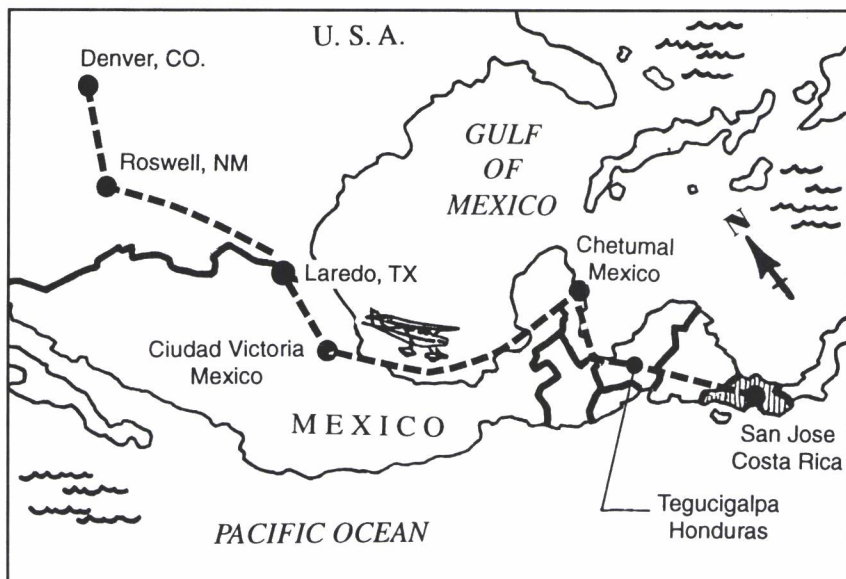


CPA FLIGHT LINES

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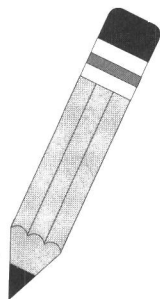
Route of flight to Central America described by Babette Andre in her enclosed article, "Destination Costa Rica."

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President's Message

by Mike Baldwin



CENTENNIAL OPEN HOUSE

On May 13, 1995, Centennial Airport will host an open house and fly-in for the Front Range communities. Targeted are the general public, with an emphasis on children, as well as the flying public. Static displays of antiques, warbirds, models and much more are planned, as well as a breakfast. The effort is being hosted by the APA Airport management under **Don Crandall**, with support from CPA, CABA (Centennial Airport Business Association) CAP, and others. There was a request for volunteers from CPA in the last *Flight Lines*, and I hope many of you will attend and support this effort to present general aviation to the public.

ANOTHER BAD WEEK IN COLORADO

The winter storm in Mid-February brought tragedy, as four lives were lost in weather-related accidents. One life was lost to exposure. We must be careful out there. 98% of the general aviation fleet is not equipped for flight into known icing, and that hazard continues to put numbers of us down each year. Winter IFR is just plain dangerous, and night scud-running in winter is about the worst risk I can think of.

Our sincerest condolences go to **Joyce Hanagan**, our Area Representative in Salida, whose husband **Wil Atkinson** was lost due to exposure after surviving a crash.

MORE NOISE IN BOULDER

Our area rep in Boulder, **Ken Carter**, reports on more airport encroachment coming up and increasing noise complaints. CPA will be active in supporting Ken and trying to assist in this growing problem.

STATE AIRPORTS DIRECTORY

Thanks to **Dennis Roberts**, State Aviation Director for the upcoming release of 5000 copies of the updated Colorado Airport Directory. It contains new information and aerial photos.

HB 1309 - WAIVER LIMITATIONS

A new bill has passed committee which outlaws ironclad waivers for various activities, allowing a jury to decide negligence. The inci-

dent used in its passage concerned snowmobile rental, but this may affect certain CPA activities and the way we conduct them.

ASPEN NIGHT OPERATIONS

Now that general aviation pilots have the same access to Aspen as the air carriers, AOPA Air Safety Foundation has issued a special safety notice to all 15,000 Colorado pilots, urging them to use caution.

CPA AT WORK-GUNNISON UPDATE

Last month we reported that I wrote to FAA Denver Airports Division Manager **Allan Wichman** asking for an investigation into possible discrimination against general aviation pilots. No reply was received after five weeks, so we have written a follow-up letter. We will stay on this issue. Also, thanks to AOPA and CPA Director **Bill Hamilton** for publicizing this issue in *Pilot*, and for expressing their opinion to Gunnison County officials.

AIR POWER WEST FORMATION CLINIC

Under the guidance of CPA Director **Ed Huber**, 37 pilots are learning the art and science of formation flying. Many of these have been flying the local air shows in formation. The course is based on military training, as there is no civilian protocol for this activity. My own experience is that the way I've been doing it is difficult and stressful, and I am grateful to Ed and Air Power West for providing this free training. The course extends over three months, with classroom and flight training.

RECREATIONAL LANDING SITES

CPA Director **Bruce Hulley** has brought to our attention that Colorado contains many small, unattended unpaved landing strips near recreational sites. We have contacted our area reps to see if we might compile a directory similar to the impressive Flying Idaho. Some of those Idaho strips look difficult to use even on foot. If you see a copy, look up "Mile High" airport. We will keep you posted on this effort.

WELCOME BACK COSTA RICA FLYERS

Glad to see you all made it safely down there and back to visit **Vanita and Frank Gallo** without being detained by a foreign government. One highlight: **Tom Bein** flew on to Panama and has now avigated the Northernmost to the Southernmost point in North America. Congratulations, Tom.

Dear Michelle:

I am a brand new Private Pilot. I feel reasonably confident in my abilities as a pilot but am still having doubts about my radio skills. If one of your instructors would give some recommendations about how to sound more professional, I will greatly appreciate it.

Signed, Mike Fright

Dear Mike:

First and foremost, do as I do, that is review Section 2 - Radio Communications Phraseology and Techniques in the Airman's Information Manual (AIM) periodically. The following 6 points are from the AIM:

1. LISTEN before you transmit. Many times you can get the information you want through ATIS or by monitoring the frequency. Except for a few situations where some frequency overlap occurs, if you hear someone else talking, the keying of your transmitter will be futile and you will probably jam their receivers causing them to repeat their call. If you have just changed frequencies, pause, listen, and make sure the frequency is clear.
2. THINK before keying your transmitter. Know what you want to say and if it is lengthy; for example, a flight plan or IFR position report, jot it down.
3. The microphone should be very close to your lips and after pressing the mike button, a slight pause may be necessary to be sure the first word is transmitted. Speak in a normal, conversational tone.
4. When you release the button, wait a few seconds before calling again. The controller or FSS specialist may be jotting down your number, looking for your flight plan, transmitting on a different frequency, or selecting his transmitter to your frequency.
5. Be alert to the sounds OR THE LACK OF SOUNDS in your receiver. Check your volume, recheck your frequency, and MAKE SURE THAT YOUR MICROPHONE IS NOT STUCK in the transmit position. Frequency blockage can, and has, occurred for extended periods of time due to unintentional transmitter operation. This type of interference is commonly referred to as a "stuck mike," and controllers may refer to it in this manner when attempting to assign an alternate frequency. If the assigned frequency is completely blocked by this type of interference, use the procedures described for enroute IFR radio frequency outage to establish or reestablish communications with ATC.
6. Be sure that you are within the performance range of your radio equipment and the ground station equipment. Remote radio sites do not always transmit and receive on all of a facility's available frequencies, particularly with regard to VOR sites where you can hear but not reach a ground station's receiver. Remember that a higher altitudes increase the range of VHF "line of sight" communications.

Practice each phase of flight to get your phraseology down rote. For example, you are based at a controlled airport and you wish to contact departure for flight following after the tower releases you or you are outside their airspace. You will need to make the following calls:

Ground Control
Tower
Departure Control

According to the AIM your initial ground control call would be something like this:

DREAMLAND GROUND, BUG SMASHER N123 PAPA UNIFORM, AT TEE HANGARS, WITH KILO, TAXI FOR TAKEOFF ON RUNWAY EIGHT, DEPARTING TO THE SOUTHEAST.

After your run-up at the end of runway 8 (not zero 8, do you see any 0 painted next to the 8 on the runway?), call tower with something like this:

DREAMLAND TOWER, BUG SMASHER N123 PAPA UNIFORM, READY FOR TAKEOFF ON RUNWAY EIGHT.

Once you are outside the controlled airspace or the tower says you can change frequencies, then call departure.

BIG CITY DEPARTURE, BUG SMASHER N123 PAPA UNIFORM, FIVE MILES SOUTHEAST OF DREAMLAND AT NINER THOUSAND, FIVE HUNDRED, REQUEST FLIGHT FOLLOWING TO HOT SANDS AIRPORT.

Be concise, professional and short in your transmissions. Use the phraseology from the AIM, practice, and if you think you botched a call, look up the correct way to do it once you get back home and then practice it.

Just to show you that not all professionals sound professional, here are two reports of phraseology used by O'Hare TRACON:

"Citation 123, if you quit calling me center, I'll quit calling you twin Cessna"
"If you want more room Captain, push your seat back."

Sincerely, Robert Henley, CFII

Note: This is a new monthly feature column where CPA members have the chance to ask an instructor aviation related questions. Please help us get this column started by sending your questions and comments to:
Michelle Wing, CFII, c/o CPA, P.O. Box 200911, Denver, CO 80220.

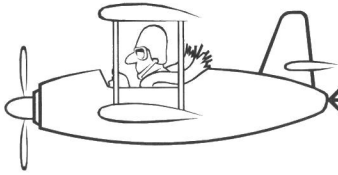
WIL ATKINSON WILL NOT BE FORGOTTEN

Harriet Alexander Airport operator Wil Atkinson left behind his wife & CPA member, Joyce Hanagan, and 6-year-old daughter, Rebecca. After surviving the crash of his single engine aircraft Wednesday, February 8th, an unforgiving winter storm did not allow any margin—while trying to hike to safety, he died of exposure. The crash site elevation was at 12,800 feet near Stout Creek Lake, about thirty miles from the Salida Airport—his departure point.

Wil Atkinson had many talents and gave much to the communities of Salida and Colorado Springs. An experienced mountain pilot who instructed and flew charter out of Salida, he was also a bassist with the Colorado Springs Symphony. He balanced both these activities with a smile, with seemingly simple ease and competent devotion.

Wil's wife, Joyce, is also a licensed pilot, a music teacher with the Salida school system, and the Area Representative of the Colorado Pilots Association. They were both considered to be valuable assets to the local community. Many of you will remember the Salida Airport Annual Open House they helped host and support. The Colorado Springs Symphony dedicated its performances of Friday and Sunday, February 10th and 12th, to Wil.

=====Phyllis Kramer



HEARD ALONG THE FLIGHT LINE

■ **CENTENNIAL EXPRESS AIRLINES** announced it will appeal the Arapahoe County District Court decision supporting a ban on commercial air service at Centennial Airport. In the interim, the Jeffco County Commissioners have been more receptive to a similar proposal for commercial service at Jeffco Airport. A public hearing on the issue is scheduled at the airport on Thursday, March 23 at 6:30 p.m.

■ **JANNA GOWTHROP** of the FAA Denver FSDO was selected to fill the position of Manager, Aviation Safety Program vacated by Mick Wilson when he retired in December. Janna was a corporate pilot with Air Research in Phoenix and flew Gulfstream IVs with US West prior to joining the FSDO as an operations inspector about three years ago.

■ **FAA Airworthiness Inspector JEFF GRAVES** didn't have far to travel on Saturday, May 25 to investigate an aircraft accident at Centennial Airport. Jeff was on the ramp looking at all the pretty airplanes (just like the rest of us) when a Pitts Special suffered a collapsed gear when landing on Runway 17L. Jeff was "on call" for the weekend and received the alert on his cellular phone a few moments after the aircraft slid to a stop. Fortunately, no one was hurt. However, the owner now has a "Q-tip" propeller and is likely facing an engine tear down and rebuild.

As an aside, the Airport Operations Manager on duty remarked that such incidents are so common at the airport that management had considered adding signage (near the advisory signs on aircraft noise near the end of the runway) asking pilots to please replace their divots.

■ The five aircraft participating in the fly-in to **COSTA RICA** (see Babette André article) experienced more than their share of maintenance problems:

BOB & CAROLYN DOUBECK had a vacuum pump fail shortly before landing at San José. They were fortunate to find a replacement at the airport, however the replacement pump also failed . . . about an hour after departure. They were over the country of Nicaragua at the time and decided to continue on rather than return to San José

for further repairs. Their flight back to Denver, in occasional instrument conditions (which included an ILS approach), with nothing more than basic instruments and a "hand held" GPS is a story worth listening to.

DAVE BURKE had what appeared to be a turbo failure on his Mooney 231 on departure from San José. His party had cleared departure procedures at the airport and was taxiing to the end of the runway when the tower advised the aircraft was smoking badly. The problem was not apparent in the cockpit, but was to nearly everyone at the airport. Nearly two quarts of oil were pumped out into the exhaust system in a time span of about five minutes. It attracted quite a crowd.

After waiting two days for a replacement turbo assembly to arrive from Florida, and waiting for it to be installed, wouldn't you know, the problem was not the turbo. Rather, it was the check valve on the scavenge side of the turbo. The valve had suffered a catastrophic failure. This added another day to the delay, and a chance to see a few additional cultural attractions in downtown San José. But the delay made it necessary for the Burke party to scrub a planned scuba diving stopover at Roatan, Honduras.

WALTER BELL had minor problems with a nose gear strut that overextended and interfered with steering while taxiing. Others noted, however, that the heavy load he carried may have contributed. Since Walt flew the workhorse of the group, he got stuck carrying most of the scuba gear.

FRANK GALLO was flying a just overhauled engine in his Cessna 182 and experienced some erratic oil consumption. An oil filter warning light with what appeared to be contamination in the filter also kept his attention. And Babette André, who accompanied him as crew, had a new "moving-map hand held" GPS fail shortly after departure from Denver.

TOM BEIN was the only participant without reported mechanical problems. Tom flew the oldest aircraft, a 1960 model Cessna 182, with an engine that was at least 250 hours over TBO. And he flew the longest route by adding an additional 600 mile leg to Panama. □

Colorado Aeronautical Board

by Mike Silva

Colorado Aeronautical Board in Review

As your CAB Liaison I want to take this opportunity, on a monthly basis, to acquaint all of our CPA members with the Colorado Aeronautical Board; it's members and it's functions.

The photograph (left: Mr. Michael Rock, Chairman, CAB; center: Mike Silva, Member, CAB & Colorado Pilots Association; right: Mr. Dennis Roberts, Director, CAB) was taken January 19, 1995, outside Senate Committee Room 356, in the rotunda of the State Capitol. Our purpose was to present members of the Joint Budget Committee with copies of the annual report outlining the Board's administration of the Colorado Aviation Fund for Fiscal Year 1993-94.



Included in the CAB's report is a summary of the disbursements from the Fund, detailed listing of formula refund allocations and used, Colorado Discretionary Aviation Grant awards and a flowchart showing the reconciliation of the FY 1994-95 Aviation Fund. And of course all this in concert with the statutory requirements spelled out in C.R.S. 43-10-108.

The CAB was created in 1989 and placed under the umbrella of the Department of Military Affairs. In 1991, during a realignment of the State Highway Department, and the consequent creation of the Colorado Department of Transportation, the CAB moved from under the DMA umbrella to the C-DOT umbrella.

The Aviation Fund

Basically, the State Aviation Fund is the sum of all monies collected from aviation fuel and sales tax. The sum of all monies consists of; Jet Fuel Excise Tax at .04¢ per gallon, Avgas Fuel Excise Tax at .06¢ per gallon and a three percent Sales Tax on all retail Jet Fuel .

One hundred percent of the money is placed in the fund of which all is dispersed via three avenues. In our next issue of Flight Lines, I will discuss the disbursement of the Aviation Fund.



Destination Costa Rica

by Babette Andre



Alajuela, Costa Rica — A bite on the hand and squawks in my ear catapulted me from my siesta in the hammock at the Orquideas Inn. Fufu, the terrible toe-eating, butt-biting toucan, struck again. This brazen bird, a pet of Freddie and Darlys McLeod, proprietors, has his own personality, which he doesn't let you forget.

Freddie ambled by with a grin and picked up his bird.

"What's the matter with your bird?" I asked, puzzled by the dubious attention Fufu bestowed on me.

"It's you," he laughed.

"Me?!" I was indignant at having been awoken so crudely. "I was minding my own business, taking a siesta."

"That's your problem, Fufu wanted you to play and you ignored him," said Freddie.

Siestas in a hammock have never been the same since.

We had flown to Costa Rica the week before. Five single-engine aircraft (three Cessna 182s, a T-210 and a Mooney 231) and sixteen people from the Colorado Pilots Association, took wing through Mexico and Central America to visit friends building a home in this remarkable country.

Having heard all kinds of stories about flying private aircraft south of the U.S. border, I was apprehensive at first. Several international pre-flight planning sessions gave us all the confidence to tackle this half hemisphere trip.

The Flight Down

We crossed the Mexican border at Laredo, Texas, having decided to route ourselves over land and the east coast of Mexico and Central America. Recent uprisings in Chiapas in southwest Mexico influenced our route decisions.

The International Flight Information Manual (IFIM) available from FSS and AOPA states that a flight plan must be on file

for all flights in Mexico territory. All private aircraft transiting Mexico via coastal cities must give at least 24 hours advance

notice to Mexican authorities. Because we were private aircraft with less than 16 passenger seats, we weren't required to get a written permit five working days in advance. Our international flight plan from Laredo, Texas, to Nueva Laredo, Mexico (Quetzalcoatl International) Airport took just a few minutes with FSS. The five minute flight was uneventful. Mexican authorities were polite and helpful. Avgas was 100-130 octane.

**Fufu, the terrible
toe-eating, butt-
biting toucan,
struck again.**

From Nueva Laredo, we filed a flight plan to Tampico about three hours away, but had to land at Ciudad Victoria just as night was falling. (Night VFR is prohibited). We topped off and looked for a way to find the Commandante to close the flight plan

and clear with authorities. A local airport mechanic shepherded us through the formalities, then negotiated a \$35 taxi round trip into town for the night and back again in the morning.

The next morning we were thwarted from a timely departure as a fast-moving fog bank rolled over the airport just as we were taxiing out. Taxiing back to the ramp, we shut down the engine to see what to do now that the field was IFR. We disembarked and walked over to one of the buildings. Just as suddenly as the fog bank rolled in, it rolled out. Hearing shouts from above, we looked up to the tower's balcony where there was a controller hollering and waving at us to go. So much for radio transmission clearances.

Three-and-a-half hours later, we stopped at Minatitlan to refuel. Again we went through the paperwork and found the Mexicans friendly and helpful. Flight planning was not



all the pain expected. We dropped a few American dollars for flight planning and using ATC.

Chetumal, on the Yucatan and just across from Belize, was the stop for the night. We rendezvoused with two other C-182s from our group and encountered several dozen members of the Guatemalan Pilots' Club who were having a fly-in and airshow at Chetumal.

All through Mexico, we landed at towered airports and had little or no trouble going through the bureaucracy. Avgas averaged less than \$1.50/gallon, and was measured in liters. We had no problem with theft and were not even approached by someone wanting to guard the aircraft for a fee. Air traffic control was courteous though radar coverage was sparse. Time, speed and distance still are the kingpins in navigation though we used GPS the entire way.

From Chetumal, we filed for Tegucigalpa, Honduras, with overflights of Belize and Guatemala, following the coastline as we had no flotation gear aboard. Having filed all the papers, we cleared customs and immigration and took off through a scattered to broken layer of clouds. Belize, Guatemala and Honduras ATCs had us making position reports and estimates to next fixes, just like the good old days before radar coverage in the U.S. I doubt they had Mode C capability because they asked altitudes and positions regularly.

Tegucigalpa was the most interesting approach. Nestled in the mountains, "Tegus" required I use my flying skills. Though the winds were relatively light, currents and

eddies were prevalent and required constant attention to make a stabilized approach. Finding fuel here could have been a problem as it was Sunday and there was no commercial operator on field. A missionary type had avgas in his private fuel farm, which he agreed to sell us. Across the ramp we saw the Honduran Air Force, a line of rusty DC-3s whose flying abilities were questionable.

Having fueled and filed another international flight plan to San José, Costa Rica, we planned to overfly Nicaragua, buzz around Flamingo Beach on the Pacific side of Costa Rica, then head to Tobias Bolaño airport, the general aviation airport in the capital city.

However, by the time we got off-airways clearances and found Flamingo Beach, the day was waning. Customs closed at 5 p.m. at Tobias Bolaño, it would be an hour before we landed. Plan B went into effect. We landed at Juan Santamaria International, much to the surprise of the authorities who didn't really know what to do with three C-182s. With true Tico hospitality, they shepherded us through customs and immigration after spraying the planes with DDT for \$7 per aircraft.

Since there are no tiedowns at the big airport, we decided to reposition the planes the next morning. It took two hours of paperwork, checking all the certificates for pilots and aircraft, insurance papers, filling out forms, trotting from one office to another before we got airborne for the five minute flight to Tobias Bolaño. It was worth it, however, because we found some tiedown rings and everyone breathed easier as the winds gusts to 25 and 30 knots.



CPA member Frank Gallo (left) with Ulf Werner Daniel of Germany in Frank's Cessna 182 enroute on fly-in to Costa Rica. Babette Andre was third pilot in the aircraft.

Why Costa Rica?

Costa Rica is a multi-faceted country located in Central America with Nicaragua to the north and Panama to the south. The Pacific Ocean is to the west and the Caribbean Sea borders the eastern boundary. The territory covers 20,000 square miles divided by mountain ranges running generally from the northwest to the south. These mountains form part of the Continental Divide, which separate the rivers' flow into the Pacific and the Caribbean.

Home to most of Costa Rica's population, the Central Valley covers 1,160 square miles, has fertile soils and a pleasant climate. Coffee, one of the country's most important crops is grown here. Butterfly and hummingbird farms are scattered throughout the area.

Some of the main mountain ranges are volcanic, there are more than 120 volcanoes in this little country. Poás volcano in the province of Alajuela, has one of the largest active craters in the world, though we were unable to see it because of IFR conditions. In the province of Cartago, not far from San José, the capital, is Irazú Volcano, which spouted ash in the early sixties. Arenal, a young volcano in the northern part of the country, erupts almost constantly. The visitor can expect to hear roars, belches, and see sparks, glows and fires after dark. The night we stayed at Arenal, I was awakened twice by the voices of the inner earth. Arenal Lake is

one of the most exciting wind surfing milieus in the world. The country's highest peak, Mount Chirripó, is not volcanic; it measures 12,412 feet MSL.

The coasts make up almost 65 percent of Cost Rica's borders. Here the visitor finds some of the world's most beautiful and idyllic beaches. Though not heavily populated, several tourism projects have developed, mostly on the north Pacific coast because of its long dry season. The longest distance one will travel to get to a beach is 75 miles.

There are four major climatic zones. **The wet lowlands** with short dry seasons and high temperatures. Rain fall is usually lighter along the coast, increasing proportionally as it moves further inland and altitude increases.

Lowlands with a dry season: most of the Puntarenas have high temperatures and a long dry season.

Temperate climate: Areas located between 3,000 and 5,000 feet MSL such as the Central Valley, have defined dry seasons and are the most comfortable of the climates.

Mountain climate: Any area more than 5,000 feet has cooler temperatures. At altitudes above 10,000 feet, the weather is usually humid with occasional fog or frost.

Costa Rica has no military as do other Central American states. Though there is a sort of National Guard, the country has invested its resources into its own development. Twenty-eight percent of the national

budget is for education, something which would not have been possible while maintaining armed forces. The literacy rate up to sixth grade is around ninety percent.

The government is constitutional, it has an executive, legislative and judicial branches. Foreigners can own property and have civil rights as do nationals.

From the beginning of the country's recent history, Cost Rica has been exposed to little violence. During colonial times, it was one of the few parts of Latin America settled by people more interested in creating a pleasant place to live than exploiting indigenous people.

"Ticos," or local Costa Ricans, generally are warm and friendly. They appear to like gringos. Spanish is the official language though many ticos speak enough English to help a visitor.

Getting there yourself

Flying to and through Mexico and Central America is much easier than expected.

Weather reporting is sparse compared to our system. Fuel is generally available at towered airports. American cash is accepted and easier to use than travelers' checks. Dollar bills are useful for tips and other incentives.

For help with good pre-flight planning, AOPA, 431 Aviation Way, Frederick, MD 21701, is one of the best resources for information. Flight Service Stations and other pilots who have recent experience flying the route can also be helpful with tips on how to avoid the hassles.

The Costa Rica tourist board can be a big help. The office is underground at the entrance to Museo de Oro. Mailing address: Apartado Postal No. 777-1000, San José, C.R. The U.S. office is 1101 Brickell Ave. BIV Tower, Suite 801, Miami, FL 33131; Tel: 303-358-2150, or 800-327-7033.

We found planning, patience and a sense of humor helped make it a safe, memorable experience.

Next time, I'll remember to take a siesta in a hammock away from the toucan.

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Johnson Field

A Beehive of Activity

Johnson Field is a small, laid back, airfield just a few miles north of Walsenburg, Colorado... but don't let being small and laid back fool you... it's a beehive of activity.

Once you get involved and caught up in the myriad of activities, "being small" is just a phrase.

This Huerfano County airport hosts fly-in breakfasts and air rodeos with competition, such as flour bombing, spot landings and balloon busting.

In the fall of '94 a successful air show and fly-in was held with all the trimmings. Included were displays of some 20 aircraft. Pilots answered questions from many of the curious public from town, and many souls were taken for a ride around the "patch". Many strained necks resulted from watching the many fly-overs.

One of the highlights of the air show wasn't at Johnson Field at all. It was the parade in town. The winner of the most "creative float was a home-built by Don Kordis, a local pilot. The "Sky Pup" was as modern as could be. Made of wood, fabric,



and bicycle-type wheels, it has been flown many times. The pilot's feet protrude through the floor to function as brakes. This could be the onset of the new Ricketyback Airlines, ready to haul passengers at the new Denver International; Fred Flintstone, CEO.

What really puts the spark in Johnson Field? The airport and FBO manager Mike Mann. Mike says "we're not difficult to locate, just 40 miles south of Pueblo and 60 n.m. from the Trinidad VOR. "On site is maintenance on demand and a 10,000 gallon, 100 octane fuel farm".

Along with Mike are the Cross-Winders, about 30 men and women who are helping Johnson Field grow. They can be recognized by the "X-Winder's" logo on their caps. The group meets monthly for pilot education, advisement and "fun".

Four planes were purchased by members last year and two organizations have moved their base of operations to Johnson Field.

The Cross Winders are made up of many types: ranchers, judge, attorney-airline pilot,



super-market manager, traveling sales-lady, mortician, commercial pilots, and a Certified Public Accountant. Includes: airplane drivers from W.W. II to Korea and Viet Nam, retired airline and military pilots. The total hours of the group add up to the thousands.

In building the 3,000 square foot metal hangar, Mike had help from the club. In addition, a 1,200 sq. ft. office was erected... sort of reminds one of the old W.W. II Gremling House. You know, memorabilia on the walls, pictures and a sign that said "there are old pilots and bold pilots, but no old bold pilots".

The elevation of the field is 6,050 ft. with a 4,900 ft. paved runway, 45 ft. wide, to be widened to 60 ft. this year. Gross weight is limited to a maximum of 12,500 lbs. Runway is E/W. A cross wind dirt runway is 2,500 ft. by 40 ft. NE/SW with a rising terrain to the west. Runway lights can be activated on frequency 122.8.

One of Mike's right-hand men is Joe Trujillo, Project Director for the field and also airport advisor to the County on the field's future direction. Trujillo, an Air Force Academy graduate, an F-100 pilot in Viet Nam and a highly decorated officer, retired as a Lt. Colonel. Trujillo is working on getting grants for expansion of the field from buildings to a longer runway.

The area near the airport is beautiful... skiing, fishing, and all the amenities for a fine vacation. Lots of lodging in the village of Cuchara, La Veta, and Walsenburg. The color changes in the last week of September are memorable. Need a rental car? Call Mike at (719) 738-3782, and he'll have one waiting for you.

So, here we have a small, laid-back airport that's busier than a tom-cat in a new neighborhood. The coffee is always on, and Mike and Joe and all the Cross Winders are, like all pilots, an amiable bunch.

Welcome New Members

Giesy, Steve
6401 S. Wright Street
Littleton, CO 80127

Arthur, Elliott A.
P. O. Box 745755
Arvada, CO 80006-5755

Walter, Daniel L.
H.C. 67 Box 45
Haigler, NE 69030

Buffington, Frank H.
3148 County Road 730
Gunnison, CO 81230

Brownlee, Scott
4772 S. Wabash Street
Denver, CO 80237

Fore, Henry R.
6318 Delmonica Dr.
Colorado Springs, CO 80919

Biter, Cleon
1053 Purdue Drive
Longmont, CO 80503

Manoogian, Sarah Jane
5206 S. Laredo Way
Aurora, CO 80015

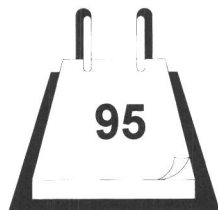
Crowder, Jim
7333 Leslie Drive
Loveland, CO 80537

Stam, Daniel G.
11905 E. Ida Circle
Englewood, CO 80111

*Do you have comments, ideas or modification suggestions
regarding the new DIA airspace?*

Call the Airspace Committee Chairman
Walter Bell at 303-488-9780

Colorado Aviation Calendar



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- April 3 **Colorado Pilots Association Directors Meeting**, 7:00 p.m. Ashbrook Room, Centennial Airport Tower. All Welcome. Info: Mike Baldwin, 303-674-3836.
- April 6 **Colorado Aeronautics Division, Board Meeting**, 9:00 a.m. - 1:30 p.m., Denver, Info: CDOT, (303) 792-2160.
- April 8 **Colorado Pilots Association & Air Power West Open House**, 11:30 a.m. Centennial Airport, Dick Jones' Hangar. Pot Luck. Info: 303-659-7265.
- April 9 **Palm Sunday 4th Annual Fly-In at Platte Valley Airpark**, Info: 659-7265.
- April 22 **Companion Flyer Course**, Sponsored by Colorado Chapter Ninety Nines, 8 a.m.- 5 p.m., Write Jessica McMillan at 817 Orman Drive, Boulder, CO 80303, for an application or call her at (303) 494-1312 for info. Cost \$50.
- April 22-23 **AOPA Airsafety Foundation**, Flight Instructor Refresher Clinic and Pinch Hitter Ground School, Denver, Info: 1-800-638-3101.
- April 22-23 **Fort Collins- Loveland Rocky Mountain Airshow**, Featuring the USAF Thunderbirds, USAF F-15 Demo team, Northern Lights & Unusual Attitudes Aerobatics Performances. Info: Airshows International, 303-469-7479.
- May 1 **Colorado Pilots Association Directors Meeting**, 7:00 p.m. Ashbrook Room, Centennial Airport Tower. All Welcome. Info: Mike Baldwin, 303-674-3836.
- May 6 **Fort Morgan Community Open House & Fly-In**, Lions Club Breakfast, 8 am-11 am. Displays, Golf, Fun!. Experimental and Antiques please come! Bring Tie Downs. Info: Vernon Tryon (800) 867-5688.
- May 6 **Mountain Flying Ground Course**, Colorado Pilots Association. Info: Bill Marshall, (303) 341-4744.
- May 13 **Centennial Airport Open House & Fly-In**, Info: Kenneth Maenpa, 303-790-0598.
- May 18-21 **USPA Annual Meeting**, Wichita, KS. Includes aircraft factory tours, safety meetings and annual awards. Info: 314-849-8772.
- May 20 **Platte Valley Airpark & Airpower West Spring Fly-In**, Info: Marilyn Taylor, (303) 659-7265.
- May 20-21 **Navajo State Park EAA Chapter 997 Spring Rendezvous**, featuring a pot luck bbq on Saturday. Info: Lee Bernhardt, (303) 247-2740.
- May 28 **Arapahoe County Springfest**, East of Centennial Airport. Aircraft displays, fly-by's, and aerobatic demonstrations. Info: Jean Landower, 303-779-0538.
- May 31 **Air Force Academy Open House & Air Show**, Info: Richard Stokes, (719) 472-2526.
- June 3-4 **Durango Four Corners Air Show**. Featuring the USAF Thunderbirds June 4. Info: Lee Bernhardt, (303) 247-2740 or Gordon Clouser, (303) 259-4061
- June 8-9 **CAOA Meeting**, Spring Meeting, Grand Junction, Info: (303) 792-2160.
- June 9 **Colorado Aeronautics Division, Board Meeting, CAO**, Grand Junction, Info: CDOT, (303) 792-2160.
- June 17 **Gunnison County Airshow**. Info: Joanne Stone 303-641-2304 or Scott Weyl, 303-641-0526.
- June 17-18 **Cheyenne Airport 75th Anniversary Celebration**
- June 24-25 **17th Annual EAA Rocky Mountain Fly-In**, Longmont, CO. First Annual IAC Aerobic Cup on June 25. Displays, Workshops, Forums. Info: Bill Marcy, 303-798-6086 or Catherine Wissner (303) 651-3431.



Colorado Pilots Association

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