

CPA FLIGHT LINES

Volume 16, No. 1

February 1999



To Lewis H. Entz

In grateful recognition of outstanding service to Colorado aviation while serving as a representative in the Colorado General Assembly, Fiscal Year 1982 through 1998. Lewis is pictured on the right with George Brewer, chairman of the Aero Board.

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President's Message

Sarah and I just arrived home from Durban, South Africa where we purchased a P-Baron and flew it back to Boulder. As I look at my globe I notice that, aside from a few smaller towns in Madagascar, Durban is the farthest city on the planet from Boulder, Colorado. On this journey we flew through twenty countries, crossed at least a dozen seas and had the adventure of a life time (already making plans to do it again). Nevertheless, this trip renewed my great appreciation for the tremendous advantages we Colorado Pilots have.

In much of Africa, you cannot fly around the pattern without a flight plan. You will need to have your local VFR plan approved in advance by the appropriate government authorities. Allow an hour or so for this. You may or may not be able to get a weather forecast. You almost certainly will not get one in flight. When you are ready to go, you will need to get permission from the tower to start your engine. You will probably be required to read back your VFR clearance as you would an IFR clearance here. In some countries you must be prepared for ATC instructions to use navaids that are not functioning (your GPS can back you up nicely here). Don't plan on any night VFR. If you do fly at night, don't count on the airport lights working.

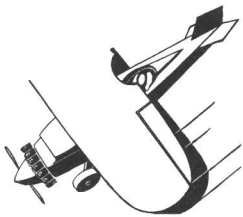
You can count on paying dearly for the privilege of flying. You may pay for the limited services of the meteorological office. You will pay for landing fees, landing light fees (even if the landing lights don't work or you could not tell if they were working because it was not dark yet), parking fees, security fees, navigation fees, and other creative fees.

You will probably pay plenty for fuel too. 100LL prices ranged from less than \$1.50/gallon to more than \$13.00/gallon. In many places avgas is simply unavailable so you may be happy to pay the high prices. Don't plan to pay with Visa, American Express, or Mastercard. Most places don't want to see those credit cards. They do tend to take U.S. \$100 bills - have plenty of these.

The memories of these foreign flights are priceless, but it sure is great to be back home. As we transitioned back from the land of adventure and dysfunctional bureaucracy to the land of in-flight weather, functioning nav-aids, and affordable flying, my first thoughts were along the lines of "wow this is nice". Upon further reflection I began to realize how precious and fragile our flying freedom is.

We all need to vigilantly protect our system and our rights. Organizations like CPA and AOPA are very effective in doing this. We can all contribute to the preservation of our wonderful system by supporting these organizations, paying attention to current aviation events, using the system wisely, and encouraging an appreciation of our advantages among pilots and non pilots. If you know an aviation enthusiast who is not yet a member of CPA, bring them to the quarterly meeting in Boulder on March 27th (see detailed information on page 3). Sarah and I will be sharing our recent adventures through a slide show and everyone will get an idea of what it is like to fly "Out of Africa."

—Will Barclay



First CPA 1999 Quarterly meeting set for March 27

If you'd like to be teased, tantalized, and stimulated – come to our CPA Quarterly meeting! If you can't do it yourself, at least you can get excited hearing the story. No, it isn't really what you may be thinking! This is an exciting flying story!

It's going to be the story of two adventurers (our own Will and Sarah Barclay) flying a Baron out of Africa! If you missed their tale of adventure-flying last year, about when they flew from Slovakia across the Atlantic Ocean, this show promises to be just as good!

Will and Sarah got the high-sign to make the trip in early January '99, and within a week had the trip planned, and were off to Africa. I won't tell you any more – you're going to have to just join us for some fun. You'll see some wonderful slides, and hear a marvelous tale!

The agenda? We will first have a brief CPA general meeting, and then turn the morning over to Sarah and Will.

The place? Business of Aircraft Sales, at the Boulder airport. It's located at the east end of

the runway, to the south, and has a little log cabin sitting just to the north of their hanger. There is plenty of parking space, so fly in, weather permitting! Phone number: (303) 444-5560.

The hanger is heated, but if it is cold, wear warm clothes. And if you have a light-weight chair or stool you use for air shows, you might bring that too. Will and Sarah will be renting chairs, but if the turn-out is what we expect it to be, an extra chair or so would be nice to have.

Date: Saturday, March 27

Time: 9:00 - 9:30 coffee

9:30-10:00 brief meeting

10:00 – 11:30 slide show and talk

Cost: Bring a breakfast snack to share if you can. Lunch for those who wish, \$5 after the presentation.

If you have friends who may be interested in joining us, please feel welcome to bring them. Questions or comments, please call Mary Jones at 719-488-0653, or email: mkjones@ASI-Tech.com.



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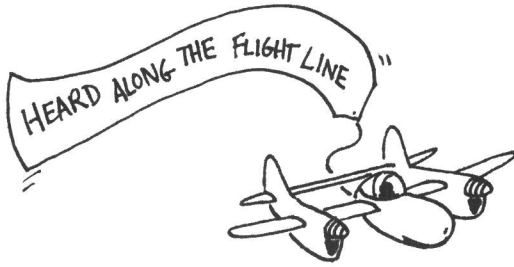


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by Walt Barbo

LOW-COST AIR CARRIER SERVICE IN JEFFCO AIRPORT'S FUTURE?

Don't count on it! Though proponents of the service would like to have you believe it is imminent.

Similar scenarios at Jeffco and Centennial airports. Small carriers, hoping to avoid the high cost of operating out of DIA, apply for operating rights at the two airports.

At this point, however, the scenarios change. Centennial Airport, yielding to pressure from nearby residential neighbors, bows its neck and says no. Airline appeals to the FAA charging violation of provisions of federal grant agreements. FAA finds in favor of the complainant and places the airport in "non-compliance" . . . which has the effect of stopping the flow of all federal funds to the airport. No chicken feed! Amounts to an average annual loss of about \$1.5 million/year. Hurts! But Centennial considers it an issue worth fighting to the death. Which would please some of the neighbors . . . who would be delighted to see the airport go away. In the interim, the airport is tightening its operations budget, deferring several improvement programs, and going through the appeal process. Which probably does a lot to help the livelihood of attorneys involved with the issue.

Meanwhile, Jeffco Airport has taken the opposite approach . . . and invited the small carriers in . . . under the provision they pay the full cost of facilities and services required to support their operation. Which, when the economics are fully considered, a small carrier could never

afford. Jeffco called their bluff. With a minimum of conflict. With no loss of federal funds. Or major attorney expense. **MEANWHILE, LEGISLATORS PONDER THE PROBLEM OF ENHANCED SERVICE TO RURAL CITIES AND TOWNS ACROSS THE STATE.** Last fall, a joint interim committee on air service found that only ten percent of all enplanements in Colorado originate at an airport other than DIA or COS. Disappointing track record for those hoping to improve air service to outlying communities. Not for lack of trying. The record is littered with failed attempts of commuter carriers which had hoped to provide a profitable service to the locations. Most doomed by the high cost of operating out of DIA. Which inevitably led to the interest in operating out of lesser-cost locations . . . such as Centennial and Jeffco. State legislators, however, propose a different solution. Based on improving outlying facilities so as to entice otherwise reluctant service. **THERE ARE TWO BILLS UNDER CONSIDERATION IN THE COLORADO GENERAL ASSEMBLY WITH THIS OBJECTIVE IN MIND.** H.B. 1034 would dedicate a portion of state sales and use tax revenue in an amount not to exceed \$3 million/year, for a 5-year period, to the aviation fund to be used for certain safety improvements. Similar to bills along the same lines which failed over the last two years. With a new twist. The bill also directs the state transportation commission to consider aviation needs along with other modes in developing state

transportation requirements.

The bill also is a little more specific in identifying safety needs. First priority, apparently, will be placement of approximately 12 AWOS-type facilities at several mountain passes and rural locations. Probably benefit general aviation more than it will commercial air carriers. Which makes it easy for CPA to support the proposed legislation. Sponsors of the bill include representatives Smith and Miller and Senators Dennis and Thiebaut.

S.B. 40 is described as a "place-holder" bill in event H.B.1034 fails. It contains the same declarations on the importance of intrastate commercial air transportation to the economic well-being of Colorado's rural communities. It also requires the transportation commission to formulate and recommend a state-wide transportation policy in which air transportation development requirements are prioritized along with requirements for other transportation modes. It is silent, however, with respect to funding provisions for specific items of development. These would probably be added by amendment at a later date.

The bills are worth watching to see how the provision that aviation requirements be considered along with the needs of other transportation modes. Authors of the provision were probably of the view that aviation would be a winner when the rest of transportation gained an awareness of the importance of aviation. Being a suspicious type, however, I concern myself as to whether aviation will get a fair shake considering that the program will probably be administered by the "old guard," and the likelihood of non-aviation types to protect turf. Worth watching!

JEFFCO AIRPORT TENANTS ARE STARTING TO GET AN INDICATION OF WHAT TO EXPECT FOLLOWING DISSOLVEMENT OF THE AIRPORT AUTHORITY. Abuse of hangar rental policy was given as one of the principal reasons given by the county

commissioners in taking the action. As expected, it didn't take the county long to come up with a new rental policy.

It begins with significant changes in payment of rental fees. The new policy requires first and last month payment before the beginning date of the lease. Plus a refundable damage deposit equal to one month's rent and a cleaning deposit of \$75. With a late fee of \$25 if monthly rental is not received by the county within 10 days of the due date, and a late fee of \$100 if payment is not received within 30 days. If my math is correct, it appears that the new leases will require about 3 1/2 months' payment up front. The deposits and late fees are new.

A section on hangar use provides that a hangar will not be used for aircraft charter, aircraft rental, aircraft ground or flight instruction, or aircraft and airframe power-plant instruction. The section also precludes storage of hazardous material . . . including an amount of oil that exceeds the aircraft engine capacity. Parking is not permitted outside or in front of hangars, on any ramp area, or on any grass or no-surfaced areas. And, of course, there is a provision that hangars will not be sublet for any purpose.

Just a flavor of what is taking place. It appears an obvious attempt to get rid of some problem tenants. Though approved by the county commissioners, it will take a little time for the new policy to take effect. Haven't noticed any tenant reaction. Yet.

TRI-COUNTY AIRPORT AT ERIE ALSO FACING CHANGE. It appears that the airport generates enough revenue to support an FBO. Or an airport manager. But not both. In any case, the airport has a new manager. And the FBO is leaving.

The situation goes back a few years to the aftermath of airport bankruptcy. The airport was in real trouble and in danger of closing. To get back on a sound footing, X-Wind Aviation was enticed to take over operation and maintenance of the facility

under an agreement that gave X-Wind revenues from tie-downs, fuel sales and space rental. X-Wind paid a monthly lump sum to the town under an agreement that continued for about six years. Until the airport came out of bankruptcy.

That has all changed. The town now needs the revenue from tiedowns and fuel sales to offset its new overhead. X-Wind cannot afford to continue without them . . . so plans to shut down its operation at the end of February.

IS FRONT RANGE THE ONLY FRIENDLY AIRPORT REMAINING?

At least, it was a welcome sight, on January 5, when the pilot of a Piper Malibu experienced engine stoppage during an approach to DIA. He wouldn't have made DIA, but thanks to the nearby location of FTG, he was able to make a safe deadstick-landing there. Engine teardown by the airport operated maintenance shop revealed a blown gasket on the oil filter adapter and complete loss of oil. Could have been a much more serious outcome had it not been for the friendly location of Front Range Airport. Looks like the airport has added a new recognition to its status as a general aviation reliever to DIA. It proved to also be an emergency alternative.

HAROLD PATTON REPLACES LYNN LIEBOWITZ ON THE COLORADO AERONAUTICAL BOARD.

Patton is a familiar face around Colorado aviation. He is an executive in the oil industry, an ATP rated general aviation pilot, and a prior Air Force fighter pilot. He was also a prior member of the Arapahoe County Public Airport Authority. The CAB appointment, along with the reappointment of James Fritze are the first aviation related actions by our new governor. Other members of the Colorado Aeronautical Board are George Brewer, David Gordon, Dale Hall, Douglas Lashley and Bill Hamilton. Their positions were not affected by the current action.

CAB MEMBER BILL HAMILTON WAS SERIOUSLY INJURED IN AN AUTOMOBILE ACCIDENT ON SUNDAY, FEBRUARY 7. Happened near his home in Granby when a vehicle towing a trailer jackknifed into him. After nearly a week in the hospital, Bill returned to his Granby home and, we are glad to report, is well on his way to a complete recovery.

NEW MILE HIGH CONFEDERATE AIR FORCE SQUADRON. And a bunch of new colonels. Headed by Squadron Leader Col. Rob Duncan. As Rob describes it, on January 16, about 20 warbird loving, history fanatics met at Front Range Airport to found the Mile High Squadron of the Confederate Air Force. These charter members came from as far as Salt Lake City and Colorado Springs. Their request has been accepted by the CAF NHQ in Midland, Texas, and an official unit charter is expected back in mid-February.

The new Squadron will primarily serve Colorado, east of the Continental Divide so as not to conflict with the CAF Rocky Mountain Wing, located in Grand Junction. However membership is not limited to this area. Membership drives will be held at the upcoming Rocky Mountain Air Fair (www.rmairfair.org), Front Range and Centennial Airport Open Houses, and the arrival of the CAF Arizona Wing B17, Sentimental Journey, at the end of May. The B17 is tentatively scheduled for stops in COS and FTG.

According to Duncan, the new organization will support the CAF ideologies and programs. This will include acquiring and operating a 1939-1945 vintage aircraft (to be determined), and providing technical training and support for its members. This includes a Cadet Program for young adults. The CAF NHQ has several aircraft available for assignment including L-birds, SNJ, C-60, C-49, AT-19, B-23, ME-109, UC-78 and NA-64/BT-14. Assignment is not limited to these aircraft as donations

occur. Assignment is limited to acceptable levels of financial responsibility.

An on-line newsletter is being used to keep members and interested parties posted with developments. To subscribe, send an e-mail with the word "subscribe" (without the quotes) in the body to: milehighcaf-request@airbase1.com and you will receive an automated acknowledgment. BE SURE TO ENTER THE E-MAIL ADDRESS EXACTLY AS GIVEN. Once your subscription is completed, subsequent e-mails will use milehighcaf@airbase1.com as the distribution address.

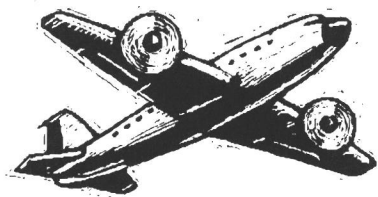
NEW COURTESY CAR AT GRANBY AIRPORT. Bill Hamilton tells us that Jane Kiersey donated a mint-condition. 1977 Mercury Grand Marquis to GNB as a courtesy car. Her late husband, Cole, was a pilot. The key is in a lockbox inside the flight planning room. The combo is 1230 just like the CTAF which is 123.0. Western rules: just put in some gas when done.

WHY IS THE PRICE OF 100LL SO HIGH? We are told the reason 100LL hasn't been dropping the way that mogas has is that the retail price of avgas is nearly independent of the price of oil. In these

days of unleaded mogas, aviation gasoline is a boutique product whose price is dominated by fixed costs, such as cost of its exotic additives (mostly the cost of dealing with highly-toxic tetraethyl lead), and the cost of transporting it (since it cannot be passed through the same pipelines used by unleaded mogas). The cost of crude oil is almost incidental. We have noticed, however, that the price of 100LL at the BP self-fueling pump at Jeffco Airport has dropped from \$1.78 to \$1.65 per gallon. Indication of things to come?

HEADS UP FOR STAR WARS

GROUPIES. The 1999 Star Wars celebration will be held on the weekend of Friday, April 30 through Sunday, May 1 at the Wings Over the Rockies Air & Space Museum. The event celebrates 22 years of star wars films and launches Star Wars: Episode I - The Phantom Menace. Expect to see a few space ships on display and countless exhibit booths with all the latest in memorabilia. Visitor attendance is expected to surpass the crowds experienced at the Annual Rocky Mountain Air Fair.



1999 Fly-in Commtee Update

by Mary K. Jones

Our fly-in committee has expanded from a committee of one, then to four, and this year, it's 20 people filled with interesting ideas, and raring to go! We are all going to have fun!

Sarah Manoogian, Mike Davey, Gil and Larry Jones, Walt and Terry Barbo, Lee and Flo Porter, Bob Figgie and RoseMary, Sarah and Will Barclay, all met at Bart and Mary Jones' home on January 8 for dinner and made plans for the 1999 CPA fly-in season.

The other people who agreed to work on committee: John and Kathy Martyny, their friends Connie and Mark, Marilyn and Frank Hutchins, Jim Wark, Richard and Mary Butler, and Wayne and JoAnne Fry, couldn't attend the meeting, but have agreed to help with the fly-ins. So we have people on this committee from Pueblo West, Boulder, Pages Springs, Colorado Springs, Castle Rock, and Denver, all working to put together some fabulous fly-ins for the club. If you want to join us, there's always room for more! Call Mary Jones at (719)593-0093, ext. 171 if you are interested.

Thirty-one different trips were proposed, discussed, and finally voted upon. The places we decided to fly to are the following:

APRIL- Cortez, CO: We will tour the Southern Ute Mountain Tribal Park (adjacent to Mesa Verde, but still in almost untouched condition, compared to Mesa Verde); it's a full day trip with Park people providing transportation and box lunches). This park was just opened to outsiders in the past twenty years, and you will be seeing things that look much like the setting of Bandoleer or Mesa Verde could have looked like over 75 years ago. Spend the night in downtown Cortez, visit the University of Colorado Historical Center, and fly home next day. You do need to be in good physical condition - and able to climb down three wooden ladders into the canyon - the trick is getting

back up them at the end of the tour. Two day trip. Sponsors: John & Kathy Martyny, Connie and Mark Hopkins, Marilyn & Frank Hutchins, Sandy Wickham. Call Martynys for further info at 303/449-6875.

MAY-Minden, NB: Tour the historical village - in a setting of living history. There is something here for everyone, and this is a great place to bring children. It could be compared to a mid-western version of the famous Williamsburg in Virginia. You'll see old planes, cars, farm machinery, sewing buttons, butter churns, children's toys, it goes on and on. Ride to the site in antique cars from the airport, spend the day at the museum complex. Hotel at night, return home the next day. Two day trip. Sponsors for the trip: Lee & Flo Porter, Jim Wark, Bob Figgie and RoseMary. Call the Porters at 719/547-3339 for further information.

JUNE-Thermopolis, WY: The Hot Springs are the draw here; there are several choices of public pools, and this is another place children would have a great time. This is a laid-back village, that seems as though much of the hustle and bustle has been set aside. Good place to unwind, relax. There is a deep river running right through town, and it goes beside several of the natural hot spring pools (not for swimming). Take an interesting stroll along a trail that winds through formations and bubbling hot water that reminds me of Yellowstone park in some places. Bring your fishing rod, the fishing is supposed to be great. In fact, you might consider renting a boat, and giving the fishing a serious try. Several public swimming pool complexes here - one that caters more to children, and another domed one that the locals go to in the evening with a steam room, sauna, and of course the mandatory water slide. Hotel at night, return the next day. Golf course is right next to the airport, if you like to golf! Two day trip. Sponsors for the trip: John

and Kathy Martyny, Jim Wark, Connie and Mark Hopkins, Richard and Mary Butler. Call the Martyns for further information at 303/449-6875.

JULY 10- Classic Air Race to Jackpot, Nevada, a major event for the CPA members, and turn-out is always great for this exciting air race.

JULY 17-18- Santa Fe, NM: Take a day-long tour of Ranchero de las Galindrinos, a living museum of an old historical ranch first established by Spanish explorers in the 1500s, used as a mission sanctuary, later bought in the 1950s by a family that began to restore the ranch to its original condition. This place easily takes a day to see the different buildings, eat traditional food, see people dressed and living as they would have at the turn of the century. That night, we gather for a gourmet TAIL-GATE dinner in the parking lot complex at the opera. Count on goblets for your wine, candlelight, and the most gorgeous setting you'll ever imagine. Then we are off to the opera for a beautiful night of soaring classical music under the stars. Opera is Indomeneo, by Mozart. (A new production.) Two nights of opera? Come July 16, and see Carmen, by Bizet. If you come on the 16th, recommend you get tickets in the \$50. range. (The ticket cost ranges from \$8. standing - to \$125 per ticket. Don't sit in balcony - you get highway noise there.) This has become an annual event for a group of us, and we are extending an invitation to all CPA members. This year will be the PEGGY LONG 6th annual opera-fest fly-in. IF YOU PLAN JUST FOR THE 17TH, TICKETS WILL BE PROVIDED IN THE COST OF THE TRIP PACKAGE. Two day trip - longer on your own. IMPERATIVE THAT YOU GET YOUR TICKETS NOW, FOR THE OPERA Call 1-800-280-4654 for opera tickets for night of July 16. Sponsors for the trip: Bart & Mary Jones, Sarah Manogian, Peggy Long and Doug Blake. Call Mary Jones for further information at 719/488-0653 h, 719/593-0093 w.

AUGUST- Independence, KS: Aviator's dream. This trip will be an exciting one -

where we will get to tour the new Cessna Airplane manufacturing plant in Independence. From there we fly to Wichita, and spend the night. The next day, visit the National Institute for Aviation Research, (a complex of seven wind and water tunnels), visit McConnell AFB, Home of the 22nd Aerial Refueling Wing, and tour the Boeing factory. Spend the night at a hotel, return home the next day. Three days, two nights Sponsors for the trip: Gil and Larry Jones, and Wayne and JoAnne Fry. Call Gill and Larry Jones for further information 303/934-6835.

SEPTEMBER 18, 19, 20 Grand Junction, CO: Winefest! Two days, two nights, of unfilled wine festivities with seemingly endless wine samplings, special vineyard and winery tours, exclusive lectures on wine, a gourmet vintners dinner, an elaborate catered outdoor picnic at a winery overlooking the picturesque Grand Mesa. We'll stay at the Antlers Plaza (formerly the Hilton) near the airport. (Begins Saturday morning, we leave for home early Monday morning.) Three day/two night trip. Sponsors for the trip: Bart & Mary Jones, Sarah Manogian, Richard and Mary Butler. Call Mary Jones for further information 719/488-0653 h, 719/593-0093 w.

LAST BUT NOT LEAST

This is something new, and we hope you will especially enjoy these trips! Walt and Terry Barbo are planning several "no-host" fly-in breakfasts this summer; look in our newsletter or call on the CPA hotline for further information, or to offer your airport as a destination. Breakfast fly-ins are planned for the following airports:

Cheyenne and Saratoga, Wyoming; Brush (4th of July), Greeley, Buena Vista, Limon, Fort Morgan, and Wray, CO; and Farmington, NM. One final group party-*The Great Plane Wash*, to be held at Will and Sarah Barclay's place, Business Aircraft Sales. Soap provided! Date to be announced.

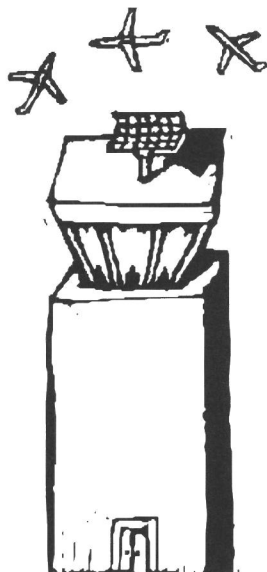
Confusion about BJC Airspace

by Bob Super, BJC Tower Chief

There seems to be some confusion among pilots requesting to fly through Class “D” airspace at Jefferson County Airport (BJC). Federal Aviation Regulations (FAR’s) define requirements for operations in Class “D” airspace. FAR 91.129 (c) (1) states “each person must establish two-way radio communications with the ATC facility providing air traffic services prior to entering that airspace and thereafter maintain those communications while within that airspace.” The dimensions of BJC Class “D” Surface Area are 4.8 NM radius of the geographical center of the airport, up to but not including 8,000 feet MSL; this is the area depicted on aeronautical charts. The airspace from 7,500 feet MSL up to but not including 8,000 feet MSL within the charted Class D, has been delegated by Letter of Agreement to Denver Approach Control (TRACON). The area above 7,500 feet MSL is the jurisdiction of Denver Approach Control, and falls under the section immediately prior to the “Communications” section of the FAR. This section, FAR 91.129 (b) “Deviations”, states that “an operator may deviate from any provision of this section under the provisions of an ATC authorization issued by the ATC facility having jurisdictions over the airspace concerned. “ The deviation authorized, in this case, is the requirement to communicate with the BJC ATCT, since the TRACON is providing the air traffic service at these designated altitudes.

What do I do? Who do I call? If you wish to transit BJC airspace at or above 7,500 MSL establish two way communication with Denver TRACON. If, for whatever reason, you would rather be in communication with BJC ATCT, ask the radar controller for the frequency change. This will be approved or not depending on the coordination and traffic situation in the area. You may eliminate any question of timing between the two ATC facilities with this process by choosing to transit below 7,500 MSL and communication directly with BJC ATCT.

Flight through BJC Class “D” airspace must meet the requirements of FAR 91.129, Operations in Class D airspace.





Lucile Bledsoe, CFII, CPA Wray area rep and instructor on the field stands with the scouts she gave a talk to on how valuable an airport is to the community, in addition to a "show and tell," on what makes an airplane fly. Each Scout also had a turn to go aloft in a C-172. Many of the Scouts wrote Lucile back and said that they wanted to learn to fly and some day wanted to fly to the moon or mars! Lucile added that the ramp has been repaved at Wray. Thanks Lucile for promoting general aviation and sending news from your area.

More News from Area Reps

Bill Reeves, the area rep from Salida-Chaffee county, writes: Here is what is going on in Salida and Harriet Alexander field. We hope to have our new Super unicom up and running by March 1999. This will provide 24 hour service for flights in the area at the field and the hospital.

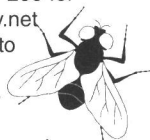
Our glider operations continue with the addition of a wave window over the valley and the Sangre De Cristo's and some of the Continental Divide. This can be opened with a call to ATC thus allowing glider pilots access to oxygen starving altitudes. Brian Lewis will have

to come try it out! We will also have a taxiway to the head of runway 6 sometime this summer, which will help operations during those busy moments we seem to get in the mornings up here.

The rest of this space is reserved for more updates from area reps around the state. Please send pictures, or updates via e-mail, snail-mail, or telephone to Sarah Barclay, your friendly *Flightlines* editor at barclay@eazy.net; Business Aircraft Sales, 3300 Airport Rd, Box C, Boulder, CO, 80301; 303-444-5560.



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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.

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.

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

Thomas H. Stauffer
4628 Apple Way
Boulder, CO 80301-1743

Chuck King and Cindy Miller
1548 S. Van Gordon Court
Lakewood, CO 80228-3920

Clifford Chetwin
5686 S. Ingalls Street
Littleton, CO 80123-0838

Kurt E. Rohloff
350 Brians Court
Dixon, CA 95620-4294

David K. Allen
24686 Kolstad Loop
Elbert, CO 80106-9500

Bruce A. Christian
4765 W. Princeton Avenue
Denver, CO 80236-3251

Mark Kelly
11178 Cambridge Street
Parker, CO 80138-7305

Festus Burchfield
6254 Red Canyon Dr, Apt. A
Highlands Ranch, CO 80126

Lee S. Bergner
6020 Brentwood Street
Arvada, CO 80004-5538

Donald Woods
3 South Lane
Englewood, CO 80110-7022

Robert P. Husted
2591 S. Naples Way
Aurora, CO 80013-1438

Richard Butler
7463 Norfolk Place
Castle Rock, CO 80104-8890

Lucius B. Day
6431 W. Arbor Avenue
Littleton, CO 80123-3825

Andy Park
P. O. Box 621970
Littleton, CO 80162-1970

Fred J. Gardner
1855 S. Ammons
Lakewood, CO 80232-6715

Membership Renewals

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Frank Krutzke, Pueblo

Mark Kolber, Greenwood Village

Jim Hogan, Canon City

Steven Martin, Boulder

George Hassett, Ft. Lupton

Helen Pustmueller, Denver

Dick Crouse, Pueblo West

William Gust, Monument

John Reuterskiold, Brighton

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Jon Andrews, Aurora

Lee Leshner, Colorado Springs

Ronald Rossway, Aurora

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John Good, Aurora

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Frank Gallo, Aurora

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Dr. Bill Marshall, Aurora

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Rodney Armstrong, Highlands Ranch

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Articles for the CPA FLIGHT LINES are sought from members and other organizations. Stories and articles can include flying tips, rebuilding and restoration experiences, special trips, activities, etc.

All articles & letters should be sent to:

Sarah Barclay
Editor - *FLIGHT LINES*
Business Aircraft Sales Corp.
3300 Airport Road, Box C
Boulder, CO 80301
(303) 444-5560
E-MAIL: barclay@eazy.net

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Colorado Pilots Association

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Name _____ Spouse _____
Street Address _____
City _____ State _____ Zip _____
Phone (home) _____ Phone (work) _____
Pilot Rating Held _____ Profession _____
A/C Owned (make) _____ Model _____ N # _____
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Applying for:

- ☐ Renewal or
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Check enclosed, payable to CPA, to cover
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- ☐ \$20 for 1 year membership
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☐ \$55 for 3 year membership
☐ \$100 for corporate membership (includes 3
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**Mail to: CPA
P.O. Box 200911
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