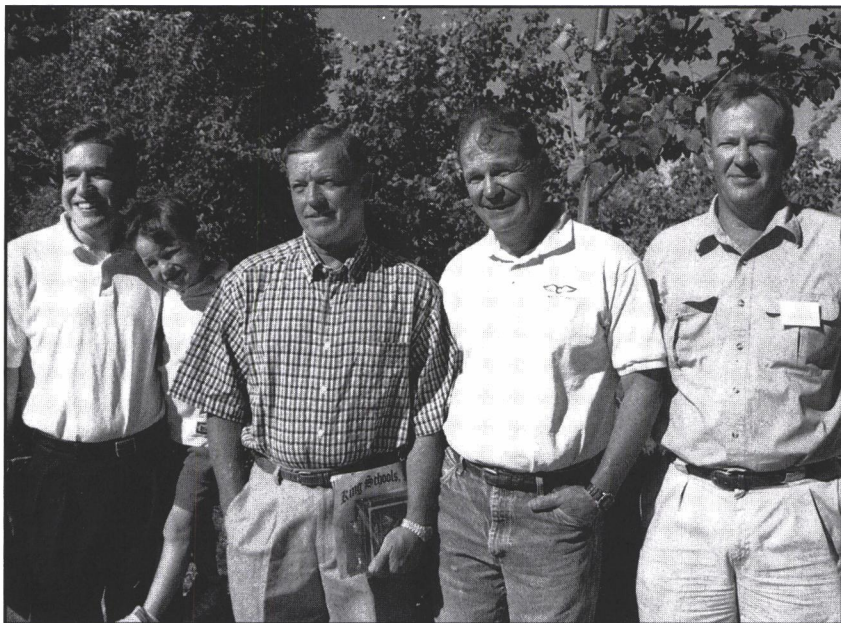


CPA FLIGHT LINES

Volume 15, No. 7

August 1998



Another successful Jackpot Air Classic! Winners for the fuel burn category, 1st place Travis Brassel (and his little co-pilot); 2nd place Dave Burke; 3rd place John Martyny; and 4th place Vernon Randel. More Jackpot photos, results, and related stories inside.

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President's Message

Two events this summer, small and insignificant by themselves, have proven to me just how vulnerable we in general aviation are to the criticisms and complaints of our non-flying neighbors and also how a small handful of us, through a moments of inattention or thoughtless action, can have negative consequences far out of proportion to our seemingly insignificant act.

The first event took place this spring when Tri-County airport hosted the first fly-in/pancake breakfast of the season. It was a perfect day, sunny and warm, dozens of us flew in to enjoy each others company and to show off the projects we had been working on all winter long. Everyone seemed to be thoroughly enjoying the morning -with one notable exception. A self appointed spokesmen from a neighborhood in Erie had arrived asking to know who was in charge, as he wished to register a complaint. This individual was not your stereotypical old crackpot with an ax to grind. He was young, by my standards anyway, polite and articulate. He explained that the noise of all the airplanes was not enjoyed by him or his neighbors and that, while he was sure that none of the planes were flying unduly low, he wished we would all go away and leave him in peace. Whoa, I thought, how sensitive can these people be? To the best of my ability to observe, everyone was flying at respectful altitudes around the surrounding area and doing nothing to cause a commotion other than the noise that was taking place right over the runway. I frankly didn't

know what to make of the incident, but I was perplexed to see that seemingly rational people had zero tolerance for the airplanes that mean so much to me.

The next event was a noise complaint I received at home. In this case the individual lodging the complaint was not your typical citizen. He is in fact a CPA member, CFI, MEL, etc., who makes his living in general aviation, and above all else would like the general public to love small airplanes and want to fly them. He was therefore much annoyed when one of our members participating in the Jackpot air race, and on departure from Jeffco, flew much too low over his house in a loud Baron at a very high power setting. He no doubt also caught the attention of the gentleman I meet at Tri-County.

I would like to think the person flying the Baron got caught up in the passion of the race and wouldn't normally be that thoughtless. And while I'm thinking about it I probably have to admit that I haven't always been as thoughtful of those on the ground as I might have been.

These two events have brought home to me the realization that even rational folks on the ground are super sensitive to us folks up in the air and, further, we can be our own worst enemy. With general aviation facing threats from many quarters we need to heighten our sensitivity to others and resolve to do everything in our power not to bring adverse attention to avocation we love.

-Bart Jones



Mt. Rushmore Fly-in Date Changed!

CPA fly-in trip to see Mt Rushmore, Crazy Horse, in South Dakota,
scheduled for Aug. 22 and 23 has been changed to

OCTOBER 10 and 11

We plan to first do an aerial tour of Mt. Rushmore, Crazy Horse, and other local attractions, then fly to Custer State Park. There is a paved air strip there, operated by the Forest Service. The airstrip is surrounded by an 18 mile loop road, with cabins and lodges on it. We will be staying at the Game Lodge there in the park; it's run by the Custer State Park personnel.

Fall colors should be out in full while we are there; and in addition to that, we will be scheduling a half day jeep tour of the area, also offered by the Custer State Park service.

Marie Mozden will be leading this trip; and plans to fly there in July to make arrangements for this fly-in. Call her for more information at (303) 443-4294. For people who sign up for the tour, she will send you a map for the aerial route, and more details about the trip. Look for the brochure in our newsletter.

Remember - this trip has been changed from an August trip to OCTOBER.



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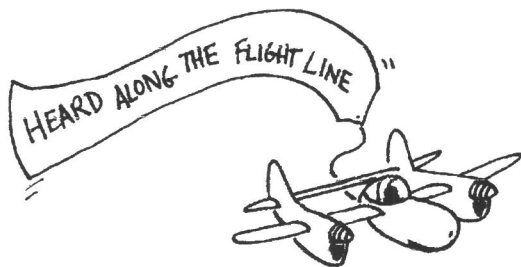
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by Walt Barbo

"WATCH FOR SMOKE" – Dave Burke's strategy in winning the Turbo-Charged Aircraft Class in the Annual Denver - Jackpot Air Classic on July 11. Dave completed the 494 nm course in 2:53:09 for a speed of 171.1811 kts, 85.16 % of his 201 kt handicap speed.

Headwinds during the event were relatively steady at 25+ kts on the nose. Which influenced most competitors to fly close to the deck where winds are typically more gentle. However, Dave found that by carefully watching ground smoke, he often found conditions where there would be an easterly air mass flow up to about 8,500 feet after which winds above that altitude would change to a westerly flow. By staying just below the shear where the two air masses crossed gave him the advantage needed to win in his class. With smooth air. And occasional tail winds. Said he made minor course changes to avoid high terrain. Did not fly the deck like in prior years. Concentrated, instead, on smoke. Others commented that Dave was blowing the only smoke in his vicinity.

JACKPOT '98 DREW 31 AIRCRAFT

ranging from a 1956 Cessna 152 flown by James Papka from Greeley, CO to a 1993 Beech B-58 Baron flown by Arthur Mott of New York. Gregg Marshall from Honolulu, Hawaii traveled the furthest to participate in the race. He competed in a 1979 Piper PA-32 Lance. Chris Verbil out of Hayward, California was the third out-of state participant in the race. He is publicity director of the Hayward-Laughlin Proficiency Air Race and participated in our Denver-Jackpot race to experience how we ran the event. Chris competed in a 1986 Socata TB-21TC. His comment following a relatively poor performance in the race, "I had expected it to be more of a proficiency competition."

GREGG MARSHALL HAD MORE THAN HIS SHARE OF COMMUTE PROBLEMS EVEN GETTING TO THE RACE. They

extend back to June 10 when he was attending concluding ceremonies of the Marion Jayne Air Race at AOPA headquarters in Frederick, Maryland. CPA members Eddie & Paul Whistle had participated in the weather-shortened race and were enroute to the ceremonies in Frederick when killed in a crash of their Beech Bonanza.

Gregg planned to fly his Piper Lance to Denver to attend the June 15 memorial services for the Whistles. Got as far as Omaha, Nebraska where he left the aircraft for service. Traveled the remainder of the way to Denver by commercial carrier. Following memorial services, returned to Hawaii by commercial carrier. With his Piper Lance still in Omaha.

To participate in the Denver-Jackpot Race on July 11 required a trip from Hawaii to Omaha to pick up his bird. On a UAL Boeing 727 flight that routed through Denver. Unfortunately, the flight had a mechanical problem following departure from Denver and made a precautionary landing at, of all places, Akron, Colorado. The runway at Akron is 7,000 ft long. OK for landing a 727 . . . but too short for takeoff. So there was a long delay until buses could reach Akron and transport passengers the rest of the way to Omaha. A delay that extended a 30 minute scheduled trip into something over 9 hours. Into the wee hours of race day. Gregg admits to a couple of hours sleep before cranking up the Lance for the early Saturday morning flight to Jeffco Airport for the start of the race. Which explains why he may have looked a bit groggy and disoriented during the competition.

SETTING HANDICAP SPEEDS IS ALWAYS A PROBLEM.

During early years of the race, all aircraft were handicapped at a speed equivalent to the maximum speed at gross weight as claimed by aircraft manufacturers. The information is published in the AIRCRAFT BLUE-BOOK PRICE DIGEST of Oklahoma City.

However, some manufacturers overstate performance data . . . in the interest of marketing . . . with a consequence that affected aircraft types compete at a disadvantage.

Several years ago, to correct this problem, the handicap strategy was changed by a formula in which speeds were weighted 50% on manufacturer claims of speed for the aircraft and 50% on experience of that aircraft type in prior Jackpot air races. In theory, the formula approach was a good idea. However, it too had problems since not all participants competed seriously. The effect was to create a faulty experience input to the formula. Percentages in the formula were modified from time to time. Some with greater experience input. Some with less. All with predictable criticism from the participants. This year it was back to square one. Back to manufacturer claims on performance. And more criticism of handicaps. Changes in the future? Probably! If the outcomes become too predictable. Or criticism intolerable.

AIRCRAFT MODS & HANDICAP SPEEDS?

If aircraft are handicapped based on manufacturer claims of speed, shouldn't aircraft mods be handicapped in the same way? In theory, yes! Except that most mods don't give the speed advantage claimed by the manufacturer. And adding a number of different mods doesn't result in a cumulative speed advantage. Gregg Marshall's highly modified Piper Lance is a prime example. For his aircraft, handicap speed using manufacturer data is 165 kts. Mods on Marshall's Lance included LoPresti cowl & wheel fairings; LFS wing rivet fairing & flap/aileron gap seals; Knots-2-U stabilator gap seals and wing root fairings; 1-piece windshield; and step removed. The race committee added 10 kts to the handicap, the amount of increase LoPresti claimed for the cowl. No adjustments were made for the remaining mods. Yet, the best Marshall could place was seventh in a group of 14 competing in Class "B" (normal aspirated retractable gear). Not for lack of trying. With a fuel burn of nearly 116 gallons (highest of any participant in the race), no question that he was pushing the Lance as fast as it would go. With little chance of placing. Hard to believe that a group of 31 aircraft, over half of which were over 20 years old, haven't had modifications of

one type or another to increase speed. So there were probably a lot of overlooked mods in a race of this type. If the prize money was significant, race officials would have a basis for closer attention. Nevertheless, in the interest of fairness, expect closer attention to mods next year.

COURSE CHANGED THIS YEAR TO ADD SOME VARIETY TO THE RACE. An overflight of the Laramie Airport was added to the Jeffco Airport to Rock Springs leg after which racers could select their route to Rock Springs . . . a direct, mountainous route over the Medicine Bow Range . . . or a lower, less direct route via I-80. Provided an interesting tradeoff for those flying on the deck. A shorter route with a climb over mountainous terrain versus a slightly longer route with no climb requirement. Our feedback, everyone took the scenic mountainous route.

HARD TO BELIEVE THE DIFFERENCE A MINUTE MAKES. Walt Bell found out when he finished within one minute of Mike Craven, second place finisher in the turbo class. Tim Roberts needed a minute and a half to overtake John Seabury, winner of Class "B." John Huft needed to shave off one minute and ten seconds to win Class "A" from 1st place winner Rodney Armstrong. And so it went. Had they only been watching for smoke!

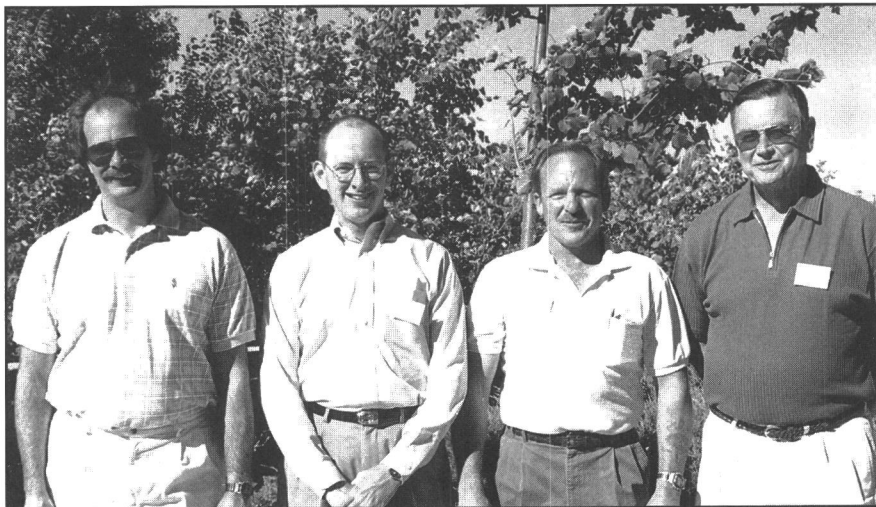
CAB MEMBER BILL HAMILTON AN AIRCRAFT OWNER AGAIN, with acquisition of a 1977 Cessna Turbo-Cardinal II RG (Turbo-normalized by Flitecraft Turbo at Pagosa Springs). Delivery expected in late August following its trip to Yukon, OK for new paint and interior. Bill credits "wonder wife" Penny for being the driving force behind getting back into aircraft ownership. Though we suspect commuting from his home in Granby to various meetings around the state as part of his CAB activities may have had some influence.

AOPA'S AIRCRAFT VALUATION SERVICE NOW ONLINE. Simple input including aircraft model, year, airframe & engine time, and optional equipment, after which one presses "calculate." Gives you the approximate retail value. AOPA does limit accesses to not more than six per day. Nice service. This service alone is worth the annual cost of membership. Chalk up another one for AOPA.

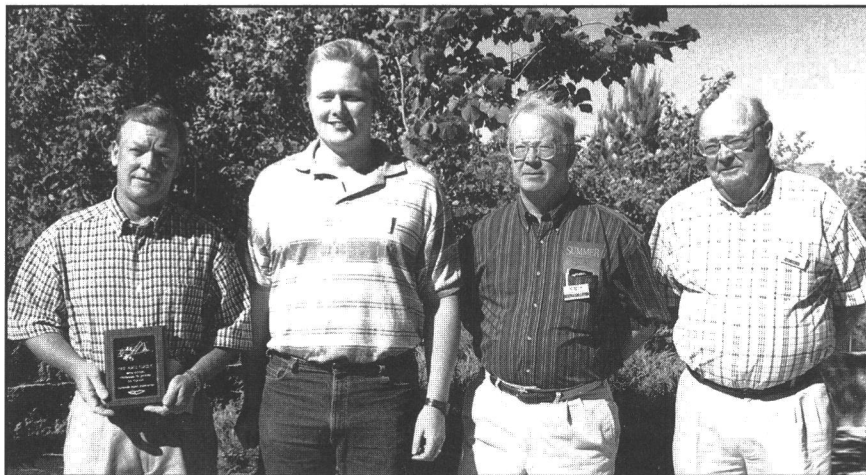
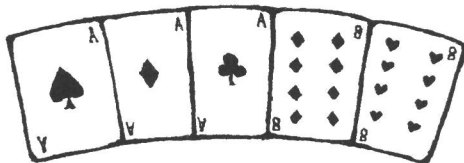
22nd Annual Denver to Jackpot Air Classic



Winners of Class "A" Fixed Gear category: 1st place Rodney Armstrong; 2nd place John Huft (not shown); 3rd place Ron Lewark; and 4th place Bill Totten.



Winners of Class "B" Retractable Gear category: 1st place John Seabury; 2nd place Tim Roberts; 3rd place James Perry; and 4th place Homer Lyle.



Winners of Class "C" Turbo-Charged category: 1st place Dave Burke; 2nd place Mike Craven; 3rd place Walter Bell; and 4th place Tom Bein.



Out of state participants in the Classic this year were (l to r): Co-pilot Brent Bolen and pilot Chris Verbil (both from California); co-pilot Rob Richardt and pilot Arthur Mott (both from New York); and Gregg Marshall (Hawaii).

1998 COLORADO - JACKPOT AIR CLASSIC SPEED RESULTS

RANK	N #	MAKE	YEAR/TYPE	PILOT	H'CAP SPEED	TOTAL TIME	AVERAGE SPEED	% OF H'CAP SPEED
CLASS "A" - FIXED GEAR								
1	7905T	CESSNA	1960 C-175	R. ARMSTRONG	128	04:14:34	116.4332	90.96%
2	2872K	CESSNA	1979 C-180	JOHN HUFT	150	03:38:17	135.7868	90.52%
3	70006	CESSNA	1971 C-185	RON LEWARK	155	03:44:42	131.9092	85.10%
4	9247X	CESSNA	1962 C-182	BILL TOTTON	148	04:00:26	123.2774	83.30%
5	67RA	CESSNA	1967 C-172	PAUL SCHIFF	121	05:01:29	98.3139	81.25%
6	3725F	CESSNA	1978 C-182	BOB DOUBEK	148	04:11:54	117.6657	79.50%
7	6383B	CESSNA	1957 C-182	JEFF LEWARK	148	04:15:46	115.8869	78.30%
8	4300V	PIPER	1983 PA-28-236	JOHN MARTYNY	148	04:20:54	113.6067	76.76%
9	6085A	CESSNA	1956 C-172	JAMES PAPKA	117	05:39:03	87.4207	74.72%
10	7598S	CESSNA	1977 C-182	ROLAND BOOTH	148	05:20:17	92.5431	62.53%
CLASS "B" - RETRACTABLE GEAR								
1	5949F	CESSNA	1967 C-210	JOHN SEABURY	174	03:02:32	162.3813	93.32%
2	6688U	BEECH	1980 V-35	TIM ROBERTS	182	02:56:17	168.1384	92.38%
3	7366Y	PIPER	1964 PA-30	JAMES PERRY	178	03:02:48	162.1444	91.09%
4	91VP	BEECH	1969 V-35	HOMER LYLE	182	03:00:06	164.5752	90.43%
5	7164Y	PIPER	1964 PA-30	SONNY ELGIN	178	03:05:22	159.8993	89.83%
6	7463N	BEECH	1968 V-35	CHET JEWELL	182	03:05:45	159.5693	87.68%
7	8PV	PIPER	1979 PA-32	GREG MARSHALL	175	03:15:25	151.6759	86.67%
8	1576S	BEECH	1962 BE-95	BOB FIGGIE	183	03:07:59	157.6736	86.16%
9	719SG	BEECH	1968 V-35	JOHN QUELLA	182	03:11:02	155.1562	85.25%
10	755T	BEECH	1972 V-35	VERNON RANDEL	182	03:11:02	155.1562	85.25%
11	3731Y	CESSNA	1964 C-210	DANA HAGLIN	173	03:21:42	146.9509	84.94%
12	2KM	BEECH	1972 B-55	TRAVIS BRASSEL	210	02:46:10	178.3751	84.94%
13	8282U	BEECH	1993 BE-58	ARTHUR MOTT	208	02:49:01	175.3673	84.31%
14	9002S	BEECH	1965 V-35	BILL WICHART	183	03:15:03	151.9610	83.04%
CLASS "C" - TURBO-CHARGED								
1	231WB	MOONEY	1980 M20K	DAVE BURKE	201	02:53:09	171.1811	85.16%
2	6155C	CESSNA	1980 T-210	MIKE CRAVEN	204	03:04:06	160.9995	78.92%
3	210VE	CESSNA	1978 T-210	WALT BELL	204	03:05:15	160.0000	78.43%
4	983HH	CESSNA	1982 T-182	TOM BEIN	168	03:49:53	128.9350	76.75%
5	61BC	BEECH	1986 T-210R	LUCILE BLEDSOE	224	02:55:50	168.5687	75.25%
6	20GF	SOCATA	1986 TB-21TC	CHRIS VERBIL	200	03:23:46	145.4605	72.73%
7	6863R	CESSNA	1967 T-210	DAN DUNNING	203	03:29:44	141.3223	69.62%

1998 COLORADO - JACKPOT AIR CLASSIC FUEL RESULTS

RANK	N#	MAKE	YEAR/TYPE	PILOT	FUEL EST	TOTAL FUEL	FUEL DIFF	% FUEL DIFF
1	2KM	BEECH	1972 B-55	TRAVIS BRASSEL	81.50	81.32	0.18	0.22%
2	231WB	MOONEY	1980 M20K	DAVE BURKE	54.70	54.46	0.24	0.44%
3	4300V	PIPER	1983 PA-28-236	JOHN MARTYNY	65.00	64.47	0.53	0.82%
4	755T	BEECH	1972 V-35	VERNON RANDEL	57.40	56.86	0.54	0.94%
5	91VP	BEECH	1969 V-35	HOMER LYLE	49.50	48.95	0.55	1.11%
6	6155C	CESSNA	1980 T-210	MIKE CRAVEN	60.00	61.23	1.23	2.05%
7	6688U	BEECH	1980 V-35	TIM ROBERTS	77.50	75.59	1.91	2.46%
8	7195G	BEECH	1968 V-35	JOHN QUELLA	57.20	55.79	1.41	2.47%
9	20GF	SOCATA	1986 TB-21TC	CHRIS VERBIL	65.50	63.72	1.78	2.72%
10	8PV	PIPER	1979 PA-32	GREG MARSHALL	112.20	115.93	3.73	3.32%
11	7463N	BEECH	1968 V-35	CHET JEWELL	52.60	54.50	1.90	3.61%
12	210VE	CESSNA	1978 T-210	WALT BELL	54.00	56.11	2.11	3.91%
13	7598S	CESSNA	1977 C-182	ROLAND BOOTH	60.00	62.44	2.44	4.07%
14	983HH	CESSNA	1982 T-182	TOM BEIN	56.40	53.86	2.54	4.50%
15	372SF	CESSNA	1978 C-182	BOB DOUBEK	49.25	46.84	2.41	4.89%
16	8282U	BEECH	1993 BE-58	ARTHUR MOTT	87.70	93.33	5.63	6.42%
17	6383B	CESSNA	1957 C-182	JEFF LEWARK	58.90	64.07	5.17	8.78%
18	70006	CESSNA	1971 C-185	RON LEWARK	62.00	67.66	5.66	9.13%
19	7366Y	PIPER	1964 PA-30	JAMES PERRY	64.30	70.31	6.01	9.35%
20	9247X	CESSNA	1962 C-182	BILL TOTTEN	56.12	61.50	5.38	9.59%
21	5949F	CESSNA	1967 C-210	JOHN SEABURY	47.40	52.10	4.70	9.92%
22	67RA	CESSNA	1967 C-172	PAUL SCHIFF	69.30	61.14	8.16	11.77%
23	6863R	CESSNA	1967 T-210	DAN DUNNING	55.50	63.60	8.10	14.59%
24	7905T	CESSNA	1960 C-175	R. ARMSTRONG	42.00	48.16	6.16	14.67%
25	3731Y	CESSNA	1964 C-210	DANA HAGLIN	49.37	56.92	7.55	15.29%
26	2872K	CESSNA	1979 C-180	JOHN HUFT	56.20	65.01	8.81	15.68%
27	6085A	CESSNA	1956 C-172	JAMES PAPKA	44.60	52.17	7.57	16.97%
28	9002S	BEECH	1965 V-35	BILL WICHART	53.00	43.31	9.69	18.28%
29	7164Y	PIPER	1964 PA-30	SONNY ELGIN	53.80	65.98	12.18	22.64%
30	1576S	BEECH	1962 BE-95	BOB FIGGIE	56.40	80.32	23.92	42.41%
31	61BC	CESSNA	1986 T-210R	LUCILE BLEDSOE	47.90	75.43	27.53	57.47%

The Cantaloupe Run

The CPA fly-in to La Junta, July 31, was a great success! Thirty-four people signed up for the trip, but the weather took its toll and only 21 people actually made the fly-in.

Airplanes began floating in to La Junta Airport about 9:20 am, and one by one, planes lined up in the parking area in front of the terminal. Cars were stuffed with people for the run to Bent's Fort. The fort is an actual trading post that dates back to the 1840's. It was also the only trading post between St. Louis and Santa Fe.

Our tour guide was just in from the trail for a much needed resupply. He told us about the Indian tribes that were friendly, and the ones to watch out for. He dropped off piles of fur pelts trapped and tanned during the last year, and explained the process he used to treat them. We saw several beautifully tanned beaver pelts, and a good-sized buffalo pelt. Several skins were carefully folded, laid in stacks, and compressed into neat rectangles, tied with sturdy ropes. These were ready for the arduous trip back to New Orleans to be sold for new supplies, wages, equipment.

From there we went to the trading rooms, where travelers could resupply and get basic materials to trade with the Indians for their journeys. We saw cast iron pots, powdered carmine-red dye (war paint), Hudson woolen blankets, pressed tea, fine china, clothing, and rifles displayed carefully behind a sturdy wooden counter. The longer you looked, the more things you noticed - small metal mirrors, candies, and fine china.

The Trading Room was the main heart of the Fort, and the primary reason people came to Bent's Fort. The trade even then was international, and brought the Indians from the stone age into the industrial age in one giant step. The transition wasn't easy; but there was no going back. Iron cooking pots from England, tea and dye from China, sugar from the East Indies - are just a few of the "new" marvels that made life for the Indians much easier.

The story of the trading posts unfolded as we went from room to room. The "guides" were dressed in period costume, and demonstrated various skills people had to master in order to survive.

Bent's Fort is open all year, and guided tours are every hour on the hour in the summer. The fee is \$2.00. The airport is to the northwest of the fort. Make sure to take an aerial tour of the site. You can see that it is located near a river; although they had a well inside the fort for drinking and cooking. The nearby fields provided plenty of fodder for the traveler's livestock and camp-sites for various Indian tribes who traded at the fort.

The tour runs about an hour after which you should take the time to see the other rooms in the fort. See the livestock area, watch for stray chickens scratching in the dirt, check out the kitchens where a huge cast iron pot may be simmering in the coals of a fire.

We spent a two hours at the Fort, and could have used more time; but it was time for lunch at the Hogs Breath Restaurant! Two long tables were ready for us when we arrived.

Hogs Breath specializes in barbecued food. The staff was gracious, the food was excellent, and there was plenty of it. In the evenings when they have entertainment the place can be jam-packed. Don't go there if you are in a hurry.

We piled in our cars and zoomed back to the airport. Clouds were beginning to build up, and anxious pilots were in a rush to leave. But we had one more thing to do - the cantaloupe! The airport manager, Jake Fretenberger, made arrangements with a local fresh-produce vendor to bring us a load of cantaloupe. We had three boxes delivered to us, and he sold them at \$1 per melon; less than half of what I've been paying at the grocery stores - and the melons are delicious! This is what Rocky Ford is famous for, and what a great way to end the day.

Well... the day wasn't exactly over. Sure enough, some of the CPA members set their planes down to wait out a rain storm for a couple of hours. Be sure to call ahead to reserve the courtesy vehicle, at (719)384-8407.

If you get a chance, while the produce is getting ripe in Rocky Ford, take a great fly-in trip to La Junta; see the fort - and load up your plane with a box or two of fresh produce!

A big thank-you to the CPA members who made the flight, Jake Fretenberger, and everyone in La Junta who helped make this trip so special.

22ND ANNUAL DENVER TO JACKPOT AIR CLASSIC

JULY 11, 1998

The Jackpot Air Classic Committee wishes to thank the following organizations and individuals for their generous donations in support of the 22nd Annual Denver to Jackpot Air Classic:

Cactus Pete's (prize money, airport reception, cocktail party)
AOPA
Arapahoe County Security Center, Inc.
Barnstormers Restaurant at Greeley/Weld County Airport
Colorado Pilots Association
Flyer magazine
Front Range Airport
King Schools
Len Lyall Chevrolet
Greg Marshall
Mountain Pilot Magazine
The Pilot Shop at Centennial Airport
Regatta Liquors
Women's Pilot magazine

The committee also wishes to thank Bob Lohne and the Administration at Jefferson County Airport, Bob Super and the controllers at Jeffco Tower, Gary Valentine at Rock Springs Airport, and Bill Dunn and Denver AFSS for their help in this year's race. A special thanks to Gerald Lewis at Laramie who did a wonderful job on very short notice.

Thanks to the following committee members and helpers: Leonard Adler, Walt and Terry Barbo, Kevin Bunnell, Ricky and Linda Davidson, Sonny and Darlene Elgin, Steve and Linda Harless and family, Bill and Marlys Marshall, John Martyny, and Paul and Sheila Rossman. The Air Classic ran smoothly largely due to their efforts and assistance.

As always, your comments and suggestions on the race are welcome.

Robert Venohr/Air Classic Chairman

Hangar Party and you're invited!

Celebrate general aviation at Business Aircraft Sales' second annual full moon hangar party on October 3rd. The party starts at 7pm. Swing to 40's tunes provided by the Dean Bushnell Orchestra. Food and drink too! Bring a friend or four! All we ask is that you RSVP so we know how much food to make! See you there.

-Sarah & Will Barclay



303-444-5560

FLY MART



For Sale-1970 Grumman AA1. AFTT 1998, Engine 150 HP, 1820 SMOH, prop 102 SMOH, auto fuel stc, Airwolf oil filter, RST audio panel w/Marker Terra 960, Terra 920 w/GS, Bendix T12D ADF, Narco AT50A w/ACK encoder, Apollo 602, Narco ELT, CHT/EGT new 15-600-6 tires and tubes, new upholstery, annual due Nov 98. Hangered Pueblo \$22,200. Call 719/583-0739 or 719/542-2320.

For Sale-black leather 3rd bench seat for turbo 210. Excellent condition. Needs a good home and to be flying again. Call Bill or Penny Hamilton, 970/887-2101.

Looking for King Schools Pilot Training Videos. Does anyone have some tapes I could borrow as I work on my private. Please call Sarah Barclay, 303/444-5560. Thanks!

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- 1979 Cessna R172K Hawk XP, \$57,000. 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, \$75,000. 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-S35 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.

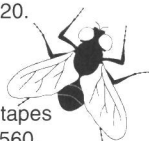
Get your Taildragger Sign-off-in a genuine L-21 Super Cub. Learn what rudder pedals are for! Owned by a CPA member. On leaseback with Dakota Ridge at the Boulder Airport. 444-1017.

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

John M. Webb
5091 S. Clinton Street
Englewood, CO 80111-1348

Habib Nasrullah
7937 Hillview Street
Parker, CO 80134-6338

Jeffrey D. Jordan
132 Skytrail Road
Boulder, CO 80302-9447

Charles A. Letteri
2475 Arbor Way
Montrose, CO 81401-6436

John Tencer
480 1740 Road
Delta, CO 81416-3046

Jeffrey D. Jordan
132 Skytrail Road
Boulder, CO 80302-9447

Roland Booth
33680 Big Springs Road
Yoder, CO 80864

Elizabeth Campbell
2160 Alicia Point, #201
Colorado Springs, CO 80919-5120

John M. Cogswell
P. O. Box 1430
Buena Vista, CO 81211-1430

Membership Renewals

Bill Hamilton, Granby
Mike Benton, Longview, TX
Bruce McMillan, Glenwood Springs
Michael Kosta, Erie
Dick Miller, Van Aire
John Papalia, Littleton
Ken Carter, Boulder
Don Pulley, Crested Butte
Ron Lewark, Frisco
Bart Jones, Colorado Springs
Hal Moore, Highlands Ranch
Rev. Paul Fedec, Littleton
Bain White, Hayden
Bob Figgie, Colorado Springs
Don Nelson, Arvada
Vincent Jehlik, Aurora
Richard Dysart, Austin
Willie Kittleman, Boulder
Russell Wilder, Easton, MD
Robert Jay, Fort Collins
Tad Keegan, Sedalia
Norman Steele, Brighton
Roger Bates, Lakewood

Don Dolce, Westminster
Bill Farrell, Boulder
John Thayer, Loveland
David Sharp, Greeley
Russell Ward, Wheat Ridge
Dr. William Fell, Aurora
Bill Dunn, Littleton
John Seabury, Erie
John Schmitz, Littleton
Dave Burke, Lakewood
Chet Jewell, Denver
Dan Dunning, Strasburg
Michael Craven, Thornton
Evan Slack, Denver
Henry Fore, Colorado Springs
Mike Silva, Aurora
Tim Roberts, Aurora
Scott Noall, Evergreen
George Walter, Denver
Steven Beach, Broomfield
Michael Jewett, Castle Rock
Paul McCoy, Fort Collins
Charles Beck, Denver

Colorado Aviation Calendar



- 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.ibm Info: 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 **PLATTE VALLEY SUMMER FLY-IN & OPEN HOUSE** 8am. Colorado Country Flying with Classic, Antique and Warbird Aircraft...fly-by's rides. Continental Breakfast and Bar-B-Que lunch. Info: Marilyn Taylor 303/659/7265.
- 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 10 **CUSTER STATE PARK FLY-IN**, Jeep tour of buffalos, Mt. Rushmore, and Crazy Horse. Horseback riding tour of Custer Park. Overnight stay at historic lodge. Optional early arrival of October 9. Info: Marie Mozden 303/442-4294
- 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



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:

- ☐ Renewal or
☐ New Membership
☐ *The Flyer* subscription (formerly GA
 News & Flyer) **
☐ *Aviator's Journal* subscription (formerly
 Flying Review)*

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

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

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

** Add \$19/one year only

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 |

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Caps (white) with CPA logo \$10	CPA Logo Golf Shirts \$25
Lapel Pins \$3	CPA Logo Denim Shirts, short sleeve. \$25
CPA Decals \$1	CPA Logo Denim Shirts, long sleeve. \$30

For shirt info please call Terry Barbo 303-367-0670. Caps, add \$2 for shipping and handling; Pins or Decals, add 30¢. Mail to CPA, P.O. Box 200911, Denver, CO 80220

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