

CPA FLIGHT LINES

Vol 6, No. 3

April, 1989



CPA former president Sonny Elgin conducts Aircraft Maintenance Seminar for owners of Cessna 182s on Saturday, March 4 at Front Range Airport.



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

PRESIDENT'S MESSAGE

by Walt Barbo

I had the pleasure in early March to participate in a unique program directed towards discouraging drug and alcohol use among high school students while at the same time to demonstrate the value of small general aviation aircraft in air transportation.

The program, entitled "The Road to Winning," is part of an ongoing anti-drug program sponsored by, of all people, the Wyoming State Highway Department. It features prominent athletes in presentations before assemblies of students. The message, of course, is that the road to winning is drug and alcohol free.

Athletes prove very effective in the program because they are young enough to be able to relate

to students and are looked up to as role models. Obviously, however, it takes a Mr. Clean to have credibility. So the participants are carefully screened.

The athletes who participate in the program are truly dedicated to its cause. They contribute their time and go through all kinds of inconvenience in reaching their destinations. My contribution was transportation.

My passenger was a backup quarterback for the Denver Broncos. He was scheduled to address the student body of the high school in Powell, Wyoming at 10:15 a.m. on a Monday morning. To get there meant travel via commuter airline to Cody the night before, renting a car at the airport, and over-nighting at Powell. He was scheduled to depart Cody in late afternoon and arrive back in Denver at 6:00 p.m. The alternative plan was to go up and back in the same day via small plane. We used the alternative plan.

We departed Jeffco in my T210 at 7:00 a.m. and arrived at Cody 2 hours and 15 minutes later. (Had it not been for the ever-present headwinds of Wyoming, the trip would have taken less than 2 hours.) School officials met us at the airport and provided transportation to Powell for the assembly presentation. And thanks to the additional time available from use of a personal plane, there was time for an additional assembly presentation at Cody High School. Return was an easy 1 hour and 45 minutes (thanks to a Wyoming tail wind). We arrived at almost the identical time as the carrier was scheduled to arrive.

Wyoming has a great program. I was impressed with its recep-

PRESIDENT

Walt Barbo
303-367-0670

VICE PRESIDENT

Robert Henley
303-771-6092

SECRETARY

Tony Miller
790-1863

TREASURER

Don Vander Ploeg
303-757-1310

PUBLISHER

Colorado Pilots
Association
P.O. Box 38555
Denver, CO 80238

EDITOR

Terry Barbo
303-367-0670

TYPOGRAPHY BY

George Ferguson, Inc.

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:

CPA FLIGHT LINES editor

Terry Barbo
12579 E. Cedar Ave.
Aurora, CO 80012

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.

tion from students. Over one thousand sat through the assemblies. Dozens came up to the speaker following the presentations to share concerns and problems. It was a memorable experience. As our Bronco quarterback put it, if he reached only a couple of the students, the trip was worthwhile. I am confident he did better.

I gained a lot of respect for Wyoming's drug and alcohol program. I understand a few other states are also experimenting with it. The athletes really deserve a hand for the role they play. And it was nice to demonstrate that general aviation has a role in it as well.



MEMBERS: PLEASE NOTE...

Our new computer program for generating address labels permits us to show membership expiration dates.

This information is provided as a reminder in planning your membership renewal. Dues are \$20 for one year; \$38 for two years; or \$55 for three years. A membership renewal form is provided for your convenience inside the back cover of FLIGHT LINES. Thanks for your help

STATE AERONAUTICS OFFICE UPDATE

Discussions with Mr. Michael Rock, Chairman of the new Colorado Aeronautical Board, on March 8 revealed that the seven-member board has been dealing with a number of start up problems since appointment by the governor last December 19.

At this writing, confirmation of appointees is not complete. Procedurally, the process provides for action by the Transportation Committee of the State Senate. Committee recommendations are then sent forward for confirmation by the State Senate. Activities of the board are somewhat limited pending completion of the process; however, the board is meeting on a weekly schedule and is making some progress in getting the new aeronautics office established.

For example, the position of Aviation Director has been bid and work is underway to find a suitable location for the new office. Mr. Rock said the board was looking for approximately 1200 square feet of airport office space. Several airports in the Denver area have made unsolicited offers and Military Affairs has sent queries to a number of others. Considering that the airport successful in gaining the new office will probably generate a great deal of general aviation activity, expect a very competitive contest.

There is still a great deal of uncertainty on how much revenue the fuel tax will generate. Receipts are just beginning to trickle in and no disbursements to qualifying airports have been made to date. Insufficient receipts could further delay opening of the new office.

BOARD OF DIRECTORS

MEETING REPORT

Our CPA board meeting of March 2 was again held at Centennial Airport's Jet Center. It was a relatively brief meeting with a light agenda; however, the substance of the discussions which took place is worth sharing with our membership.

Significant activities included a report by Walt Bell, Chairman of the Airspace Committee, on the public hearing held February 15 on the proposed VFR noise abatement plan for Centennial Airport. The plan, in effect, consisted of a series of flight tracks and minimum altitudes designed to minimize aircraft noise pollution over populated areas. It did not affect routings of IFR traffic. CPA had gone on record in support of the plan.

Walt described it as an orderly gathering of protesters, unlike typical airport noise hearings, particularly those involving Centennial Airport. Principal opposition was from neighborhood groups located west of I-25 who objected to a provision of the plan which would turn westbound departures off of Runway 35R prior to Arapahoe Road. The neighborhood groups argued that this would place aircraft over their neighborhoods at unacceptable low altitudes. They asked that the plan be modified to continue the departure track to the south shore of Cherry Creek Reservoir before allowing a turn westbound. FAA representatives promised to review the request.

There was some discussion of ways to highlight calendar events to make our scheduled fly-ins more visible. Out of this came a

proposal to show a small symbol of an aircraft next to each such calendar item. Look for them on future calendars of aviation events.

Vern Foster reported a change of location for his scheduled June 9-11 Mountain Flying Clinic. It was changed from Front Range Airport to the Aero Services facility at Centennial Airport. The change was made in consideration that most attendees for this program now come from out-of-state and have need for convenient hotel accommodations.

Walt Barbo reported on discussions with AOPA Regional Representative Hank Newman relative to AOPA 50th Anniversary activities scheduled in Denver on April 26, 27 & 28. AOPA representation will include John Baker, Don Engen, and Hank Newman. Activities will include a free safety symposium on Thursday evening, April 27, and a number of meetings with local aviation dignitaries and the press. CPA will be providing logistic support for the activities.

The final item for discussion addressed the issue of a telephone point of contact for the organization. Alternatives addressed included use of a CPA telephone with answering machine, contract answering service, and continue as we are without a point of contact other than elected officers and designated committee chairmen. There may be other options worth considering. Membership Committee Chairman Mark Meyer will study the issue further and report back with some recommendations at the next meeting.

1989 CPA SCHEDULE OF EVENTS

- Sat., Apr. 29 **FLY-IN, LIBERAL AIR MUSEUM (KS).** Tour of museum (over 60 aircraft) and lunch. Reservations and Info: **Bill Totten** 364-5238.
- Thu., May 18 **MONTHLY PROGRAM MEETING, 7:30 p.m.,** Centennial Airport Tower & Administration Building Board Room. Info: **Tom Daly** 337-6984.
- Fri.-Sun.,
June 9-11 **FOURTH ANNUAL MOUNTAIN FLYING CLINIC,** Aero Services, Denver-Centennial Airport. See article elsewhere in newsletter. Info: **Vern Foster** 751-9421.
- Sat., Jun. 24 **CPA POKER FLY-IN.** Details to be announced. Info: **Bill Totten** 364-5238.
- Sat., July 15 **13th ANNUAL CPA DENVER-TO-JACKPOT AIR CLASSIC.** Departs from Front Range Airport on a course via Rock Springs, WY to Cactus Pete's Casino in Jackpot, Nevada. Info: **Sonny Elgin** 361-9365 or **Bruce Hulley** 344-2843.
- Sun.-Mon.,
July 16-17 **POST JACKPOT AIR TOUR.** For those who wish to make a few stops on return flight from Jackpot. In preliminary planning stages. Info: **Bill Totten** 364-5238.
- Sat., Aug. 19 **FLIGHT PROFICIENCY CONTEST AND PROGRESSIVE DINNER.** Front Range Airport. Sponsored by CPA. Particulars to be announced. Info: **Jon Gallo** 363-0894.
- Fri.-Sun.,
Aug. 25-27 **WINGS PROFICIENCY PROGRAM,** Pueblo, CO. Sponsored by CPA. Info: **Vern Foster** 751-9421 or **Bruce Hulley** 344-2843.
- Sat.-Mon.,
Sept. 2-4 **CPA LABOR DAY FLY-IN.** Southwest Colorado: Ouray via Montrose. Info: **Dave Burke** 989-1014.
- Fri.-Sun.,
Sept. 15-17 **WINGS PROFICIENCY PROGRAM,** Pagosa Springs, CO. sponsored by CPA. Info: **Vern Foster** 751-9421 or **Bruce Hulley** 344-2843.
- Sat., Sep. 23 **AIR FORCE ACADEMY TOUR.** Details to be announced. Info: **Tom Daly** 337-6984.
- Sat., Oct. 7 **CPA AIRCRAFT MAINTENANCE SEMINAR, 8:00 a.m. - 4:00 p.m.** Training in operation and maintenance of Beech Bonanzas. Pilot/owners of other aircraft types are also invited. Info: **Tom Daly** 337-6984.
- Sat., Oct. 21 **CPA ANNUAL MEETING.** Location and details to be announced. Info: **Tom Daly** 337-6984.
- Sat., Nov. 11 **TOUR OF AIR TRAFFIC FACILITIES.** Locations and details to be announced. Info: **Tom Daly** 337-6984.
- Sat., Dec. 9 **CPA CHRISTMAS DINNER.** Location and details to be announced.

OSHKOSH '88

Part II

by Karl Sutterfield

It's a smaller world when you're an aviator, but it's ever so much more interesting.

We left Oshkosh about 0930 Monday, August 1, bound for . . . well, we weren't quite sure. At Oshkosh we'd run into Jessica and Bruce McMillan from Boulder. We knew they'd left Oshkosh on Sunday in a Comanche, headed up the Door County peninsula for the town of Ephraim, Wisconsin. We had said we'd try to find them, but we had no real plan. Sight-seeing up the southeast shoreline of Door County, we bypassed Ephraim, landed on Washington Island, then began backtracking down the northwest side.

Tuned to 122.8 for Ephraim, we heard a faint Bruce-like voice calling Comanche traffic for "Wilke." We couldn't raise him on the radio, and having no clue as to the whereabouts of "Wilke," we landed at Ephraim to regroup.

There were no Comanches on the tarmac but on the charts we found a place called Beaver Island, out in the middle of northern Lake Michigan, with an airport named Welke. So off we went, northeast to the end of Door County again, "feet wet" off Washington Island, bracing for Autorough.

The Maule was running fine, but it soon became obvious we had a serious navigational problem: the farther we went, the bluer the water became. Now we were seeing small islands with crystal clear lagoons and white sand beaches. How the hell had we wound up in the Caribbean? Had we been sucked into the notorious Bermuda Triangle? Would we find the guys from "Flight 19" in the pattern shooting touch and goes?

Well, not quite . . . Welke Airport is the home of the Welke family and of Welke Aviation, a Part 135 commuter/air-taxi operation flying islanders and Apaches between Beaver Island, Charlevoix in lower Michigan, and Schoolcraft on the Upper Peninsula. But with white sand runways and the white frame house and outbuilding that serve as office and line shack, the only thing that tells you you're not in the Caribbean is their old log hangar. They bring in tourists, groceries and avgas; they take Beaver Island residents to the mainland for visits to the dentist . . . this was looking more interesting by the minute.

St. James is the only town on Beaver Island with one taxi, two general stores, three restaurants and a bar. The bar's owner keeps his Lake amphibian right out front in the harbor. In fact, everything is right on the harbor, and that's where we found Jessica, Bruce and Dave Piney (another Boulder aviator travelling with them) settling into a nice old house with a fishing pier, a swimming beach and . . . an extra bedroom! After several days' camping in Oshkosh, we were all eager to try out the showers and laundry.

On Tuesday we flew over to Mackinac Island, riding a horse-drawn taxi into town, then tandem bicycles around the island. Mackinac Island is a pretty place, but it's the Estes Park of Michigan, and after returning to Beaver Island we all decided its slow pace suited us much better. Over pizza and beer at the bar that evening, we met a couple who had just come in from Oshkosh in a PA-12. From the Quad Cities area, they had a number of



The author and Maule N84KG at Hanley Field, Munising, Michigan.

friends in common with Dave, who grew up there. And they were on their way to Traverse City which is where we were headed next. Small world, as they say.

Wednesday morning we flew over to Traverse City with the PA-12 (at last, an airplane that's slower than ours!) and spent the afternoon and evening visiting with Gretchen's cousin and her husband, who just retired from flying Albatrosses for the Coast Guard to flying East Coast shuttles for Pan Am.

Thursday morning we head north over the Straits of Mackinac, northwest across the Upper Peninsula to the south shore of Lake Superior, and then west. The day is mostly overcast, with rain showers and shafts of sunlight punctuating the primeval beauty of the boreal forest which stretches almost unbroken as far as you can see. Below, a sight-seeing cruise scribes a two-mile wake along the Picture Rocks

National Lakeshore; isolated cabins on small lakes sport brightly colored roofs . . . navajids for float planes. Landing at Munising's Hanley Airport, we have no difficulty imagining ourselves in Alaska. It's a grass strip nestled in the forest; Army surplus trucks, generators and mess tents stand ready for use by Search and Rescue, underscoring the remoteness of the area and the utility of the town's airport. Gretchen calls ahead to make arrangements to stay the night in Grand Marais, Minnesota, at the west end of Lake Superior, and off we go.

The weather is closing in as we near the Keweenaw Peninsula, and we do some quick thinking. We're approaching a slow moving cold front with four hours of fuel aboard; nearby Houghton County Airport (no tower, two runways, and NINE instrument approaches--now there's a clue

about the weather around here) is vacillating between IMC and marginal VFR; Grand Marais is IMC and not improving as fast as predicted. Four hours would normally be a lot of gas, but I think, "It's about an hour to Grand Marais, with a poor set of alternates, and it would be an hour back to Houghton if it came to that. Then, what if Houghton closed down while we were on the way back?" There we'd be, over Lake Superior with less than two hours of gas . . . not an appealing scenario. We "declare IFR" and head for Houghton.

Sliding down the ILS, we canceled IFR through a Mooney inbound behind us, landed, put in our fuel order ("SEVEN hours of gas should be enough"), filed IFR for Grand Marais, and headed for the facilities. As I walked through the terminal building, I saw a fellow who looked more like a Mooney driver than one of the passengers waiting for the next commuter flight. So I stopped to

chat. Small world, did I say before? Jack (I think it was) Van Pelt had just arrived from Jeffco to attend a class reunion at Michigan Institute of Technology. On his advice we scrapped our plans to go on to Minnesota, rented a car, and toured the Keweenaw Peninsula. And what excellent advice it was!

The two-lane blacktop took us through forested hills, past mist shrouded water falls, along the rocky shoreline. At Jacob's Falls we stopped and bought fresh bread and thimbleberry jam in a little store run by the Society of St. John, a community of Benedictine monks. In the tiny town of Eagle Harbor, we stayed at "The Lake Breeze" built in 1859 as a dockside warehouse, it now boasts a dozen very comfortable rooms at very reasonable rates.

With no television and no telephones, the guests come down in the evening to the sitting



Jacob's Falls, Keweenaw Peninsula, Michigan.

room for conversation by the fireplace, and for the view of Lake Superior through the picture windows. Other than us, they were all "regulars" who return year after year. Gretchen says it's straight out of an Agatha Christie novel, but the only mystery is that such a quaint and lovely place doesn't have more imitators. Dinner that evening was fresh lake trout and whitefish in a cafe a block away. "The Lake Breeze" hasn't served meals since their kitchen and dining room were washed away in a winter storm some years ago. A 19th century light station stands a hundred yards away wringing its hands, mute witness to the menace latent under the placid waters.

Friday morning we drove up to the Keweenaw Mountain Lodge, a

fine setting for a vacation if ever they was one. Built in the 1930s by the State of Michigan and the WPA, it's a charming combination of rustic cottages, a beautiful golf course, and a lodge.

But it's time now for us to get "on the road." CAR to Houghton County, IFR to Minneapolis and VFR to Sioux Falls with a stop overnight. Then back into Tri-County on Saturday, landing at Chamberlain, SD and Valentine, NE just because we feel like stopping.

And everywhere we go, we meet people on their way home from Oshkosh. Small world!



UNIVAIR

Classic Aircraft Supplies! from UNIVAIR Aircraft

UNIVAIR® Aircraft Corp. Dept. CPA 2500 Himalaya Road
Aurora, CO. 80011 New Phone: 303-375-8882
New FAX No.: 303 375-8888 Telex: 317327

For over 42 years we have produced quality aircraft parts and supplies! UNIVAIR also can provide accessory items as well. Concorde batteries, Whelen strobes and McCreary tires. Plus we carry personalized supplies like, Stationery sets and Wind-socks.

Contact UNIVAIR today for more information or our General Catalog of Parts and Supplies for \$5! Purchase price is credited to you on your first order of \$50.00 or more.

FREE Parts Inventory Price List with over 23,000 line items to choose from! Call today!

4th ANNUAL CPA MOUNTAIN FLYING COURSE

Plan now to attend the CPA Mountain Flying Course June 9 (evening) and June 10 at the Aero Services facility at Denver-Centennial Airport.

The course consists of approximately 3 hours of ground school and 3 1/2 hours of mountain cross-country with an experienced mountain flying instructor.

The fee of \$140 per trainee includes training materials.

Lodging is available at the Clarion Southeast which is only a few blocks from Aero Services.

Advanced reservations required. For more information call (in Denver) VERN FOSTER (303) 751-9421 or BRUCE HULLEY (303) 344-2843.

Sign up early and bring a fellow pilot. The scenery alone is worth the price of the course.

FLYING TIPS FOR PHOENIX TRIPS

by Joseph E. Cook

It was May 1, 1969. I was determined to use my recently-acquired 1967 Cessna Skylane in business as much as possible to justify its purchase. After all, I had paid the princely sum of \$14,500 for the craft only five months previously and could surely use the depreciation write-off. Fortunately, according to an announcement I had received in the mail, there was a meeting of the Arizona State Bar Association on May 2-3 at the Mountain Shadows Resort in Scottsdale. Of course, I wasn't

a member of the Arizona Bar, but it looked like an interesting program, so why not fly on down there and log a little deductible time.

So it was that I made my first trip from Denver to the Phoenix-Scottsdale area by private plane. Now in 1989, I can count a total of 66 such round trips and, over the course of these many flights, I hope I have learned a few things worthy of passing on.

All of my trips have been made in either N2463Q, the aforementioned 1967 Skylane, or N736PN, a 1979 Turbo Skylane RG, which I purchased new in November, 1978 and still own. In the earlier years I made only one or two flights a year to that desert destination, but in January, 1980 we acquired a townhouse in Scottsdale and my trips grew to three or four a year for a while and recently to about 10 a year. Since I am still in active law practice, my stays in Scottsdale are brief, usually no more than three days.

My route of flight has varied over the years, but I have finally, by experimentation and sad experience, developed some general rules to follow.

This I know -- summer mornings are the ideal time and the earlier the better. The best route in good weather, in my opinion, is to fly a 200 degree magnetic heading out of Denver to the "saddle" between Coaldale and Villa Grove. This little pass is just beyond the Arkansas River about 100 miles from Denver. You can stay at 10,500 feet to the saddle and then climb to 12,500 feet to clear it with plenty to spare. You are then in the San Luis Valley and can drop down to 8,500 feet and continue to steer 200 degrees to Del Norte and then 220 degrees to Wolf Creek Pass, where 12,500 feet will suffice once again unless there are strong down drafts, in which case

you should be higher. In my Sky-lane RG it takes 1 hour and 5 minutes to Wolf Creek. From there you can home in on the Farmington, NM VORTEC on a heading of 220 degrees and gradually descend again to 8,500 feet.

You should pass Farmington in about 1 hour and 40 minutes from Denver if you have flight-planned for 180 mph. Stay at 8,500 feet and 220 degrees until you come to the Chuska Mountains about 60 miles from FMN, then climb to 10,500 feet and stay at that altitude and a 220 degree heading until you pass over the Winslow, AZ VORTEC, about 180 miles from FMN. From INW turn to 200 degrees and, as soon as you pass the Mogollon (for some reason the locals pronounce it MUGGAYOYN) Rim, start a slow descent for Scottsdale (SDL), which is at about 1,500 feet MSL, or Phoenix Sky Harbor (PHX), at about 1,200 feet MSL. Total elapsed time by this route in a no-wind condition in my airplane is about 3.5 hours, including taxiing at both ends.

An alternate route from Wolf Creek Pass is direct Gallup (GUP), then direct Scottsdale. Sometimes for variety I go via Farmington on the way down and Gallup on the way back or vice versa. On return trips you can stay at 9,500 feet all the way to Wolf Creek Pass, then climb to 13,500 feet to clear the pass. Since by then the Colorado turbulence has usually begun, I descend to only 11,500 feet and stay there the rest of the way home, except for a brief climb over the "saddle." Even then I normally get quite a few bumps once I am in Colorado. The only way to avoid this is to get up early enough to complete the entire trip before 10 a.m. local daylight time.

As I mentioned, this is my usual summer route. Other times of the year I often have to fly a different lower altitude route to

avoid dangerous mountain down-drafts and turbulences. Although I still get bounced around a lot, I would rather stay low and away from the high peaks and ridges. My most common route in this case is Denver - Pueblo - La Veta Pass - Albuquerque - St. Johns - Scottsdale, usually landing at Albuquerque for fuel and a 10-minute break. ABQ is about the half-way point and around 2.1 hours from APA. Total flying time APA to SDL by this route is 4.2 hours instead of 3.5 hours, partly due to the stop and partly because it is close to 100 miles farther than the Wolf Creek Pass route. If you make a stop in ABQ, I recommend the new Double Eagle II Airport about 20 miles northwest of downtown. There are two long, wide runways, good approaches and very little traffic.

Strangely enough, though, some of my smoothest flights have been in the winter. Although this is the time of year when the worst turbulence can occur, mainly due to strong upper winds and mountain waves, it is also the time when the air is most dense and thermal convection is at a minimum. If the upper wind component at mountain top level is less than 20 knots out of the west and no fronts are in the area, I will try the Wolf Creek Pass route in the winter as well as other times of the year. I usually know even before I reach the foothills whether I should continue on that route or go back down low and head for Pueblo and the long way round.

I used to fly at much higher altitudes than I do now, although there are obviously several advantages in staying high. In fact, my Turbo RG performs best in the upper teens where it will easily top 200 mph true air-speed. Also, many times the air is smoother and cooler up high. However, if there are headwinds, they are normally stronger at higher altitudes, thus cancelling

out any speed advantage. In addition, oxygen must be used for long flights above 12,500 feet which means a certain degree of discomfort. Furthermore, prolonged flying at high altitudes increases fatigue and can cause headaches or other distress, even with oxygen. How much time is saved by an oxygen flight from APA to SDL? Probably no more than 10 minutes if the wind is not a factor. On balance, I have come to prefer the lowest safe altitude I can find, unless I can reach smoother air with no big wind disadvantage by climbing to a higher level.

This leads me to my last suggestion. In my opinion, it is unwise to fly this trip IFR in a Skylane or similar type of airplane. The terrain you are flying over is treacherous and, if you lose visual ground contact, you may not be able to descent to a safe landing in the event of an emergency. Also, at MEA altitudes there is always the threat of icing, even in the summer.

And lastly, when you commit yourself to the IFR system, you lose the flexibility you may need to avoid bad turbulence, icing or other unsafe conditions.



**Copy Deadline for
FLIGHT LINES
1st Thursday
of the Month**

Nelson Flight Seat

- Sit Higher & Closer to Controls
- Made of Durable "Breathable" Cordura
- Weighs 16 oz.
- Folds for Storage
- Manufactured for USAF, now available to Civilian Pilots.
- Red or Air Force Blue



2" Seat \$39.⁰⁰

3" Seat \$41.⁰⁰

Add \$3.00 Postage & Handling



Tail Skid

- Save those "Tail Feathers"
- 3 Minute Installation
- 4130 Molybdenum Aircraft Steel

\$12.⁰⁰ Add \$2.00
Postage & Handling

Nelson Aviation Products

Hanger 8, Centennial Airport

7395 S. Peoria, C-1

Englewood, Colorado 80112

303/792-9220

Dealer Inquiries Invited



Larry Bartlett

**ATP, CFI-AI
Gold Seal**

Advanced & refresher
flight training, videos,
tailwheel checkouts.
Operations consulting
& seminars.

Forty years experience.

(303) 731-2489

PO Box 1197

Pagosa Springs, CO 81147

SAM LOVE PASSES

CPA member Sam Love passed away on February 22. Sam was active in the community as a businessman and part-time flight instructor who frequently volunteered to instruct in the CPA/FAA Wings and Mountain Flying events. Sam and his wife Tina enjoyed extensive travel in their Piper Seneca. During the 1970's, Sam developed the first "condo" T hangar complexes on Centennial Airport. He was past President of the Colorado Flight Instructors Assn. and the Shrine Air Patrol.

Sam will be sorely missed by his family and friends.

HEARD ALONG THE FLIGHTLINE

It's entitled "Lets Get Together Sometime." William P. Kelley, who authored this article for the February 1 issue of AVIATION SAFETY says, put this way, it sounds like maybe an outdoor barbecue in the neighbor's yard is in the offing. There might even be a little advance planning needed, like who brings the beer, or who makes the potato salad. But he counsels, even this is more advance planning than goes into some attempted formation flights. His first caution: Don't fly formation! But recognizing this advice won't hold water for everyone all the time, he proceeds to give a list of rules for formation flight. Worth reading.

*

The new STATE AERONAUTICS BOARD has yet to gain official status. At this writing, it is still waiting confirmation by the State Senate. However, we note that it has gained official acceptance by the AIRPORT OPERATORS. At least it appeared that way when the group was seen touring Jeffco Airport in early March . . . in the middle of a snowstorm.

Speaking of airports, have you noticed the competition between airport operators in the quality of their newsletters. There was a time when first prize would certainly have gone to NEAL KEDDINGTON at Front Range Airport. But he will now have to take backseat to DAVE GORDON'S new Jeffco Airport Frequent Flyer.

*

Pleasantly surprised to take on a load of fuel at Jeffco's Denver Air Center and find the cost of 100ll to be only \$1.57 per gallon, all taxes included. There is the inconvenience of taxiing to a fuel pump, however, this is more than offset by the savings in fuel cost. For those who watch fuel prices, we note that Front Range offers 100ll at \$1.56 per gallon on their "card-trol." To do better requires a flight to Meadowlake.

*

On the February 11 tour of the Martin Marietta Astronautics, CPA member ROBERT DOUBEK and wife CAROLYN reflected on their last trip to the plant. It was an

unplanned arrival in a hot air balloon. And they were escorted out under armed guard.

*

The CPA sponsored Aircraft Maintenance Seminar At Front Range Airport on March 4 brought out some interesting fact . . . and fiction. For example, Course Instructor SONNY ELGIN gave a wry look at some minor hail damage on FRANK GALLO'S Skylane, and commented that a used aircraft salesman would probably argue that the dimples in the aircraft skin add to its stiffness and strength. So it increases the value of the aircraft.

*

In a more serious vein, SONNY counselled that removal (and re-installation) of wheel fairings require completion of a Form 337 for aircraft to be legally air-worthy. Often see aircraft with fairings removed. Wonder how many could pass an FAA ramp inspection.

*

Additional counsel from an UNNAMED SOURCE. If unfortunate to be challenged by an FAA inspector when in the middle of maintenance not permitted under FAR Part 43, always state that you are removing (rather than reassembling) parts from the aircraft. Never admit to work not permitted under Part 43. Seems that one can take anything off an aircraft, including disassembling the entire aircraft, but can't legally put it back together.



WELCOME NEW MEMBERS

Brown, Glenn L.
P. O. Box 233
Parker, CO 80134

Self, Gary
2275 S. Downing
Denver, CO 80210

French, F. Lynn
Crawford Aviation
Crawford, CO 81415

Leiby, Dr. John S.
1873 S. Bellaire St.
Denver, CO 80222

Senft, Dr. Otto
2253 Spinnaker Circle
Longmont, CO 80501



RENEWALS

Hal Gamble, Littleton
Roger Hughes, Arvada
Bill Bredar, Denver
Dr. Alan Dahms, Denver
David Corlett, Dove Creek
Harold Miller, Pagosa Springs
Dean Kloepper, Littleton
Dr. Bob Boudreau, Denver
Robert P. Smith, Denver
Glen Geilenkirchen, Ft. Collins
Sonny Elgin, Watkins
Dr. Warren DeHaan, Boulder
T. L. Costin, Aurora
Wilbur Orson, Broomfield
Paul Nunn, Pueblo
Charles Corlett, Littleton
Woody Hillyard, Arvada
Gerald Kerkoff, Durango

WRAY Lucile Bledsoe
(H) 332-5143 (O) 332-4955
BURLINGTON Larry Mack
(O) 346-5352
PUEBLO Lee Porter
(H) 547-3339 (O) 547-3339
CANON CITY Jim Hogan
(H) 275-2830 (O) 275-4181
LONGMONT Lester von Hagel
(H) 776-6165 (O) 651-1111

GUNNISON Rocky Warren
(H) 641-2176 (O) 641-2996
SALIDA Merle Entz
(H) 539-4683 (O) 539-4683
DELTA Glen Cheney
(O) 874-3368
BOULDER TRI-COUNTY
Dick Mansfield (O) 449-8484
GREELEY Fred Jaeger
(H) 330-4512 (O) 356-9141

KREMMLING/SUMMIT COUNTY
Ron Lewark (H) 668-3089 (O) 668-3093
COLORADO SPRINGS Jim Dykes
(H) 719-528-6046 (O) 719-548-8014
PAGOSA SPRINGS Larry Bartlett
(H) 731-2489
LEADVILLE Ursula Gilgulin
(H) 719-486-1743 (O) 719-486-2727

Tumbleweed Press

3240 West 71st Avenue #7 • Westminster, Colorado 80030 • (303) 427-0282

Name: _____ Spouse: _____

Address: _____
 street city/state zip

Phone: _____ (home) _____ (office) Occupation: _____

Aircraft Owned: _____
(make) (model) (N number)

Applying for:(indicate)

_____	\$20 for 1 year membership
_____	\$38 for 2 year membership
_____	\$55 for 3 year membership

____ Renewal or
New membership

Colorado Pilots Association
P.O. Box 38555
Denver, CO 80238

Colorado Pilots Association
P.O. Box 38555
Denver, CO 80238

RETURN POSTAGE GUARANTEED

U.S. POSTAGE

PAID

BULK RATE

Permit No. 301

Aurora, CO

CPA

