

CPA FLIGHT LINES

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CPA members Steve and Susan Dyer in front of their 1944 Beech Staggerwing at the Brush 4th of July Fly-in. Steve owns Univair Aircraft in Aurora; a company that sells aviation parts and accessories. The Staggerwing was restored to pristine condition over the course of thirteen years. Steve's plane won reserve grand champion at Oshkosh in 1997. The Staggerwing will cruise at 200 mph at thirteen thousand feet. By the way, dont miss next year's Brush Fly-in; it is a real hoot!

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President's Message

This summer is flying by in more ways than just time. I can report with satisfaction that Mary and I have burned more than our fair share of av gas going to interesting destinations. Every time I return from a trip I marvel at what a magic carpet our little plane is. I have been flying since I was 16 and the thrill is just as fresh for me now as it was then. But that thrill is tempered by the knowledge that my cherished avocation has the potential to bring tragedy and sorrow to the ones I love most. Usually such thoughts are not foremost on my mind when I untie the plane for a flight.

But this summer has been different. A series of tragedies, two involving CPA members, one involving a prominent family from Center, CO and most recently and accident involving four people at Tri-County, have sobered my attitude and left me feeling uncomfortable in my enjoyment of aviation while others are suffering such grief. I am asking myself what it is I can do to ensure that my enjoyment does not bring the same suffering to my loved ones.

While I don't presume to preempt someone else's role in determining probable cause, I can not help but observe that several of the accidents have the hall marks of a stall/spin situation. In my years of flying in Alaska we were hyper sensitive to this situation. Up there we generally flew pretty low and the accident rate, always fairly high, peaked

season. The particular type of accident was so common we even had a name for it, the Moose Stall Spin, which typically occurred when the plane stalled out of a tight turn around a moose. I hadn't thought much about stall/spin situations since we came back to the "lower 48". In fact the last time I even practiced a stall was almost two years ago during my last bi-annual. I now wonder if I would be up to the task of maneuvering my plane in a situation where I was seriously deficient on airspeed and altitude while simultaneously being distracted by other factors.

I urge you to engage in a little critical self examination on this issue. The FAA has been trying to draw our attention to the stall/spin situation, it seems, forever. They investigate the accidents and see the consequences. Have we tuned them out? While we love our airplanes we have a duty to our loved ones to maintain our skills and our awareness.

With my awareness of the stall/spin situation reawakened I resolve that I will give this issue a good workout on my upcoming bi-annual and I will practice more throughout the year. Further, I will not deliberately put myself in a situation where I have to rely on those skills.

----Bart Jones



Don't miss Mt. Rushmore! The Last big Fly-in of the Season

Join CPA members and friends for the last fly-in of the season before the snow flies. Cattle rancher and CPA member Marie Mozden has organized this trip. The plan calls for 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, listed on the National Register of Historic Places, in the park. Call (800)-658-3530 to reserve a room at the Lodge. Tell them you are with CPA.

Fall colors should be out in full while we are there; and in addition to that, we will be scheduling a bus tour of Mt. Rushmore and Crazy horse, narrated by a local guide. The cost of the bus tour is \$33.60 per person. Marie has organized a Saturday Night Banquet at the Game Lodge and Resort as well.

Call Marie at (303) 442-4294 or Sarah Barclay at (303) 444-5560 for more information. For people who sign up for the tour, Marie will send you a map for the aerial route, and more details about the trip.

2ND ANNUAL FULL MOON HANGAR PARTY!



*featuring swing
tunes of the*

40's

*with Doug Bushnell and the
Dean Bushnell Orchestra*



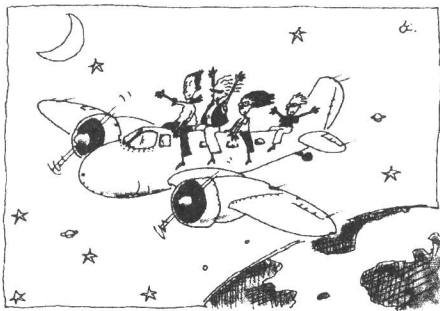
Saturday, October 3

★ *6:30 pm* ★

cool planes too!

**this party is at
Business Aircraft Sales Corp.
at the Boulder Airport**

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LAST FLIGHT IN A LOCKHEED P-38 LIGHTNING. When Flight Lines editor Sarah Barclay used clip art depicting a P-38 on the *Heard Along the Flight Line* column of the last newsletter, it stirred up a lot of old memories for Walt Barbo . . . who flew the fighter in the Pacific theater during WW II. Particularly his last flight in that type aircraft.

Walt's fighter group was flying out of Ie Shima (near Okinawa) in August, 1945 when the atomic bombs were dropped on Japan. When the war ended, the group moved north for occupational duty in Korea . . . to Kimp'o Field on the outskirts of Seoul.

Occupation was a transition period characterized by extensive personnel reductions . . . including mechanics needed to keep the aircraft operational. As experienced mechanics returned to the US, replacements (trainees) were recruited from local civilian ranks. With no familiarity of the aircraft. Or the English language. Low period in the group's history. By early 1946, less than two thirds of almost 70 aircraft in the group were operational. Often less than 10 available for flight each day.

But the mission had also changed. While the aircraft were fully armed, there was no longer anything to shoot at. Until Walt's last flight in January, 1946.

It was a routine flight, down around the peninsula and back, when he noted thousands of snow geese on the mud flats a few miles from the airport. The same flocks that he and a few of his hunting companions had pursued on previous occasions . . . from the ground. The mission was obvious. Down a bunch of the birds, land, grab a jeep and run out to the flats to retrieve them. So he dove on the flight with four 50 caliber guns blazing. Hundreds of rounds of ammunition . . . with

at least 30 confirmed kills. Enough geese to add some gourmet variety to a monotonous diet of canned food.

But it didn't work out that way. Took about an hour of driving to get to the site. Too late! Local residents got there first. The downed geese were gone.

Lingering memories of a final combat mission.

FINAL MISSION FOR THE B-52 AT LOWRY. Didn't seem like much of a project, to reposition the Wings Over the Rockies Air & Space Museum B-52 bomber a couple of hundred yards to a new site in front of the Museum. But the effort took over 6 months of planning and coordination and several days to carry out the move.

The aircraft had been parked across the street from the Museum on property scheduled for commercial development in the new Lowry Business Park. It was at this site, on July 12, that a misguided soul torched the aircraft.

After determining the aircraft could be restored, actions continued on the coordination of the move, including required approvals from the Air Force Museum (which owns the aircraft), Defense Financing & Accounting Service (since the aircraft would overlap a portion of property occupied by DFAS), Denver Fire Prevention Office (to assure adequate emergency access), and the Lowry Redevelopment Authority (since aircraft would partially overlap that agency's property).

Logistics of the move proved more complex. The mission required movement of a 150,000 pound aircraft (wingspan 185 ft, length 165 ft) across Academy Boulevard to a confined site in front of the Museum. The move was scheduled to take place on August

20. A week out, the LRA closed the street and placed an aggregate fill a few inches deep over the proposed street crossing. This was to prevent the weight of the aircraft from damaging pavement surface and curb. The Colorado Department of Transportation loaned equipment and personnel, a CDOT vendor loaned heavy, steel plates to create a hard surface over the soft aggregate fill on the street crossing, Buckley ANGB loaned a technical with experience in moving B-52s, and Federal Express loaned a tug to move the aircraft. There were also countless suggestions from a crowd of interested bystanders.

It all came together over a period of about three hours on the morning of August 20. The aircraft now sits proudly in its new home near the Museum entrance. Successful mission.

WHAT WOULD WE DO FOR NEWS WITHOUT CENTENNIAL AIRPORT? In the latest round, the FAA tells the airport to quit stalling and permit air carrier service. Not in those words, but the meaning is there.

This issue stems from a complaint by Centennial Express Airlines (owned by John Andrews from Texas) that it should be permitted to operate on the airport under conditions of agreements the airport signed when it accepted airport improvement funds from the FAA. It was a condition agreeing to keep the airport open to all types of users. Subsequently, the airport refused to let Andrews initiate air carrier service. And the battle was on.

The issue has been in the mill for years. Last year the Colorado Supreme Court ruled that the airport had the right to ban scheduled service. But the FAA has started taking a harder line in forcing compliance with conditions of agreements and, in August, the FAA Office of Safety & Airport Standards determined the airport was in violation of its agreements. It placed the airport in "non compliance" . . . which has the effect of stopping the flow of all FAA funds to the airport. Serious stuff! If the airport refuses to comply, the FAA could go further and seek recovery of all

past investment in the airport.

Hard to tell what the airport's next move will be in this ongoing game. It has some options. It can concede and let the carrier in. It can appeal the FAA determination to a higher level. Or do nothing (if it can afford to lose the approximate \$1.5 million the feds kick in every year for airport development). Expect further appeals, or political intervention. Meanwhile . . .

FUNDING FOR CENTENNIAL AIRPORT PART 150 STUDY COULD BE IN JEOPARDY. As a result of the non-compliance status of the airport. Which is somewhat ironic. If the airport cannot fund a study to find ways to minimize environmental impact of aircraft operations . . . because it denied air carrier service to minimize environmental impacts of aircraft operations.

HAS THE AIRPORT OVERREACTED IN EFFORTS TO APPEASE A VOCAL OPPOSITION GROUP?

Probably. While some airport neighbors would like to see the airport go away, most accept that it is here to stay, and would be satisfied as long as it did not get larger. Which explains their opposition to air carrier service.

Andrews has not helped. His first proposal, nearly ten years ago, was to use 100-seat aircraft in scheduled service. That subsequently dropped down to 30 seats. And recently, 10-seat aircraft.

One certainty, should the airport be forced to approve scheduled service, the carrier would be limited by rules for operations out of a non-certificated airports . . . for the reason the regulations have no requirement that force an airport to make improvements necessary to achieve certification. Under current regulations, scheduled carriers are not permitted to operate aircraft having a seating capacity of more than 30 passengers at non-certificated airports.

Ironically, Congress passed a law last year that requires certification of airports for scheduled service with aircraft having seating

capacity of ten or more passengers. But the FAA has not created a regulation under which to implement the new law. So the current seat limit is set by current regulation. Thirty seats.

Some professional observers note that there is no way a scheduled carrier could be economically viable using 10-seat aircraft . . . and that the best way for the airport to get the issue behind them would be to allow the service . . . and let the carrier go broke. Of course, political pressure from the adjoining residential communities will never let that happen. The communities fear that any air carrier service would simply open the door for eventual service by large (noisy) aircraft.

CONGRESSMAN JOEL HEFLEY'S PROPOSED LEGISLATION TO GIVE AIRPORT RIGHT OF REFUSAL IS GOING NOWHERE. Hefley hoped to attach an amendment to airports legislation which would have allowed general aviation reliever airports to deny scheduled service. His amendment, entitled "Protection of Reliever Airports," stated "It shall not be considered unreasonable or unjust discrimination for reliever airport owners and operators to deny public charter access if the airport is not certified and no scheduled service was legally conducted there before October 1, 1996."

A call to his Littleton office revealed that representatives from other states were unwilling to support the proposed amendment. Possibly the effort would have been successful had the proposed amendment been site specific. In any case, the effort failed.

MIXED SIGNALS FROM GREENWOOD VILLAGE AS TO WHETHER IT IS AIRPORT FRIEND OR FOE. Recall the proposed high density residential development proposed north of Centennial Airport along Peoria Street. The tract, under the runway centerline (extended) is partially within the airport 65Ldn noise contour. It has serious noise impacts. The Arapahoe County Commissioners (who also happen to make up most of the airport authority) denied zoning for the high density development . . . but

stated they would accept a lower density development. Which didn't sit well with the developer . . . who went to the city of Greenwood Village to seek annexation . . . and site approval. Greenwood Village, not known for past support of the airport, agreed to the developers high density plan . . . and approved the annexation. At this point, Arapahoe County stepped in, argued there were a number of errors in the annexation process, and refused to release the property. Everything had the appearance that Greenwood Village was more interested in accommodating developers than in protecting the airport. And would willingly permit a development that was certain to add further noise complaints and opposition to the airport..

Then, in the last couple of days, we hear that Greenwood Village has offered to help the airport fund the cost of legal fees in fighting the "non-compliance" issue with the FAA. Mixed signals!

A PERFECTLY EXECUTED 4-POINT, THIRTY DEGREE DEPARTURE TURN.

By an Aerocoupe. In a low level fly-by after leaving the Van-Aire summer picnic on August 8. It was the annual event at which Van-Aire hosts members of the Colorado Pilots Association for a fly-in, lunch, conversation, and a day of showing off aircraft. Beautiful weather, with a number of lawn chairs out, and a continuous stream of low-level fly-bys. Mini airshow. With a 1946 Aerocoupe as the star performer.

FAA DECREES NO VIAGRA WITHIN SIX HOURS OF FLYING.

According to Dr. Guy Baldwin, a Senior Medical Examiner in an article written for the Oklahoma Aviator newsletter. Dr. Baldwin noted that the drug was brought out several years ago and tested for hypertension. But since the effect was to centralize blood in the genital area, it was found ineffective as an antihypertensive. However, since the medicine has characteristics similar to a high blood pressure medicine, Dr. Baldwin called the FAA to find out their position. Now you know.

Navigating the Clouds over San Diego Bay

by Miss Ida Roschmann, May 16, 1913

Mr. J. D. Cooper, Aviator, took a test flight this morning at 10 o'clock a.m. before taking me for a ride in the flying boat. As shown by the picture the cap I was given to wear is without a visor, as that would flap with the wind and the coat which is nice and warm is in reality a life vest or life preserver. No veil is allowed to be worn for fear of same becoming entangled in the wires.

Before realizing what was happening, I was seated beside the aviator, heard the humming of the motor and was rising from the water and was surprised that there was no jar whatsoever. The slowest elevator jars a little but the riding in the flying boat is very smooth and even, there being nothing to obstruct the way so different from land travelling.

Travelling at sixty-two miles per hour at an altitude of about 2,000 feet as per barograph, a few moments upon ascending one's eyes begin to water as if crying but that disappears quickly.

The puffy wind which can not be heard whistling slaps your face so that it feels as if your cheeks were getting a massage treatment or being pulled. Had my hair not been carefully tucked under the cap I have been told that it would have felt as if being pulled.

In the forty minutes of our flight over San Diego Bay we passed San Diego, Coronado Hotel, National City, Point Loma and thence to Pacific Ocean Flying over many torpedo boats, British Man-of-War Algerine, Cruiser Denver, Submarines, Floating Machine Shop Iris for repair work on torpedo destroyers and submarines, ferry boat, launches etc.

Upon climbing one gradually finds it impossible to distinguish large from small buildings and entirely loses sight of the men on the boats; everything appearing to diminish in size.

The sensation felt upon descending is most strange and seems to be indescribable and at that time more than at any other you can

realize the height you have been. At this time it seems as though one's neck is being stretched or in other words as though one's head were raised upward.

Attached to this flying boat is 75 horse power motor which is a Curtis 8 Cylinder, which motor turns the propeller 1200 times a minute and is constantly heard buzzing during the flight. In back of the seat are shoulder yokes which operate the wire to ailerons and are used to control lateral position similar to that of a bicycle; that is when biplane tilts to right one leans to left and vice versa; this being very noticeable in making turns. For longitudinal control of flying boat the aviator operates a steering post for ascending and descending.

My tour of the skies was to me the most delightful and fascinating forty minutes I have every enjoyed and the enchantment is such that one flight makes one wish for more. Previous to the ride I thought being at such a height would make me dizzy but the forward motion takes that away and it seems when rising that the water is leaving the boat instead of the boat leaving the water. Aviation has become more interesting to me than ever and I hope that the chances for a ride will be so that others will begin to venture before long.

The above outlines one of the most captivating and enjoyable events of my life.

Special thanks to pilot Bob Laidley of Lakewood, Colorado who has shared his historical aviation collection with me. This article was reprinted from Miss Roschmann's original letter; all punctuation and grammar have been preserved. The Flying Boat was operated by J.D. Cooper, Instructor of the Aviation School on North Island, San Diego California. The pure joy Ida experienced over 85 years ago is why, I am sure, we all fly today. --Ed

Summer Adventures of Rob, Andy and a Plane called Wanda

by Rob Duncan

We took a long-overdue break from our business consulting and web-weaving endeavors. Left our airport early on Friday, July 31, with 400 pounds of camping gear, food, and other "essentials" to pick up my father, Bob, in Grand Junction. Three hours later we were refueling (to partial tanks) in Twin Falls, Idaho. Wonderful aviation mural on the terminal building ceiling and lots of old Idaho aviation pictures on the walls.

Our next stop was the 3400x150 foot turf runway at Johnson Creek after dodging a bit of weather. Our "Taj Mahal" tent was used for this trip, and was put up between brief rain showers. The Cessna 180-185 Club fly-in brought about 60 fellow Skywagonians(?), and a large Bend, Oregon group brought 30 more to the airport already crowded from the flying visitors for the Annual Yellow Pine (pop. 62) Harmonica Festival. The runway was lined by "just plane campers" on both sides, and there were short lines for the showers in the mornings!

The town was a-hoppin with musicians from Alaska to Romania. Four local 10 year old girls did their Karaoke version of the Spice Girls. We did not get to see the "Chicken Shit" results (you buy a numbered square in a cage containing a couple hens, and receive a prize with a lucky shit), nor the final musician awards. Dad mentioned an old group called the "Harmoncats" who did many of the songs we heard. Most were originals. About 1500 attended the two day extravaganza and the two bars were always full, but no fights or problems.

Saturday dinner was the \$7 prime rib Firehouse benefit where we renewed an old acquaintance with Dennis Wiley, who had

moved to Yellow Pine from our Erie airport. He later showed us some good local fishing holes, including the "Devil's Toilet" on the East Fork of the South Fork of the Salmon River. His Uncle makes a killer spinning lure well suited for the rapid waters there, and apparently just what the cutthroat trout like!

Sunday morning breakfast was in Dixie town. A curved 2000 ft gravel road, shared by RV's, landing between the pine trees. The town's single restaurant/bar has lots of snow-mobile pictures on the wall and is about 80 dirt road miles from anywhere. We then went to fish Indian Creek (4600x60 gravel @ 4700 MSL) where the rafters put in to the Middle Fork of the Salmon River. This was a beautiful place, with lots of campsites. We returned to our Johnson Creek campsite around 7PM and landed with the runway sprinklers washing the mud off our airplane.

After a day of rest, we landed at Moose Creek (4100x250 turf at 2400 MSL) "where the fish are. If you want to see moose, go to Fish Creek." Each plane campsite is separated by about 100 ft of forest. Although we caught a few, another couple downstream were catching with almost each cast using "hopper" flies.

Our next journey was to Smiley Creek (Galena, Id). Our supplies had dwindled and Smiley boasts a good restaurant and lodge across the 4900x150 turf at 7160 MSL runway. The restroom/shower facilities at the campground rivals many hotels, and the lodge's chocolate malts were to die for! We took advantage of the Courtesy Car which is provided at many of the 29 airports operated by the Idaho Bureau of Aeronautics solely by funds from avfuel



Flying Wanda into Johnson Creek located in Yellow Pine Idaho (population 62). Lots of folks were in town for the Annual Yellow Pine Harmonica Festival and the Cessna 180-185 Club summer Fly-in.

taxes. The cars cost \$5 per day and 30 cents per mile. Most of these airports have official "hosts" who are paid by the state to maintain the facilities. The runway at Smiley Creek was near putting green quality. Idaho has fully developed the "recreational" part of flying and should be an example to other states.

Our last airport before leaving was Warm Springs, 2850x135 turf at 4830 MSL, on the S. Fork of the Payette River. Here Andy and I hiked 1.5 mi. to the hot springs while Dad fished the nearby creek. The hot springs flows into pools along the river and you adjust the pool temperature by placing boulders to divert some of the icy river water into your pool. This place was quite popular with many families there.

We enjoyed beautiful weather throughout the trip and made many new acquaintances. The hospitality of each camp host was excellent, one even bringing out a cot for Dad to nap in (we bring our Mexican hammock wherever we go, but Dad is not nimble enough for that.) Our airplane, Wanda the Wonder Wagon, also performed without flaw, handling the heavy loads and high density altitudes very well. The polished aluminum got a bit muddy though, and she seemed relieved when we finally got home and removed the 11 ft. cargo pod from her belly.

Our final thought is how close this "little Alaska" is, and that we now know several wonderful "stretched weekend getaways" for the future. If only we could get away!

Carrots, Potatoes, and Broccoli

by Mary K. Jones

The CPA fly-in September 12 to Center, Colorado was an outstanding trip. Twenty people signed up for the trip, but the weather took out a few, and mechanical problems with planes left some others home. Eight of us flew to the Center airport (boy, if you didn't check your airguide, this is one time that you can get caught - there is a mighty surprise lurking at the end of runway 30: more powerlines in one spot than you ever want to see).

Lew Entz, (State Representative Lew Entz, CPA member, and great supporter of our flying community) had vans at the airport waiting for us, and had set up tours of an organic carrot processing factory (specializes in "baby carrots"), and then a potato storage and packing factory.

Those little baby carrots that are so delicious and crunchy go through quite a process. They are pulled out of the ground by their roots, trucked to the factory, and the fun begins. To simplify an incredible mechanical process, they are cleaned, cut into 2 inch segments, run through sanders, and bagged. Carrots too large are packaged whole, or used as "juicers", carrots too small or are irregular shapes are chopped up in giant disposal units, and used for livestock feed or fertilizer.

The carrot factory had just done a "practice run" the night before, and the people had all been there 'til 1:30 am getting out the final glitches in the system. Each year, after the season is over, the entire system is completely torn down, and rebuilt so that there will be no problems during the processing season. They run at an intense pace for four months, and it all ends, to be torn down, and set up again for the next season.

There are four different centers where food is bought and sold by grocery chains and stores -

they buy carrots produced in Colorado from September through December - from Las Cruces, NM, after that; then on to Mexico - and finally from California. Consequently, a supply of fresh foods can be available year around in the supermarkets.

The carrot factory also processes other foods, and had a beautiful supply of the vegetable that President Bush hates - broccoli. We saw how the products were cooled down, rubber banded into bunches, put into wax lined boxes, and put through a process that forces ice into the boxes to keep the vegetables cool. From there the boxes were shrink wrapped, put into cold storage, and then loaded into refrigerated trucks to drive to market.

We then went to a potato facility - and learned that Colorado is the third largest producer of potatoes in the country. If you put one of those "famous" Idaho potatoes and a Colorado potato on your plate, there would be no difference in taste or looks. Idaho has just done a superb job in marketing. (Actually, I think the Colorado potatoes are better.) We went into a storage facility, where a mountain of potatoes were being put into row after row of giant rooms. We just happened to notice a few potatoes that were the size of small loaves of bread, and couldn't resist. One potato could feed two heavy eaters very easily.

We learned that potatoes go through 2 cycles once they are picked, called a small sweat, where they become very slimy and wet about four days after they come out of the ground, and a large sweat, after about a month in storage, where the potato loses a lot of moisture just before it goes into the dormant stage.

There are special processes that constantly monitor the potatoes while they are in storage, and they keep the potatoes from having "hot spots" that trigger spoilage.

Several kinds of potatoes are grown in the San Luis Valley and the one that is getting to be very popular is the Yukon Gold potato. It has a thin skin, a rich taste, and the innards are a soft golden color.

From the factories, we stopped for lunch at the local hang-out that has some of the best Mexican food I've tasted in a long time: Judy's Kitchen. The restaurant is not on the main street, so you have to look for it on a side street. Go there if you are ever in Center; it has wonderful food, and very reasonable prices.

We were scheduled to go to the carrot and potato fields to see the produce being harvested - but the weather stepped in, and we made a fast dash to the airport, fired up our engines, and were off just as rain began to fall, and black clouds all too quickly filled the sky.

Lew spent a lot of time pulling this fly-in together, and we certainly learned a lot, had a great time with pilot friends, and all want to express our sincere thanks to Lew Entz; the Potato Industry that furnished us with great baseball hats and pins; Alpine Ag FBO at Leach field in Center, and especially to Canon Potato Company and Nature Fresh, the fascinating organic carrot and vegetable company for the extensive tours, and bags of produce they gave to us when we came to visit.

"From the editor's desk", another eclectic aviation column debuts next month!



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. Hangared 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.

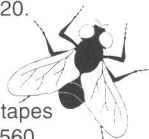
Get your Taildragger Sign-off-in a genuine L-21 Super Cub. Learn what rudder pedals are for! Owned by a CPA member. On leaseback with Dakota Ridge at the Boulder Airport. 444-1017.

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

Robert C. Sannwald
340 Cook Street
Denver, CO 80206-4423

Thomas Rasmussen
P. O. Box 61428
Denver, CO 80206-8428

Kevin R. Riant
10542 Stoneflower Drive
Parker, CO 80134-9581

Kenneth C. Shimun
P. O. Box 336
Caspian, MI 49915-0336

Maurice Baston
16004 Double Eagle Drive
Morrison, CO 80465-9617

Jim Meils
2820 Airport Drive
Erie, CO 80516-8125

Dan McGregor
935 Pennsylvania St., #11
Denver, CO 80203-3159

Raymond Randolph
Box 4636
Lago Vista, TX 78645-0014

Membership Renewals

Bill Hamilton, Granby
Mike Benton, Longview, TX
Bruce McMillan, Glenwood Springs
Michael Kosta, Erie
Richard Miller, Brighton
Doug Kroll, Brighton
Harold Meyer, Littleton
Robert Bledsoe, Wray
Paul Shepherd, Longmont
Lea Blohm, Parker
Spencer Matthews, Aurora
Richard Hayes, Denver
Richard Orr, Denver
George Nekolny, Denver
Len Adler, Lakewood
Dr. John Walker, Boulder
Jerry Stooksbury, Fort Collins
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Colorado Aviation Calendar



- 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



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