

CPA FLIGHT LINES

Volume 13, No. 9

October-November 1996



1972 Skylane owned by CPAer Frank Niehus of Lakewood.
Frank and wife Lynn have been participants in recent fly-ins.
Aircraft is based at Centennial Airport.

President's Message	2
Heard Along the Flight Line	4
Steamboat Fly-in	8



President's Message



THE VALUE OF FLY-IN'S...

*Patti
Arthur*

Although the local fly-in season is just about over, it's a good time to think about some trips for next year. CPA's calendar has numerous events listed...something for everyone! I'm sure most of you attend at least one fly-in each year, so most of you know what goes on at these fun events. But have you ever stopped to think about the intrinsic benefits a fly-in provides to general aviation and the local community? I heard a sad story a few weeks ago about a fly-in sponsored by a small southern Colorado airport. The airport folks really went all out to provide a great day for the attendees. However, only 11 airplanes showed up. Perhaps the event wasn't too well-publicized, but it's too bad more planes weren't involved.

Fly-ins are a wonderful way to introduce some of our non-flying friends to the joys of aviation, they help out small airports with fuel purchases, and they can also show a community just how important their airport is to their local economy. Perhaps if more of us attended some fly-ins at the smaller airports, we could make a difference in general aviation. I have a new goal... to try to attend at least two fly-in's every year, and if possible, to bring a non-pilot along, too. It can't hurt!!

CPA SCHOLARSHIP COMMITTEE...

At last month's board meeting, the board decided that it would be a good idea to establish a small committee to investigate some of the details of the CPA flight training scholarship. We had been discussing the scholarship for some time, but hadn't really made any concrete decisions about how much money to offer, how to review applications, what types of training or recurrency to provide, etc., etc.. Mike Baldwin, Bruce Hulley, Bill Hamilton and myself (some familiar names) will now get down to brass tacks on the direction for the scholarship. We would welcome any ideas any CPA members may have. There is also one seat open on the committee if any member would like to volunteer.

WE LOST THE BATTLE, BUT THE WAR'S NOT OVER YET...

By now, I'm sure that everyone has heard about the September 4, 1996 Douglas County Commissioner's meeting on the 1500-unit Meridian apartment complex south of Centennial Airport. The Commissioners voted to allow the complex to be built 3200 feet from the end of Runway 17L. Many general and commercial aviation interests, as well as many individuals from the community, spoke against the project. I'm not surprised the Commissioners voted the way they did. In fact, I expected it considering Douglas County's track record with new development.

The Meridian people were allowed unlimited time to present their application, but the respondents were only allowed three minutes each to voice their opinion, either pro or con. Meridian was allowed a generous amount of rebuttal time. The interesting thing about the hearing was that Meridian essentially based their entire application on 1981 and 1986 airport land use plans and the concurrent noise contours adopted by Douglas County by resolution. Funny, but I have those land use plans and they very clearly state that new residential development is prohibited in the spot proposed for the development.

Rumor has it that some well-funded airport tenants are bringing a lawsuit to enjoin the construction of the project. This would be an uphill battle, but I think a lawsuit is exactly what the doctor ordered. This situation also bears a remarkable resemblance to the Meigs Field fiasco. It's time to take off the boxing gloves and start hitting aviation's opponents...hard.

Colorado Pilots Association
"The Voice of General Aviation"

CPA Internet Page

<http://www.ra-ventures.com/cpa>

created by CPA member Rob Duncan of
RA Ventures --

RA Ventures is also the key developer of a new site which contains over 16 thousand aviation service providers (FBO's, prop shops, engine rebuilders, etc.) along with 1000's of hotels, restaurants, car rental agency's, etc., all of which may be found by airport proximity.

<http://www.airbase1.com>

Rob is happy to discuss adding your ad to this service or developing a web site for your business.

(303) 665-0466.



■ Some changes in leadership have taken place in the Aerospace Department at Metro State College. CPA member BILL GREENER moves up from a position of Professor in Aerospace Science to Chairman, Aerospace Department. He replaces Bob Mock who moved up to the position of Dean, School of Professional Studies. The appointments are interim for the period ending June, 1997.

■ Eagle County Regional Airport joins that small group of public-owned airports in the state imposing landing fees on general aviation aircraft. It now joins Aspen, Telluride, and DIA as part of a national trend. Worth thinking at what drives this policy and what, if anything, general aviation pilots can do about it.

■ Needless to say, the FAA is a significant role player in the policy. Under its Airports Grant-In Aid Programs the FAA requires recipient airports, as part of the "red tape" it attaches to grant agreements, to maintain a fee and rental structure for facilities and services which will make the airport as financially self-sustaining as possible. Of course, the FAA also requires that the airport be available for public use on fair and reasonable terms and without unjust discrimination.

In effect, the FAA encourages airport sponsors to charge whatever the market will bear, as long as it is not excessive or discriminatory. Where there is excessive or discriminatory fees, users have some recourse with the FAA. They can file a complaint. Being realistic, however, it is difficult to prove that a few bucks for a landing fee is exces-

sive.

AOPA's position is similar to the FAA. It resists any fees considered discriminatory but does takes no exception to those airports charging a fee where the fee is waived in lieu of service . . . such as a fuel purchase.

■ Airports, of course, welcome the opportunity to gain additional revenues. Things get a little sticky, however, when the fees are set purposefully high to discourage access by small general aviation aircraft. It is understandable that airports would rather accommodate "heavy iron." After all, they produce more revenue. And it is not unusual for airports to set fees which discourage the little guys. This, of course, gets into the gray area of discrimination. But how much fee is too much? And at what point will the feds step in? Or the courts?

This leads to complaints under the FAA Compliance Program and occasional lawsuits. Unless blatant, however, it is difficult to prove that a fee is excessive or discriminatory. And it goes without saying that any fee is considered excessive by most pilots of small general aviation aircraft.

■ One has to question the wisdom of imposing fees at low activity locations. From a logistics standpoint, the cost of collecting the fees typically exceeds the revenue collected. But more important, it discourages aircraft operations. Let's face it, general aviation pilots are a cheap

bunch and will typically avoid airports which charge fees. They go elsewhere. And the supporting communities lose the economic benefit of aircraft using their airports. The appropriate phrase is "penny wise and dollar foolish."

■ Speaking of communities that discourage traffic to their airports, it is worth noting that Steamboat Springs scrubbed their annual Airport Open House and Vintage Aircraft Fly-in, scheduled for the Labor Day weekend, for the reported reason they did not want aircraft overflights. Airport management did its best to alert participants such that they would not make the trip needlessly. The cancellation did not impact the CPA fly-in to Steamboat which was scheduled for the same weekend.

Apparently not everyone got the word on cancellation of the open house. The airport was crowded with visitors. A few antique aircraft showed up. A pair of T-6s, a Stearman and an N3N were running passenger flights. At least, they were on Saturday. By Sunday they were gone . . . following word from city officials that they were not welcome.

Too bad. Saw the Stearman overfly the community late Saturday. All by itself. It looked lonely against a dark blue sky. So beautiful! Made one wish those beautiful bi-wings could fly forever. No one else seemed to notice. Too busy looking at the display of antique automobiles a thousand feet below. A reality check!

■ Rather ironic that Steamboat scrubbed the aviation program . . . for concerns about overflights . . . when at the same time it sponsored the 13th Annual Vintage Auto Race . . . with all of the unmuffled racket coming from those noisy monsters.

■ Couldn't help but notice that the nice new air carrier terminal was locked up and vacant. A victim of the loss of air service. Some of the technical publications, however, report that Maverick Airlines plans to serve the location with De Havilland's four-engine STOL aircraft later this year. Initial service will connect Steamboat Springs with Grand Junction and DIA. The airline gained DOT approval on initial fitness in late September.

This item fits into the category of more than you wanted to know about the town of Steamboat Springs. But we are told the community has at least 150 medicinal springs varying in temperature from 58°F to 152°F. The town was named for one of the springs which gave out a peculiar puffing sound resembling a large river boat under full steam. Unfortunately, the quaint sound was destroyed when the railroad was constructed nearby.

Another springs of some renown has the unique name of Strawberry Springs. I mention it only for the reason it has a dubious reputation as a site for some rather colorful bathing parties. And for the reason that a group of CPA fly-in participants were refused access when attempting to visit the site at about 10:00 PM on Sunday night. Uncertain as to whether the operator thought the CPA group was a bunch of revenueurs . . . or mercifully saved them from a situation they would not be comfortable in.

■ Have to wonder if our CPA Fly-in Committee Chairman MARY JONES enjoys flying. She was to have joined the fly-in to Monument Valley earlier this year, but scrubbed after suffering an allergy attack. Spouse BART JONES, who co-chairs the committee, ended up flying their Cessna 170 to Monument

Valley alone.

She drove to the fly-in to Creede. Bart again made the trip in the Cessna 170 without her. And wouldn't you know. Mary also drove to Steamboat.

But all is not as it appears. Mary is one of those types who likes to arrive early and make certain everything is ready when participants arrive. And she also likes to make certain that there is at least one vehicle available for ground transportation. So she drives. Needless to say, she will be an impossible act to follow.

■ CPA member STEVE GREEN, who is also the CPA Area Representative for the Steamboat Springs area, provided additional ground transportation for the fly-in. Steve runs a cleaning supply service and the van was one of the company vehicles. I wouldn't mention it except it was one of those types without windows. Seating was on cartons of bathroom paper products. Not much for sightseeing . . . but it sure served our needs. Inexpensive transportation! Thanks to Steve!

■ While talking ground transportation, participants at the Cripple Creek Fly-In on September 21 were treated to a trolley bus ride, courtesy of CPA member MARK MEYER. Mark is a past president of CPA and current part-owner and manager of the Gold Rush Casino at Cripple Creek. Fremont County Airport was the first stop where Mark met the

group with a 34 passenger trolley (bus) for the 1 1/2 hour commute up the mountain to Cripple Creek. After about a 3 hour stay, and a courtesy lunch by the casino, the trip was repeated back down the mountain.

This was one of those last minute fly-ins designed to coincide with turning of the aspens. Some 40 random calls were made to various members until there were enough participants to fill the trolley. There was a lot going on that weekend and it proved challenging to find a full load. For those who were called and unable to go . . . you missed a fantastic fly-in. And for those who would like to have gone but were not called, our regrets. With random calls it was a case of luck of the draw.

■ MARY SENFT was scheduled for the Cripple Creek fly-in but had to scrub when she and OTTO stopped by Jeffco to pick up BABETTE ANDRE for the flight. She was taxiing for departure in the new Lancair IV-P she completed last year when smoke appeared in the cockpit. Turned out to be a failure in the auxiliary fuel pump. Not a serious or life threatening problem. But serious enough to scrub the mission.

■ Recall that sobering article on hypoxia by Otto Senft which appeared in the August issue of **FLIGHT LINES**. The incident he described was more serious

MEMBERS: PLEASE NOTE . . .

That the mailing label on your newsletter contains the expiration date of your membership. This line is highlighted to call your attention when your dues are payable. A membership renewal form is provided for your convenience inside the back cover of **FLIGHT LINES**.

This form can also be used to inform CPA Membership Records of any change of address. Please be aware that the Post Office **does not** forward bulk mail. It is returned to CPA.

than he cares to talk about. Same aircraft, the Lancair IV-P. It was described as a pressurization problem while flying at 11,500 feet over a remote section of Eastern Wyoming. A faulty cabin cooling system caused an increase in cabin temperature which in turn increased density altitude in the cabin to something over 17,000 feet.

Anyway, Otto passed out in the cabin. When he slumped over in his seat, Mary, who was flying the aircraft, thought he had a heart attack and called "Mayday" on the emergency channel. Air Traffic directed the aircraft to Torrington, the closest airport, where emergency vehicles were waiting. Fortunately, Mary had enough altitude tolerance that she was able to think clearly enough to call for help and land the aircraft safely. But not enough, as she described it, to recognize the problem as one of oxygen deficiency. A few more minutes at her altitude and she may have lost it too. And another accident without an apparent cause would have ended up in the database.

On the light side, Mary likes to share that her arrival at Torrington was met with a lot of concern about this women passenger in this "hot" aircraft whose pilot husband lay unconscious in his seat. A lot of discussion on how to talk her down for a safe landing. Even discussion of sending a chase plane up to assist. Not knowing that Mary is a CFI with over 3,000 hours, does all of the flying in the Lancair, and was the pilot in command. While Otto is pilot rated, he suffered some heart problems a few years ago and does not possess a current medical. So instead, he flies as co-pilot, navigates, and operates the radios.

Thought this additional chapter to his story would be of interest.

at the Centennial Airport Holiday Inn on September 28 attracted 260 participants. Eleven volunteers were on hand to make the program work, including volunteer instructors: Vern Foster, Robert Henley, Bill Marshall, Bill Standerfer and Jer/Eberhard. It was by far the largest number of participants attending a single class for the course since its creation over five years ago. About 10% of the participants joined the CPA and boosted membership to a new high of over 600 members.

■ The crash of a second Air Force Academy T-3 Firefly trainer on Monday, September 30, makes one wonder what kind of problem the Academy is having with these aircraft. Particularly when witnesses to the accident said the aircraft appeared to plunge straight down. The prior accident occurred nearly two years ago under somewhat the same circumstances.

Those who attended the Pueblo Airport Open House on Saturday, September 28, saw an example of the aircraft in the static displays. It is a British manufactured, small, side by side, fixed tri-gear, glass aircraft, similar in appearance to many of the kit type aircraft built in this country. A 540 cubic inch Lycoming engine pulls it along at about 140 knots cruise. It has an obvious trainer appearance. Rugged and tough. It looked like it would be fun to fly. But one couldn't help but look at the plane and wonder how it would perform with a laminar flow wing and retractable gear.

A young captain from the training program at the Academy brought the aircraft to Pueblo for the open house and was on hand to talk about the Academy flight program . . . and the aircraft. He said the Air Force acquired about 50 of the trainers and use them to screen cadets best suited for further flight training.

■ The CPA Mountain Flying Course held

Each senior cadet receives 25 hours of flight time. During the program the Air Force identifies those best suited for further pilot training . . . and eliminates those not suited. And it does so, thanks to operation of small aircraft, at a minimum cost.

When asked about the first accident the captain described a spin characteristic of the aircraft that could be difficult to recover from for someone without experience in the aircraft. He said that too rapid of control movements tended to make the aircraft spin tighter. And that the easiest recoveries resulted from a more gentle touch. Intuitively, it would be hard not to throw in hard control inputs . . . particularly if heading straight down in a spin. But the captain said that the aircraft didn't go straight down in a spin. Rather, it was characteristic for the nose to be 30-40° up from vertical.

He also shared with me that, because of the spin characteristic, cadets

are not currently instructed in spins or spin recovery. They are brought to point of spin entry after which they make immediate recovery. As he put it, at this point in their training there is no need to do full spins and spin recovery.

Instructors, on the other hand, are required to maintain proficiency in spins.

Hard to say if the latest accident was spin related. Since there was an instructor and cadet in the aircraft, under current policy they should not have been practicing intentional spins. It will be worth watching for the accident findings.

■ Tower: "Alpha Charlie, climb to 4000 ft for noise abatement." AC: "How can I possibly be creating excess noise at 2000 ft?" Tower: "At 4000 ft you will miss the twin coming at you at 2000 ft, and that is bound to avoid one hell of a racket." □

RES-Q-PAK®

Preparation for distress situations demand provisions critical to survival. RES-Q-PAK survival systems enable you to have some control of your own survival and rescue. Call today for your safety equipment or free survival information brochure. Be safe, be sure. Order now.



INTERTECH AVIATION SERVICES

3 Sunset Lane • Littleton, Colorado 80121 • (303) 781-2577

The CPA Fly-in to Steamboat Springs during the Labor Day week-end was our last scheduled fly-in for the season. We kind of ended up "flying by the seat of our pants", as the published schedule of events we planned to attend in Steamboat had been changed significantly. The airport antique fly-in had been canceled one to three weeks before we arrived - no one got the word out, so several interesting planes arrived anyway.

Our fly-in group arrived in cars and in planes - so we had plenty of ground transportation; particularly because our CPA Steamboat Area Rep, Steve Green, had provided his company van for our exclusive use for the duration of our stay. He also coordinated our arrival plans with the airport, and kept them up-to-date with our needs. Thanks for the help Steve, it was very much appreciated!

Frank Niehus, his wife Lynn, daughter Cindy, and 4 year old granddaughter were easy to find at the airport. He designed and built the tent, and had a constant group of people peering inside it as they set it up and arranged their rows of sleeping pads, suitcases, coolers, and gear. Impressive set-up Frank.

We gathered at noon at the airport, drove to town, and stopped at the Harbor Hotel, where we dropped off our luggage, and realized our whole schedule needed to be revised. The events had been changed, and didn't follow any of the published info we had. We stayed downtown to wander through the antique and classic car Concors de Elegance (juried show), hurried through a few shops, and met at the hotel again, in their lounge that was set aside just for us, to begin a happy hour celebration. From there we went to L'Apogee (an excellent French restaurant) for dinner. By that time we had finally hooked up with the entire group - a huge

wait for Larry and Sally Smalley.

The next day arrived and we began by riding the mountain gondola to the top for an excellent breakfast at Hazies. We overlooked the town and valley, and part of the auto race course. As we were up there we saw several planes flying over town - it was interesting seeing them from way above. Ricky Davidson and Linda decided to hike back along the mountain trail

The wing tent looked big enough to partition off into several rooms.

Steamboat !

By Mary K. Jones

that twisted and turned down the ski slopes. It was about a five mile trip - great way to see more of the country. The rest of us took the easy way down, and from there walked over to the auto races.

Treva Edwards and Tom Bein and the Jones got the pit passes, so we had a chance to see the cars, mechanics, trailers and supplies up close. Several were in various stages of being dismantled or rebuilt. Some were past that point, and had a sign displayed - "DEAD - RIP (rest in peace)". From there it was back to the races

(continued next page)



Steamboat Fly-In transportation was provided by CPA Area Rep Steve Green. His company's motto appears on the rear of the van used by the participating CPAers over the Labor Day weekend. Even the license plate indicates what type of business Steve has. It translates "Toilet Paper For Routt County." (WZ is Routt County, in case you didn't already know!)

where we joined up with Walt & Terry Barbo, and Robert & Ann Henley, and relaxed on the hillside, while the cars buzzed around and around. We stayed as long as we could, but they were way off schedule, so ended up leaving before they ended.

The bus system in Steamboat is free, and very convenient. We walked a couple of blocks downhill, hopped on the bus, and quickly returned to town. Steamboat has done an excellent job moving people around efficiently; it makes for a simple way of getting from one place to another.

The weather on this trip was spectacular, and our trip home on Monday came much too soon.

Already we are talking about where to go next year, and some of the places you can expect to see on the schedule are Chico Hot Springs in Montana, along with a

stop in Butte to see the world's biggest open pit copper mine and a couple of special mining museums there; a trip to Durango in September to ride the Toltec-Silverton train in a private car while we view the fall colors; a trip to Grand Junction to do a Tour of the Valley Century Bicycle ride in mid August, and a tour of the wineries while we are there; a trip to Los Alamos, Bandelier, and Santa Fe in New Mexico; and a trip to Smiley Creek, Cavanaugh Bay, and Sulphur Creek - all back country flying in Idaho. Possibilities are another trip to Monument Valley, a trip to Padre Island in Texas, a trip to New Orleans, or a trip to Los Angeles to spend a night in the historic Queen Mary ship, take a quick flight over to Catalina Island to stay in a remote B&B.

Need some feedback from CPA members!

Membership Renewals

Your continued support helps Colorado Aviation!

Bob Ward, Lakewood
Ernest Malachowski, Louisville
Richard Boscardin, Boulder
John Schmitz, Littleton
Harold Steffens, Monte Vista
Norman Steele, Brighton
Wayne Sand, Boulder
Paul Stooksbury, Campbell, CA
Hank Rist, Pagosa Springs
Larry Bartlett, Pagosa Springs
Bill Hellman, Delta
Bill Hamilton, Granby
Dick Jones, Littleton
Joel Flamenbaum, Kiowa
Foley Gordon, Denver
Phyllis Kramer, Cedaredge
Richard Ferdinandsen, Arvada
Dr. Phil Card, Aurora
M. Judith McFarland, Littleton
Delene Dougherty, Longmont
John Garin, Littleton
Kent Eckhart, Colorado Springs
Richard Hayes, Denver
Glen Davis Sr., Aurora
Glen Davis Jr., Aurora

Darwin Miner, Longmont
John Schmitz, Littleton
Barton Prieve, Englewood
Jeff Lewark, Dillon
Tom Maytham, Denver
Grant Besley, Evergreen
Charles Seeber, Littleton
Rich Roberts, Fort Collins
Dr. Phil Norton, Denver
Dr. John Newell, Highlands Ranch
Glenn Keller, Aurora
Larry Sellon, Golden
Glenn Channell, Loveland
William Bolton, Denver
Jim Montague, Golden
Dr. Jon McMillan, Alamosa
Bob Doubek, Littleton
John Huft, Golden
Greg Isbill, Aurora
Michael Percy, Denver
Gregory Reedy, Parker
Gary Schafer, Boyero
Harry Porter, Parker

MEMBERS: *PLEASE NOTE . . .*

That the mailing label on your newsletter contains the expiration date of your membership. This line is highlighted to call your attention when your dues are payable. A membership renewal form is provided for your convenience inside the back cover of **FLIGHT LINES**.

This form can also be used to inform CPA Membership Records of any change of address. Please be aware that the Post Office **does not** forward bulk mail. It is returned to CPA.

If you subscribe to **Flying Review** magazine, please inform them directly of any change of address at:

FLYING REVIEW
4801 Charlotte Ct. NE
Albuquerque, NM 87109

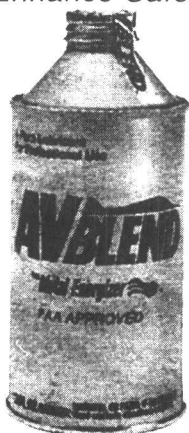
Welcome New Members

Over 600 Members Strong

Kraig Lorenzen
Chris Mygatt
Charles Stone
Kenneth Jochim
Steven G. Martin
Richard Wheeler
Donald R. Dudley
Cathy Rogers
Brian Bergeson
Deirdre J. Enders
Bill Beck
Vickie Laughlin
Shawn Cadwell
Dailey W. Bugg
Dwayne "Gene" Adamson

Felix E. Duran
Bernie Bower
David D. Weise
Mike Foley
Nancy Reinhardt
Michael Wheatley
Douglas C. Mass
Ron Rossway
Peter G. Grey
Jerry Stimpson
Charles P. Howerton
Matt McHaffie
Harold Penny
James F. Martin

To Enhance Safety & Reliability by Improved Engine Care



Dealer Inquires Invited

AVBLEND.

Used & recommend by Leading engine experts. Photo & written proof-of-performance information available upon request. order your AVBlend supply now from:



INTERTECH AVIATION SERVICES
3 Sunset Lane • Littleton, CO 80121
303/781-2577

F
L
Y

FLIGHT LINES

Advertising Rates

The rates for placing advertisements in *Flight Lines* are as follows:

1 full page	\$60.00
1/2 page	\$30.00
1/4 page	\$20.00
Business card size	\$15.00

Inserts

Commercial.....	\$30.00
Fly in events	FREE

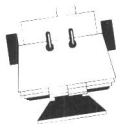
All ads that contain pictures are subject to a one time only computer scanning fee of \$15.00.

These rates are per issue. Mailing list is over 600 with additional copies distributed for solicitation of new members.

CPA HOTLINE
(303) 266-6266

***CALL FOR THE LATEST
RECORDED AVIATION UPDATE***

CPA



DIRECTORY

AREA REPRESENTATIVES

ASPEN-GLENWOOD SPRINGS

Doug Sheffer (O) 970/945-7144 (H) 970/925-3065

BOULDER

Ken Carter (H) 303/494-3663

BROOMFIELD- JEFFERSON COUNTY

Walter Bell (H) 303/488-9780 (O) 303/757-9334

BURLINGTON

Larry Mack (H) 719/346-7884 (O) 719/346-5352

COLORADO SPRINGS

Kent Eckhart (H) 719/599-9259 (O) 719/570-9173

Linda "Clancey" Maloney (H) 719/475-8781 (O) 596-4400

CRAIG/ HAYDEN (YAMPA VALLEY)

E.J. (Gene) Novacek 970/276-4361

DELTA BLAKE FIELD

Rick Reisman (W) 970/874-5181

GRAND JUNCTION

Judy Humphries (H) 970/242-0261 (O) 970/243-8479

GREELEY

*open

GUNNISON

Michael J. Vader (H) 970/641-5145 (O) 970/641-0526

Carol Skelton (H) 970/641-4136 (O) 970/641-0526

KREMMLING/SUMMIT COUNTY

Ron Lewark (H) 970/668-3089 (O) 970/668-3093

LEADVILLE

Ursula Gilgulin (O) 719/486-1743 (O) 719/486-2627

LONGMONT

*Open

LOVELAND AND FORT COLLINS

Mike Myshatyn (H) 970/226-4078 (O) 970/229-4067

MEEKER/RANGELY

Mike M. Brennan (H) 970/878-4346 (O) 970/675-3289

MONTROSE

Roger Lake (H) 303/249-8390 (O) 303/249-2944

PAGOSA SPRINGS

Larry Bartlett (H) 970/731-2489

PUEBLO

Lee Porter (H) 719/547-3339 (O) 719/547-3339

RIFLE, GARFIELD COUNTY REGIONAL AIRPORT

Paul Hoffman (O) 970/625-3771

SALIDA-CHAFFEE COUNTY

*open

SAN LUIS VALLEY

Paul Foster (H) 719/852-9860

STEAMBOAT SPRINGS

Steve Green

TRI-COUNTY

*open

WALSENBURG

Mike Mann (H/O) 719/738-3782

WRAY

Lucile Bledsoe (H) 970/332-5143 (O) 970/332-4955

PRESIDENT

Patti Arthur

303/322-7207(O)

303/791-1070(fax)

VICE PRESIDENT

Bill Hamilton

970/887-2101

SECRETARY

Terry Barbo

(303) 367-0670

TREASURER

Robert Henley

303/752-5131(O)

303/771-6092(W)

PUBLISHER

Colorado Pilots

Association

P.O. Box 200911

Denver, CO 80220

EDITOR

David Robertson

303/666-8284

COMMITTEE CHAIRPERSONS

AOPA & CAAO LIAISON

Bill Hamilton (H) 970/887-2101

AIR CLASSIC

Bob Venohr (H) 303/766-0742

AIR POWER WEST LIAISON

Ed Huber (H) 303/840-0294 (O) 303/397-7600

AIRSPACE

Walter Bell (H) 303/488-9780 (O) 303-757-9834

COLORADO AERONAUTICAL BOARD LIAISON

Mike Silva (O) 303/830-6348 (H) 303/337-1424

EAA LIAISON

Dean Hall 970/226-4486

FLIGHT SAFETY FOUNDATION

Michael Baldwin (H) 303/674-3836

FLY-IN EVENTS

Mary & Bart Jones (H) 719/488-0653

LEGISLATIVE

Michael Baldwin (H) 303/674-3836

MEMBERSHIP

Terry Barbo (H) 303/367-0670

MOUNTAIN FLYING & High Altitude Operations

Bill Marshall (H) 303/341-4744

NINETY-NINES LIAISON

Sue Osborne (H) 303/694-4879 (W) 303/799-6794

PROGRAMS CHAIRMAN

Steve Arthur (H) 303/397-1275 (O) 303/771-8081

PUBLIC RELATIONS

Norm Avery (H) 303/371-7978 (O) 303/342-2250

SAFETY & EDUCATION

Steve Arthur (H) 303/397-1275 (O) 303/771-8081

SEAPLANE LIAISON

David L. Williams (H) 303/526-0336 (O) 303/674-1333

Publication Notice

Articles for the CPA FLIGHT LINES are sought from members and other organizations. Stories and articles can include flying tips, rebuilding and restoration experiences, special trips, activities, etc.

All articles & letters should be sent to:

DAVID ROBERTSON

EDITOR, CPA FLIGHT LINES

627 WILDROSE WAY

LOUISVILLE, CO 80027-1078

Material for publication will be accepted up to the deadline date which appears in FLIGHT LINES. FLIGHT LINES shall reserve the right to accept, refuse, or edit any material submitted. Publication of articles and opinions in CPA FLIGHT LINES is not an endorsement by the Association, nor does the Association assume responsibility for the accuracy of the information contained in FLIGHT LINES. Permission is granted to reprint, provided credit is given to CPA FLIGHT LINES. **Please submit material on floppy disk when possible.**

**Copy Deadline is
the 20th of each
month.**



Colorado Pilots Association

APPLICATION FOR INDIVIDUAL MEMBERSHIP/RENEWAL

Name _____ Spouse _____
Street Address _____
City _____ State _____ Zip _____
Phone (home) _____ Phone (work) _____
Pilot Rating Held _____ Profession _____
A/C Owned (make) _____ Model _____ N # _____
Principal airport based at or flown from _____

Applying for:

- ② Renewal or
- ② New Membership
- ② Flying Review Subscription *
- ② GA News & Flyer **
(discount subscription)

Check enclosed, payable to CPA, to cover membership & Flight Lines Newsletter:

- ② \$20 for 1 year membership
- ② \$38 for 2 year membership
- ② \$55 for 3 year membership
- ② \$100 for corporate membership (includes 3 free 1/2 page ads and CPA hat!)

- * Add \$5.50/year for Flying Review
- ** Add \$16/year for GA News

Mail to: CPA
P.O. Box 200911
Denver, CO 80220

I am interested in serving as an Area Representative for the _____ area.

I am interested in serving on the following committees:

- | | |
|--|---|
| ☐ Airspace | ☐ Membership |
| ☐ Air Classic | ☐ Newsletter |
| ☐ Education | ☐ Programs |
| ☐ Flight Safety | ☐ Public Affairs |
| ☐ Legislative | ☐ Fly In |

Discount subscription rates to

GA NEWS & FLYER

Now available to CPA members at the special subscription rate of \$16 per year (regular rate \$24), payable one year at a time only. Make check payable to CPA and mail to CPA, P.O. Box 200911, Denver, CO 80220.

CPA MERCHANDISE

Caps (white) with CPA logo\$10
Lapel Pins\$3
CPA Decals\$2

Caps or T-Shirts, add \$2 for shipping and handling; Pins or Decals, add 30¢.
Mail to CPA, P.O. Box 200911,
Denver, CO 80220

Printing of the newsletter by



2597 West 64th Avenue
Denver CO 80221
(303) 427-0282

Colorado Pilots Association
P.O. Box 200911
Denver, CO 80220

RETURN POSTAGE GUARANTEED

U.S. POSTAGE
PAID
BULK RATE
Permit No. 301
Aurora, CO

CPA

