colorado fly-ins. Join the fun and excitement by volunteering to work on one or more of the committees.

Plan to attend the fine programs of your organization. Family and aviation friends are always welcome, so bring them along.

We now have 18 area representatives for CPA around the state. They are listed inside the back cover of FLIGHT LINES.

PRESIDENT

Vern Foster
303-751-9421

VICE PRESIDENT

Liz Wheeler
303-770-0135

SECRETARY

Bill Totten
303-364-5238

TREASURER

Don Vander Ploeg
303-757-1310

VICE PRESIDENT

AT LARGE

John D. Warrender
303-351-0892

Publication Notice

The CPA Flight Lines is published once each month. Articles for the CPA Flight Lines are sought from members and other persons or organizations. Stories and articles can include flying tips, rebuilding and restoration experiences, special trips, activities, etc.

All articles should be sent to:

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There will be NO
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published in January.

Copy Deadline For
February FLIGHT LINES
January 15

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Material for publication will be accepted up to the deadline date which appears in Flight Lines. Flight Lines staff reserves the right to accept, refuse, or edit any material submitted. Publication of articles and opinions in the CPA Flight Lines is not an endorsement by the Association, nor does the Association assume responsibility for the accuracy of the information contained in the Flight Lines. Permission is granted to reprint, provided credit is given to CPA Flight Lines.

MEET OUR NEW OFFICERS...



Liz Wheeler is a Colorado native, born and raised in southeastern Colorado. She graduated from school in Pueblo; received a BA degree from Southern Colorado State College, and an MA degree from the University of Northern Colorado.

Liz has been active in politics having held numerous positions and ran for the State Senate in 1969. She has served as president of two local teacher organizations and has served on many state and national committees.

In 1972, Liz moved to the Denver area and began flying with Fred at Arapahoe Airport (now Centennial) before it had a control tower. After they were married in 1974 they continued to fly together with Liz in the right seat until October, 1979 when she decided it was time to learn to land the plane. She received her pilot's license in April, 1980. Since then, Fred has had to fight for the left seat.

Liz and Fred fly a Mooney Super 21 (M20E) out of Centennial. They have flown as far east as Bar Harbour, Maine; as far west as Palm Springs, California; and many points in between. They are contemplating a trip someday to St. Croix, Virgin Islands.

Liz loves to fly - number one hobby - but is learning to play golf and does a little cross-country skiing when she is not teaching or writing curriculum for the Littleton Public Schools. She plans to retire someday and collect airports which she and Fred have already begun to do.

Liz and Fred have six children (three and three). Fred is a teacher with the Aurora Public Schools.

Bill Totten was born in Detroit; moved to Colorado Springs with his family as a small child and subsequently to the Denver area in 1950.

He got his pilot's license at Stapleton in 1965 and has been active in aviation ever since. He served as an officer of a flying club for 14 years. He holds membership not only in CPA and the USPA, but also belongs to the Aircraft Owners and Pilots Assn. and the Cessna Owner Organizations, Inc.

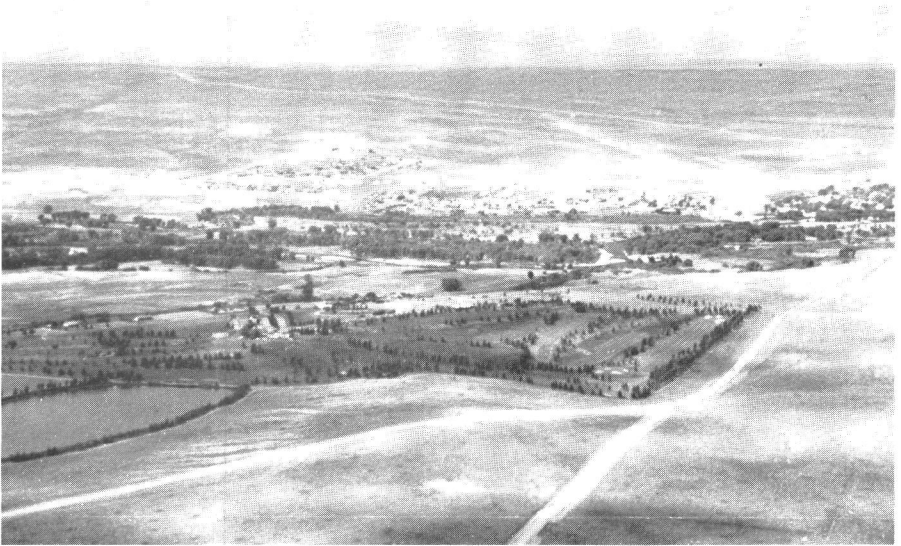
Bill owns a Cessna 172 which is hangared at Front Range Airport.

He has been employed since 1962 by Public Service Company in the Electric Engineering and Planning Division as a Senior Right-of-Way Agent. His employment requires air travel on company aircraft (fixed wing and helicopters) and commercial air carrier.

Bill and his wife Beverly, who is membership supervisor for Ports of Call Travel Club, just celebrated their 24th anniversary with a trip to Europe aboard the QEII and returned via New York and Colorado Springs on the Concorde. Bill thinks the Concorde is the greatest flying machine built to date.

Bill and Bev live in Aurora with their son, Bill III. Daughter Shelly lives in Denver and will make them grandparents for the first time in March.

SARATOGA FLY-IN



Left base to R/W 23 at Saratoga. "Old Baldy" Club in foreground.

Gay Day Alcorn, local author and amateur historian, was the unexpected highlight of the CPA Second Annual Saratoga, Wyoming, Fly-In held over the Labor Day weekend. Yes, there were the usual fun events -- golf, tennis, swimming, rafting, etc. But Gay added a new dimension.

She is a native of Saratoga, having grown up on a ranch south of town, with roots extending into the mid-1800s when her ancestors settled in the area. Her interest in preserving the early history of

Saratoga and Encampment Valley influenced her research and became the subject of her book "Tough Country." It was a trip back in time to hear her describe the first trappers and explorers to visit the area, overland stage routes, army settlements, family life, and of course, life with the Indians and outlaws.

Gay also has some attachments to aviation -- her husband is a pilot with Braniff Airlines. Her book is available through Legacy Press (1984).



CPA member Fred Norton (left) and President Vern Foster (right) with guest speaker Gay Dal Alcorn



Terry Barbo awards 1st prize in Golf competition to Dennis Malone.
It's a windsock.

BURLINGTON AIRPORT

1947-1960

Reflections
by Max Hahn

An aerial photograph of the Burlington Municipal Airport taken in 1946 shows, at first glance, simply a pasture with a cluster of buildings in the southeast corner. Runways are distinguished with almost the same clarity as the section of the pasture that was farmed before the land became the airport.

This 200 acres of land was developed as an airport by the WPA. The remains of a tree claim stood in the northeast corner of the land, and although it was almost scandalous to remove well-established trees in this area, the tree claim was cleared.

The perimeter of the airport was marked with barbed wire set in stone cairns at intervals. A large stone and mortar "Burlington" marked the east side, and a large arrow pointing north was on the west side. In the center of the airport was a concrete circle, the universal symbol of an open landing field. The upkeep of the airport involved many hours of mowing and rolling the runways.

More important than the physical airport was the fact that, "Hey, there were people out on that pasture!" And it was the personalities of those involved in the development of the airport--particularly the unique personality of Howard Stewart--that account for the success of the airport.

Both before and after the airport was developed, barnstorming pilots offered rides at Fair time. This selling of rides continued throughout the years. It was the Wartime interest in flying, however, that brought the flying boom of private pilots. Howard Stewart and Nick Spasojevich provided flight instruction that led to private

licenses for many locals, some through the use of the GI Bill, and others who managed to scrape together the money. Ground school classes in navigation and meteorology were provided for the GI Bill students by Kermit Buol.

Among the owners of light aircraft in the area were Sim Hudson (Stinson), Reuben Anderson (140 Cessna, and later a Stinson), Dr. R. F. Courtney (Navion), Russ Scott (Bonanza), Alfred Low (Piper Pacer), Gilbert Bollwinkel (140 Cessna), Ed Pratt (140 Cessna), Dr. Janes Keene (Stinson), Rev. Joseph Lane (Mooney Mite), Rell Morrow (J3 Cub), Bill Pickerell (Taylorcraft), Swede Busby (Aeronca TC), and Charlie Idler of Kirk (Piper Super Cruiser and in 1949 a new Stinson which he is still flying today).

The effects of the GI Bill and the interest in flying continued to be seen at the airport. All of the Champs later used by F&S Spraying were originally GI Bill training planes. Burlington also had an active Civil Air Patrol which involved many pilots and youngsters. The Air Force supplied L-4 planes for pilots to practice search procedures and also to provide orientation rides for the cadets. The Burlington group was enthusiastic and could never be accused of under-utilizing the aircraft.

The diverse people brought together by the common interest of flying gave the airport the atmosphere of a loosely-knit club. From this a spirit of teamwork developed. For many years, there was an "Airport News" column in the BURLINGTON RECORD which documented the comings and goings of people and planes at the Burlington Airport.

After a snowstorm, owners would

show up at the airport with shovels to dig out the hangar. To accommodate the number of planes at the airport, the Aeroncas were "stacked" in the hangar with their tails in the rafters and their props on a support. An early Flying Farmers breakfast demonstrated both the enthusiasm for flying at this time, and the Burlington Municipal Airport's ability to draw these enthusiasts together: at least 50 airplanes lined both sides of the North-South taxi strip all the way to the East-West runway (nearly a quarter mile).

The teamwork inspired at the airport led to an involvement in the community. One Memorial Day a formation of Aeroncas was staged during the cemetery service. Max Hahn, Nick Spasojevich and Howard Stewart flew in a "V" formation, while Wayne Barber came in low in a Chief to drop flowers.

When a tractor and machinery exhibit was held on Main Street, F&S Flying Service was represented by a Bonanza and a sprayer on display at the intersection of 15th and Senter Streets. The planes were taxied from the airport down Railroad Avenue, which, though unpaved at that time, was certainly wide enough for the 38-foot wingspan of the airplanes.

The high school's State Football Championship games saw the Louisville team flown in by two chartered Frontier DC-3s. The pilots demonstrated considerable skill by landing in a three-point attitude rather than a wheel landing on the southwest runway, then turning off sharply at the intersection near the traffic circle.

The Burlington area benefited not only from the airport's community involvement, but also from the improvements made possible because of the availability of an airport. F&S Flying Service expanded to become a spraying service in July,

1948. The first sprayer was a 65 horsepower Champ with a 40 gallon back seat tank. Howard flew this with a full tank only one time. Most often, 20 gallons was a load. By 1951, F&S was operating three Champ sprayers and had two more leased. At times, all five airplanes were at work spraying the same field.

Bonny Dam construction brought more airplanes to Burlington and also to the strip at the Dam. One day, the Lockheed Lodestar belonging to LeTourneau Mfg. Co. pulled up to the gas pump with instructions to "top the tanks." Gary Shank, who was minding the store that day, pumped the underground tank dry, then called Billy Wilcox to bring still more fuel. That 300 gallon sale was mind-bending, when most customers took from 5-40 gallons.

During this time, McCoy Company, Caterpillar dealer, rented the back room at the hangar office and a part of the hangar for a parts and service facility. This was managed by Pete Honnen, now of Honnen Equipment, a Denver industrial equipment dealership. And, for a time, Government grasshopper spraying brought in a Beech 18 and a TBM.

For the first ten years that the airport existed, after its beginning as a WPA project, it was little more than an emergency landing strip which had been given to the City of Burlington. Howard Stewart leased the airstrip with the understanding that he would be free to improve it, but that the city would eventually own the improvements. It was the next 13 of the airport's 50 years which have been described here--a "heyday" that lasted from 1947 to 1960. Throughout this time the airport maintained the character of its origin--a pasture in Eastern Colorado.

During the drought of the mid-50's, nesting meadowlarks came to

play in the sprinkler that was set out each evening for their pleasure. A family of fox lived on the west side of the field. Migrating hawks lined the fences in the fall, jumping to the side as the sprayers approached.

Not only could nature be observed here, but occasionally, it asserted itself on the man-made structures of the airport. A swarm of army worms once found the hangar in their path and proceeded to scale and cover the doors. And the tree claim in the northeast corner, which had been cleared to allow the progress that the airport eventually brought to the Burlington area, often sent up new shoots as a reminder of the past.

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AVIATION EDUCATION ESSAY CONTEST

by Dennis Mewshaw
Colorado Aviation Planning

The present school term will mark the third year in which Colorado's Aviation Planning Staff has participated in the FAA's National Aviation Education Essay Contest.

A major goal of this program, from our viewpoint, is to encourage teachers to include aviation topics in their science lesson plans. The essay contest merely adds a little icing for the students. Many teachers use the essays as a graded class paper to wrap up their aviation science study section, prior to forwarding them to us.

We would like to ask for all CPA members' aid in spreading the word about this activity. The contest is open to all students, grades 4 through 12. Their essays should be titled "Aviation In My Community" and need to be written and sub-

mitted between January 15 and March 1, 1986.

Each student entering an essay will receive a letter of recognition for his/her effort. State, Regional and National winners will be selected in each of three age categories. Prizes will include U.S. Savings Bonds, flight time, and college scholarships.

If you know of interested students or teachers, we will be happy to send them a copy of the announcement brochure. Additionally, we hope all CPAers will make themselves available to help our young people understand the valuable role played by airports and aviation.

The Aviation Planning Staff phone number is 866-2156.



THE BOOKSHELF

by Stephen Blucher

Halloween and Thanksgiving are past and the rest of the holiday season is fast approaching. Let me be the first to wish you all the happiest of holidays.

I have been trying to decide which book to spotlight as a Christmas gift idea. I have had the "Complete Book of Cockpits" (TAB Books No. 2332) on my desk for several months thinking it would be a grand present for some aviation enthusiast. After reading this selection and looking at the terrific photos, several of which are in beautiful color, I decided this would be the book.

Incidentally, this is about more than cockpits. There are chapters on flight instruments and how they work, navigation by radio waves, autopilots, and more.

Jimmy Doolittle, known best for his wartime aviation activities, was a major force in the efforts to make all-weather flight safer. He and Elmer Sperry, Sr. invented the first "artificial horizon." Doolittle made the first complete "take-off-to-landing" instrument flight with no outside visual references.

"The Complete Book of Cockpits" includes information about interiors found in homebuilts and assembly line creations. There are photos of aircraft old and new. The Bamboo Bomber and Bellanca are there. So, too, are the Staggerwing and the Space Shuttle.

I could go on, but another book

just arrived and it too would make a special holiday gift. This one, "The Illustrated Handbook of Aviation and Aerospace Facts," is 464 pages of photos and facts; civilian and military; past, present, and future. Is there life amongst the stars? Are we the only ones in all the galaxies?

Joe Christy, TAB Books Senior Aviation Editor, has produced a marvellous book for the pilot, the aviation enthusiast, and the history buff.

J. B. Alexander had a film company that, to this day, produces commercials seen on television and at the movies. He had Dan Noonan and Al Mooney design a plane called the Eaglerock. The first was delivered in 1925 with a price tag of \$2,475.00. Those were the days when Nevada Avenue in north Colorado Springs was a runway.

You have heard stories of the Bermuda Triangle and the unusual happenings there. Do you know about the Navy blimp that landed in Daly City, California in 1942 by itself? The crew had mysteriously disappeared.

This and many other interesting stories are found throughout "Aviation and Aerospace Facts" (TAB Books No. 2397).

Either one or both of the above books will make excellent gifts. Were they not already on my bookshelf, I would put them on my wish list.

If you are still not sure what to

give or what you would like to receive, write TAB BOOKS, Inc., Blue Ridge Summit, PA 17214 for their free catalogue. Circle the selections you would like to have and leave the listing conveniently open for all to see.

You could get the catalogue, wrap it, and add a TAB gift certificate.

You could also stop in 'the pilot's toystore' - The Aviator's Mart, Powers Blvd. at Calley, Colorado Springs. They carry all the books mentioned in this column (unless they are sold out).

Next month we will discuss flying like a professional. In the meantime, have a happy holiday season.

HEARD ALONG THE FLIGHTLINE

DAVE & SUE BURKE'S Mooney 201WN is reported to be at Fire Wall Forward in Fort Collins for an engine overhaul and modification(?). Placing only 4th in the 1985 Denver-to-Jackpot Air Race really got to Dave. The bird should be a real screamer by next year's race.

★

HOMER LYLE, CPA's "flying banker," can't make up his mind whether to upgrade the avionics in his J Model Bonanza or to trade up to a newer aircraft with current state of the art equipment. Know a lot of CPA's who would like to live with his problem. Should Homer decide to go ahead with this project, he could benefit from one of FLIGHT LINES advertisers. Peoples Bank and Trust is offering aircraft loans.

★

CPA member DUGAN BROWN'S new Telluride Airport has opening ceremonies scheduled on December 18. Air service by Mesa Airlines (Flying Beach 1900's) will offer two round trips daily to Denver and one round trip daily to Albuquerque starting December 19.

★

Hear THE GRINGOS are planning their next fun-filled trip to Old Mexico ... this one to Baja, California ... in February. Four aircraft already committed ... others welcome. Those interested should contact Wayne Thetford at 697-9792.

★

An FAA proposal to extend the duration of MEDICAL CERTIFICATES was withdrawn by notice in the Federal Register on September 27. The notice recognized that the majority of individual airmen and

their organizations are in favor of a reduction in frequency of examination. On the other side, Aviation Medical Examiners argued that a reduction in examination frequency could be construed as a downgrade of the importance of health to flight safety. Don't suppose there could have been some other self-serving interest.

*

DENNIS MEWSHAW, State Aviation Planner, advises that the new Directory of Airports for the State of Colorado will be off the presses before Christmas. A draft of the publication was previewed at a 1986 Planning Meeting of CPA on November 16. It features 85 public use airport locations. Information includes an excellent air photo of each site ... plus all kinds of useful data related to each airport. Should be a best seller.

*

WOULD YOU BELIEVE that BRUCE HULLEY, one of Colorado's strongest adversaries of MOGAS, recently acquired STC's to use the fuel in both his Cessna 140 and Cessna 170? It's true. The information came straight from Bruce. In a related item, DENNIS MEWSHAW reports MOGAS is now available at 17 of the state's 85 public use airports.

*

A COLORADO STATE AERONAUTICS ADMINISTRATION would be created under legislation to be introduced by Representative Lou Entz in the current session of the State Legislature. Dennis Mewshaw described the proposed bill at a program meeting of CPA on November 21.

There are significant differences from a similar bill which failed last year. Under the new bill, the state office would have a major role in funding for maintenance and development of airports. Revenues would be generated by a tax on general aviation fuel. In an interesting twist, aircraft registration fees would be dropped. The effect would be a wash for most aircraft owners fees offset by fuel taxes.

*

Recall our story about PLATTE VALLEY AIRPORT FOR SALE. CPA member ROGER GERRARD tells us he is in the process of forming a limited partnership to acquire the property and intends to move his law practice there. He is seeking additional partners and an FBO. These interested are invited to call Roger at (303) 430-1234.

*

WAYNE THETFORD is as proud as a new father these days now that Lisa has soloed their Commanche 7858P. Came as no surprise to Flightline observers. Lisa is a competent pilot with a lot of time. The only surprise was Wayne's willingness to vacate the right front seat (heard he was permanently attached). The happy event took place at Front Range Airport on Saturday, October 26.



CPA NEEDS YOU

Are you part of general aviation? If you fly the Space Shuttle, a crop duster, a charter plane, a Cessna, Piper, Beechcraft, Mooney, or anything, excluding air carrier and military, you are part of general aviation.

If you are part of general aviation and also have the good fortune of living in Colorado, you are being represented by the Colorado Pilots Association (CPA). Would you like to take part in the association which represents you? The CPA monitors all state legislation concerning general aviation and the CPA representative voices the association's opinion on any bills being reviewed by the Colorado Senate and House Committees.

CPA provides a fine blend of educational and social activities for its members. Each month the association has at least one planned activity. Sometimes the activity is an educational presentation concerning such topics as stalls and spins, winter flying, mountain wave phenomenon and survival tactics for the unscheduled landing. Alternatively, social activities such as overnight fly-ins, dinners, and dances are scheduled. In addition, members frequently have impromptu breakfast fly-ins or scenic flights.

Do any of these activities sound interesting to you? Colorado Pilots Association welcomes new members. CPA is the perfect association for all pilots and nonpilots.

Colorado Pilots Association APPLICATION FOR MEMBERSHIP

Name _____ Phone: _____ / _____
Home _____ Bus. _____

Name of Spouse _____

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MEMBERS, PLEASE GIVE THIS APPLICATION TO A FRIEND.

1986 CAP SCHEDULE OF EVENTS

Jan. 18	FLY-IN, Front Range Airport, 10:00 a.m. - 1:00 p.m. BRUNCH - cost \$8.00 Open to the Public Program: DENNIS MEWSHAW, Colorado Aviation Planning --Report on Nav-Aid Study --Update on legislation & state aviation activities --Status of Airport Directory Info: Sonny Elgin, 363-0894
Jan. 25	PUEBLO FLY-IN, 10:00 a.m. - 4:00 p.m. Open to the Public - Lunch (on your own) at restaurant Program: Bud Channefelt and Ewell Forbus, DENFSS --Flight Service and Weather Info: Liz Wheeler, 770-0155 or Lee Porter, 547-3339
Feb. 6	CPA MEETING, Heritage Hotel, 7:30 p.m. Program: Dick Mansfield --Oshkosh 'B'Gosh Info: Liz Wheeler, 770-0155
Feb. 22	COLORADO SPRINGS Fly-In or Drive-In
March 14	CPA DINNER MEETING, Heritage Hotel, 6:00 p.m.
March 22	DENVER CENTER, Longmont, tour Fly-in to Erie for lunch (optional)
April 5	SYMPOSIUM, Metro State College
April 19	MEADOW LAKE Fly-In
May 10	BURLINGTON Fly-In
May 31	MOUNTAIN FLYING COURSE, Loveland-Ft. Collins
June 6, 7, 8	FLY-IN, Albuquerque, New Mexico Pilots Bash
June 14	POKER FLY-IN, Greeley
June 19	CPA MEETING, Heritage Hotel, 7:30 p.m.
July 5	FLY-IN, WRAY
July 12	10th Annual DENVER-to-JACKPOT AIR RACE from Front Range Airport
July 25 - Aug. 2	FLY-IN, BRUSH, Airmanship Contest
Aug. 23-24	WINGS PROGRAM, Gunnison
Aug. 30-Sept. 1	SARATOGA FLY-IN, Wyoming
Sept. 13-14	WEST SLOPE AIR TOUR
Oct. 4-5	FLY-IN, AMIGO INTERNATIONAL AIR SHOW, El Paso, Texas
Oct. 23-25	2nd ANNUAL CPA CONVENTION and Colorado Airport Managers Meeting
Nov. 1	FLY-IN, LEADVILLE (snow date - Nov. 8)
Nov. 20	CPA MEETING, Heritage Hotel, 7:30 p.m.
Dec. 11	CPA CHRISTMAS DINNER Meeting



Los Gringos y Amigos

By Wayne Thetford

It has been a while since you have heard from the Gringos. We are still around. Once in a while we have to slow down playing with our airplanes and work, so that we can afford those little toys; and this Gringo has really been busy.

The big word from the Gringos is "BAJA." We are planning a trip to the Baja area leaving Denver on February 1. All the details have not been set up at this time (November) but we are working on it. We plan on being gone a week.

February is the best month for whale watching. Dave (Burke) and I went down there several years ago in February and flew back up the Pacific side. We could not believe the number of whales -- we could see hundreds of them.

If you have wanted to cross the border to the south and have felt a little uneasy about it, then this would be a good time for you to go with an experienced group.

If you are interested in going, let me know. Also, if you have empty seats and want to take someone to share expenses, or if you would like to ride with someone, let me know and we will attempt to help put some of you together.

Some CPA members have airplanes that they may not want to take that far for various reasons such as speed, radios, etc. Please contact me: 427-0282 (office) or 697-9792 (home).

Since this will be the only FLIGHT LINES published before our departure (there will be no issue published in January), and if you are interested in making the trip it would be a good idea for you to get in touch with me as soon as possible so that I can keep you informed and make the necessary reservations for the group.

Hasta la vista.

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Pat James (O) 574-1602

MEADOW LAKE-PEYTON Cliff Clemens
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PAGOSA SPRINGS Larry Bartlett
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DURANGO Delvin Gregg
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