

CPA FLIGHT LINES

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New CPA members Gina Hunt and Hugh Curley enjoy a bit of multi time on the way to the Minden, Nebraska fly-in earlier this summer. Gina is the new Longmont area rep for CPA and looks forward to hearing from Longmont fliers.

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President's Message

Summer is here! More daylight, more VFR, more fly-ins, more flying. Watch out for more density altitude, more traffic, more bugs, more birds, and more thunderstorms which bring more hail.

I wrote those words last week because I am always concerned about the potential dangers inherent in the flying that some of us do here in Colorado. Since I wrote those words I have lost a good friend and fellow CPA member in a tragic airplane accident. Justin Kramer was a friend of mine and a business associate. He learned to fly a couple of years ago and flying became one of the principal passions of his life. Being in the mountains was another.

Justin owned a beautiful Piper Tri-Pacer. He spent months searching for a sound, safe, well maintained airplane. When he found it, he bought it and flew it to Alaska where he was a park ranger at Denali National park. Justin had quite a bit of mountain flying experience in mountains much larger than ours. He returned to Colorado where he had been a senior instructor for Outward Bound.

Justin was a very cautious pilot, he never skimped on his pre-flight. He always called for a weather briefing. He carefully calculated weight and balance in an airplane he knew well anytime it might be close to being an issue. Justin's personal limits included 25 knots winds aloft. He would not fly over the plains if it was windy. He was even more cautious in the mountains. He had professional spin training.

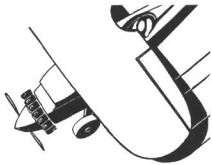
On Saturday, July 3rd, Justin and his friend Jennifer left Boulder bound for Center, Colorado at 8:30 on a very hot morning. They had on board 20 gallons of fuel, four bags of groceries and Justin's mountain survival kit. Justin had an outlook briefing

the night before and a standard brief that morning. They climbed south out of Boulder staying west of the Jeffco Class D airspace and continued toward Salida. Radar showed them entering Hayden Pass in the northern Sangre de Cristo range. They never reached Center. The plane was found nine days later. It crashed in an extreme nose-down attitude on a heavily wooded slope on the east side of the pass. The aircraft entered the trees nearly vertically hardly touching the trees. Both Justin and Jennifer were killed on impact.

CPA offers a wonderful mountain flying course. If you have not yet taken it, please consider doing so - even if you are an experienced mountain pilot. Encourage your flying friends to do so too. Remember density altitude. Maintain large safety margins, and make sure someone knows when and where you are going and will look for you if you don't show up. The best and easiest way to do this is usually to file a flight plan. Get a weather briefing, but don't rely on it and don't stop there. Take advantage of other weather resources available to you from the internet to your window. Our Flight Service stations are the best GA weather resource on the planet but like all great weather forecasters, they sometimes get it wrong. Always maintain an escape route. The bigger the back door you can leave open the better. And one more thing....live your life passionately each and every day.

Fly safely.

---Will Barclay



Another New Column Debuts! This time it is about safety

FLIGHT FOLLOWING! Alternative to a flight plan?

by Bill Linenberger

Many pilots feel a flight plan is "too burdensome" when they can make a radio call to center and get VFR flight following with little or no fuss(usually).

However, there are some pitfalls that need to be realized. While flight following is certainly better than no plan at all, you may find your request denied due to the controllers workload or you may have it terminated enroute when you're handed off to another sector who is too busy to handle you.

You may also find yourself in the position I was in last November when they neglected to hand me off to the next sector TWICE between Tulsa and Dodge City, Ks. I had anticipated the handoff and when it didn't come I took the new frequency from the IFR enroute chart and was surprised to get the same controller as before who told me she

didn't forget, I just must not have been listening.

I guess I wasn't listening when I got to the end of that sector either, because once again I had to find the new frequency and initiate a call. Different controller this time and successful termination at Dodge City.

Whether the controller whom I "didn't listen to" would have noticed if I dropped off the radar screen or not I'll never know. But I highly recommend the use of a VFR flight plan as a minimum for your safety and use flight following as an addition when available for the traffic advisories, but don't rely only flight following, especially for a long cross country.

Bill has recently volunteered to head the Flight Safety Committee for the Colorado Pilots Association. He is a CFII, MEI, and flies a Comanche PA-24-250. If you have any questions, concerns, or issues about aviation safety Bill would enjoy hearing from you. His e-mail address: lenlyallparts@juno.com--ed

September Quarterly Meeting Date Set

Our next Quarterly CPA meeting is set for September 11, 1999. It will be held in Pueblo, at the airport terminal, in a conference room there. Our CPA members from Pueblo are "sponsoring" this program, and it will be a great one.

Jim Wark, a professional aerial photographer, is going to give a slide presentation on flying in Alaska. He's been there several times, so you will see a wide range of interesting places to fly, things to do.

The program will be as follows:

Date: Sept 11 (Saturday morning)
Time: 8:30 – 9:30 coffee and donuts,

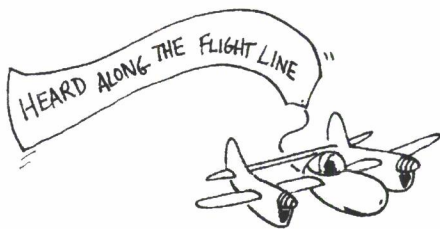
(please bring some to share – you all did a marvelous job last time, and we plan to double the amount of coffee!)

9:30 to 10:00 – a Brief board meeting

10:00 – 10:30 - a SAFETY meeting (this is a new segment of CPA that is being reactivated)

10:30 – 12:00 noon – FLYING ALASKA

12:15 – lunch there at the terminal – Pueblo has a great cafe there, and they are especially known for their southwestern food. Plan on staying, to enjoy seeing old friends, meeting new members.



CONSULTANTS FOR CENTENNIAL AIRPORT PART 150 STUDY PRESENT INITIAL FINDINGS

on forecast traffic and potential noise mitigation measures to members of Technical Advisory Committee on June 29. Couldn't help but notice, looking around the table, of twenty-two on the advisory committee in attendance, that five were also members of CPA.

Representing various segments of the general aviation community.

For those unfamiliar with the process, a Part 150 study is an FAA funded program for determining future aircraft noise levels and uses at airports. It uses a community involvement process to develop programs to minimize the number of people affected by noise from aircraft operating at the airport. Recommendations from a Technical Advisory Committee and a companion Community Advisory Committee provide essential input to the process.

FORECAST AIRCRAFT ACTIVITY AND AIRCRAFT MIX ARE CRITICAL ELEMENTS FOR A STUDY OF THIS TYPE.

They generate the noise contours. Agreement on forecasts, however, gives some interesting challenges. Consider that Centennial Airport had over 466,000 operations in 1988. Nearly 60,000 more than the year prior. A trend? Anomaly? Theoretic capacity of the airport is only 525,000. What happens to traffic as the airport nears capacity? And, more important, what about aircraft mix? Since it is obvious that larger aircraft have a greater influence on noise contours than smaller, training type, aircraft.

Unlike forecasts for an airport master plan, where the forecast period is typically 20 years, the forecast period for a Part 150 study is only 5 years. Uncertain of the

current logic for restricting forecast to 5 years when a primary objective is to protect airports from encroachment . . . and what happens beyond 5 years will certainly affect an airport. But the logic seems to be that forecasts beyond 5 years are not sufficiently reliable to be useful. And there may be some truth in that . . . considering the recently completed master plan for the airport. A 20-year forecast for the master plan (completed in 1996) showed the airport reaching an activity level of 461,000 operations by the year 2015 . . . a level that was exceeded last year.

THE FAA WILL HAVE THE FINAL VOICE ON FORECAST ACTIVITY. It's not that the FAA doesn't trust consultants to do forecasting. Although, when the policy was first adopted, there was some truth in that observation. During the early years of federal grants for planning there were frequent overly-optimistic forecasts . . . supporting questionable capital improvement projects. Which airport sponsors used as a basis for seeking federal funding assistance. So the agency adopted a policy to require its approval of forecast activity in all FAA funded planning projects. Which, of course, includes forecasts developed in Part 150 studies.

There is also the consideration that the FAA has more confidence in forecasts developed at a national level. Its process, called Terminal Area Forecast (TAF) uses national trends of aircraft operations at towered airports and apportions operations to individual airports. Some call it a "top down" method of forecasting. While it has some faults, it avoids the occasional consultant report with excessive forecasts. It also simplifies the forecasting process for consul-

tants. Consultants are expected to vary from the TAF where local conditions support variations. Couldn't help but notice remarks by the consultant for the Centennial study, however, that the TAF looked reasonable. Even though the TAF forecast for the year 2015 was nearly 472,000. Only slightly more than operations experienced last year. So don't be surprised to see a consultant forecast for Centennial consistent with the TAF. With a 5-year forecast that may be no higher than actual counts for last year.

NOISE CONTOURS ARE DRIVEN MORE BY THE MIX THAN THE AIRCRAFT COUNT. When it all shakes out, total operations will have little effect on noise contours. Rather, the amount of jet traffic will be the driving force. Analysis will likely show, if there was no jet traffic at the airport, the 65 DNL noise contour would never extend beyond the airport property line. Even at full capacity.

The 1996 master plan update for the airport showed that business jets and turboprop aircraft accounted for 12.5% of operations in 1995 and were forecast to reach 16.8% of the traffic by the year 2000. Getting a fix on future jet traffic will be a key element of the study.

In a related matter, consultants assured the technical advisory group that the forecasts would not be constrained for environmental reasons (Part 150 policy requirement). Which will likely not sit too well with residents of nearby communities. Worth watching this part of the study.

JEFFCO AIRPORT TENANTS FINALLY GET AUDIENCE WITH ADMINISTRATION OFFICIALS. A virtual lid had been placed on communication from the administration following abolishment of the airport authority last November. Rumors floated on proposed changes in lease and use policy. Many of them unreasonable. With no way to appeal. Recall, we reported earlier that a group of tenants had hoped to air their grievances at a County Commissioner hearing on March 16 . . . and were rebuffed . . . thanks to a technicality relating to a "consent agenda."

The first change in what appeared to be a "get rid of the little guys" policy at Jeffco came on June 2nd . . . when the county commissioners hosted a meeting with airport tenants. Can't say that much was accomplished. Each of the 20 individuals who attended got an opportunity to speak. The commissioners listened attentively, may have learned something, but promised nothing. Though they did try to clarify there was no intent to discriminate against small plane activity.

During one of the communication exchanges, Commissioner Holloway commented that taxpayers shouldn't have to pay towards the operational cost of the airport. Part of her rationale for the need to increase lease rates. However, we are informed that the airport is operationally revenue self sufficient, with no taxpayer funds going into the operation of the airport. Which makes one wonder if the commissioners are being adequately informed on matters relating to the airport.

Airport tenant (and CPA member) Walt Bell recommended that the commissioners create an airport advisory board as a means to improve information flow between the administration and the aviation community. The suggestion appeared to be received positively. But it was also clear that nothing was going to be changed over the short range. For the interim, the commissioners intent to retain firm control with airport management responsibilities assigned to the county attorney.

JEFFCO COUNTY ATTORNEY FRANK HUTFLESS CHAIRED THE 2ND MEETING WITH AIRPORT TENANTS at the Jeffco Airport terminal on June 15. Hutfless introduced himself as a pilot with 23 years experience and as someone who didn't ask for the task the county commissioners gave him in managing the airport. In answering his own question of "Why an attorney to the airport?" he said there were complaints including legal issues off-airport, some of which were a violation of law and subject of an in-depth investigation. He also spoke of his credentials including academic

degrees in law and business administration with work experience in banking and as counsel on aviation issues to the Nebraska Aeronautics Board.

Much of his presentation was closely aligned with issues brought up at the commissioners meeting on June 2nd. He said it was a misconception that the commissioners do not support general aviation. While he acknowledged that the airport could increase revenue with more use by larger aircraft, there was no intent to discourage small aircraft. New insurance requirements, he said, was driven by the county office of risk management. Lack of adequate accounting procedures was frequently referred to. Said there was no diversion of revenue from the airport to the county general fund. Indicated the FY '99 budget was in the amount of approximately \$2.5 million with expenses of \$3.1 million. A comparison to give some logic and justification to the increase in hangar rents. Which didn't seem to satisfy anyone since there was no information to substantiate the revenue/expense data. In courtesy to Hutfless, however, he offered detailed budget information to anyone for the asking.

Did the meeting help? Sure! Regardless of what is going on, there is need for communication. And this was one of the few times in which the pilot community had opportunity to talk with those most responsible for running the airport.

MEANWHILE, THE IN-DEPTH INVESTIGATION MENTIONED BY HUTFLESS WAS CARRIED AS A FEATURE ARTICLE in the July 3, 1999 issue of The Denver Post. The article reports that prosecutors are reviewing the results of a 10-month investigation conducted by the county attorney to determine if any crimes were committed. Worth watching how this issue shakes out. Appears to be a conflict of interest issue . . . involving favoritism and abuse of hangar policy. Similar allegations raised in 1997 were determined to be without basis.

ASSISTANT MANAGER BOB LOHNE LEAVES JEFFCO AIRPORT to take a

planning position with the CDOT Aeronautical Division. We are told he reports to the new position on July 1. Hutfless spoke of the move at his June 15 meeting and took time to assure everyone that his move was not related to the Jeffco issue. Lohne was in consideration for the airport manager position but chose to relocate for reasons of career growth and diversification.

THE UPDATED HANGAR WAIT LIST AT JEFFCO CONTINUES TO CARRY HIGH NUMBERS. Though political conditions may appear bad, the airport must have a lot of appeal. There are 145 on the wait list for Category I hangars (39' x 28.6'), 140 on the wait list for Category II hangars (41' x 31.6') and 15 on the wait list for Category III hangars (55.6' x 44'). There is some redundancy between lists . . . but it nevertheless shows exceptionally strong demand for hangar space. Also for large corporate hangars . . . judged by the new construction taking place. A demand that is not limited to Jeffco . . . as is evident by construction taking place at all of the other reliever airports in the Denver area.

SOME GOOD NEWS IN THE MIDDLE OF ALL THIS AIRPORT CONFLICT. Platte Valley Airpark has installed self-fueling and offers 100LL at \$1.50/gal and Mogas at \$1.30. Has to be the best fuel price anywhere in the state. Airport manager Marilyn Taylor tells us the prices will hold through summer.

GRANBY AIRPORT HAS GONE BIG TIME WITH ITS OWN WEB SITE. Bill Hamilton invites everyone to look in on www.granbyairport.com. All the information you need to fly into this recreational fairyland. Even a phone contact to take advantage of the courtesy car available on site.

As an aside, CPA member Bob Doubek tells us the steel is on site for the hangar he hopes to complete prior to winter. Bob & Carolyn maintain a 2nd home in the Granby area.

BAD NEWS . . . AND GOOD NEWS FOR ONE OF OUR CPA MEMBERS. The

preliminary NTSB report reads, "On June 16, 1999, approximately 0845 mountain daylight time, a Mooney M20E, N9355M, registered to and operated by the pilot, was substantially damaged following an in-flight with terrain during climb out from Fremont County Airport, Canon City, Colorado . . . "

Owner/pilot Dick Crouse and his passenger received minor injuries when the aircraft crashed into trees at the 8,500 foot level, about 15 miles from the airport, while enroute to Rifle, CO. Thanks to a cell phone, they were able to notify searchers they were OK. But the aircraft was a mess.

Saw Dick (and spouse Shannon) at the Fremont County Fly-In on July 4. He was wearing a corset-like garment to protect some sore ribs . . . and a neck brace. Otherwise, he looked normal. Said he was going to share a photo of the wrecked aircraft for a future issue of Flight Lines. He expected to get back into flying but didn't have any immediate plans . . . other than a trip up the Inland Passage to Alaska. To thank his blessings!

SEVERAL OF US WHO FLEW TO THE FREMONT COUNTY FOR THE JULY 4 FLY-IN TOOK THE SCENIC RAIL TRIP UP THE ROYAL GORGE. The train takes visitors on an unforgettable 28-mile round trip journey (about two-hours) from Cañon City to Parkdale and return. The route is through a narrow canyon shared by the Arkansas River in what is described as the most scenic site in American railroading.

Along one portion of the route, the Royal Gorge suspension bridge (highest suspension bridge in the world) can be seen 1,053 feet overhead.

Two hours later, we flew over the bridge on our return to Denver. Probably not a first. But it added a nice final touch to a perfect day.

As an aside, the river was literally filled with rafters during our train ride through the canyon. Comforting place to be . . . in the safety and comfort of an open viewing platform on the train . . . enjoying the beauty and ferociousness of the river . . . watching the rafters . . . taking pictures of them . . . as they took pictures of us. White water and rapids everywhere. And dangerous! As we learned from an article in TheDenver Post on the following day. In a report that a 16-year-old girl died when a commercial raft hit a rock in the Sunshine Falls area of the river and threw several people into the rapids. The others managed to reach shore.

ANOTHER ONE OF THOSE FANTASTIC WEB SITES. If you have an afternoon to kill, look in on www.startext.net/homes/mikem/ The site contains the most comprehensive and extensive listing of links to aviation sites you will find anywhere on the Internet. The heading on the site reads Air Safety Investigative Resource. Hundreds of links to about anything you might want. The report on the Dick Crouse accident was in the NTSB data base linked to the site.



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My Backyard

by Sarah Barclay

Now you hear it, now you don't. It's 6:15 am and the first plane of the day is climbing towards the sky. A deer hops over the airport fence into our backyard; I think the Citabria practicing wheel landings hurried her along the way. Living adjacent to the airport is forever interesting and eventful if you keep your eyes open. What kind of airplanes will visit Boulder today I wonder as I ride Amelia, my one speed bike from the 60's, down the taxiway to our aircraft sales office. In the last week alone we have had a Citation X, a Spitfire, and an Antonov bi-plane. A meadowlark sings her narrative perched a top the airport fence. I think she is telling me that it is about time the spring flowers have come up and that the snow from the high country is melting. I agree.

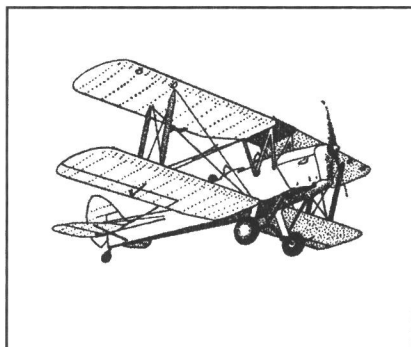
The yellow Super Cub tows a glider and climbs towards the Flatirons. As the planes pass overhead I stop and give a wave; sometimes I get a wing waggle back. There is something about waving to an airplane that makes you feel like you are eight years old again. I have the best commute in town. No traffic lights, no traffic. The wet spring has made everything a rich green and the snow covered peaks remind me every day how beautiful our planet is.

The light and variable morning winds have brought the summer students out in droves. Around and around the pattern they go. We judge the landings over coffee and the radio calls over lunch. The candy apple red Pitts with a Messerschmitt spinner does her roll out on one main; good looking trick. She always flies at the lunch hour. Today the Yak 55M too flies at lunch. I think the pilot of the Yak likes to pretend she is an F-18 doing tactical demonstrations because she can head straight up into the sky, climbing at a rate of 3,200 feet a minute.

As the lenticular clouds start to form over the mountains, the glider guys on the other side of the field start to launch one after the other, taking advantage of the afternoon summer lift. The Duo Discus, with a glide ratio of 40:1, crosses midfield for the downwind. The glider casts a shadow over the field that makes one think there are still pterodactyls alive and well in Boulder.

The Baron and Cessna 421 have come back from their day of charter work and grease it on the runway holding the nose wheel off and showing off all the way back to the barn. In between the twins, a magazine cover girl, a Waco Taperwing, decides to practice a dozen or so touch and go's. Slow but grand the gleaming plane graces all airport junkies with her presence. Today has been one great airshow.

Runway lights now on and beacon turning, the airplanes are fewer and the peepers are now the predominant noise of the early evening. Back on Amelia and riding home, I stop at the end of 26 and watch the merlins (birds not turbo props) ride the early evening lift. It has been a great day and I have a great backyard.



Fly-in to Colorado Wine Country-- Winefest September 18-20!

Grand Junction is nestled in the beautiful Grand Valley, on the Western Slope of the Rocky Mountains. It's known for its abundance of pears, peaches, cherries, and other orchard produce. This mild climate is perfect for raising grapes, and gave birth to a new industry - Wineries. There are six different wineries tucked into the orchards around the town, and each fall, during the harvest season, there is an annual festival: the Colorado Mountain Winefest.

We will have two days, and two nights of fun-filled wine festivities with seemingly endless wine samplings, special vineyard and winery tours, exclusive lectures on wine, a gourmet vintners dinner, and an elaborate catered outdoor picnic at a winery overlooking the picturesque Grand Mesa. Leave early on Monday morning.

We'll stay at the Antlers Plaza (formerly the Hilton) near the airport. We plan to meet at 10:00 am SATURDAY, Sept. 18, at Timberline Aviation FBO, where we will board cars/vans to begin our tour. (We will be checking into our hotel later on during the day.) Transportation? Private cars/vans if we can. It will save us \$75 a person to go with our own transportation arrangements. Bart & I will drive our van.

If you can only join us for a portion of the festivities, please do. We can be flexible, so the

more the merrier! The actual Colorado Mountain Winefest begins on Friday. We are trying to accommodate week-enders, so if you can only be there for a day, or two, that's fine. If you prefer to stay for the whole three day event, call the hotel early for Friday night reservations. But you're on your own; our events begin on Saturday. Sat. and Sun. nights, before dinner, we'll gather in Bart Jones' room for our afternoon social/happy hour/debriefing time. Bring your own bottle please, we'll provide the munchies. What to wear? Grand Junction will be warm to hot during the day; and cool in the evenings. Dress is casual; evenings will also be casual; but if you'd like to get a little fancy, you can do that too!

Costs include: \$250 per person double occupancy; \$325 single occupancy room, exclusive lectures, gourmet evening picnic, vintners dinner, lodging for two nights. The deposit for the trip is \$100 for each person.

If you'd like to join us on this trip, please send your name, address, phone number, and deposit check made out to CPA, and send it to Mary Jones, 290 Rangely Dr., Colorado Springs, CO 80921. For more information, call Mary at (719)593-0083 (w); (719)488-0653 (h); or email HYPERLINKmailto:mkjones@asi-tech.com mkjones@asi-tech.com.



Dan Garzelloni

Aircraft Financing

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PO Box 2080 Parker, Colorado 80134

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Colorado Aviation Calendar



- 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).

Fly Mart



For sale - very reasonable to anyone who can use them:
Genave Radios -- all working to some degree when removed:
Delta/303 Marker Beacon serial number 54-20, PHI/20

???? serial number 34-36, TAU/80 Isolation Amp serial number 18-87,
Theta/300 VOR converter-indicator serial number 31-38, Theta/400,
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Nav-com serial number 75-28, Alpha/600 Nav-com serial number 74-78
II Morrow LORAN : Apollo 604 with 1989 database card, A-16 LORAN
Antenna, Eddie Renoux erenoux@mho.net 303-582-3317



For Sale-King KLN 88 Loran with rack, connector, KA 83 antenna and
manuals, \$475. Bill 719-567-3241 days, 719-481-3230 evenings.

Lanceair 360 ARF (almost ready to fly) For Sale \$50,000. All glass work complete,
IO 360 Lycoming w/electronic ignition, instrument panel & instruments, Prop, intercom
stereo, cd player (most important). Too many extras to list. Call Gary Irwin, 970-532-
4566.

1/4 Mooney Share available. 1965 Mooney M-20-E, new engine in 1997, IFR
equiped, 3200 total time, share costs \$12,000, hangared at Jeffco. Call George o:303-
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For Sale-1/5 share of Cessna 421B with all the goodies. 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.

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.



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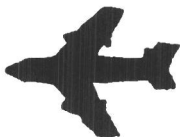
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