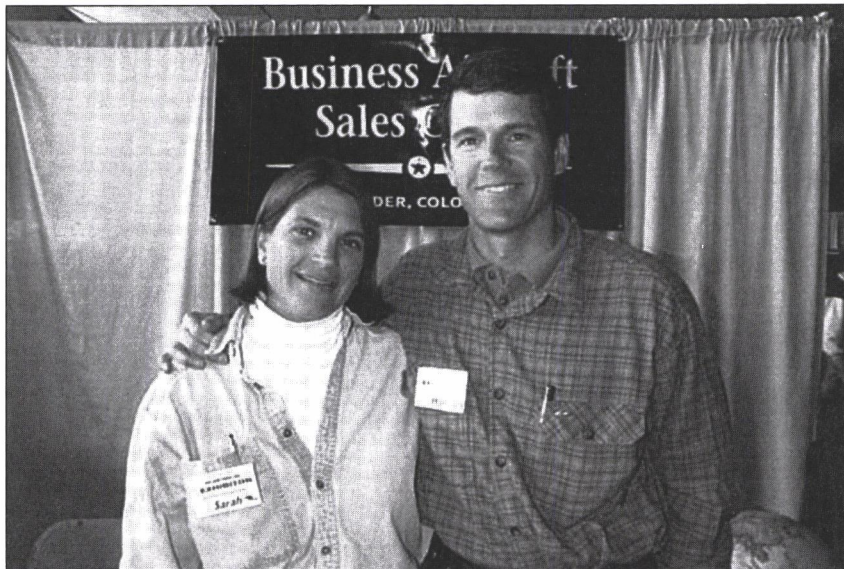


CPA FLIGHT LINES

Volume 15, No. 11

December 1998



New CPA President William Barclay and his wife Sarah (CPA FLIGHT LINES editor) operate Business Aircraft Sales Corporation at the Boulder Municipal Airport. Photo was taken by their booth at the Rocky Mountain Air Fair last March.

New Twist for 1999!	3
Heard Along the Flightline.	4
Coffee with Howard.	8



President's Message

Thank you for the opportunity to serve as president of the Colorado Pilots Association. In the last few weeks I have learned a lot about the people who have given and continue to give of themselves to create and maintain this wonderful organization. I'll do my best to serve in the fine tradition of past officers and supporters. I want to take this opportunity to introduce myself to those of you I have not yet met, and to solicit everyone's input and participation.

Today at Boulder Municipal Airport I am hosting a film crew shooting scenes from a movie about the *Hindenburg*, wondering how to get our recently acquired warbird project out of the rental truck we used to bring it here from Salem, Oregon, and watching as weather research scientists tweak the lasers and other sensors they have aboard the Lear 25 in my hangar. This is a fairly typical day for my wife Sarah and me. If it involves aviation we are interested!

As the new president of the Colorado Pilots Association, I am particularly interested in promoting the interests of our members and our organization. I understand that I work for you. Please let me know what

I can do or do more of or do better from YOUR point of view. You can do that by calling or e-mailing me anytime: work; 303-444-5560, home; 303-516-1781 or e-mail; barclay@eazy.net.

Another way to contact me or influence our group is to attend CPA events. Many of our monthly meetings this year will include speakers or items of interest to members beyond the usual business meeting. We will have a good crop of fly-ins, the usual wonderful Jackpot race, and another Christmas party.

At the time of this writing, this year's Christmas party is sold out. Attendance will be approximately double last year's. If we don't meet at the Christmas party, please take a moment at your earliest opportunity to introduce yourself to me. You are always welcome to fly in to our business at the Boulder Airport, 1V5. Just follow the signs for Business Aircraft Sales. In the meantime, have a wonderful holiday season and fly safely.

--Will Barclay

Congratulations!

For the second straight year, The Denver Flight Standards District Office (FSDO) nominees for Aviation Safety Counselor of the Year (operations and airworthiness) have won the award at the Northwest Mountain region level. These nominees will now compete at the National level.

The winners for 1998 are Wally Miller, (Operations), Mounument, CO and Frank Carpenter, (Airworthiness), Broomfield, CO. Congratulations to these fine people for their contributions to aviation and aviaition safety!

Last year, Lucile Bledsoe, Wray, CO, won the operations award for Aviation Saftety Counsler of the Year and Tom Hedershot, Highland Ranch, won the airworthiness award on the regional level.

These individuals are representative of the higher caliber and quality of people we have in the aviation industry in Colorado.

Additionally, the Denver FSDO was selected as the Flight Standards Field Office of the Year in the Northwest Mountain Region.



New Twist for 1999!

Look forward to a new twist at CPA meetings for 1999—guest speakers, potlucks, fly-in meetings. In addition to our regular business meetings, speakers (members or non members) will share with us their grand tales of adventure, restoration, circumnavigation, experiences under the cowlings, or how-it-was-in-the-old days. We also hope to host a couple of fly-in breakfast meetings and maybe even a come-and-wash-your-plane potluck (variety is the spice of life.....)

There is a hitch. The success of this new endeavor depends on your participation! If anyone out there knows of a good story that other aviators would enjoy hearing at a meeting, please contact Mary Jones or Sarah Barclay who have volunteered to help find speakers and organize some fun, alternative meetings.

Two presentations I would like to see happen in the next year are flying to Alaska and Mexico. For some Colorado pilots these are common destinations. For others they are a dream destination. If anyone out there has been to either place and would like to share slides, places to go, things to eat, documentation to have, maps, charts, please call Sarah or Mary so they can get the meeting organized!

P.S. Has any one out there flown in Russia?

Ideas for speakers and meetings contact:

Sarah Barclay: 303-444-5560
barclay@eazy.net

Mary Jones: 719-488-0653
mkstraugh@msn.com



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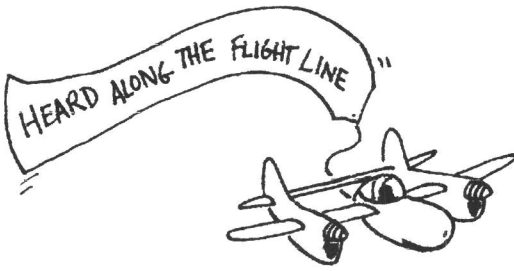
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by Walt Barbo

LIGHT ATTENDANCE AT CPA

ANNUAL MEETING. Only 30 members showed up for the meeting held at Jeffco Airport on Saturday, November 7. Weather was a contributing factor. Below minimums for most of the day. Which probably discouraged those who normally fly to the event. But it didn't discourage BILL REEVES, CPA Area Representative for the Salida area, who drove all the way to attend the meeting. Or TOM BEIN, a resident of Estes Park, who planned to pick up his aircraft at Fort Collins/Loveland Airport (where he is based), fly to Jeffco for the meeting, and continue on to his winter residence in Phoenix. Tom arrived by car.

PRESIDENT ELECT WILLIAM BARCLAY WAS ONE OF THE NO

SHOWS. Not for lack of trying. He was unable to get back to Colorado because of a mechanical on the Cessna 421 he was flying from Boulder to Maine and back to Boulder.. Had an excessive mag drop in Springfield, Illinois. After two days of changing out mags and ignition harnesses (which did need to be changed) the problem that kept the plane grounded turned out to be a brand new faulty plug.

So we didn't get a chance to hear from Will on his views for leadership of the organization for the coming year. Or to take a photo of him taking over the reins of CPA. Fortunately, we did have the file photo from a recent event (see cover).

OTHER ELECTED OFFICERS

INCLUDED: Vice President - WALT BELL; Secretary -SARAH JANE MANOOGIAN; and Treasurer - BART JONES. GRETCHEN JAHN was elected as Trustee. TERRY BARBO was elected to chair the FY 2000 Nominating Committee.

HIGHLIGHTS OF THE ANNUAL

MEETING included a report by MIKE BALDWIN, Chairman of the Legislative Committee. Mike, who is also president of the Colorado General Aviation Council, spoke of his efforts in support of the proposed bill to add state funding for improved intrastate air service. Mike flew the principal sponsor of a similar bill submitted last year to nine locations in the state and has testified in support of the legislation at several hearings. The prior bill failed to clear the committee process; however, there is optimism that a bill will pass during the coming session. While the thrust of the bill is to improve air service to rural communities, funds invested would be directed primarily towards improvement of airports and navigation aids. On the premise that the improved facilities would entice carriers to provide improved service. Easy logic for general aviation to support. Since the improved facilities would be of equal benefit to us.

Mike also reported the state aviation fund may be losing tax receipts from fuel distributors. Procedures provide that the distributor pay taxes directly to the Colorado Department of Revenue on fuel delivered to FBOs. Colorado airports receive a reimbursement from deposits to their airports providing: 1) they ask for it; and 2) the distributor has paid the tax. If the distributor fails to make the required deposits, guess what. Though Colorado airports receive in excess of \$7 million annually under this program, the amount would likely be substantially more if this leak could be plugged. In the scope of things, while significant to aviation, the losses are peanuts when compared to big monies the Department of

Revenue can collect elsewhere. So the matter has gained little attention. The aeronautical division hopes to change that.

WALTER BELL, Airspace Committee Chairman, addressed the airspace proposal to accommodate the military training mission. The current version is entitled BANG. Possibly for the Buckley Air National Guard. Communities opposing the airspace would probably draw a different interpretation.

A primary CPA goal was to be able to get information from the FAA FSS as to when the airspace was hot. Walt gave testimony to that effect at one of the area hearings on the issue last summer. Bill Reeves gave similar testimony for his area. But it looks like little will happen towards that end. Also uncertain if the proposal will change to relieve impacts to instrument approaches at the Fremont County Airport.

BILL HAMILTON, our pilot representative to the Colorado Aeronautical Board, spoke of the \$1.9 million in airport grants this year and the trend towards greater funding for non-pavement purposes. He noted, for example, funding for the new technology super unicoms to be located at Fort Morgan and Salida. These are the first two to be funded in this state. Anxious to hear one. Understand they do everything short of air traffic control. The Super Unicoms provide all the benefits of AWOS and ASOS, but in addition give traffic and radio checks.

MEET YOUR LOCAL FAA & STATE AVIATION OFFICIALS . . . theme of the program session of the CPA annual meeting.

MIKE GABRIEL, Operations Manager, Jeffco Tower spoke on some of the operational characteristics (and ATC problems) associated with flying from Jeffco. For example, he noted it is difficult for controllers to see aircraft approaching R/W 11 (left & right) because the aircraft blend into the Front Range. It creates a typical situation of see and avoid. Discussion following suggested that it would be in the interest of pilots and air traffic to have aircraft display landing lights during approaches to the airport. Mike also explained the frequent request of pilots for information on weather conditions

encountered during approach to the airport. The approach realm of flight is one of the major causes of aircraft accidents, often weather related, and what better source of information than from pilots experiencing the condition.

JIM FELS, Airport Planner with the FAA Denver Airports District Office, substituted for his bosses who were preempted by workload in preparation for the Centennial Airport compliance hearing. He noted a change of policy in the Congress which places more emphasis on the compliance of airports with provisions of grant agreements. He noted some of the current problems facing the pilot community as well as the FAA . . . such as urban encroachment on airports and the demand for tall towers . . . and the impacts on airspace. Jim is a real friend of the aviation community and has been willing to speak out against urban encroachment of airports when most governmental officials are reluctant to do so.

TRAVIS VALLIN, Director of the Colorado Aeronautical Division, spoke on some of the activities taking place in his organization, including a planned relocation from the Inverness area to Front Range Airport. The move is scheduled for completion by February 1, 1999.

Travis also spoke of the aviation system plan update to be undertaken by his office and the opportunity it offered for the pilot community to influence the future of Colorado aviation. A study on the economic benefits of aviation in Colorado determined that Colorado's 79 public use airports generate an annual economic activity impact of \$14.3 billion. Of this total, \$4.6 billion is paid in the form of wages (earnings) to the 246,000 full-time equivalent jobs that are directly or indirectly dependent on the airports. The study breaks the information out for each of the 79 airports. Invaluable information when explaining to those who have little understanding of the favorable impacts of aviation.

In other matters, Travis described a change in board policy that would place greater funding in non-pavement

programs . . . to achieve a better balance in developing the state aviation system. Which explains recent grants for such things as super unicoms, weather reporting equipment and GPS approaches. On intra-state air service programs, Travis explained there was little the state could do, since this was primarily a federal role. However, the state could help facilitate. Which is the direction the state has taken.

DENVER FSDO REPRESENTATIVES WERE UNABLE TO ATTEND THE ANNUAL MEETING. We had hoped to have participation from the general aviation section of the office, however, the FSDO manager explained, because of labor union agreements, any representative would have to attend on a paid status. And that he was operating on such a reduced personnel status in the GA area, many with extended comp time would have to be paid or given vacation time . . . that he simply could not afford to send a representative. As a former government official, I am understanding of his plight. But **WHAT AN OPPORTUNITY LOST!**

NEW WEB SITE OF NOTE. The Colorado Aeronautical Division. At www.colorado-aeronautics.org. Super site with pages on Colorado Airports, Economic Impact, Aircraft Rescue, Capital Improvement, Fuel Tax Reimbursement, Education Program, Discretionary Grants, Charts and Facility Directory, CDOT Surplus Equipment, and Aeronautics Division Staff. Everything you might want to know about what is going on in state aviation programs. With telephone numbers and e-mail links to the board and staff if you find need to communicate with someone. All that information we spoke of earlier about the economic benefit of individual airports. It's all there. With detailed information on airports. Even vicinity maps.

Want more information on where your tax dollars are going? Complete listing of grants. Even an explanation of the fuel tax program and how money is apportioned into the aviation fund. Exceptional site!

Probably the best state aviation site in the U.S.

COLORADO RELIEVER AIRPORTS CONTINUE TO MAKE LOCAL NEWS.

The FAA Office of General Council held hearings on November 11 on an appeal by Centennial Airport to reverse the "non-compliance" action imposed on the airport by the FAA Office of Safety & Airport Standards. The FAA office placed the airport in non-compliance last August. An extreme action. The determination was made after the airport refused to permit air carrier service proposed by Texas businessman John Andrews.

The non-compliance determination has the effect of stopping the flow of all FAA funds to the airport. For Centennial Airport, the loss amounts to an average of approximately \$1.5 million every year . . . a loss the airport can ill afford. The airport had to appeal.

The November 11 hearing was the first step in the appeal process. Surprisingly little press. Or crowds. Or grandstanding. For the possible reason the hearing was held in the somber environment of a federal court building. Just a hearing to receive testimony . . . for a decision to be made at a later date. Which may also explain the light public interest. Not much different than the airspace hearings held for the proposed MOAs.

What happens if Centennial loses? Probable appeals to a higher level. Court actions. And the political process. Unlikely that the airport would give up without a lasting fight.

JEFFCO AIRPORT ALSO IN THE NEWS.

When the Jeffco County Commissioners took the extreme action to dissolve the airport authority and place direct control of management under a county attorney. Airport Manager Dave Gordon is gone. Assistant Manager Bob Lohne remains as acting manager (both CPA members). For the interim, the airport functions as a department of the county.

Hard to tell what happened. I have been a hangar tenant at Jeffco for 16 years and never saw the problem. Airports have

been my profession . . . and I always considered Jeffco management to be among the best in the country. May have been a few problems. Always are. No matter how clean an organization is run. But it seems an extreme overreaction to dissolve an authority over a few operational problems considering the track record it has in developing one of the most outstanding general aviation facilities in the country. .

WHAT HAPPENS TO JEFFCO NOW?

County officials can be expected to demonstrate that they have corrected perceived problems. Difficult to predict the direction they may take. One thing certain, however, there will be more "non-aviation" types involved in running the airport. Somewhere along the line they will have to create an airport advisory board. With more representation from the community. With compromises in operational procedures and development . . . to appease those who have (and will) encroach on the airport. To the detriment of those who operate from the airport. And the aviation needs of the rapidly developing commercial activities in the Highway 36 corridor.

THE JEFFCO INCIDENT CAUSES SOME SOUL SEARCHING ON THE NEED FOR COLORADO AIRPORT

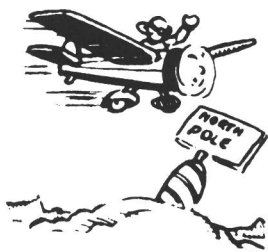
AUTHORITIES. A principal function of an authority is to shelter local political officials from the day-to-day operational problems of running an airport. And, of course, to provide management policy and guidance for

operation and development of the airport. In recent years, however, governmental bodies which created the authorities have lost confidence in their creations. The Jeffco incident is an extreme case. But other authorities have taken actions just short of dissolution. As I recall, Arapahoe County rid itself of members from the aviation community. . . and installed themselves as members. Same at Front Range Airport. Though no one was fired, as positions became vacant, Adams County commissioners placed themselves on the authority. All three of the commissioners are now on the five-member Front Range Authority.

Not all bad. Aviation interests at these airports have opportunity to interact with local government at the highest level. And there have to be some beneficial spinoffs. But is it the best use of a commissioner's time?

FAA DOESN'T RECOGNIZE COLORADO AIRPORT AUTHORITIES AS ELIGIBLE AIRPORT SPONSORS.

Jeffco case illustrates why. Colorado enabling legislation which authorizes creation of airport authorities also allows for their dissolution. FAA needs to know that the sponsor of an airport improvement grant is going to be around long enough to carry out conditions of the grant. Since Colorado airport authorities can't give that assurance, the FAA requires a co-signer on all grants to authorities. Chalk one up for FAA on this one!



Coffee with Howard

by Sarah Barclay



Will and I have the honor of being friends with a fine gentleman by the name of Howard Reid. Howard lives with his wife Doris at his families original homestead in Roggen, Colorado. He has been flying since he was nine and continues to fly his Cessna T210 at the young age of 87. Howard has been a barnstormer, air mail pilot, military airlift command pilot, thirty year veteran United Airlines pilot, plane salesman, and instructor extraordinaire. He was good friends with Elray Jeppesen and helped him make charts. These days he is in charge of the aviation department at the farm, known to local flyers as Reid International, his private 3,400 foot dirt strip, complete with pilot controlled lighting. The other week it was our pleasure to fly-in to Reid, enjoy a cup of coffee, and hear a few of his stories.

Despite his mother's objection, Howard's first plane arrived via train into Roggen, Colorado when he was nine; it was 1920. It came in two large wooden crates that pleased his father. Now he had enough lumber to make a chicken house! His father, a homesteader, had ordered the World War I surplus Jenny from the back of Popular Mechanics for

about \$600. There were "voluminous instructions" on how to put together the airplane and in due time Howard's father was taxing it around the farm having a grand time, but never getting airborne. "How the neighbors would come out and watch," recalls Howard. He, on the other hand, had about a minute of left seat time before he was airborne, by himself! It was not too long before his parents started talking about "getting rid of that damn thing", and a small ad in the Denver Post brought buyers up from Denver who flew it away.

Howard never stopped looking for his next flight. He would drive down to Union Airport (vicinity of old Stapleton Airport at 46th and Colorado) in his truck and hang around trying to "bum an airplane ride for a chore or two." When the Curtis Wright Flying School came to town, with its fleet of Curtis Wright Fledglings, Howard, now 18, was eager to get his license. His father was dead set against the idea but his mother thought she could help pay the \$600 needed for flying lessons with extra money from her bread and butter sales. Ray Wilson was Howard's instructor, "a nice guy, not a bad

flyer either, went on to start Challenger and Frontier Airlines."

By now the country was in the Depression and there were lots of planes "just sitting around." Never one to sit idle, Howard's attitude was "lets go fly those planes!" He taught himself to be a mechanic, charged \$12 an hour, and traded instead for flying time!

Howard and two friends purchased a YKC Waco; it was time to go make money. To make the most money barnstorming it was best to fly over the mountains, "south east of Kremmling and Buena Vista were pretty good; lots of tourists." According to Howard, the secret with barnstorming was with the ticket seller, and "boy could Joe Hall sell tickets." Joe would charge "whatever the traffic would bear." Each case was different. For example there was the guy that owned the big ranch, or worked at the mine. Not only would Howard fly the people over the mine or ranch for a good look but he would also take a picture of their place with his box camera; sometimes the could get \$75 for that! I wonder what Joe charged the pretty girls.....

Barnstorming was an effort. You had to know your market; carnivals and summer tourists were best. There was getting there and as Howard put it, "in those days GPS didn't work too well." Determining where to land took a knack, "many fields we could get into but getting out was a different story!" Then there were the support folks. "The kids would knock down the cactus and get smudge pots from the highway department to light the runway at night, the land owners had to be paid, the carnival promoter had to be paid, and we still had to sleep (we preferred hotels to bedrolls) and eat!" It could be lucrative though, Howard recalled their best day with cash totalling \$3,800. "Boy we felt like real business men that day!"

Howard's aviation career almost came to an end delivering mail for United during the Christmas rush. He was flying an open cockpit Boeing 40-B4 biplane to Rock Springs, Wyoming. "There were no radios in those days and it was snowing pretty good." He thought, "it would be a right smart idea to land since ice was starting to accumulate on the plane." In the early days of air mail there were emergency landing fields complete with "shack" throughout the country. Pilots carried the keys to the shacks were they could wait out a storm, heat their plane's oil on the stove, and if they were lucky, find something to eat.

The storm subsided and Howard stomped out a runway and delivered the mail to Rock Springs were upon he was fired on the spot. His supervisor could have cared less about Howard, it was the mail he was after and it was late! Luck would have it, a chief pilot for United showed up in Rock Springs. The pilot was a Norwegian gentleman by the last name of Bjorkins. He came over to the dejected young pilot and as Howard retold the story, yelled, "Vat are ya doing here, get your parachute and get back to Cheyenne!" It was Howard's lucky day! He said he almost blew it again when he asked for something to eat!

From Jennys, to Curtis Fledglings, DC-3's, Ford tri-motors, and numerous others, Howard Reid has flown in every country in the world except Russia. His favorite plane was "the plane that was making him money". As we finished up our coffee in Howard's "office", a small, comfortable out building on his farm, walls decorated with Snap-on calendar gals, farm implement calendars, airplane pictures, and grand children's drawings, Howard finished by saying, "God has taken care of me."

Year End Backcountry Airstrip Update

CPA volunteers were active again this year to open one more mountain airstrip. Additionally we planned to revisit Quarter Circle-Circle airstrip to finalize improvements, but this trip was canceled for Memorial Day Weekend because everyone was busy.

The volunteer work party worked on May 16 at La Garita Creek Ranch airstrip (approximately 5 miles North of Del Norte, CO). The present owners closed the airstrip almost 2 years ago. The airstrip (length, 2,500 feet upsloping to the West; 8,000 MSL) was suitable for those wanting to land there for the work party. Work started at 10 a.m. The crew painted the wooden markers at the end of the runway. They also stacked and painted rocks for half-way markers. Also some runway surface improvements were made.

The ranch offers cabin rental, camping during non-peak times, horseback rides, swimming pool (not open yet), hot tub and sauna (open this weekend), mountain biking, rock climbing, hot air ballooning, and fishing. The ranch also has a licensed restaurant for pilots to visit. The only restrictions to using this airstrip are to call by phone to receive permission to land, and to have a waiver (land at your own risk) on file at the ranch. This ranch has lots of horse riding activity, and they can't allow planes landing without notice -- could spook the horses and cause injury to someone.

These events are great experiences for CPA members. If you are interested in helping during 1999, then please contact Ed Huber, Mountain Pilot magazine: (303) 662-5284 (303) 397-7619 FAX E-mail: ed@mountainpilot.com

Great Party--Fantastic Turnout!

by Mary K. Jones

Our CPA Annual Holiday party had a 50% greater response this year than we had expected! We truly challenged the School of Culinary Arts in Denver to come up with more seating for the additional numbers! Total number of people signing up for the feast? We had 118! The Assignments Restaurant (and Instructor/Chef Steve Kleinman) gladly rose to the occasion - and in addition to reserving the entire restaurant for the CPA, also opened up one of their classrooms, filled it with long tables covered with colorful red and green tablecloths,

lit a few candles, and students welcomed us with a professional flourish!

There is a special thank you going out also to those of you who wanted to come to the dinner or bring special guests, and were told there was "no more room at the inn". Your graciousness in getting a sorry, but no, is much appreciated. And further, instead of barging ahead and forcing the issue by arriving at the restaurant expecting to be seated - you took our Chef/Instructor at his word, when he said the rooms would be full. We totally

filled each room, and it was elbow to elbow seating.

We talked to Steve Kleinman after our dinner, and discussed what we could do next year to make more seating available if we decide to go there again, and he offered two or three options. We can promise that if we choose Assignments Restaurant again, we will be able to handle as many people who would like to come to the party.

We had some outstanding door prizes to hand out during the event, thanks to the work of a few of our club members,

Peggy Long and Doug Blake who gave a generous donation, and then persuaded others to do the same; Sara Manoogian, Bill and Penny Hamilton, Terry Barbo and Bart Jones, who all spent time visiting FBOs and gathering up the prizes.

It was a wonderful way to end our 1998 calendar year with the Colorado Pilots Association – friends, family, and fellow pilots.

The following FBO's, organizations and pilots donated well appreciated gifts:

AOPA – Bill Hamilton – a set of drink tumblers

Aspen Flying Club at Centennial Airport – a "Discovery Flight",
a one hour introduction to flying

Front Range FBO – 50 gallons of aviation fuel

Colorado Aircraft Hangars– 50 gallons of aviation fuel, Peggy Long and
Doug Blake, owners

Jet Center at Centennial Airport – 2 gifts of 25 gallons of aviation fuel
each

American Aviation and Meadowlake Airport in Colorado Springs – Air Guides of
your choice: Western, Eastern or Central, Rudy Welch, owner

Roger Stout, CFII a biannual flight review or two hours of instruction

Dean Hall, a ride in his RV4

Mike Baldwin, a ride in his Stearman

Mark Stevenson, our Cessna area General Manager of Sales Reps –
a fleece pull-over shirt



FLY MART



Please be so kind-and e-mail any changes or deletions for your Fly Mart ad to barclay@eazy.net. Thank you-*ed*.

For Sale-Continental A-75-8, 0-SMOH, tapered shaft, w/carb, mags and logs-\$3,800. Call Bill, 719-597-1620 or e-mail bcchand@email.msn.com.

For sale-1/5 share of Cessna 421B with all the goodies and two new engines under warranty. Call Will at 303-444-5560.

Interested in old WWII planes?- if you would like to help put together a 1944 BT-13 (looks like an AT-6 but gear does not retract) give us a call. Each fourth Sunday of the month (starting in January hopefully) the crew at Business Aircraft Sales in Boulder, Colorado is going to sponsor a BBQ and all the coffee and cocoa you can drink work party. No experience necessary, just enthusiasm. 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, NDH, Full IFR panel, 438 SMOH Gold Seal engine, \$55,000. Douglas Tabor, 303-290-1752 or www.wright.com/~dtabor/n758fv.html.

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.

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

Mark Dayan
9029 S. Yosemite, #2306
Lone Tree, CO 80124-2962

Jim Mokler
4424 E. Mulberry
Fort Collins, CO 80524-9260

Gilberta Jones
1348 S. Yates
Denver, CO 80219-3658

Joseph P. O'Leary
29491 Fairway Drive
Evergreen, CO 80439-7418

J. Erik Dyce
3242 South Tulare Circle
Denver, CO 80231-4364

Membership Renewals

Bill Marcy, Littleton
John Nellessen, Castle Rock
Larry Mack, Burlington
Dewey Reinhard, Colorado Springs
Bob Resling, Golden
Steve Goering, Flagler
Dr. James Liggett, Littleton
Ronald O'Dea, Arvada
Edward Haase, Evergreen
Dr. Wayne Sand, Boulder
Albert Wight, Rye
Mary K. Jones, Colorado Springs
Doug Mass, Littleton
Walter Bell, Denver
Joel Flamenbaum, Boise, ID
Martin Prater, Denver
William Bolton, Arvada

Don Boyle, Boulder
W. Earl Allen, Thornton
Allan Northcutt, Broomfield
John Garin, Littleton
Bob Akers, Aurora
Scott Henderson, Boulder
Michael Percy, Denver
Michael Jolovich, Granby
Rich Roberts, Fort Collins
Hugh Osborne, Denver
Steven Cremer, Englewood
Dr. Dean Hall, Fort Collins
Gary Irwin, Berthoud
Carl Mason, Parker
Vickie Laughlin, Colorado Springs
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