

CPA FLIGHT LINES

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If you are like me and want to learn “what to do in an emergency” you just might end up holding one of these. If I did it *anyone* can. Read President’s Wife’s Message.

New Column! Rick’s Tool Box	7
More on Mexico--Bienvenidos.	8
Buy some stuff, sell some stuff in Fly Mart	12



President's Wife's Message

Offshore sailboat racing, another passion of my husband's. This race came up quickly and was to Cuba so, you guessed it, I get to write this month's "message". As the wife of a pilot who flies a lot, I feel qualified to write about the following topic: how to get involved with your husband's passion for flying (pardon the stereotype, husband is easily replaced with wife, boyfriend, girlfriend, dog etc.).

In my early years I did not have a clue about aviation or flying. My first time on an airplane was a commercial flight to Florida, I was 18. Unlike others I did not have a grandfather that flew Corsairs or B-17's and heck there wasn't an airfield for miles around where I grew up. On occasion my father would take us into Logan Airport to look at the jets take off and land; I am sure I would have rather stayed at home and played baseball.

I first flew with Will in a "little" plane on a date. I wasn't too crazy about taking the controls but it was fun to fly down the beach and over to the small island where my parents lived. Even later, when we had a share in a 182 flying was just okay. I looked forward to flying somewhere but I generally became airsick, hot, and looked forward to arriving at our adventure.

Poor Will. He tried to get me involved by explaining what the instruments did, how the GPS worked, but it just wasn't my thing. I enjoyed the ride but wasn't interested in learning about flying. Then we bought an aviation business and were flying a lot more than our occasional flight here and there. I talked with an instructor and wanted to learn how to handle a plane if anything ever happened to Will in flight including how to take off, land, and work the radios. My instructor said if I was going to learn to land I may as well go all the way and get my license. I did just that on April 5th when I received my ticket, almost 24 months after my first logged hour.

Here is how to start becoming involved. Even if flying is not your thing it is your husband's and thank god your husband has a passion. I have often felt that a person without a passion is missing out on life. Fly as co-pilot as much as possible. Even if you are only interested in the end destination, by virtue of sitting in the front seat you pick up a lot by osmosis. Read an aviation book. I can recommend several. Books can do a lot for getting you excited about the romance of aviation. When you go flying be in charge of something, lunch, pillows, batteries for the GPS. When you feel more daring start learning how to use the GPS, make basic radio calls, pick fuel stops, learn about charts. If you are like me and get sick looking at the charts while flying, look at them at home! Start choosing where you want to fly for lunch, an overnight, or a fun vacation. Take the controls and learn how to hold a heading and altitude-it's easy. Ready for a pinch hitter course? There are many offered each year, call Sue Osborne with the 99's for further information, 303-471-0665. Pinch hitter courses are fun, inexpensive, and many people like you will be in the class.

If you have gone that far go for the big leap. You can do it. Tough, I know. There are the kids, pets, work, holidays, laundry, in-laws, grandchildren..... No one ever said you have to get your license in two weeks. Heck, two years is more like it and longer is okay too. What ever your course of action, I encourage you to become part of your husband's flying, you may surprise yourself and end up a pilot!

If, after trying all of these things, flying is still is not your bag remember this: planes appreciate in value and owning a plane can be an excellent investment. Happy flying!

---Sarah Barclay



First of Season Fly-In Mountain Flying at its Best

May 8 meant mountain flying at its finest, for the group of CPA's who made our first fly-in trip of the season to Cortez. Weather was perfect, and the contrast of brilliant blue sky, pure white snow on mountains, vivid greens in the valleys got this week-end escape off to a great start.

Planes began landing at Cortez at 10:00 am, and by 11:00, everyone had arrived. The airport personnel were there to greet us. Planes were fueled up immediately, and cars from the rental agency were driven out to our planes.

There were about 22 people who gathered in a hanger for lunch. Typical plane stories had us laughing and scheming how we are going to get our planes ready for "Jackpot" - CPA's annual air race to Nevada for a little gambling and fun.

After lunch, we piled into cars, and drove to Ute Mountain Tribal Park Headquarters where we meet our guide. The Headquarters has a small museum and gift shop.

On half-day trips, the guides do the lower portion of the park. We drove 10 miles up the valley, stopping at various sites to see ruins, kivas, petroglyphs, and pictographs. Pottery shards and artifacts were lying everywhere, and you had to be careful where you stepped to keep from walking on top of them.

The tribe offers three types of tours, half day, full day, and back-country trips. The back-country trips (Most interesting, but you have to be in excellent physical shape. You must go in totally self-contained, and you climb up and down canyons, cliffs, and go deep into back-country sites where you can only get there by hiking or riding horse-back.) The full day trip takes you to the upper portion of the park, where you descend several rugged wooden ladders to get deep into the canyon, where you see a multitude of remote cliff-dwellings.

Little has been restored in this park, so you see things in their original state; versus Mesa Verde, where trails have been paved, concrete has been used to stabilize ruins, and you are not allowed to touch anything.

In the late 1800s this area, including Mesa Verde, was part of the tribal reservation. In the 1920s the US government took the Mesa Verde

portion from the Ute Indians, and turned that into a National Park.

Mesa Verde is a good place to start if you have seen neither, as it has typical educational centers and historical films set up, in addition to paved walking trails. They have examples of restored sites, where you can visualize easily what life could have been thousands of years ago.

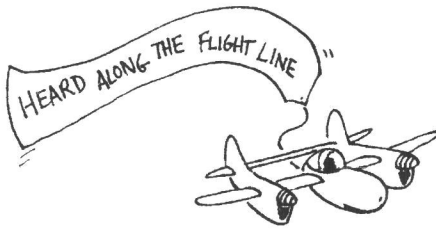
When you go to the Ute Mountain Tribal Park, you see similar ruins, but in their untouched state. For over 100 years, the tribe allowed no outsiders in, and they left the ruins alone. Children were warned that ancient spirits were around, and were not allowed to play there.

Only in the past 20+ years, have the Utes began to allow tourists in to see their park, but you can only visit with a guide. What you see could easily be what the Weatheralls saw, when they first discovered the area when they were out rounding up their roaming cattle. Anasazi, or the "ancient ones" lived here during about the 500s to the 1700s.

Artifacts and pottery shards demonstrate that the people who lived here then were traders with other tribes from long distances apart. Unusual pieces were pointed out, that could have only been acquired by trading, as the materials to make them weren't available locally.

We saw solstice markers, where Shaman could tell the tribe when it is time to plant, harvest, prepare for winter weather. Far off in the distance, across a small river in the valley, there was a conical tall structure that was thought to be an observatory. People no longer go there, so you don't get to see this building up-close. Our trip ended at one of the few giant kivas found anywhere in either Mesa Verde or the Ute Mountain Tribal Park, quietly lying sunken into the ground, below crumbling cliff dwellings, halfway up the cliffs above it.

When the tour was over, we gathered at the Anasazi Inn for our usual happy hour. Wines, cheeses, snacks and drinks filled outside tables, where we were well away from the roads and other people. Later we went for dinner, and had our own private banquet room. It was a wonderful trip! Jackpot Air Race is next!



ON THE NATIONAL SCENE, JUNE COULD BE A SIGNIFICANT MONTH FOR AVIATION LEGISLATION. Congress couldn't agree on new legislation when the Airport and Airway Act expired on September 30 of last year. Because of some controversial provisions. So they took the easy way out and approved a one year extension of the prior legislation . . . with some interesting limitations.

The FAA airport development program was authorized at \$1.95 billion for the fiscal year. But appropriations followed a strange route. Half of the authorization was appropriated for the six-month period ending March 31. Then another \$325 million was approved for the period ending August 6 (date of scheduled congressional recess). After which Congress may (or may not) appropriate the remaining authorization for the remainder of the fiscal year. No precedence in the 28-year history of the program for this type of funding schedule. Caused fits for those administering the funds. And misery for airports needing firm commitments in scheduling projects. All driven by the continuing debate on new aviation legislation.

REMOVING TRUST FUND RECEIPTS FROM BUDGET CALCULATIONS IS THE MOST CONTROVERSIAL PROVISION OF NEW LEGISLATION. H.R. 1000, Aviation Investment and Reform Act for the 21st Century, which contains the provision, is scheduled for a vote in the House on June 14. A companion bill in the senate DOES NOT.

Appealing arguments on both sides. Aviation advocates argue that surpluses are accumulating in the trust fund . . . surpluses that are needed and should be used to fund essential requirements of the aviation system. There is also a fear that surpluses would be diverted for non-aviation purposes. While

opponents are reluctant to give up a funding source that has the effect of reducing the amount of federal deficit. There is also a mistrust of the FAA and criticism that FAA is unable to manage its current budget. So the lines are drawn.

AND A NUMBER OF OTHER ISSUES, such as setting a fixed amount that the FAA budget must be funded by the general fund, user fees, and a host of other issues that will affect the future of general aviation in this country. It will not be a quiet summer!

AOPA members have individually received extensive briefings on the issues with appeals to help in the fight. Even at this writing it is not too late to be involved.

A lot of news sources out there with reports on what is happening. One of the best . . . the AOPA website at www.aopa.org. It is, without question, the most informative site on aviation matters on the INTERNET.

GAO CRITICIZES FAA PROGRAMS FOR NOT PROTECTING FEDERAL INVESTMENTS IN GENERAL AVIATION AIRPORTS. The report was driven by a provision in the 1998 reauthorization of the Airport Improvement Program that required investigation of FAA management of land transfer programs. At the insistence of groups such as AOPA. The General Accounting Office completed its study and submitted its report to Congress on May 7, 1999. A report extremely critical of the FAA.

The GAO report noted that the federal government has made financial grants for land (or transferred land) to about 2,000 of the 18,000 general aviation airports in the United States. Naturally, some conditions are tied to the grants. Along the lines that the lands must be used for aviation purposes. And where exceptions are permitted, revenues derived from the lands must be used for airport purposes. Didn't happen! There were a

number of conspicuous examples of lands not being used for airport purposes. And of revenues diverted from airports for non-aviation purposes.

FAA airport field offices are charged with the responsibility to assure compliance with the program. Didn't happen! Though they do have a reasonable excuse. Staffing cuts over the last several years left the offices with inadequate staffing to administer the program.

Of 23 FAA field offices charged with this responsibility, only four had programs to assure compliance. The Denver Airports District Office was one of the four recognized as having an adequate monitoring program. Most FAA offices rely on airport sponsor voluntary compliance and third-party complaints to monitor the program. The numerous examples of conspicuous violation demonstrates that this does not work.

GAO recommendations are relatively strong. It recommends revision of current policy to require regularly scheduled monitoring along with enforcement actions against some of the more visible and willful violators. Though it is hard to see how much will come of the recommendation if funds are not provided to staff the recommendation.

The issue is significant to general aviation for the reason that many of the violations involve diversion of revenues away from airports and into non-aviation uses.

IN A RELATED ISSUE, THE FAA HAS COME UP WITH ITS OWN POLICY AND PROCEDURES CONCERNING THE USE OF AIRPORT REVENUE. Possibly of greater interest than the isolated issues addressed by the GAO report, the FAA policy gets (in depth) into the issue of reasonableness of fees and unlawful revenue diversion. The document is available as a download under www.faa.gov. Use the search command to find the document. It was published in the February 16, 1999 issue of the Federal Register.

Expect to see more on this issue in future editions of *FLIGHT LINES*. Preliminary discussions with FAA officials indicate this program, too, may go the route of GAO findings on land investments. Voluntary compliance! Inadequate staffing to administer the program!

But the issue is too important to fall victim to disinterest . . . or lack of resources. There is no reason why the pilot community can't step in as watchdogs and provide necessary information and complaints to stimulate federal investigations. So, if you have an awareness of revenue diversions, or unreasonable and/or discriminatory airport fees,

PLEASE SHARE THE INFORMATION WITH YOUR CPA REPRESENTATIVES. Lets be proactive!

A NEW ATC CONTROL TOWER AT FRONT RANGE AIRPORT? Yes, according to airport manager Dennis Heap. Dennis tells us the airport acquired a cab that was used for concourse control at Stapleton. The airport expects to elevate on a 180 ft high structure and operate a contact tower at the airport by next summer.

A.L.I.E. AIR FORCE SCORES ANOTHER VICTORY. The target area had been weathered in for several days when on Friday morning, May 28 the sky cleared sufficient to allow PETER LUCE, A.L.I.E. Air Force pilot, to bring his Mitsubishi MU-2 into Buena Vista Municipal Airport and pick up two bloodhound pups for transport to Denver.

For those not familiar with the A.L.I.E. Air Force, it is part of the A.L.I.E. Foundation, a non-profit organization, which was created by Richard and Leticia Berrelez of Englewood, Colorado, following the kidnapping and death of their only granddaughter, 6-year old Alie, in May, 1993. Four days after she was kidnapped her body was found in a mountain location outside Denver with the aid of a bloodhound from Aurora. The dog subsequently became a local hero. The foundation, in recognition of the amazing tracking qualities of this breed of dog, created its Bloodhound Project. Its purpose is to afford members of the general aviation community an opportunity to help by offering the use of their piloting skills and aircraft to transport bloodhounds, their handlers, and foundation volunteers when needed to aid in search missions or community outreach programs. These missions could occur anywhere in Colorado or the Rocky Mountain West. The A.L.I.E. Foundation is a 501(c)(3) organization and any contributions are tax deductible. If you would like to help, additional information can be had from the founda-

tion by calling 303/220-1922.

THE NEW CPA AVIATION SAFETY COMMITTEE held its first strategy meeting during the last week of May. The committee had been dormant for several years when Bill Linenberger agreed to take over the reigns and give it new life. Recommendations from this initial brainstorming session included:

A greater presence in the *Flight Lines* through safety related articles and information.

Greater support of programs designed to improve pilot skills . . . including support of the FAA Wings Program.

Programs designed to create improved pilot awareness of aircraft systems and maintenance . . . including seminars on owner performed maintenance.

A LISTING OF CPA MOUNTAIN FLYING INSTRUCTOR PILOTS on the CPA website was one of the early accomplishments of the Aviation Safety Committee. They are listed under a heading which reads: "The instructor pilots listed are Colorado Pilots Association members with experience in training for flights over mountainous terrain. They are available for cross-country training flights recommended as a follow-up to the Mountain Flying - High Elevation Operations Ground School. They are also available to pilots unfamiliar with flight over high terrain and who would like counsel or dual instruction before venturing off for the first time to one of the state's high elevation airports. Most instructors double as accident prevention counselors with the FAA. Types of aircraft for which they have recent experience for mountain flying checkouts are shown."

Currently, twelve of our members are listed on the website. While we don't get reporting on the number of contacts the instructors receive from the listing, we do get occasional feedback that the site is generating queries and training. The typical queries are from out-of-state pilots. So the site is working!

WINDS ARE LIGHT AND VARIABLE . . . was the Unicom report, from an unnamed CPA member, to late arrivals at Pioneer Village Field during the May 22nd fly-in to Minden Nebraska. Only to find winds gusting at 20-25 knots, direct x-wind to the paved 60 x 3,900 ft runway. Had to believe our traffic advisor had listened to too many ATC types. Other than a

go-around or two, however, everyone handled the situation admirably.

A lesson to be learned at these fly-in events is to always arrive early. Because late arrivals are always subject to a crowd of spectators that function as judges of your pilot techniques and skills during landing. The Minden fly-in was no exception. The predictable crowd sat in rows of chairs, in front of the airport hangar, judging each new arrival.

IT WAS A GREAT DAY FOR SALE OF CPA SHIRTS. Thanks to a thunderstorm and heavy shower (with light hail) shortly after all aircraft had arrived. With the threat of hail, several volunteered to move one of the aircraft into the shelter of the hangar . . . only to get drenched from the downpour. But Terry Barbo was there with her supply of nice new (and dry) CPA logo shirts. Talk about marketing opportunities. She sold out!

CLOSURE ON OLD MEMORIES. I am personally attracted to the aviation exhibits at the Pioneer Village Museum. At least 20 vintage aircraft. And countless engines and propellers. But motorcycles?

Going back into time, when I was growing up as a kid on the farm in the early 30s, my father was heavy into motorcycles and rode them competitively . . . until suffering a serious accident. After which he gave them up and stored his last machine (in pieces) in a loft in our garage. As kids, my brother and I often fantasized about riding the machine. And my father promised, when we were ready, he would assemble the machine for our use. It was an Excelsior.

Along came a war, my father passed away, and in subsequent years the remnants of the motorcycle disappeared. But I occasionally reflected back on this part of my youth. A motorbike that my father operated. With the thought of restoring the bike. Even though I had no idea of what an Excelsior even looked like. Until the Minden trip!

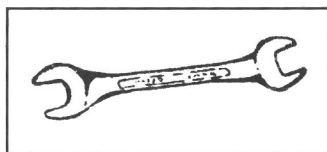
Would you believe the Museum had an early Excelsior on display. Ugliest motorcycle I have ever seen. Glad to have seen it. And reflected that it may not have been the worst thing in the world that things happened as they did. Closure on what was a fond and distant memory.

Rick's Tool Box-Top Drawer

Racing to the Boulder Reservoir to see the Spruce Goose model airplane make it's first flight reminded me of some of my restorations and first flights. Mind you it is not every day that one sees a model airplane with eight engines and a 14 foot wingspan that weighs in over 60 pounds! Although my efforts have never been a project from scratch, I know of the excitement and wonderment of such an event.

The Goose's flight required help from dozens of people including pilots and ground personnel to start and launch the large flying boat. The flight was a learning experience as always and one that everybody walked away from. The pilot did a good job controlling the craft at a low altitude but had to make a ditch landing. The plane will probably spend its

remaining days at the Wings of the Rockies Museum with the builder as the caretaker. After all, we ourselves are merely borrowing these beautiful flying machines we enjoy and will someday pass them on to who knows, probably someone like the 5 year old I saw watching the Goose and other models take to the air. For this reason alone we must take especially good care of all of our airplanes-- both large and small.



.....about this guy Rick

Welcome to *Flightlines'* newest column, Rick's ToolBox-Top Drawer written by none other than CPA member Rick Spears. Rick is a pilot and IA, not to mention one of the nicest guys you will ever meet. He has worked on all types of aircraft from Stearmans and Beech 18's to pressurized and turbo aircraft. He is as much a master with a wrench as he is with his rib stitching needle. Careful and methodical, Rick keeps 'em all flying with a fondness in particular for planes with fabric or that funny little wheel in the

back. Rick does a lot of cool flying in his 180 and this summer is flying to Alaska with his wife and son.

Rick invites members to send him questions on matters such as maintenance issues, fabric repair, or other flying dilemmas and he will give his best shot answering them in future issues of *Flightlines*. We can have fun with this column. E-mail questions to barclay@eazy.net or send to the editor at the address listed on page 14.



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Bienvenidos

by John Webb

Squawk: Replace cracked strut fairings, replace Loran with panel mounted GPS (that hurt-\$), compass deviation card not accurate, cracked base on right-side nav-com antenna, compass front plate loose, elevator trim tab out of calibration, leaking cabin air vents, left fuel gauge not accurate, cracked exhaust tailpipe...

Your plane will never need more repairs and upgrades than it will once you decide to make your first flight out of the country. Our proud beautiful bird is suddenly aging and imperfect. Yes, Cheryl and I are planning our first international flight. Our destination is a vacation spot near Loreto, Mexico - a small historic town in the southern Baja on the Sea of Cortez.

For those of you who have already taken the "plunge", I'm sure you'll be amused as we chronicle our fumbblings and anxieties. Hopefully our trip will be a great success and inspire others of you to make the leap - and fly international.

For this first installment of "Bienvenidos" I'd like to share some of our planning, resources and accomplishments to date. NOTE: This proposed trip has turned into a lot more planning, preparation and expense than we first expected. So, give yourself time.

Cheryl and I speak fluent "tourist" Spanish: *Donde esta el bano por favor? ...*, and *dos cervezas!* that's about it. A million questions about a mysterious and foreign land has so far turned into 500,000 answers: Border crossings, Mexican and US Customs, DVFR, ADCUS, ADIZ, communicating with towers, Mexican airspace and flight rules, flight plans, personal and aircraft safety, airport and runway conditions, weather information, fuel availability, required position reports, alternate and emergency landings, repairs, required documentation, requirements for the aircraft, a water crossing, sun protection for the plane (it's really hot down there), tie downs, landing fees, "tipping", currency issues, other "costs", airports of entry, ground transportation, the

military...

We have heard from everyone the "Golden Rule" of flying in Mexico: NO GUNS, NO AMMUNITION, NO DRUGS, NO PROBLEMS. Well, that makes it easy.

There are a few very important items that must be taken care of in advance of flying to Mexico and they will take some time.

1. You must apply for a Restricted Radiotelephone Operator Permit (Form 753) issued by the FCC (Federal Communication commission). It costs \$45.00 and it is a lifetime permit. This is not optional and it must be in your possession while flying in Mexico.
2. You must also apply for an Aircraft Radio Station License (FCC Form 404). It costs \$105.00 and is good for 10 years. This must also be in your possession in Mexico.
3. Your plane must have 12" high "N" identification numbers that are also 2" thick. Temporary tape-on numbers/letters are acceptable. If you are getting you plane painted, have his taken care of in preparation for future travels.
4. You must have in your possession proof of US citizenship. A Passport is best - a Birth Certificate will work. NOTE: A Driver's License will not work. (Take the Passport).
5. You must have Mexican insurance in addition to proof of your existing insurance coverage. Your existing insurance also needs to cover you while flying in Mexico. We have arranged for Mexican insurance through MacAFEE & EDWARDS, INC. They are Mexican insurance specialists. Six days of insurance for flying in Mexico costs about \$55.00. Their phone number is: 626-792-7322.
6. NOTE: A Pink, temporary aircraft registration certificate is not valid in Mexico. You must have a permanent aircraft registration. I did hear that a good aviation attorney can help you around this problem.
7. A US Customs Service ANNUAL USE FEE

DECAL must also be purchased each calendar year at a cost of \$25.00. You can purchase this at the border. We ordered ours in advance and received it in about one week.

The best help we have received so far has come from the AOPA. Members can order, for \$8.00, their International Portfolio packet. You can specify a country: Mexico for example. The Mexico packet we received contained:

- AOPA's Mexico Flight Planning Guide
- US Customs Guide for Private Flyers and Know Before You Go
- US Customs Arrival Report, Form 178-US
- US Customs Decal Application Form
- Customs Declaration Form (CF-6059-B)
- International Flight Information Manual - (the pages for Mexico)
- AOPA's General Declaration Form
- AOPA's International Flight Bulletins
- FCC Radio Station License Form 404 and FCC form 159
- FCC Radio Operator Permit Form 753
- Weather Service Companies and Survival Equipment Lists
- Information on charts and "Trip Kits"
- Scuba and altitude information/Car Rental Discounts/Lists/and on and on... This AOPA packet is loaded - more than we expected and very helpful. AOPA also has humans available to explain and clarify.

Since our destination is in the Baja, we have located three helpful Baja resources.

1. The Baja Bush Pilots: They are a bunch of tail dragging dirt strip junkies that have more

experience in Mexico and the Baja than anyone. They have a hot-line, pamphlets, etc. We spoke with them about what sun protection they recommend. They much prefer the inside- the-window type reflectors. If you want more information about sun shields, call Cheryl. The Baja Bush Pilots may be reached by calling 602-730-3250.

2. AIR BAJA. A Pilot's Guide to the Forgotten Peninsula: We found it in the King Catalog for the price of \$49.95. There are two sections:

- Airport photos, diagrams and information.
- A history of each area where there is an airport or landing strip. There is much information on where to eat, stay and visit. In my opinion, this guide is a must.

3. Fun Flying Baja: We purchased this two-tape video series, also from the King Catalog - \$49.00. They did a nice job of filming actual landings at numerous airports and the recordings of tower communications, position reports, and other radio communications, are very clean. They also included many insider hints and suggestions to make your trip go smoothly. This has aided our comfort zone greatly.

Hopefully we've kindled a spark in you that Will and Sarah Barclay ignited in us with their African adventure. If your complaints are not too vociferous, Cheryl and I will update you on our continued preparation for Mexico and the trip itself. To all of you, Good Flying!



Dan Garzelloni
Aircraft Financing

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Home Office

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Colorado Aviation Calendar



- JUN 12 **TAILDRAGGER STAMPEDE & COMPETITION**, Buena Vista Municipal Airport (1V1). Landing and flour bomb drop competition. Barbecue at noon. Info: Dan Bremmer 719/395-2496
- JUN 19 **GUNNISON COUNTY AIRSHOW**, Gunnison County Airport (GUC). 7:00 a.m. - 3:00 p.m. Pancake breakfast, warbird fly-bys, aerobatics, static display aircraft. Careers in Aviation Program features Discovery & Columbia pilot Kent Raminger from Del Norte, CO. Info: Jo Ann Stone 970/641-2481
- JUN 19 **AIR RODEO**, Spanish Peaks Airfield (4V1). Rodeo events begin at 9:00 a.m. - \$5 per event: flour bombing, balloon busting and spot landing. Info: Bob 719/676-3235 Cnotesh@aol.com
- JUN 19-20 **AIR SHOW '99**, Jefferson County Airport (BJC), Broomfield, CO. Details TBA. Info: Air Sports International 303/469-7479 or e-mail: airports1@aol.com
- JUN 26 **FORT MORGAN HISTORIC AIRCRAFT FLY-IN & PANCAKE BREAKFAST**, Fort Morgan Municipal Airport (3V4). Part of the Fort Morgan Glenn Miller Festival activities scheduled June 25-27. See Chamber of Commerce web site at www.frmchamber.org for information on festival and local accommodations. Fly-in info: Vernon Tryon 790/867-5688.
- JUN 26 - 27 **21st ANNUAL ROCKY MOUNTAIN REGIONAL EAA FLY-IN**, Vance Brand Airport (2V 2), Longmont, CO. Pancake breakfast 6:30 a.m. - 10:00 a.m. lunch 11:00 a.m. - 2:30 p.m. each day. Seminars on aircraft building techniques, flight safety, tool demos available both days. Flying Start Program on Sunday morning, Young Eagles Rally Sunday afternoon. Aircraft displays, aviation related vendors, manufacturers' displays, antique cars and motorcycles. Downhome spaghetti dinner banquet with awards and guest speaker Saturday, 4:30 p.m. Admission - \$5., Info: 303/442-5002 or RMRFI at www.greeley.net/eaaregional
- JUL 4 **SALIDA AIRPORT OPEN HOUSE**, Harriet Alexander Field (0V2), Salida, CO. Antique and experimental aircraft displays and airplane rides. Info: Ronald Lizar 719/539-2700 or e-mail at ronlizar@chaffee.net.
- JUL 4 **INDEPENDENCE DAY FLY-IN**, Brush Municipal Airport (7V5). Pancake breakfast, book sale, Awesome Parade, art show, ice cream social, mule show, rodeo and fireworks. Info: Brush City Hall 970/842-5001.
- JUL 10-11 **23rd ANNUAL DENVER-TO-JACKPOT, NV, AIR CLASSIC**, Sponsored by Colorado Pilots Association. Departs Jeffco Airport (BJC) for a 528 sm route to Jackpot/Hayden Field (O6U). Overnight at Cactus Petes. Aircraft handicapped by manufacturer's published maximum speed. Cash prizes. Event open to all interested pilots. Info: Robert Venohr, Air Classic Chairman 303/766-0742.
- JUL 10 **MOUNTAIN MANIA ANTIQUE, CLASSIC & STREET ROD CAR SHOW**, Buena Vista Municipal Airport (1V1). Three-day event Friday through Sunday. Free dance on Saturday night at the airport featuring the "Kool Cats," an oldies group. Stampede rodeo and parade. Landing and flour bomb drop competition. Fly-in aircraft should bring tie-downs since airport aprons will be covered with display automobiles. Info: Dan Bremmer 719/395-2496
- JUL 17 **CUSTER COUNTY AIRPORT FLY-IN**. (4CO3) Located near Westcliffe, CO. Jointly sponsored by Custer County Airport and Silver-West Estates. Free pancake breakfast 8:00 a.m. to 12:00 noon. Info: Wray Pedro 1-800/748-2430 www.silver-west.com.
- JUL 17-18 **CPA FLY-IN TO SANTA FE, NM**. Santa Fe County Municipal (SAF). Day-long tour of Rancho de las Galindrinos, a living museum of an old historic ranch first

established by Spanish explorers in the 1500s. That night, a gourmet TAIL-GATE dinner in the parking lot complex at the opera. Annual event for a number of CPA members. Imperative to reserve opera tickets early (Call 1-800-280-4654). Info: Mary Jones 719/488-0653 (H) or 719/593-0093 (W).

JUL 19-24 **COLORADO AVIATION CAREER EDUCATION (CACE)**, Jeffco Airport.

Sponsored by Fantasy of Flight Foundation and Colorado Division of Aeronautics. CACE is a summer camp that introduces teenagers to career opportunities in aviation. One week of intensive ground school and field trips. Volunteer pilots and planes needed for Young Eagles flights on Saturday, July 24. Info: Walt Barbo 303/367-0670 E-mail: OldFlyer@compuserve.com

JUL 28 - AUG 3 **EAA INTERNATIONAL FLY-IN CONVENTION**, Oshkosh, WI.

AUG 14 **VAN AIRE FLY-IN / DRIVE IN**. Van Aire Airpark. Open house for CPA members and guests; arrive 10:30 a.m., lunch at noon. Info: Everett Aden 303/659-4517.

AUG 25-27 **CPA FLY-IN & TOUR OF CESSNA PLANT**, Independence, KA. Independence Municipal Airport (IDP). Three-day trip starting with a tour of the Cessna plant in Independence, overnight in Wichita followed by a visit to the National Institute for Aviation Research, a visit to McConnell AFB, home of the 22nd Aerial Refueling Wing, and a tour of the Boeing factory. Info: Gil & Larry Jones 303/934-6835.

AUG 21 **CPA MOUNTAIN FLYING - HIGH ELEVATION AIRPORT OPERATIONS GROUND SCHOOL**, Centennial Airport, Ashbrooke Room. Course designed to prepare pilots for flight over mountainous terrain and high elevation airports. Registration fee: \$70 for CPA members, \$95 for non-members (includes course materials). Flight portion of course may be taken at pilot's discretion, and cost, at a later date. Qualifies for FAA Wings Program and Biennial Flight Review. Info: Terry or Walt Barbo 303/367-0670 e-mail oldflyer@compuserve.com

SEP 16-19 **RENO AIR RACES**, Reno, NV. CPA members planning to attend may want to join fellow CPAs in reserved CPA spectator section. Info: Paul & Sheila Rossman 303/766-2724, e-mail: strega8@hotmail.com

SEP 18-20 **CPA WINEFEST FLY-IN**, Grand Junction, CO. Walker Field (GJT). Winery tours, wine tasting, exclusive lectures, outdoor picnics and gourmet meals. Saturday and Sunday at the Antlers Plaza (formerly the Hilton) near the airport. Info: Mary Jones 719/488-0653 (H) or 719/593-0093 (W), e-mail: mkstraugh@email.msn.com

SEP 25 **3RD ANNUAL FULL MOON HANGAR PARTY**, dance to 40's tunes by the Dean Bushnell Orchestra, food, good cheer, free, fun! At Business Aircraft Sales at the Boulder Airport, 303-444-5560

SEP 28 **ASPEN AIR SHOW**, Aspen, CO. Sardy Field (ASE). Featuring the Canadian Snobirds. Info: 970/925-2522

OCT 2 **2nd ANNUAL MOUNTAIN PILOT FLYING COMPETITION**, Buena Vista Municipal Airport (1V1). Sponsored by Golden Eagle Aviation. Modest entry fee. For registration form and contestant information package contact Dan Bremmer 719/395-2496.

OCT 2-3 **CPA FLY-IN TO THERMOPOLIS, WY.** Thermopolis Municipal Airport (THP). A relaxing weekend of fishing, golf, or laying around the hot springs. Overnight trip. Info: John & Kathy Martyny 303/449-6875. jmartyny@compuserve.com

OCT 21-23 **AOPA EXPO '99**, Atlantic City, NJ. Info: www.aopa.org

OCT 30 **COLORADO AVIATION HISTORICAL SOCIETY HALL OF FAME BANQUET**, 12:00 noon, Air Force Academy Officers Club, Colorado Springs. Info: Don Wippermann 303/979-6298.

NOV 6 **COLORADO PILOTS ASSN. ANNUAL MEETING**. Details later. Info: CPA Hotline 303/266-6266.

DEC (TBA) **CPA HOLIDAY DINNER**. Details later.

COLORADO CALENDAR OF AVIATION EVENTS is compiled by the Colorado Pilots Association for the benefit of its members; and in the interest of creating an awareness and support for aviation activities in the state of Colorado. Please submit events and/or changes to CPA at the above address or call Terry Barbo 303/367-0670 or E-mail: OldFlyer@compuserve.com. **NOTE:** To ensure that an event date has not changed or has been canceled, please contact the event information person. Or look in on our Web page for updates, additions, etc. (www.airbase1.com/cpa).

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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.

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.

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.



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
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All articles & letters should be sent to:

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Editor - *FLIGHT LINES*
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(303) 444-5560
E-MAIL: barclay@eazy.net

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