

CPA FLIGHT LINES

Volume 14, No. 3

April 1997



Homer Lyle flies his Bonanza over the landing strip at Chihuahuateo Mexico with a few other CPA intrepid travelers. (See story and pictures on page 8).

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President's Message

Bart Jones



While manning the CPA booth at the Air Fair last weekend I had the opportunity to meet and talk with a number of interesting people; one of whom was Tony White of the Wyoming Air National Guard. Tony is a member of the 243rd Air Traffic Control Squadron. His responsibility is to manage the control tower at Cheyenne Airport. In stopping by our booth Tony had two missions in mind which I promised I would help communicate to our membership. The first was to alert our membership to the activities of the 153rd Airlift Wing, based at Cheyenne airport, which operates C-130s in and around the local area. In particular these aircraft will be painted a subdued gray color which is intended to be hard to see. They will often be flying in formation while on low level training routes conducted during the day and at night. The lead plane will have its lights on but the following planes may not. If you see one, look for others. In addition they have an area used for training drops of cargo called the Lodge Pole drop zone located 10 miles northwest of Cheyenne.

Tony's second mission was inform our members that, in addition to the tower functions, his unit also provides Air Traffic Control services within approximately 25 NM radius of Cheyenne. Apparently the traffic count at Cheyenne dropped so low several years ago that the FAA could no longer justify staffing the tower, so Tony's unit stepped in to provide services, including radar, which was not previously available. Tony wants us to know that a hearty welcome is extended to all GA pilots who would like VFR traffic advisories, or want to practice instrument approaches and interact with ATC in less congested circumstances than might be found around Denver. They even have a PAR. When was the last time you had the opportunity to try one of those? Thanks for the invitation Tony.

There is an excellent brochure the Wyoming Air National Guard has printed "Mid-Air Collision Avoidance Program". Contact the National guard at 217 Dell Range Blvd. Cheyenne WY 82003-2268 to request a copy.

NEWS OF NORTHERN COLORADO
by Michal and Patrick Conner 970/223-2404

Fort Collins-Loveland Municipal

Has everyone heard the news? There is a new flying club in northern Colorado, Aspen Flight Center. The club is located in the Fort Collins-Loveland jet Center. It is owned by Jim Roelfs and Clive Lingo. Some of you will remember Jim from the Pilot Center at the Downtown Fort Collins airport. He had been an instructor there for many years. Clive was a student of Jim's when he first opened the club last summer. He decided to go into flying all the way and became a co-owner.

It is one of the fastest growing clubs in Colorado having both owned and leased-black airplanes. It is the only club in northern Colorado with two 152s, which makes it great for new students. It offers a three-day-guaranteed-pass ground school for private pilots in April. The club has seven instructors with more signing on. It seems a lot of people are following Jim from the Pilot Center.

Downtown Fort Collins

Downtown Fort Collins is excited about the new runway lights. If you are out flying a night, stop by and take a look. The airport announced that the new grass airstrip will open in late May or early June. If the nice weather continues, it could be even earlier. Plan to fly in to the kickoff breakfast when the grass strip opens. Watch this space for details.

KREMMLING, SUMMIT AND GRAND COUNTIES

by Ron Lewark, Area Rep

A lot happened this year at McElroy Airport (20V) in Kremmling. Doug Young opened the FBO first of last April as Alpine Wings. He offers flight instruction, aircraft rental and maintenance, plus 100LL available 24 hours, credit card swipe pump in the ramp at \$1.85 a gallon. Doug has flown most all light aircraft, plus DC-3, PBX, C-46 bomber and navigator on A3 and A6 for ten years. He flew charter in Alaska for 18 years, is an ATP, CFII and has more than 15,000 hours of flying time. He's down to earth and a hard worker. Come on up, meet Doug and get some of that cheap fuel. Phone 970/724-0611.

➔ Other news: Jim and Cindy Ashalter and her sons Craig and Cale moved from Kremmling to Montana in December. Jim was M.D. at Kremmling hospital and Cindy worked and ran the airport over the last seven years. Cindy loves flying and is very dedicated to general aviation and donated her time to the airport. She will be missed.

➔ Did you know 20V is co-owned by the city of Kremmling and Grand County? The land for the airport was donated by the McElroy family. Jack McElroy is an active pilot and C-182 owner.

The airport was closed during August for runway repaving and grading, new lights and VASI. Five new hangars are full with a waiting list. That gives us 15. Joe Roberts was Grand County Airports manager. Doug, FBO operator applied for the position but it went to Howard Moody, the county manager. A money saving move or what???

➔ Granby Airport is doing OK. Hangar renters are happy with new ones. There has been talk of an new north/south runway. Not much general aviation activity in Summit County with NO airport. There is a good number of airline and private pilots. Next month we'll tell you something about the history of the Breckenridge airport in Summit County.



Mike Silva, KCNC Channel 4 News Helicopter Pilot, entertained young visitors for two days at the Rocky Mountain Air Fair (photo by Babette Andre).

■ 25,155! That was the official count of visitors attending AIR FAIR '97 at the Wings Over the Rockies Museum in Denver on March 8-9, 1997. The count was down nearly 10% from last year . . . much of it due to all of the public events taking place at the same time during the weekend. For example, the Air Fair had to compete with the Home Show at the Convention Center, an Auto Show at Currigan, a Boat & Recreational Vehicle Show at the Coliseum, a Travel show at the Merchandise Mart and the Tombs of China Exhibit at the Museum of Natural History which was in its final days.

■ Won't bore anyone with details of the AIR FAIR . . . since I suspect most of our members were there . . . either as visitors or as volunteers staffing exhibits or booths. But I think it worth sharing my personal impression of Scott Crossfield.

Scott was the featured speaker in the Bomber Theater at 1:00 p.m. each of the two days of the event. He was the first person to

fly at twice the speed of sound and also the first to fly at three times the speed of sound. An aviation pioneer and hero by any measure. But also a very modest individual who shuns attention. Much of his talk centered on what has happened, and will, in aviation technology. Mach 5 air carriers, scram jets, methane powered aircraft. His vision of the future.

Incidentally, Scott points out that Mach 5 at 100,000 feet would only show about 300 knots indicated airspeed.

■ AIR FAIR '98 will be held on the weekend of March 7-8, **1998** and will feature as speakers Rod Machado (again) and Retired Colonel Robert Morgan, the first pilot to fly 25 missions in a B-17 bomber in WW II and pilot of the Memphis Bell.

■ Not much happening on AVIATION ISSUES in this session of the State General Assembly. However, there is one bill working its way through the process that is worth watching. SB 97-146, entitled,

CONCERNING AIR SERVICE IN COLORADO, AND MAKING AN APPROPRIATION THEREFOR, was introduced by Senator Thiebaut to provide funding incentives for improved air service to outlying communities of the state. Representative Lewis Entz has a companion bill in the House.

The legislation would create an Air Service Assistance Grant Program to be administered by a new Colorado Airport Assistance Board. The board, consisting of 13 members, would receive grant requests and make recommendations to the CDOT Aeronautics Division where the grants would be processed. As we see it, the new board would make decisions as to where the grants would be issued. And the Aeronautics Division would do all the work.

■ Some insight as to what is driving the bill appears in the declarations in Section 43-10-117. The section is worth repeating considering the testimonial it gives on the value of air service to small communities. (Many of the declarations would apply equally as well to general aviation.) The section reads:

a) The health, safety, and welfare of the people of the state are dependent upon the continued existence and expansion of intrastate air service in the state;

b) The increased costs of operating out of DIA has forced air carriers to drop or significantly reduce service on their less profitable routes;

c) There are many unique factors that necessitate intrastate air service in Colorado, such as the seasonal demand for air service to support the ski and tourism industries, and significant distances and extreme road travel conditions from the states outlying areas to major airports such as DIA and Colorado Springs;

d) The availability of intrastate air service is crucial to the economic livelihood of the state's outlying communities whose air service needs vary noticeably depending on each community's unique characteristics;

e) The state should allow certain airports in outlying areas of the state to develop programs to increase or maintain air service.

f) While these programs should be funded by the state, each airport should be given the ability to impose conditions on the use of funds in a manner that suits its particular intrastate air service needs; and

g) The public purpose to be served by the Colorado Air Service Assistance Grant Program created in Section 43-10-118 outweighs all other individual interests.

■ The original thrust of the legislation was to fund airline subsidies for service to small communities. When it appeared there would be little support for subsidies, the thrust was changed to fund a grant-in-aid program to develop local incentives for improved air

Colorado Pilots Association
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CPA Internet Page

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

created by CPA member Rob Duncan of
RA Ventures -- 303-665-0466

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/airbase.htm>

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

carrier service. The bill would appropriate \$5 million out of the general fund for these purposes for the fiscal year beginning July 1, 1997.

■ Only the following 13 airports would qualify for grants under the legislation: Aspen-Pitkin County, Cortez-Montezuma County, Durango-La Platta County, Eagle County, Fort Collins-Loveland, Gunnison County, Lamar Municipal, Montrose Regional, Pueblo Memorial, San Luis Valley Regional, Telluride Regional, Walker Field, and Yampa Valley Regional/Steamboat Springs Municipal. Which explains why there are 13 members of the proposed Airport Assistance Board . . . one representing each of the qualified airports.

■ What are the chances of the bill being approved by this session of the Assembly? Probably fairly good. There is a recognition that DIA did not provide much in the way of economic benefit to outlying areas of the state. In fact, DIA contributed to an erosion of air service to many locations. And there is a good chance that conscientious legislators may support this bill as a way of providing some relief to impacted locations.

■ But what are the chances that the financial relief will do any good in attracting improved air service? Probably little to none! Airline service is driven by passenger demand. Improving facilities or attractiveness of a location will do little to retain service without passengers. However, anything done to improve an airport is a plus for every segment of the aviation community.

■ A tip to those with Internet access. www.state.co.us/ will get you into the home page for the state of Colorado. A few more clicks of the mouse button will get you into government, state legislature information, and an index of bills, sponsors and their status. The page provided much of the information for the above report.

■ For another interesting page on the Net, see www.aeroprice.com/ for information on used aircraft prices. For example, their market analysis reports that the 1982 Cessna T182 RG increased more than \$20 thousand in value over the last year. Good place to find what is happening to the value of your aircraft.

■ Internet users of AOPA services on CompuServe were surprised to find a message last week reading, "AOPA is no longer available on CompuServe." No explanation of what happened or why.

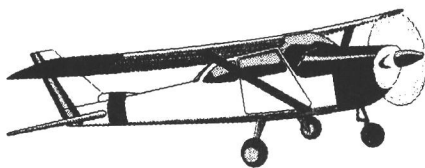
No official word, but it appears that AOPA was getting too much activity on CompuServe and were asked to either pay more or leave. In any case, they left and have expanded services on the Net at www.aopa.org/. This writer hated to see them make the change since their information was more easily accessible on CompuServe. The Net location is more menu driven, takes more time to find your way around, and I still haven't found the nice aviation charts and statistics that were available from the Flight Safety Foundation at the old site. But the new location has to be a plus for users of other providers (other than CompuServe) who previously did not have access to the AOPA site.

■ In other aviation matters, it is worth watching congressional action (or inaction) on what to do regarding further extensions of aviation taxes. Federal excise taxes on airline tickets and aviation fuel were reinstated earlier this month. The legislation reimposing the taxes, however, also allows them to expire on September 30. Still no agreement on the issue of changes to satisfy interests of larger carriers . . . or the issue of user fees. Congress has allowed the fees to expire twice. Unlikely that it will happen again.

■ Mike Diesch, developer of the Convair Site at Tri-County Airport got an unexpected surprise when he removed the Convair 990 from the site. A block of something over a 100 pounds of spent uranium was located in the tail as a counterweight . . . a block of material that had to be disposed of, at considerable expense, under EPA disposition procedures. The spent uranium was used as a substitute for lead ball in the days when little was known about radio activity and its consequences. Makes one wonder how many other aircraft are either flying, or stored in aircraft boneyards, with similar counterweights.

■ After a lengthy delay at the gate while waiting to depart, the Captain finally came on the PA system and announced, "I'm sorry for the delay, but the machine that smashes your baggage and pulls the handles off is broken, so the ground crew is having to do it by hand!"

Memorial Day Los Alamos Fly-In Update



A quick reminder, fill out your sign-up sheet for the *Los Alamos Fly-in* set for Memorial Day week-end! We have 20 rooms reserved for the CPA group; and can get more if we need it. The weather should be perfect for exploring and sight-seeing. An added tour that we can take while we're at Los Alamos is a 1 and 1/2 hour driving tour, where the geologic, archaeologic and historic views of the area are explained. It will cost about \$10.00 per person. If you'd like to take this tour, please add a note on the sign-up sheet. We could set it up for Saturday afternoon, or Monday morning before returning home.

In September there is a follow-up trip you can make on your own, to round out the experience, and there will be a write-up in the next issue of the newsletter telling you where and when.

If you have any questions about this CPA trip, please give Mary Jones a call at (719)488-0653, or e-mail a note to mkstraugh@msn.com.

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A group of us flew to Mexico in November and found Paradise! We visited three totally different places. One place was so grand we noticed it immediately as we flew over it - *Paradise Village*, which is about nine miles north of Puerto Vallarta.

"Paradise" is a one-stop vacation extravaganza. It's in a huge guarded compound and from the moment you arrive, until you leave, you feel pampered, comfortable and relaxed.

Our *second* destination was primitive and untouched by the "gringo". We rented a van and drove from Puerto Vallarta to *San Blas*, a little sea-side village where people make their living fishing in the Pacific Ocean. It is located about 280 kilometers to the north of Puerto Vallarta.

We were concerned about driving in Mexico; but in that area the roads and signs were easy to follow, the countryside was beautiful, and the farms and villages we went through showed us rural Mexico. The van rental was completely arranged by the *Paradise Village* resort; it was uncomplicated and easy.

For our *third* destination, we flew the airplanes down the coast heading south to *Manzanillo*. It was about a two hour flight, and we flew along some of the most stunning villas, castles, and gigantic homes you will ever see. They were in totally isolated, secluded areas away from all signs of mankind. *Manzanillo* is a sea-side city where the wealthy Mexicans have come to vacation for years. It's also Mexico's foremost Pacific port. Sea traffic, fishing, and iron-ore mining generate more income than tourism. Major airlines don't fly there; consequently it remains one of Mexico's hidden retreats.

BEFORE YOU GO

MAKE IT MEXICO!

by Mary Jones

Begin this journey with a phone call to AOPA requesting their huge packet of information on flying to Mexico. For \$8 you get all the forms and paperwork you need to fly there. You are asked to call AOPA Aviation Services again just before you leave; they will check to see that your forms are filled out correctly, update you on prices of aviation gas on your route, and add any other information on your route that may have changed.

As you gather your paperwork together (passport, ID's, aircraft info, etc.), use Dave Burke's idea - get a 3-ring binder, several clear insert pages, and put your papers into the notebook. (Xerox important papers so you have a back-up file.) When it comes time for you to check in at your place of entry, your information is all together, easy to read, and beautifully organized. It gets you through the system in a quick efficient manner.

If you arrive other than regular business hours, you may be assessed an extra significant fee for "overtime" duty in both

Mexico and the U.S. Fill out any entry or exit forms before arriving. At best you can expect about a two hour ground time experience upon arrival and departure.

As *passengers* we carried our passports - all that was needed; a current driver's license and original birth certificate would do. *Pilots* also had to provide their *original* airman and medical certificates, and radio operator license. *Aircraft* documents required were the Certificate of Airworthiness, Certificate of Registration, Manual of Operating Limitations (including weight & balance information), proof of liability insurance which you can buy just to cover one specific trip, and general declaration forms. (Remember, all forms that you need will be in the AOPA packet.)

You cannot use charge cards at the airports, so be prepared to pay cash for all fees and fuel. We only had to fuel up twice in Mexico; on our way down and back. Once at the port of entry (for us Chiquaqua); and then at our destination. It

The Aviator's Realtor

David Robertson

CPA Editor, Pilot, and Realtor.

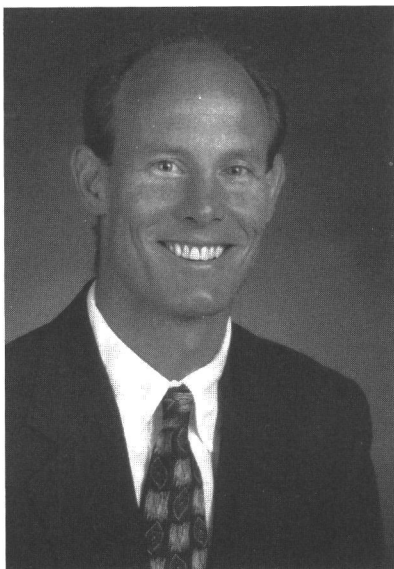
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kept the landing fees and other charges to a minimum.

You are asked to file a flight plan one hour in advance when you fly into foreign airspace before entering the ATC region. You are also asked to declare any currency that is over \$10,000.

Last, but not least, the Mexico airports don't have sophisticated navigation systems. The air traffic controllers do speak English, but you need to speak slowly and carefully. You may find that you have to repeat your message a few times.

The airports were well maintained, and had a heavy presence of military personnel and equipment on the site. They were involved with their own activities, and weren't there to deal with us. We did notice armed guards patrolling the field; this was their security system.

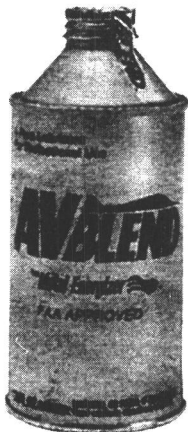
When we arrived in Chiquaqua, we were given clear instructions on where to park the plane, and where to report. We walked into the terminal, where our passports were stamped. The planes were checked to see if we were carrying agricultural products (unprocessed fruit or vegetables will be confiscated), and then the pilots were sent through the system going from one building to another where the paperwork was checked, fees were paid, and another flight plan was filed to our final destination. Throughout the process people were extremely courteous; and since our paperwork was so well prepared, we had no problems.

When we arrived in Puerto Vallarta the parking area was jammed with planes, and it was a scramble to find a spot to park. Bring your own tie-down ropes in case they are needed.

We checked in with the airport authorities, closed the flight plans, filled the fuel tanks, and paid our landing and parking fees. Each checkpoint or stop along the system also involved a small tip that was not a "fee", but a courtesy. We came supplied with a healthy bundle of \$1 bills - and could have used more.

The trip from Puerto Vallarta to Manzanilla involved checking out, filing a flight

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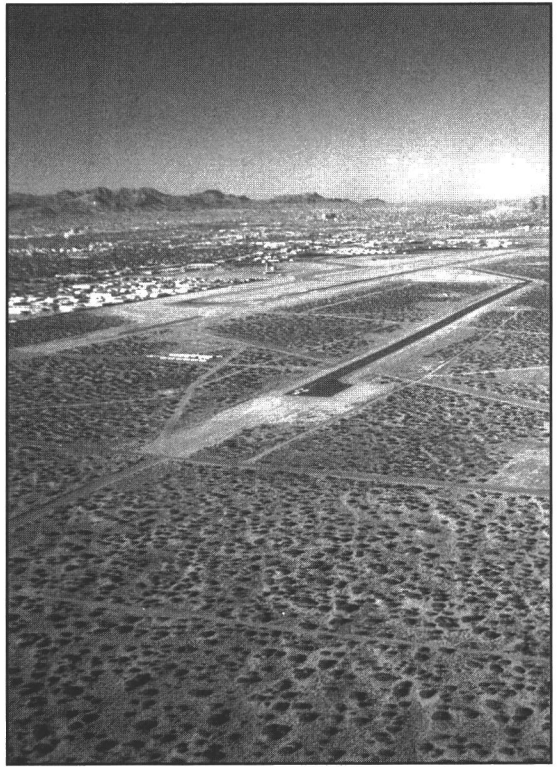
plan, and loading up. Again, almost a two hour process. Manzanilla is not served by commercial airlines, so it was a quiet, but large facility, with plenty of parking places for our planes.

Leaving Mexico for the return home, again you are required to give advance notice of arrival at or nearest the port of entry. Flight plan notification service is available; however, pilots are advised to contact Customs directly. Prior *permission* to land is required unless you land at an international airport of entry (these airports appear in the upper case in the AOPA Directory.) You also should verify hours which free service can normally be expected; avoid overtime charges.

We arrived in El Paso, were directed to taxi to the Customs building, and filled out forms declaring what we had bought in Mexico, and how much it was worth. This process also took us about two hours to complete.

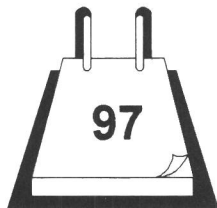
As a final thought, if you are going to fly to Mexico and your destination is a place where commercial airlines fly - you will find it is considerably cheaper to go commercial. Aviation fuel costs were the same as what we pay in the U.S., so there are no savings there.

What does make your flight to Mexico special - and exciting - is flying to the remote or unusual destinations that you can only get to by boat, small plane - or by driving roads that are off the beaten path. You will see the true spirit and hospitality of this beautiful southern neighbor of ours.



Chihuahua, Mexico airport in this photo.
(photos provided by Mary Jones).

Colorado Aviation Calendar



- APR 26** **FRONT RANGE AIRPORT FLY-IN**, Airport Appreciation Day sponsored by the Front Range Airport Authority. Airplane rides, static displays, fly-bys. Free admission, food available on site. Info: Airport Manager's office 303/261-9100 OR 800-654-9136.
- MAY 5** **COLORADO PILOTS ASSOCIATION MONTHLY MEETING**, Centennial Airport Tower, Ashbrook Room. 6:30 p.m. All members welcome. Info: Walter Bell, 303-488-0653.
- MAY 5-9** **FANTASY OF FLIGHT PROGRAM**, Fort Morgan, CO. Aviation education program designed to familiarize school children (approximately 8-12 years of age) with the thrill of aviation. Sponsored by the CDOT Division of Aviation and Jeppesen Sanderson Corporation. Volunteer opportunities. Info: Marilyn Taylor 303/659-7265 or e-mail: 74442.1044@compuserve.com.
- MAY 24** **POKER RUN & FLY-IN BREAKFAST**, Spanish Peaks Airfield (4V1), Walsenburg. Meet at 8:00 am. Pot Luck afterwards. Info: Airport Manager 719/738-2050.
- MAY 24-26** **CPA FLY-IN TO LOS ALAMOS, NM**. History, hikes and fun. Info: Mary Jones 719/488-0653 or e-mail: mkstraugh@msn.com.
- MAY 31-JUN 1** **AIRSHOW '97**, Jeffco Airport. Features USAF Thunderbirds, Golden Knights Parachute Team, Northern Lights Aerobatic Team, Bud Light Micro-jet, Pepsi Skydancer, Jimmy Franklin, Sky Fighters, and 69th Battalion Pyrotechniques. Info: Air Sports, Int'l. 303/469-7479 or e-mail: airsports1@aol.com.
- JUN 7** **CPA MOUNTAIN FLYING - HIGH ELEVATION OPERATIONS GROUND SCHOOL**, Centennial Tower. Course designed to prepare pilots for flight over mountainous terrain and high elevation airports. Flight portion of course may be taken at pilot's discretion at a later date. Qualifies for FAA Wings Program and Biennial Flight Review. Info: Brian Lewis 303/665-5252.
- JUN 7** **SPRING/SUMMER FLY-IN**, Platte Valley Airport. Info: Marilyn Taylor, 303/659-7265.
- JUN 8** **AOPA FLY-IN**, AOPA Headquarters, Frederick Municipal Airport (FDK), Maryland. Info: Warren Morningstar 301/695-2162.
- JUN 10-12** **FANTASY OF FLIGHT PROGRAM**, Wings Over the Rockies Air & Space Museum, Denver, CO. Aviation education program designed to familiarize school children (approximately 8-12 years of age) with the thrill of aviation. Sponsored by the CDOT Division of Aviation and Jeppesen Sanderson Corporation. Volunteer opportunities. Info: Marilyn Taylor 303/659-7265 or e-mail: 74442.1044@compuserve.com.
- JUN 14** **EAA 4TH ANNUAL YOUNG EAGLES DAY**. National event with many local airports participating. Program introduces "young" could be aviators to the joys of flight. EAA has achieved 27 percent of its goal to fly 1 million youth by December 17, 2003, the 100th anniversary of the right brothers first flight. Info: Dean Hall, 970/226-4486.
- JUN 14** **VAN AIRE FLY-IN/DRIVE-IN**, Open house for CPA members/guests; arrive 10:30 a.m.; lunch at noon. Info: Perry Miller 303/659-6793.
- JUN 14** **ANNUAL AIR RODEO AND FLY-IN BREAKFAST**, Spanish Peaks Airfield, Walsenburg, 8:00 a.m. Rodeo events include flour bombing, spot landings, balloon bursting. Info: Airport Manager 719/738-2050.

Colorado Calendar is compiled by the Colorado Pilots Association for the benefit of its members; and in the interest of creating an awareness and support for aviation activities in the State of Colorado. Information on current activities is also maintained on the CPA HOTLINE (303) 266-6266. Please submit events or changes to David Robertson, 627 Wildrose Way, Louisville, CO 80027.

Welcome New Members

Over 600 Members Strong

Carlo Cesa
P. O. Box 214
Crested Butte, CO 812244

Carl Bivins
47 County Road 22
Montrose, CO 81401

Larry Guy
4610 W. 109th Avenue
Westminster, CO 80030

Terry Moxey
1661 Fundy Way
Aurora, CO 80011

Bruce Vogel
518 Inca
Denver, CO 80204

Bill Hauskins
1020 Blake
Glenwood Springs, CO 81601

Larry Wilson
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Englewood, CO 80110

Larry Williams
P. O. Box 368
Pagosa Springs, CO 81147

Dennis Lovold
4155 S. Pearl Street
Englewood, CO 80110

John Martyny
1624 Deer Trail Road
Boulder, CO 80302

Arturo Hernandez
11655 Grove Street
Westminster, CO 80030

Stan Tremaine
1490 Rock Glen
Monument, CO 80132

Sam Stainton
2 Adams #1602
Denver, CO 80206

George Palecek
40 W. Littleton Blvd.,
#210-59
Littleton, CO 80120

Mark Stevenson
1876 W. Choke Cherry Dr.
Louisville, CO 80027

David Branch
P. O. Box 142
Henderson, CO 80640

Ken Perry
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Pagosa Springs, CO 81147

Membership Renewals

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Beverly Sinclair, Aurora
Roald Flater, Evergreen
Barbara Fey, Littleton
Gary Silence, Monument
Dr. Alan Dahms, Denver
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Larry Knowles, Buena Vista
Richard Downey, Westcliffe
Donald Rodewald, Lake City

Jeff Sands, Denver
Bruce Hulley, Aurora
William Kain, Grand Junction
Walter Ohmart, Denver
William Wright, Thornton
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Larry Mack (H) 719/346-7884 (O) 719/346-5352

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

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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

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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

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P.O. Box 200911
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