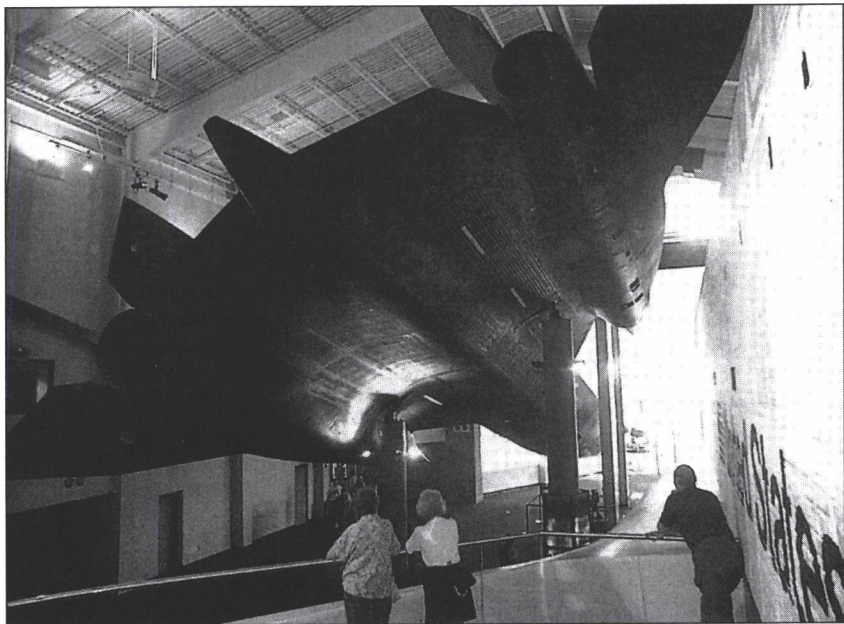


CPA FLIGHT LINES

Volume 15, No. 6

July 1998



CPA members stand on the wing of a full-scale mockup of space shuttle Endeavor, viewing a SR-71 *Blackbird* at the Cosmosphere Museum. In 1995 the SR-71 was flown to Hutchinson, towed over city streets to the museum site, placed on pedestals, after which the building was constructed around it. Photo taken during the CPA Fly-In on June 20th. See related story on page 12.

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President's Message

Several weeks have passed and the dust has settled somewhat since the final round of FAA sponsored hearings on the "Air Space Initiative", the proposal by the Colorado Air National Guard to modify some of their low level training routes and establish a new MOA between Pueblo and Cannon City, that I described in last months column. Thanks to Bill Reeves, our Salida Area Rep, and Walter Bell who each made a presentation at one of the hearing sites. I too made a presentation at the Penrose hearing. Perhaps now is the appropriate time for some reflective thought on what might have been accomplished by our active participation in the process and an assessment of realistic expectations for the future.

Starting with some realistic expectations, statements by the Air Guard representatives make it clear that there is no intention to relocate the Air Burst Bombing Range any time soon, if ever. If that is the case, then low level, high speed jet traffic across the valley floor west of Pueblo can be expected to increase.

This in turn presents a very real air safety issue for which the establishment of a MOA is a rational response. On a more hopeful note it appears that the FAA is taking seriously our proposal for

"real time" notification of the use of the air space west of Pueblo as a condition of acceptance of the Initiative.

If this proves to be more than just wishful thinking, then there is the possibility that the FAA, the Air Guard and representatives of your CPA could jointly draft procedures that would, we hope, require the Air Guard to notify the FAA when the Training Routes are actually being used. The FAA could then make that information available to general aviation through the Flight Service Stations on a real time basis.

If this process were in place then, with a concerted education effort on the part of general aviation, the airspace west of Pueblo could continue to be used most of the time without anxiety. An additional hopeful outcome of these hearings appears to be a willingness to modify the MOA boundaries to protect the instrument approach into Freemont County airport.

Time will tell just how effective we have been but I would like to believe we had some impact on the process.

--Bart Jones



Grandpa's Airplane

CPA member Robert Doubek forwarded me this letter that he received from a business associate. I hope you enjoy it as much as I did. --ed

Last week there was a significant event in our community of Hemet (California) -- perhaps you also have witnessed such an event. Our tiny municipal airport was host to two vintage WWII bomber aircraft, a B-17 Flying Fortress, and the only flying B-24 Liberator in the world! They were here on their road show to wave the flag and raise much needed money to keep these reminders of our history alive. The event so influenced me that I wanted to share these thoughts with you:

"That morning, our offices were "buzzed" several times by the bombers. After a client chided me for not going to see the planes, I rearranged my priorities and hustled to the airport, hoping I was not too late. You see, my father flew both planes in the war and his stories about flying them were the foundation for my own Air Force career. I knew I was going to see a piece of history and I was not disappointed. As I wandered about the airplanes--both inside and out-- I was struck by a couple of thoughts. The airplanes are a lot smaller than I imagined. Everything seemed smaller, tighter, more cramped--except the cockpits, which are huge! I remembered the stories from my father and they seemed so real--seeing what he was talking about firsthand, the stories took on a whole new meaning.

My attention turned to the crowd that had formed to view the old planes. It didn't surprise me that about 80% of the men and women were over 70 years old--but I was surprised by the solemn reverence that each

person gave the roped off areas where the planes were on display. Most people were alone, strolling at their own pace, reflective of their own experiences over 50 years ago. I wished I could hear all of their stories and experiences that were privately being relived. The remaining 20% were mostly grandchildren. They were all very well behaved, sensing the importance and knowing the reasons they were there. I was reminded that these airplanes are symbols of a generation that has had such an enormous impact on who we are as a nation. A fully restored 1934 Ford is fun to look at, but these planes, one of which is the only one left in the world, means so much more. The sides of the B-24 are covered with the names of people who financially support what these planes represent in our history.

That evening in the kitchen, I was sharing with my wife how I played hooky from work to go see the airplanes. Although I don't remember mentioning my father, I must have because my daughter came racing into room saying, "that's what those planes were!" Hearing our conversation from the other room, she came in all excited to share that she too has seen the airplane that grandpa used to fly as it passed over the school yard. Nothing should make the 100 or so individuals who's names are painted on the side of the B-24 happier.

On this day (Memorial Day) we salute the WWII generation and the sacrifices they have made. This letter has nothing to do with business and everything to do with life. We feel it is important every so often to share our feelings with you.

Sincerely,

Paul Meinhold

Heard Along the Flight Line

FAA PUTS TICKETING PROGRAM ON HOLD . . . BUT DON'T EXPECT IT TO DIE. The proposed new procedure under which FAA safety inspectors could issue on-the-spot administrative action forms (similar to traffic tickets) was withdrawn following widespread opposition from alphabet groups . . . including ALPA, AOPA, and EAA. At least, until after July 21, when a meeting is scheduled to hear comments on the issue.

OPPOSITION CAUGHT FAA BY SURPRISE. What started out as a paperwork reduction program under Vice President Gore's platform for simpler regulations ran into a buzz saw when the FAA introduced its proposed new "Streamlined Administrative Enforcement Process" (Ticket) Program. Under current procedures, administrative actions take the form of a Warning Notice or a Letter of correction mailed to the pilot. It is a procedure with a paperwork flow that typically extends over an average of 70 days. The new procedure was designed to complete the action on-the-spot. Inspectors were trained in the new procedures and implementation was planned for June. However, when the agency introduced the program at an aviation conference on May 29 all hell broke loose. Call it a lack of communication. Or failure to coordinate with the aviation public. Or fear of the uncertainty. But pilot organizations were unwilling to accept the new policy.

PILOT OPPOSITION HAS BEEN VERY VOCAL. Best expressed in an AOPA news release urging FAA Administrator Garvey to immediately terminate the "ticket" program . . . based on a fear of abuses that could result. AOPA President Phil Boyer wrote, "This ticket program can only lead to increased administrative action against pilots. Because of the ease of issuing a ticket versus processing a formal enforcement action, inspectors will be more inclined to take advantage of their enforcement powers." Other concerns: No appeal to the ticket. The ticket would be an official federal action against the airman . . . an action that would remain in the pilot's record for two years. The action could affect a pilot's employment, insurance, and future enforcement actions.

FAA RELUCTANCE TO RELEASE INFORMATION - WAS OUR COMPLAINT. But that has changed. In this column last month we noted that the FAA Denver FSDO declined to talk with us on the matter and referred us to the regional public affairs office in Renton, Washington. We made the call and were told that the public affairs officer was out but would call back. For whatever reason, however, the public affairs officer did not return the call. Hard to understand the bureaucratic treatment . . . when all we wanted was current status and proposed time for implementation so that we could share the information with our readers. While stewing over how far to elevate the issue, we ran across an aviation forum on the Internet (AVSIG on CompuServe) in which Angela Elgee willingly responded to any question thrown at her. Angela is Assistant Division Manager, Flight Standards Division, Northwest Mountain Region. And a communicator. A note to her brought back an immediate response that she would have one of the developers of the form call. She wrote, "He works for me." Within a couple of days, Mark Weitsenhauer, Staff Assistant and Team Leader for the Streamlined Process for Administrative Action Program, called with the information we wanted on implementation. He also provided useful insight as to how the program evolved. According to Mark, actions to develop the streamlined program were taken in response to an agency policy directive dated February 10, 1998. Under the directive, all programs with inspection functions are required to develop simplified implementation procedures. Other FAA offices affected include medical, airports and security. Possibly others. And it appears Flight Standards was first out of the gate. At least, the office took the lead. From all appearances, the program is only on temporary hold. The aviation public has concerns about some aspects of the program. These will be addressed at an industry meetings scheduled on July 21 . . . which could effect some changes. The program, however, will not die. Paperwork simplification and reduction has too much appeal to let it die. Best guess on implementation? About 45 days following the July 21

meeting. To allow time to work out any compromises. With implementation in the September-October time frame.

MEANWHILE, THE FAA IS OFFICIALLY RELEASING INFORMATION ON THE INTERNET.

Worth looking in on
<<http://www.faa.gov/avr/afs/saaphome.htm>>.

The site contains a copy of

Compliance/Enforcement Bulletin NO. 98-1

(guidance for use by FAA inspectors in implementing the program), a quick reference list

of actions for which airmen can be cited, a list of frequently asked questions (with answers), and a set of the forms (tickets) which would be issued in the program.

STREAMLINE PROCESS FOR ADMINISTRATIVE ACTIONS,

one of the postings, provides a good overview of the program.

Though developed as an internal document, it was posted in the interest of sharing information.

And possibly gaining a few converts. It reads:

As part of the Administrator's plan to improve aviation safety and agency efficiency, inspectors will have a new tool to resolve safety and security violations that do not warrant more serious legal enforcement action. On-the-spot administrative action forms (referred to as the "ticket program") will reduce paperwork and shorten the time it takes to resolve certain violations that do not pose a serious threat to aviation safety. The agency's 3,310 safety inspectors, 841 security special agents, and 30 aviation drug abatement inspectors have been trained in the use of the new forms. The new process does not represent a change in policy but instead offers a procedural option. Inspectors can elect to follow

the previously established procedure for administrative actions, which requires that, after observing a violation, the inspectors must return to their offices and prepare, coordinate, and subsequently issue a warning letter to the violator. However, by speeding up the enforcement process by using the on-the-spot administrative actions forms or "tickets," the inspectors will be able to resolve minor violations quickly and correct potential safety problems faster. This procedure will also let the person know the status of FAA enforcement action immediately upon receipt of the warning notice rather than waiting a month or two for the existing paperwork process to run its course. Furthermore, the new forms will allow inspectors to spend more time on serious safety issues. The criteria for taking administrative actions remains the same, regardless of the procedure taken to address them. Administrative action may be taken when all of the following occur:

- o Applicable law does not require legal enforcement action,
- o Lack of qualification or competency was not involved,
- o The violation was inadvertent and not deliberate,
- o The violation was not the result of a substantial disregard for safety or security and the circumstances of the violation are not aggravated,
- o The alleged violator has a constructive attitude toward complying with the regulations,
- o The alleged violator has not been involved previously in similar enforcement actions, and

Join Will and Sarah Barclay

at Oshkosh for a BBQ on July 29th at 7pm.

Plane de Jour will be camped in transient parking near runway 9. See you there!

RSVP 444-5560.



o After consideration of the above, a determination is made that administrative action will serve as an adequate deterrent.

SUPERB FATHER'S DAY GIFT - A SMALL PLANE TRIP TO THE COSMOSHERE.

CPA board Secretary SARAH MANOOGIAN's gift to her 80 year old father during the CPAFly-In to Hutchinson Kansas. For Sarah, a lowtime private pilot, it was one of her longer x-country flights. Out of Centennial Airport at the crack of dawn in a Cessna 172, a leg to Pueblo to pick up her father, and then direct to Hutchinson. Over four hours. Same on the return trip. For proud father BRAD DOLLIVER, also a CPA member, it wasn't his first flight. Brad is a retired Air Force officer who flew B-24s in WWII. No longer an active pilot, he was delighted to be back in the air . . . and rightfully proud of "girl pilot."

CPA MEMBER BRUCE PRESTIEN flew in from Texas to participate in the Cosmosphere fly-in. Bruce was a frequent participant in the annual Denver-to-Jackpot Air Classic prior to retiring from Rocky Flats and relocating to Sherman, Texas. He had to give up shared ownership in the Bonanza he flew to Jackpot when he relocated. His biggest complaint about living in Texas. Nothing available in quality,

high performance aircraft. Had to rent a Cessna 172 for the flight to Hutchinson.

CPA MEMBERS EDDIE AND PAUL WHISTLE DIE IN AIR CRASH.

The Whistles were participants in the Marion Jayne Air Race on a course which started in New Orleans and was to end at Frederick, Md. The Whistles had finished the weather-shortened race and were flying to the awards ceremony in Frederick when their Bonanza F33A crashed into a hillside just south of Paris, VA on June 10, 1998.

INN AT BACA GRANDE TO REOPEN under the name of White Eagle Inn. This according to CPA member VERN FOSTER, who drove to this once popular fly-in destination in early May.

The inn had been vandalized a number of times over the years. However, current owners were in the middle of a major restoration and hoped to have the facility back on line before June. Bad news on the airstrip. It is separately owned, fenced off, with no plans to reopen.

VAN AIRE FLY/DRIVE IN, Saturday, August 8. Van Aire pilot community entertains CPA members to a potluck lunch. Grills lit at 11:00 a.m. Come early and enjoy food, good company, airplanes and antique cars. Info: Perry Miller 303/659-6793.

CPA Members Live it up at Pagosa Springs Fly-in

by Mary K. Jones

Twenty five CPA members (and/or family) flew in to Pagosa Springs June 6, and were greeted by a corps of Pagosa Springs pilots waiting for them there at the airport. They had vans waiting for us, and we piled in, and were on our way to take a tour of a local site that is a special landmark - Chimney Rock; it's the site of unusual "Anasazi" ruins thought to be a place for astronomical observation.

Chimney Rock was designated an archaeological area and national historical site in 1970. The area was originally excavated in the early 1920s, and research and new discoveries are continuing to this day. A lot of legends

are attached to the site, and our tour guide brought them to life with her stories, and the most up-to-date theories discovered so far. Why they migrated to those unbelievable high elevations and harsh conditions of the Chimney Rock mesa - why they came to these twin towers - and were they just visitors on a spiritual quest? Did they use the dwellings as an ancient version of our contemporary motels? She gave us lots of ideas and theories that we all love to think about.

After the tour, we loaded up the vans again to return to a spectacular barbecue lunch at the airport that Marilyn Hutchins and her crew had prepared for us. We all loaded up our plates

with gourmet foods, sat around the picnic tables in front of the FBO - Flitecraft Aviation - and talked plane talk, soaked up the sun, and relaxed. Our thanks to you all at Pagosa! Those who didn't stay the night had a hard time tearing themselves away.

Most folks planned this trip as a one-day fly-in. The CPA members who had decided to spend the night hosted a hanger party/cocktail hour as a thank-you to the Pagosa Springs pilots and friends, in the Hutchins hanger. Bart and I were in a state of shock when we saw the Hutchins planes in their hanger. They had three sleek and beautiful RV-4s nestled in a cozy group - "his and hers", plus a third for their best friend. They fly in a group of three - look for them at our Hutchinson, KS trip. They bring a new dimension of fun to flying!

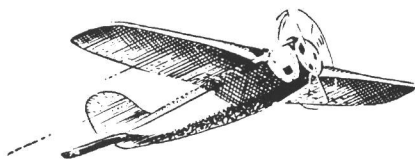
We ended our hanger party with an outstanding, gourmet dinner at the Greenhouse Restaurant, that is located right at the west end of the airport. They aren't open for lunch, which is really too bad! It just means that you simply must spend the night in order to appreciate the meals in this fabulous restaurant. But that also means that you can plan on spending the last few hours of the evening after dinner, soaking in "The Springs" natural hot spring pools.

And we did. Time went by very quickly, as we tested out several of the pools. The moon and stars were out, soft wisps of steam rolled up into the sky from a few of the pools (they were varying temperatures), and over it all the sounds of the rushing river nearby could be heard. It made a perfect ending to a great day.

These fly-ins are always a lot of fun, but this trip was so special, and so well organized, that Marilyn Hutchins and her crew gave us all a trip we will remember for a long time. Many thanks to you all in Pagosa!

The next morning, Bart and I flew on to Durango - and just happened to end up right in the middle of an EAA breakfast fly-in at the Animas Air Park. This little airport was filled with an exciting array of airplanes, and we were drawn from one to another as we looked at newly completed, sleek and shiny, experimental aircraft; completely restored older planes; and new ones just in the process of being built.

By the time we returned home, we felt we had really packed a lot of fun into a much too short week-end!



Airport with Soul

CPA member Phil Wright writes about one of his favorite airports. "I know of an airport with soul. It is Hoxie, Kansas. I was forced to land there because of fog and icing conditions. The spray plane operator let me use his heated hangar and the motel owner came out and picked up my son and I and made us very comfortable. We had Emu steak at the only restaurant in town. Breakfast was served to our room and we launched with a warm, dry aircraft." Hoxie-Sheridan County (KS01) N39-22.17; W100-26.11.

Let me know about your favorite airport. Happy Flying!

FLY MART



Interested in an Alaskan Adventure? CPA member Paul Buck has recently purchased a hunting and fishing lodge on Prince of Whales Island in South Eastern Alaska. For information and reservations call Paul at 303-221-6948.

Pilot Stuff for Sale-Omega Speedmaster hand-wind moon watch; Bulova Accutron Astronaut watch, Leica R-4 camera, 2.8/60mm R

lens, 1.4/50mm M lens, used Jepp binders, all excellent. Bill Bredar 303-399-8002.

For Sale- 1974 Cessna 172M Skyhawk, \$35,000 and 1979 Cessna R172K Hawk XP, \$37,000. Douglas Tabor, 303-545-1264 or www.wright.com/~dtabor/n758fv.html.

For Sale-Cessna 172 P, full I.F.R. with GPS, ADF and DME, full articulated seats and windows, hangared, 3000 hrs total AF time/eng. 303/494-3663.

David Clark headset- H10-20 with gel ear seals. SoftComm ATC-4S, four place portable stereo intercom. All equipment operating and in good condition, I just upgraded. I work within 10 minutes of GXY and with advance notice would be happy to bring equipment to airport for inspection. David Sharp, phone/fax 970-330-2291 or dave.man@juno.com.

Partner Wanted-\$35 Bonanza- 2980 TT, 1923 SMOH, strong engine, 3 bladed prop, recent custom interior, nice red & black, on white paint, King IFR through DME plus Garmin 195 GPS and Century III autopilot. Hangared at Front Range. 1/2 interest \$36,000. Bill 303-337-9753.

For Sale-Taylorcraft project with overhauled 65 and wooden prop, \$7,000. Call Rick Spears, 303-684-9626.

Two Acre homesite- on Crawford Airport (99V) w/ water tap. Elec, tele, irrigation water to property line. Protective covenants apply, \$70,000. Jim Over (970) 921-5438.

Partners Wanted - 1968 Twin Comanche - Loaded: 2600 TT, 500 SFRM, Counter Rotated, Turbo Charged, Q-Tipped, Tip Tanks, StormScope, Dual GS, RNAV/DME, 16 Ch Engine Analyzer, Dig Fuel Flows, Coupled AP w Alt Hold, Loran, Alt Alert, Dual Vac, Dual Alt, Alch Props, Tanis Preheat, Flap & Gap Seals, Stereo Music, Stereo Intercom, 1 Pc Windshield, Thick Glass, Factory Corrosion Proofed, 200 Knots+, FL250, 1200+NM, P&I 8/8, NDH, Heated Boulder Hangar, Call Will (O)444-5560 (H)433-2022.

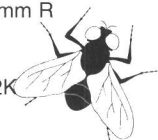
Get your Taildragger Sign-off- in a genuine L-21 Super Cub. Learn what rudder pedals are for! Owned by a CPA member. On leaseback with Dakota Ridge at the Boulder Airport. 444-1017.

Partnership Wanted- Glenwood Springs, Rifle, Eagle area. High performance desired. Call Bruce or Jessica (970) 947-1181, email: brucem@rof.net.

FBO Closeout- Unicom transceiver, Geneva Alpha 10 transceiver, Jackhouse 32" hyd. a/c jacks, aircraft stand, Hastings 510,000 btu gas hangar heater, Electromode RT40 quartz radiant heater, Howe Richardson XL balance beam scale, Central bench grinder, 5x 7 Ramp utility car, KX99 transceiver. Contact Ray Wells, (303) 779-4525 or (303) 814-9190.

1950 Cessna 17A- 1780 TTAf, 1180 TSMOH, good condition, new Terra avionics. \$23K. (303) 343-6825.

Glass Jump Door- for Cessna 206. Call Will 444-5560.



Fly Mart is a free service provided for CPA members only.
If you have a personal item to list, please submit the ad to the
Flight Lines editor, (address in the back of the newsletter).

Welcome New Members

Sherry Johnson
9670 W. Cornell Place
Lakewood, CO 80227-4323

Michael Fassi
1438 Wakerobin Drive
Fort Collins, CO 80526

James Fentress
2230 Rollingwood Drive
Fort Collins, CO 80525-1940

Randy DeFosse
16238 N. County Road 25E
Loveland, CO 80538

Janice DeFosse
16238 N. County Road 25E
Loveland, CO 80538

Paul Schiff
6046C Blue Ridge Drive
Highlands Ranch, CO 80126

Noe Munoz
59 Ponderosa Drive
Glenwood Springs, CO
81601-2632

Fred O'Neil
5490 W. Mexico Avenue
Lakewood, CO 80232-7245

William A. Smith
543 Jacobson Circle
Pagosa Springs, CO 81147

Douglas W. Savell
8345 Pepperridge Drive
Colorado Springs, CO
80920-5791

William Greene
P. O. Box 589
Santa Paula, CA 93061-0589

Harvey W. Bowser
8025 Sherman Street
Denver, CO 80221-4567

Robert L. Bartholic
2483 W. Costilla Avenue
Littleton, CO 80120-3519

Douglas B. Humble, Jr.
P. O. Box 1565
Pagosa Springs, CO 81147-1565

Art Schumer
MSC #4114
63 N. Pagosa Blvd., #B-3
Pagosa Springs, CO 81147

Membership Renewals

Carlo Cesa, Crested Butte
Greg Sauber, Denver
Ed Huber, Elbert
Kevin Townsend, Broomfield

Ben Kramer, Aurora
Keith Serkes, Erie
Neil Bachman, Littleton

Roy Pogue, Littleton
Chuck White, Aurora

Peter Mark, Littleton
Emily Warner, Denver

Don Vander Ploeg, Denver
Bill Chandler, Colorado Springs

Raymond Stranske, Denver
Dr. M. Y. Stokes III, Denison, TX

James Elwood, Eagle
Tim Smith, Pagosa Springs

Bob Jain, Denver
Margaret Dwelle, Aurora

Loren Pottorff, Stratton
Marty Kolonel, Steamboat Springs

Richard Janitell, Colorado Springs
Jack Cronin, Denver

Arnold Zaharia, Aurora
Ed Cutler, Denver
Donald Reimer, Boulder
Dr. Charles Schaefer, Denver
Dana Haglin, Erie
Willie Kittleman, Boulder

William Morse, Colorado Springs
W. A. Wichart, Aurora
Samuel Stainton, Erie

Tom Keesling, Englewood
Frank Matthews, Conifer

Bart Whitehouse, Littleton
Robert Sumner, Sarasota, FL

Donald Luallin, Highlands Ranch
Timothy Nave, Denver

Steve Dyer, Brighton
Kevin Bunnell, Greeley

Morris Quick, Aurora
Walt Barbo, Aurora

Marilyn Taylor, Hudson
Richard Maurer, Aurora

Ray Wells, Greenwood Village
Rick Reisman, Montrose

Colorado Aviation Calendar



- JUL 11** **SAN LUIS VALLEY AIRSHOW AND FLY-IN**, Bergman Field (ALS), Alamosa, CO. Pancake breakfast starting at 7:00 a.m. Airport closed from 9:30 a.m. to 12:30 p.m. for aerobatic demonstrations and fly-bys. Participating aircraft include a T-33, Yak 52, Warbirds of Airpower West, and a variety of aerobatic aircraft. Info: Paul Foster 719/852-9860 (evenings).
- JUL 11-12** **22nd DENVER-TO-JACKPOT, NV, AIR CLASSIC**, Sponsored by Colorado Pilots Assn. Overnight at Castus Pete's. Aircraft handicapped by manufacturer's published maximum speed. Cash prizes. Event open to all interested pilots. Info: Robert Venohr, Air Classic Chairman, 303/766-0742.
- JUL 13 - 18** **COLORADO AVIATION CAREER EDUCATION (CACE)**, Jeffco Airport. Sponsored by Fantasy of Flight Foundation and Colorado Division of Aeronautics. CACE is a summer camp that introduces teenagers to career opportunities in aviation. One week of intensive ground school and field trips including an introductory flight in a small plane. Info: Walt Barbo 303/367-0670 E-mail: OldFlyer@compuserve.com
- JUL 18** **WELD COUNTY AIRPORT OPEN HOUSE & FLY-IN** (GXY), Greeley, CO. Info: Dennis Moss 970/356-9141.
- JUL 29 - AUG 4** **EAA OSHKOSH FLY-IN**, Oshkosh, WI. A reminder for those attending.
- AUG 1** **CANTALOUPE FLY-IN**, La Junta Municipal Airport. Sponsored by Colorado Pilots Association. One-day fly-in, tour of Bent's Fort and stops at fresh produce stands on return to airport. Info: Mary Jones 719/488-0653 E-mail: mkstraugh@msn.com
- AUG 8** **VAN-AIRE PILOTS PARK FLY/DRIVE-IN SUMMER PICNIC** -CPA association invited! Grills lit at 11am. Lunch served at noon. Pop, brats, chips and potluck will be provided by the community. Consult Denver Class B Airspace. Unicom and lights, 122.9 MHZ.
- AUG 14** **FAA WINGS SEMINAR** - Accident Prevention Program, Pagosa Springs. Includes 3 hours free dual flight instruction in your airplane (Aug. 15). Sponsored by FAA Flight standards Dist. Office - DEN, Archuleta County Airport Authority, Larry Bartlett Aviation Videos and Flitecraft Aviation, Inc. Seminars conducted by Larry Bartlett and Mick Wilson and held at Pagosa Lodge, flying at Stevens Field. Lodging: Pagosa Lodge 970/731-4141, Holiday Inn express 970/731-5101, Pagosa Springs Inn 970/731-3400 or Super 8 970/731-4005. Seminar Info: 970/731-9552 or 3060, fax 970/731-9553 or 4075.
- AUG 15** **CPA MOUNTAIN FLYING - HIGH ALTITUDE OPERATIONS GROUND COURSE**, Centennial Airport (APA). 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 E-mail: blewis@us.ibmInfo: Brian Lewis 303/665-5252.
- AUG 21 - 22** **20th ANNUAL OKIE DERBY**, a proficiency air competition sponsored by Oklahoma Chapter 99s, flying from Wiley Post Airport, OKC; registration fee \$35 received prior to August 5. Info: Phyllis Miller 405/721-2573, fax 405/842-5159.
- AUG 22 - 23** **NATIONAL MONUMENTS FLY-IN**, Black Hills, SD. Sponsored by Colorado Pilots Association. Aerial tour of Mt. Rushmore, Crazy Horse and Devil's Thumb monuments and walking tour of Spearfish. Info: Marie Mozden 303/442-4294 E-mail: skipmerlin@compuserve.com.

- SEP 12 **CARROT FLY-IN**, Leach Airport (1V8), Center, CO. Sponsored by Colorado Pilots Association. One-day fly-in, tour of carrot industry in San Luis Valley conducted by Rep. Lewis Entz followed by lunch. Info: Mary Jones 719/488-0653 E-mail: mkstraugh@msn.com
- SEP 18 - 20 **BUFFALO BILL MUSEUM FLY-IN**, Cody, WY. Sponsored by Colorado Pilots Association. Three-day trip to visit Museum. Accommodations at the historic Irma Hotel. Info: Marilyn Hutchins 970/731-9414.
- SEP 19 **PUEBLO AIRPORT ANNUAL AIR FESTIVAL AND FLY-IN**, Pueblo Memorial Airport (PUB). Airplane rides, static displays, fly-bys, pancake breakfast. Info: Tom Tater 719/584-4321
- SEP 19-20 **GREAT WESTERN AIRSHOW**, Durango, La-Plata County Airport (DRO), Durango, CO. Features Air Force Thunderbirds. Expect an assortment of military aircraft in performance fly-bys and on static display. Airport closed from 12:00 p.m. to 4:00 p.m. Info: Michael Cooney 970/259-3381.
- SEP 26 **TELLURIDE REGIONAL AIRPORT'S 2ND ANNUAL FALL COLORS FLY-IN**. Pancake Breakfast at 9am. Mountain Flying Seminar at 10am. Awards for Greatest Distance Flown, Best Warbird, Best Antique and Best Homebuilt.
- OCT 6 - 7 **COLORADO AIRPORT OPERATORS ASSN**, Annual Fall Meeting, Denver. Info: Connie DeVore 719/948-3355
- OCT 8 - 9 **COLORADO AERONAUTICAL BOARD**, Discretionary Aviation Grant Hearings, Denver. Info: Caroline Scott 303/792-2180.
- OCT 23 - 25 **AOPA EXPO**, Palm Springs Convention Center, CA. A reminder for those attending.
- DEC 4 **CPA HOLIDAY DINNER**. Location TBA. Info: Mary Jones 719/488-0653 E-mail: mkstraugh@msn.com



Aviation's Yellow Pages+ on the World Wide Web

Thousands use **AIRbase One** each day to find over:

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Cosmosphere Fly-in Great Success

by Mary K. Jones

There were over fifteen CPA planes in the tie-down area on the airport at Hutchinson and 40 people that attended the Hutchinson, KS June 20-21 fly-in! Many thanks to Rich Roberts, in Fort Collins, who set this event up for us.

Bill Hamilton had promised us we would enjoy the tour of the Cosmosphere and Space Center, and he was absolutely right! A few people who attended the fly-in to Kansas left on Friday, and spent the night in Hutchinson or in Salida, with plenty of time to sleep. The rest of us varied from getting up as early as 3:30 (depending on just how fast you expected your plane to fly...) with the set arrival time of 10:00, Kansas time. Most of us had a very pleasant surprise: tailwinds! However, the wind gusts and bumps made the approach and landing at the airport a challenge, so it wasn't all easy! Most everyone had arrived by 10:30, and were quickly shuttled to the Ramada Inn/Convention Center there in Hutchinson where we were to spend the night. We dropped off our luggage, and were back on the shuttle to the Cosmosphere. Although the maps made the distances look short to the various places from the airport (two blocks, sometimes less) what made for an unpleasant surprise is that the maps were only listing the major streets.

The free shuttle service offered by the Ramada Inn saved the day.. (Ramada Inn is only hotel there that provides this service.) If you plan to spend the night in Hutchinson, this full-service hotel makes an excellent choice. There is a restaurant there, an indoor swim pool, and cool, cool, air-conditioning! The air temperature in Hutchinson was at least 30 degrees more than what we had when we left Colorado. It felt as though we had stepped out of the plane directly into a sauna. Ramada Inn phone is 1-800-362-5018.

The Cosmosphere itself had a SR71 Blackbird plane suspended from the ceiling just as you walked into the building. That alone was incredibly impressive. There were interesting events going on throughout the day in the facility, so you could tour the museum (which had a generous dose of Russian space ships, and a well-done massive exhibit on the "pre" Hitler days of Germany, and their development of rocketry.)

After going through the museum, you could see a rocket science demonstration/lecture in "Dr. Goddard's Lab". It was set up as a science laboratory in the manner of what it could have looked like during the 1920s. A "mad" scientist demonstrated the development of rocket fuels, and we were treated to flashes, fumes, and explosions as he demonstrated what you can do with balloons, liquid oxygen, a match, and huge puffs of cotton.

At the same time, there were planetarium shows going on in the Justice Planetarium Theater, and the IMAX theater had Everest and "Super Speedway" movies that they were showing. The Cosmosphere also had a small lunch-room concession, where you can get salads, sandwiches and soup, etc. for a fairly reasonable price.

Around 5:00 we boarded the hotel shuttle once again, to return to the hotel for a debriefing/happy hour gathering. The Ramada Inn had a huge central area, with several "outdoor" tables and chairs set up in a small enclosed area. We carried our great supply of snacks, hors d'oeuvres and treats to the enclosure, and ate, drank and gabbed until it was time to board another van to go back to the airport.

Time to leave? No. Kansas is building a very special reputation all it's own, for having

the best restaurants in town - at the airport. We had reservations at the Airport Steak House for dinner. I had been told by friends who live in Kansas that this is THE place to go for good food in Hutchinson. And they treated us royally! Our members had two long tables set up so that we could sit together. They took our drink order, and came out with huge plates filled with fried onion rings as a free treat. The price of the meals were about half the price of what we pay here, and the food was plentiful, and tasty. The steaks were giant size, and tender enough to cut with a fork.

If you fly into Hutchinson the Steak House Restaurant is open Mon-Thurs 8:00am to 8:30 pm (till 9:30 pm on Friday nights); Sundays 11:00 am to 8:30 pm; and Saturdays 5:00 pm to 9:30 pm. Their hamburgers, loaded with the works are \$2.95. The high

The Carriage House is known and famous for its fresh home-made breads and pastries. In addition to that, there are interesting shops nearby where you can visit an antique shop, find handmade quilts and other crafts, and see the custom built wagons at the buggy shop.

More to do in Hutchinson? Golf courses, state parks, a zoo, a nature center, melodramas and theater, and exotic animal farm, and the Reno County Museum. (The museum is closed Mondays and holidays.) For more information about Hutchinson and the surrounding area, you can contact the Greater Hutchinson Convention/Visitors Bureau at (316) 662-3391; email hutchcoc@southwind.net.

FLYING THERE

Mac Air Corp. FBO at the Hutchinson airport is a full service facility, and offers fresh-made free coffee and cookies in their office. In fact, they reminded us to come get a small bag of cookies before leaving, to eat on our flight home. This FBO is located right there at the main terminal, and their phone number is (316) 662-4989. They were there to greet us, and help us park our planes when we arrived.

The other FBO on the Hutchinson field is Wells Aircraft (located about 3 hangers down from the main terminal) and their number is (316) 663-1546. They also are a full-service operation, and have a courtesy car available for your use. In addition to that they have a fitness center, a free steak with every 250 gallons of fuel (steak dinner at the Airport Steak House,) and fresh cookies and popcorn.

As you looked at your navigation maps, you probably noticed that there are two airports in the area. The airport in town is the one you probably want. Back in the 1940s it was a Navy flight training base. The other airfield about 6 miles south of town is a gliderport - and it was an Air Force training base back in the 1940s. Both are huge facilities, and reflect the heavy use of military operations during World War II.

We just happened to schedule our fly-in during some major events that were going on in Hutchinson - a high school state basketball tournament. In the fall they have a 10 day state fair that also fills this town to overflow. Be sure to check with the FBO to see if any major events are going on - it would make a difference between hotel rooms being available, and if you need it, taxi service. Since we had booked our restaurant reservations months in advance, we just walked right in. I was told that you can just fly in, and easily get a room reservation when you arrive, if "major events" are not taking place in Hutchinson.

A few more great things to say about Hutchinson - our hotel did not demand a deposit, if we had to, we could cancel our room reservations as late as 6:00 pm of the day we were to arrive. The restaurant also didn't need deposits, and graciously handled our large group with ease. The Cosmosphere and Space Center booked our IMAX theater reservations early, and again, no deposit. For a fly-in trip they made things easy, and relaxed. It was a great visit, and especially nice to meet CPA members on their first fly-in with the group.

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