

CPA FLIGHT LINES

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CPA members Gary and Janet Irwin step back into the 40's at a recent hangar dance at Business Aircraft Sales in Boulder. They flew to the party in their fully restored 1941 Stearman; a cold ride to say the least on October 3rd! Gary and Janet own the Berthoud Bed & Breakfast in Berthoud, Colorado. When Gary is not cooking up breakfasts that would make even Julia Child envious, he works at the "Stearman Factory" (his garage) where he is building another Stearman and a Lancair that he hopes to have flying soon! Visit their website at www.bedbrkfst.com.

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President's Message

For some months now the awareness has been creeping up on me that my tenure as the President of your organization is coming to an end. Still, it comes as a shock to me to realize that this will be my last opportunity to prepare the monthly President's Message. Without question I have thoroughly enjoyed the last two years. I owe a heart felt thank you to all the members of the Board and the many new friends I have made for the support that made this job so rewarding. My biggest debt of gratitude goes to my wife Mary, who did double duty as your Fly-in Chairman and as the behind the scenes organizer trying her best to make me look good.

Looking forward to the future. I am really excited about the coming year with Will Barclay as your President. Will and his wife Sarah own and operate Business Aircraft Sales in Boulder. Together they have won high praise from the Boulder business community for their willingness to contribute and be involved in the community. We have seen that same willingness as they have both stepped forward to fill important positions within the CPA. As I hope you know, Sarah is also your *Flight Lines* editor. They make a dynamic team who, along with the rest of the Officers and Board of Directors, will keep your CPA moving forward.

They will be looking for new committee chair "persons" to help them bring our association to new levels of activity and participation. There is no group to look for recruits - so it is critical that those of us who haven't been involved think about how we could. Many committees have been in a "dormant" stage. If you would like to see more activity within our association, take a good look at what needs to be done, and where you might be willing to be involved. It's a great way to meet new people, and help a worthy organization. Who do you call, when you make that decision? Call Will and Sarah Barclay - their number is in our CPA directory, but it's also listed here: (303) 444-5560.

As a perfect opportunity to meet Will and Sarah and the other Officers and members of your Board, may I suggest and encourage you to attend our annual Christmas party? (Flyer enclosed.) Not only are you guaranteed a good time but it's also a place where you will meet a lot of other interesting people, who all share the same love of flying as you.

I look forward to seeing you there.

----Bart Jones



Help Wanted and Needed!

FLY-IN COORDINATORS

We are looking for a few eager and willing CPA members to step forward and take the challenge.

It's a fun job, and you can set the destinations. This past year we had four people working on the Fly-in committee, and it made the job a pleasure, instead of major work throughout the flying season.

Would you be willing to take on just *one* fly-in trip?

We have a huge file of background information available, with suggestions, ideas, phone numbers, and airports that would make a trip interesting. You can look through those, or pick your own.

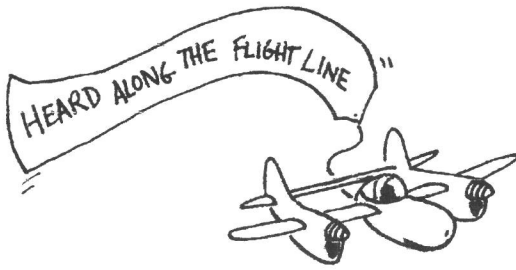
So please, help us make this next year a special one: get involved. Another way to help is to submit ideas for fly-ins whether they are day trips, overnights, favorite fishing destinations, etc. We know that everyone out there has a favorite flying destination that others would enjoy.

If you are interested in joining this committee, please call Will or Sarah Barclay at Business Aircraft Sales located at the Boulder Airport, 303-444-5560. You can even fly-in to tell them (hangar N), they would be delighted!

Let me know if you need more information.

Thanks,

Mary Jones



by Walt Barbo

AOPA EXPO '98 IN PALM SPRINGS, CALIFORNIA, OCTOBER 23-25 drew a record 9,720 registrants. Including a generous number from Colorado . . . and the Colorado Pilots Association. A scattering of CPA people we saw included DAVE & SUE BURKE, BOB & CAROLYN DOUBEK, RON ZASADZINSKI, CHET JEWELL, TIM ROBERTS and TOM BEIN.

CPA member BILL HAMILTON was seen everywhere as part of his Regional AOPA function. Even ran into DENNIS ROBERTS, past director of the Colorado Aeronautical Division and current AOPA VP for Government and Technical Affairs. Dennis, now a resident of Bethesda, Maryland continues as a CPA member so as to retain some strings from the past.

Remember Tony Miller, one of our board members from past years? Tony moved to Redmond, WA several years ago for a position with Microsoft. Tony was down for all three days of the Expo. He said the money with Microsoft was good, but he misses living in Colorado. Couldn't help but notice, however, that an investment of as little as \$10 in Microsoft stock five years ago would be worth over \$100 today. Makes one wonder . . . if those heavy investments we have in aircraft ownership . . . couldn't have been better invested elsewhere. Suspect Tony took advantage of the employee stock purchase plans. Which could make living in Redmond tolerable.

MARGINAL WEATHER PROVIDED SOME CHALLENGES FOR THOSE FLYING SMALL PLANES FROM COLORADO TO THE EXPO.

Remnants of a hurricane in the lower Baja area of Mexico was spilling all kinds of ugly looking stuff up into the route between Denver and Palm Springs. Along with a series of cold

fronts moving in from the west and northwest. Laid there for days . . . such that those who made the trip in small planes got to enjoy it both ways. BART JONES, TERRY and I flew with WALTER BELL in his T-210, and thanks to his Strikefinder, were able to pick our way, VFR, through conditions that were "VFR not recommended." Visited with one Colorado couple that tried to divert from Denver westward over Grand Junction . . . and ended up staying overnight at a town in northern California. Weather was not a factor at Palm Springs. Clear sky with temperatures in the high 80's during the day and dropping to the mid-60's at night. But for many, the most lasting memory of Expo '98 will be the experience of getting there and back.

PALM SPRINGS REGIONAL AIRPORT WAS SATURATED WITH GENERAL AVIATION AIRCRAFT.

One of the base operators told us the airport had a maximum capacity of about 1,400 aircraft, 700 aircraft on each side of the airport, which included generous use of taxiways for parking. The airport reached saturation on Saturday with the need to divert aircraft to other nearby airports. AOPA estimated over 1,750 aircraft flew in for the three-day event. Would have been higher had it not been for the marginal weather, particularly the marginal weather in the Los Angeles basin area on Sunday. Not comparable to the annual EAA Oshkosh fly-in, but a good challenge for an airport with only 102 based aircraft and operations that typically do not exceed 250/day. Exceptionally well handled. Excellent arrival and departure procedures. Less delay than experienced during busy periods at some of the Denver area airports. And attentive service on the ground to transport visitors to and from their aircraft.

Reflected the great amount of time and effort that must have gone into planning this event. Nice experience!

OVER 400 EXHIBITORS PARTICIPATED IN THE EXPO, BUT THE PILOT SEMINARS STOLE THE SHOW. At least, from this observers point of view. At least 90 seminars to choose from. Two conducted by Mike Fizer, the photographer who shoots all those beautiful covers on the AOPA PILOT magazine. Here was the guy who creates all this beautiful art . . . sharing his secrets with anyone who wanted to sit in on his seminars. I didn't take many notes, but some of his comments are worth sharing.

For example, lighting is critical. Mike makes it a practice to always shoot in low sun conditions. In the first two hours of daylight and the last two hours of daylight . . . when the sun is at its lowest . . . to get the best effect from shadows. He rarely shoots at midday when the sun is directly overhead.

His cameras don't look a lot different than what most of us use, though he uses cameras with capability for shutter priority. This is to assure that he can pick a speed that will not show a prop stopped in midair. For example, shooting at 1/500th of a second will stop the prop. Occasionally, shooting as low as 1/250th will also stop a prop, if the target aircraft is flying at low RPM. Mike tries to shoot at less than 1/100, conditions permitting. When shooting in the air, he makes use of a tri-pod and uses a stabilizer on the camera. The stabilizer on his camera was an accessory attachment. Some new cameras on the market have stabilizers as a built-in feature. New camera technology. Worth the investment for anyone who does much aerial photography.

His aircraft photos are shot with telephoto lens at an angle of 10:00 to 2:00 when shooting from the nose and 4:00 to 8:00 from the tail. Prevents the stretched out look. He uses the slowest film possible with the highest contrast (professional film). Always shoots 35mm slide film because it provides better color separation characteristics.

Just a sample. There were at least 90 educational seminars and five major issue and theme-oriented events, including 18 programs on safety. And CPA member (and past president) PATTI ARTHUR, with a session

entitled, "Aircraft Taxes, What Can I Really Deduct?/Dealing with the IRS."

EXHIBITORS INCLUDED SOME FAMILIAR FACES. Including an exhibit featuring Mountain Pilot Magazine, staffed by its publisher, CPA member ED HUBER (and wife Barbara). More than enough exhibits to satisfy anyone's interest.

Exhibit hall traffic was relatively light on Friday, which allowed generous time for visitors to interact with exhibitors. If one didn't get totally consumed by the seminars. Things changed by Saturday, which must have been the peak day for the event. Our group left early Sunday, which was probably also a light day because of threatening weather.

The only mistake I made was to let Terry visit the exhibit hall . . . where she immediately homed in on the jewelry and gift outlets. At least, her purchases were aviation related. Sort of. But nothing one could attach to an aircraft. Corrected the situation by Saturday. Sent her sightseeing.

IT WASN'T CHEAP! One day exhibit passes were \$30. Add \$15 for access to the seminars. \$35 for luncheon tickets. \$65 for the AOPA party at the Palm Springs Air Museum. But more than made up for by exceptional service, fuel discounted by 50 cents/gallon, and inexpensive accommodations.

COLORADO AERONAUTICAL BOARD AUTHORIZED ISSUANCE OF \$1,896,978 IN FY 1999 GRANTS from the State Aviation Fund at the conclusion of grant hearings ending October 9, 1998. Thirty-three awards were authorized ranging from a high of \$183,480 to fund a 21% share of costs to reconstruct a runway at Springfield Municipal Airport to a low of \$6,274 to fund a 31% share of a truck with snowplow at Yuma, Colorado. Most grants are targeted to airport improvements that improve safety and accessibility of aircraft operations. Exceptions, a \$31,000 grant to the Fantasy of Flight Foundation to provide aviation education services, and a \$12,500 grant to the Rocky Mountain Aviation & Aerospace Association in support of the Annual Rocky Mountain Air Fair.

The Aeronautics Division is now faced with the task of converting the Board's authorizations to grant agreements and administration of the contracts.

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Fly-in Finale, Custer State Park

by Mary K. Jones

Weather can be an issue when you want to fly someplace – and two feet of snow can certainly make you pause, if you know it just happened. Consequently, several people missed an incredible last blast of fall weather in South Dakota!

Marie Mozden organized a trip that was outstanding, from the flight there, to the beautifully groomed airstrip at Custer State Park, to our daylong bus tour of the park and surrounding area. Fifteen of us ended up flying in to the park, and we truly had it to ourselves. The airport (no services available) has what looked like a brand-new landing strip. The grass tie-down area was immaculately groomed, where extra parking space was available, because the paved ramp only has tie-downs for three planes.

It would make beautiful camping in the spring or fall; I'm qualifying that, because Custer State Park gets masses of visitors coming here from all over the world during the "regular" vacation season. However, this is primitive camping: you need to bring everything, including some means of transportation, if you don't stay at one of the four state-run park lodges. (A bicycle would be great.) For our visit, Marie rented a car in Grand Rapids, and had that available for us to drive to and from the airport, and for any other situation that might come up.

Buffalo were my biggest surprise at this park. There were supposed to be some 1400 of them, roaming "free range" throughout the park. And if you looked closely, you could see quite easily they had been grazing the grasses at the airport. The evidence? Buffalo chips. So there's a warning if you fly here. They are stubborn creatures, and refuse to move no matter how closely you buzz the field. If worse comes to worse and you don't want to waste the time trying to wait them out, fly on to Grand Rapids – it's about a twenty mile drive over to the park.

The park lodges are old, and built in the manner of an old lodge you could see in Yellowstone. The lodge ceiling was of dark wood, and I had the feeling we had walked into

an old-world hunting lodge. Room prices aren't cheap for what you get (and sounds travels easily from one room to another), but the setting is so grand it makes up for the cost.

We gathered Saturday morning, boarded a Greyhound Bus, and were off on our tour of Mt. Rushmore, Crazy Horse Monument, and several other major points of interest in the park. I had been there before, and we had just driven straight to Mt. Rushmore. We got an incredible amount of history and background with our bus tour, and even better, many different views of Mt. Rushmore at selected spots throughout the park.

It seemed like just a short drive to go on to the Crazy Horse Monument, and again, with the insight of our tour guide, we had a good background before we arrived. The family operation that runs the Crazy Horse Monument is living well. They have made this into a profitable family business, and at the rate they are progressing, can easily hand the work down into the next generation, and on. Both places have restaurants, so plan on a stop. Will have to say the little we did eat at Mt. Rushmore was reasonably priced, and excellent. By the way, if you like Black Hills Gold Jewelry, Mt. Rushmore had an outstanding collection, and were selling things at about 25% less than what you can find here.

Rock shops are another big item around the area, and if you're a rock hound, it will be hard to keep from filling up your pouch. The little town of Custer is a place our bus just buzzed right through, but there were several interesting motels, shops and restaurants there. Consider that a possible stop if you are in the area. Beyond that, there are immaculately groomed campgrounds throughout the park.

Saturday night, we did our usual CPA fly-in happy hour party. We all remarked about how lucky we were to squeeze this trip in between weather fronts and storms. And what a great way to end up our year of fly-in events.



Faces in the crowd at AOPA Expo 98. Ed and Barbara Huber, Bob Doubek, Dave Burke, Tim Roberts, Chet Jewell, Terry Barbo, and Dennis Roberts (past director of Colorado Aeronautical Division).

ROCKY MOUNTAIN AIR FAIR '98 WEB SITE NOW ON THE NET. Look for www.rmairfair.org. Expect to find a dramatic poster, suitable for framing, that can be downloaded. With all the current information on programs, seminars, speakers and exhibitors. Maintained by Rob Duncan of AIRbase (www.airbase1.com).

WEBSITE OF NOTE: Look in on www.deathclock.com for information on your remaining life expectancy (in seconds). Got into the site briefly as I finished this column, on Saturday evening, October 31

(Halloween). But the site was sooooo busy that it was nearly impossible to get in. Once you get in, it reads: "Welcome to the Death Clock, the Internet's friendly reminder that life is slipping away... second by second. Like the hourglass of the Net, the Death Clock will remind you just how short life is." When I entered my data I was informed that my personal date of death would be Sunday, November 30, 1997. Followed by the comment, "I am sorry, but your time has expired! Have a nice day." Not much credibility... but cute!

Tales of a student pilot

by Sarah Barclay



"Do I really have to go full power?" I asked my instructor on take-off, "its so fast." When I look back now that comment seems so ridiculous but this learning to fly thing has been an interesting journey. I am sure learning to fly is different for everybody; some are born with "good-stick" genes and they solo in eight hours, others... well...that is where I fit in. For me the adventure, and honestly at times, the struggle, has been learning to believe and trust in myself.

After I was accustomed to using full power on takeoffs my next hurdle was believing in the physics of flight. "You mean this three thousand pound thing that dents when you sneeze and was engineered by a bunch of guys decades ago is going to lift me and my instructor off the ground? I put a lot of faith in Wilbur, Orville and all the others. How about that, the plane really does lift off the ground time after time, no matter what day of the week it is! Hey, we are flying now!

But that cramp in my left hand I had every time I was finished with flying? No one told me this was going to hurt! Two fingers, maybe three fingers is all you need to fly this beast through the air? It feels kind of funny but I'll try. Hum... I'm relaxing, the scenery is beautiful, and the plane seems to hold altitude much better. Funny how that works.

I was starting to feel pretty good. I loved to taxi, take off, turn on the switches, but oh those landings and I have to make radio calls too! At first I was too shy to use the radios so a friend had me practicing radio calls into a pen. What would the passerbys think? Enough with the pens, I was ready for the real thing.

Landing, now that takes a lot of believing. Overshooting, undershooting, too high, too low, too fast, too slow, so many options to choose from. Then your instructor introduces you to the language of landing, words like ballooning, porpoising and noise shimmy. "And remember, don't drive the plane like a car when it touches down!" Are we having fun yet?

Its getting to be that time; time to solo. My instructor believes in me but do I? You are actually going to get out of the plane and leave me to do this by myself? Isn't there too much cross-wind, too many people in the pattern? How about tomorrow? Well tomorrow came and so did my solo. Wow, pretty fun up there, lots of time to make the radio calls, glide path looks good, landing not too bad. In the end my favorite summer shirt is no longer, just a vestige pinned to the wall to remind myself every day about the power of believing!

After a few days of feeling pretty cool, it sets in; you still have a long way to go girl and you don't even have a plane to fly. My husband sold the plane I soloed the next day and I was ground crew until we bought another trainer. My next trainer was a high wing and I had done all of previous flying in a low wing. I had to go through the whole process again! I would not say it is like riding a bike but I did solo the Cessna in shorter order. Thank goodness for small miracles.

My solo endorsement allows me to fly from Boulder, to the practice area, to Longmont and back. I could not bring my self to depart the Boulder pattern. What if I couldn't find my way back? What if I traveled into class B airspace.....my nerves were wearing thin. I would soon be doing my first solo cross country; it was time to practice departing the pattern. I boldly sallied forth, all of six miles away, and flew a square before returning back to Boulder. Hey, not too bad. How about I do that again. Entering my forty five to the downwind the second time around things started getting interesting. Several planes were in the pattern, some faster than mine, some slower, some with no radios, a few gliders and a helicopter flying low level maneuvers. I ended up doing two 360's, two go-arounds, and finally 30 minutes later

touched down. It was a big breakthrough day... I made my own decisions!

Still gloating from my first official day of departing the pattern, it was time to get ready for my solo cross country the next morning. I packed my flight bag, fastened on a small good luck wings pin, and starting plotting my course to "far off" Fort Morgan, Colorado. I felt like a pro "spinning the winds" on my E6B. Back in ground school the E6B seemed more like a scientific measuring instrument gone awry than something actually useful for piloting. I could not believe how much sense flying was starting to make. But would I be able to find Fort Morgan?

All I can say is railroad tracks and damns never looked so good. Every check point was right on the money, my landing was a greaser, and I even radioed in a pilot report! With fresh snow on the fourteeners what could be finer. Thank goodness I decided to trust in physics; this flying stuff is fun!

There are only a couple of hurdles left and thankfully they are less emotional these days. I have to get used to a low wing again (we sold the high wing the day I finished my cross country), take my exam (November 15th), and get ready for my check ride. Now I just hope those little rivets hold!



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Landing short: you can do it--once

by Penny Hamilton

Landing short on an airport laid out on top of a mesa has many of the same aspects of landing short on an aircraft carrier or landing a seaplane on water with the gear down: you can do it; however, you can only do it once.

Obviously, landing short at a mesa airport is to be avoided. That's when some sort of vertical-descent guidance such as a VASI or PAPI really comes in handy. But what if your airport sponsor can't (or won't) pay for a proper VASI or PAPI?

Just call the Central Intelligence Agency for help. No. Just kidding. But you can use a low-cost, stone-simple, FAA-approved, and perfectly accurate VASI which was invented by the CIA's Air America for use at jungle airstrips in Cambodia and Laos.

The CIA-VASI consists of three, 4-foot by 8-foot plywood panels set out in array with two panels side-by-side and the third panel set back several feet behind. Depending on how the panels are laid out, the CIA-VASI can be set to provide virtually any degree of glide slope.

Lined up on final, the pilot sees three panels which appear to be side-by-side even though the middle panel is actually set several feet behind the two front panels. Across the middle of each panel is a brilliant orange horizontal stripe. The objective is to fly a descent path so the horizontal stripe on each panel

appears to be (and remains) a SINGLE horizontal stripe across all three panels.

Three years ago, the owner of a Granby-based Lear 25 donated \$600 to the Friends of the Granby Airport, Inc. so volunteers could make and install CIA-VASIs for runways 09 and 27. Orange paint for the stripes was placed on a snow-white background; however, the paint kept fading in the UV-rich, mountain sunshine. Recently, volunteers from the Friends of the Granby Airport, Inc. replaced the faded orange paint with brilliant, orange 3M reflecting tape which is supposed to last five years.

Is a CIA-VASI the perfect defense against landing short? No, it's not. It's only good for day VFR and most pilots can't spot the CIA-VASI panels until they are within one mile of the runway. Pilots with really sharp vision can line up the orange stripes at 3/4 of a mile out and most of us can do it at one-half mile. But it's better than having no vertical-descent guidance at all.

So, what's the next step up from Granby's cost of about \$500 per unit? For less than \$2,000 a unit, a firm in Manassas, Virginia, makes a day-night VASI it calls a: Bar Alignment Visual Approach Slope Indicator or BA-VASI. An Albuquerque firm makes a day-night PAPI it calls the PLASI 2000. They cost \$9,272 each. By contrast, the single PAPI the FAA is installing at Aspen's Sardy Field costs \$58,800.



CPAer, Bob Doubek, applies orange reflecting tape to a CIA-VASI panel at GNB.

Granby's CIA-VASI isn't fancy. It's not lighted. But it didn't cost aviation fuel-taxpayers an arm and a leg. In fact, it didn't cost the airport sponsor (Grand County) anything but \$245.06 for the special, 3M reflecting tape. And, for that, we are grateful.

But if you line up those orange stripes on approach to Granby, you won't be like those carrier pilots who land short. You'll be eager to fly back to Granby -- again and again. We'll be glad to have you fly in and use the Pan Am WeatherMation system loaned to GNB for a one-year evaluation. The weather service is free; but please do fill out an evaluation form for us.

Also, top off your tanks using our credit-card, self-serve fuel farm. 100LL is \$1.85 and Jet A is \$2.15. CTAF is 123.0.

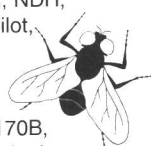
Editor's note: CPA member, Penny Hamilton, a private pilot who serves as secretary of the Friends of the Granby Airport, Inc., was just recently appointed to be the AOPA Airport Support Network Volunteer for the Granby Airport. She and her husband hangar their Turbo Cardinal RG II at GNB.

Plans for the CIA-VASI can be obtained from the Friends of the Granby Airport, Inc. at P.O. Box 2001, Granby, CO 80446. SASE required.

FLY MART



1974 Piper Warrior, 1940 TT!, 91 SMOH!, One Owner, VFR, NDH, KX170B Nav/Com, KT76TSO Encoded Transponder, Autoflite II Autopilot, Copilot Brakes, Wingtip Strokes, EGT, PTT, Vent Fan, Pitot Heat, Shoulder Harnesses, Tank Done, No Corrosion, \$39,900. Business Aircraft Sales 303-444-5560.



1967 Piper Cherokee Six-260, 4444TT, 344 SMOH, 344 SPOH, KX125, KX170B, GS, DME, GPS, Intercom, AutoFlite AP, KMA24 Audio Panel w 3LMB, ADF, Avionics Master, EGT, CHT, Carb Temp, Strokes, Cargo Door, No Corrosion (tanks done), IFR Current, August Annual, Nice In & Out \$64,900. Business Aircraft Sales 303-444-5560
For Sale- Grumman American AA1 1970 2008TT. 150 HP engine, 1840 SMOH, audio panel with marker, Nav/Com with G/S, ADF, transponder/encoder Loran, \$19,200. 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.

Interested in an Alaskan Adventure? CPA member Paul Buck has recently purchased a 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, used Jepp binders, all excellent. Bill Bredar 303-399-8002.

For Sale- 1979 Cessna R172K Hawk XP, \$55,000. Douglas Tabor, 303-290-1752 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- SoftComm ATC-4S, four place portable stereo intercom. 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.

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

Hangar for Rent- at Boulder. T-Hangar. Good shape. No electricity or heat. Monthly or long term, \$240.00. 303-442-4294 or e-mail: skipmerlin@compuserve.com

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 over 600 members strong

Christine S. Dixon, DVM
9293 Suncountry Drive
Elizabeth, CO 80107-9355

Robert G. Colvey
7809 St. Andrews Drive
Hutchinson, KS 67502-9370

Membership Renewals

Larry Bartlett, Pagosa Springs
Dr. Warren DeHaan, Boulder
Alan Lewis, Aurora
John Hollstein, Morrison
Ron Knudsen, Englewood
Jim Martin, Lakewood
Phyllis Kramer, Delta
Stephen Ducoff, Colorado Springs
Charles Willis, Arlington, TX
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Robert Barry, Grand Junction
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Gregory Reedy, Franktown
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Charles Stone, Durango
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Dr. Don Kitchen, Fort Collins
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Stephen Dalfollo-Daley, Colorado Springs
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Bill Totten, Aurora
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