

CPA FLIGHT LINES

Volume 16, No. 8

September 1999



You catch *only* big fish at Dore Lake Lodge in Big River, Saskatchewan, according to CPA members Bill Linenberger, Walt Bell, Sonny Elgin, and Bart Jones. The Lodge is 921 nautical miles from Centennial and has its own strip. According to Bill, the facilities, equipment and customer service at Dore are excellent. For more information call the Lodge at 306-832-4511 during the summer or 306-382-6437 during the winter. Bill also has brochures.

Heard Along the Flightlines	4
3rd Annual Full Moon Hangar Party	6
Fear of Flying	8



President's Message

Has another summer gone by already? Fall is my favorite time of the year for flying. Hail season is abating. The weather is comfortable, but not so often hot enough to pose density altitude problems. Many pilots have been flying more in the summer months so proficiency tends to be peaking. A large number of pilots are also having wonderful flights.

I had a wonderful flight last week. I am managing and flying a non-pilot friend's Pressurized Baron. Last week he decided he needed to visit Las Vegas. I picked up my customer and a couple of his friends at Jeffco just before sunset and we headed out. It is hard to beat a sunset climb to 22,000 feet across the Rockies. Climbing West at 160 Knots makes for a very long, slow sunset. One of the passengers was a Denver restaurateur who brought hors d'oeuvres fit for kings. We munched and gabbed and gaped at the beauty around us.

One thing that occasionally beats a sunset in flight over the Rockies is a moon rise in flight over the Rockies. As the colors left the Northwest sky and the horizon disappeared, we discovered a huge moon chasing us. We watched the moon gaining on us as the sky darkened above and ahead and the stars came out in 3-D. Pressurized Barons have large windows for pressurized aircraft, and our 8,000 foot cabin altitude meant that we highland dwellers lost very little of our night vision while we enjoyed a view unfettered by most of the Earth's atmosphere. Having checked the mag compass against the north star we pointed to each other various constellations and celestial signposts and sighted Las Vegas from 160 Nautical Miles out.

Descents in fast piston aircraft require some planning and this was a prime example. We were covering ground at almost 4 nautical miles per minute in cruise even with a slight headwind. We would be going faster in the descent. We needed to lose about 18,000 feet in the next 36 minutes without shocking the engines. One hundred sixty nautical miles out was about the right time to start our descent. Careful management of mixtures, manifold pressures, and airspeed brought us to a point 6 miles north of Las Vegas McCarran International and 2,500 feet AGL with happy engines. From there we flew a long final approach to runway 19R. The lights of the Las Vegas Strip close off the right wing were an appropriate finale to the varied celestial light show we had been enjoying.

Landing checklist complete, check gear down again, accommodate the crosswind, check gear down, flare, gear down? Chirp-Chirp yep, open the cowl flaps, turn off the inflatable door seal pump, Transponder to standby, ground lean, start the timer for the turbo cool-down, retract the flaps, contact ground, pick up the follow-me cart, smile. Wow, what a flight. What did I do to deserve such a privilege?

I hope you are all having wonderful flights. CPA membership is at a record level. CPA activities are well attended and successful. We have a couple of new area reps and a new PR director. Watch for confirmation in next month's newsletter. Call or write with stories of your wonderful flights for inclusion in this newsletter.

-----Will Barclay

CPA Maintenance Seminar

Review maintenance regulations and required inspections with CPA member and IA, Sonny Elgin at Front Range Airport on Saturday, October 16, 1999,

9:00am-3:00 p.m. \$15 dollar registration fee includes a box lunch. Call Sonny at 303-261-9365 or Bill Linenberger at 303-690-9729 for more information.



Exceptional Alaska Presentation by Jim Wark at Quarterly Meeting

Great day, great flying weather, and great friends. The Pueblo contingent of CPA members hosted a quarterly meeting September 11 that was outstanding. The meeting was held in the airport terminal's conference room, and the room was jam-packed with fellow flyers by the time the meeting started.

A brief business meeting was held, and then we had our first CPA safety meeting of the year. Bill Lindemberger, the Chairman of the CPA Safety Committee, called upon two safety gurus: Bill Marshall and Vern Foster who put together a brief Wings program for the group. If you were up for an annual check, this plus a check-ride was all you needed to do. Their program was informative, geared for everyone in the audience (yes, those that didn't have a pilot's license too) and the safety program is a welcome addition to our CPA meetings.

The main event of the day was our "flight to Alaska". Jim Wark is very quiet and unassuming about his work as a professional aerial photographer - but his pictures easily speak for themselves. We had a series of breath-taking aerial photos that took you through narrow gray-rock canyons, over razor-sharp looking slices of glaciers, within spitting distance of white frothy waterfalls and rapids, and out along totally isolated islands and beaches far north along the Alaskan coast. Time flew by while we watched these magical pictures of a rugged and hauntingly beautiful part of our world.

Jim takes these pictures himself as he flies, and is adamant about safety - his comment about taking only one photo during a fly-over or pass, is important, and a point well taken. For those of us who are interested in

aerial photography, Jim has written a very informative piece about basics: equipment, plane set-up, techniques.

We would like to say a very special thank you to Jim and Judy Wark, Lee and Flo Porter (Pueblo area reps), the Dollivers, and the Pueblo Airport authorities, for presenting an outstanding CPA meeting. And a big thank you to all the people who brought enough goodies to completely fill the counters of the coffee room, coolers with ice and cold drinks, and coffee that never ran out.

When the meeting was over, there was a big migration to the restaurant there at the airport. Pueblo is one of our favorite places to fly to - they have a controlled tower that most always is ready to guide us in on those practice instrument landings - and the great smells coming out of the restaurant are sure hard to ignore.

Another big meeting is coming up in November - the CPA annual meeting. Watch for the time and place.

The CPA Christmas party this year is going to be December 5, at the Front Range airport in the big hanger. We are talking with Assignments Restaurant (a part of the Denver School of the Culinary Arts) about catering our dinner. If you were there last year, you remember what a fantastic job the instructors and students did for us. Watch for the sign-up flyer that will be coming out in a following newsletter! Last year we had over 100 people at the party. Put it on your calendar.



Walt Barbo

TIME TO PICK ON FRONT RANGE

AIRPORT . . . or at least share a little feedback on what is going on. Considering recent press that airport management is about to be turned over to a developer.

Predictably, many of the tenants are up in arms . . . over a concern of what will happen to rates and fees at the airport if a developer takes over management control. There is frequent whispering around the airport about possible lawsuits to prevent the takeover. While some see an operational change as a positive step that would "jump-start" the airport into the next century.

Looking back, efforts to jump-start the airport created many of the operational challenges the airport faces today. Or, perhaps, I should term it "unrealistic expectations" . . . by past management. Which made huge investments in pavement construction, and planned millions more, to prepare for air cargo, aircraft manufacturing plants, and service related industries. Based on a logic that if we build they will come. So they built. But the new industry never came. And the airport has been stuck maintaining hundreds of acres of pavement and airfield area for which it can't realize revenue.

THANKS TO ADAMS COUNTY, THE AIRPORT HAS NO DEBT. As sponsor of the airport, the county has been willing to invest moneys needed for the operational and development costs. The FAA also provided a bunch of financial help. But the FAA suddenly withdrew its support for any development that would create competition to DIA. Those on the inside say that Denver used its political influence in Washington and got the projects stopped. Even to the extent that the FAA reneged on a prior commitment to install an Air Traffic Control

Tower at the airport.

In the aftermath, new airport management came in with a slower and more evolutionary approach to airport growth. Its direction was to create an airport environment friendly to small aircraft operations. Entice the little guys with the thought that the heavy iron would eventually follow. Policy seems to be working. Nearly 250 aircraft are currently based there. Extensive hangar development projects are under way and more are planned. Modest and healthy growth on a course that is certain to result in financial self sufficiency. Though the airport still has a long way to go and has a lot of excess pavement to maintain.

THEN, ALONG COMES A DEVELOPER . . .

in the form of Schuck Communities, a large real estate development firm . . . which bought out the 4600-acre Champlin Farm holdings adjacent to the airport. Schuck spun the airport related properties off into a separate company called Transport. And, as is expected of any good capitalistic real estate holding firm, is obligated to make a profit.

The firm probably expected to increase the value of its holdings by riding the coattails of a dynamically developing airport. Little had happened, however, in the period of something over a year the company owned the property. Obviously, a modest, evolutionary approach to airport growth was not going to satisfy its needs. Which probably explains the firm's effort to get the airport back on a fast track . . . to the extent it is willing to invest up to \$4 million in new capital development to make that happen. All it would like in return is control over management of the airport.

ADAMS COUNTY CONTINUES TO CONTRIBUTE TOWARDS OPERATIONAL COSTS OF THE AIRPORT . . .

to the extent of about \$200,000 per year. A burden it would like to rid itself of. And is unwilling to invest further capital development monies in the airport. At least, not at this point. And picture this, Transport sitting there with major land holdings adjacent to the airport . . . which will show a gain only if the airport can make the investments needed to attract major growth.

Haven't had any direct feedback on what is taking place behind the scenes, but can only guess that this issue underlies all of the discussions on Transport taking over management. Based on a scenario where Schuck Communities would make the necessary investments needed to "jump-start" the airport, including development of a contract control tower . . . under conditions (not yet specified) where Schuck would take over operational control of the airport.

THE FAA WILL HAVE A SAY IN

WHAT HAPPENS. A spokesman from the FAA Denver Airports District Office tells us that Adams County, as sponsor of the airport, will continue to be responsible for conditions of grant agreements it entered into when accepting federal monies for airport development. These conditions provide some protection for users of the airport against discriminatory practices and unreasonable charges. A change to contract management will not remove the county from these responsibilities.

THE FAA HAS APPROVED A

THROUGH-THE-FENCE operation for a 160 acre tract of land adjacent to the old N/S runway at Front Range Airport. The tract was acquired by Transport in a land swap and is currently planned for commercial use. Approvals of this type are routinely given providing there is a payment to the airport for access and providing that uses on the property do not compete with uses on the airport. For example, an FBO would never be approved as an acceptable use.

NEW MANAGEMENT AT JEFFCO HOPES TO MAKE THAT AIRPORT MORE USER FRIENDLY.

I think it worth sharing, however, that I just received a letter from management advising that the small 13" RCA TV in my hangar is not authorized under the lease and must be removed. I was given 90 days to comply. Right in the middle of the Bronco season. Hardly a friendly act!

EAA REJECTS YOUNG EAGLE

FLIGHT. As indicated in a letter from EAA to Vanita Gallo following her participation in a Young Eagles program given to students participating in the Colorado Aviation Career Education summer camp at Front Range Airport on July 24. The letter was signed by Steve Buss, Executive Director, Young Eagles Program. In his letter, he stated, "One requirement is a pilot must either belong to EAA or an approved affiliate organization to participate. Our records indicate that you do not belong to EAA or an approved organization." He also states, "Pilots who do not meet requirements of the program put themselves, the program and EAA at risk."

Vanita, a retired airline pilot, owner of a Cessna Skylane, and the ideal role model for youth with an interest in aviation was, understandably, more than just a little "ticked off." Particularly with the part about putting the program and EAA "at risk."

ROCKY MOUNTAIN AIR FAIR 2000 is scheduled for March 11-12, 2000 at the Wings Over the Rockies Air & Space Museum. This will be the 7th consecutive presentation of this annual event.

AT THE VAN AIRE FLY-IN ON

AUGUST 14. I shared with Steve Harless some feedback I picked up at Oshkosh . . . that FAA Flight Standards types were complaining that their allocation of aircraft rental time was cut severely . . . to offset the cost of salary raises for air traffic controllers. Steve's comment, "At least it went to a worthwhile cause." (Steve is an air traffic controller.)

JFK Jr.--Fellow Pilot

by John Webb

I'm surprised at the extent to which I've been caught up in the tragic loss of these three people. So young, so much talent, so much promise. Most of all, however, I've identified with John. Like him, I'm a relatively new private pilot. I have a somewhat similar size and speed airplane (Cessna P206). So for me, this is about John - fellow pilot.

I think all of us feel we will see the fur start to fly as the "knee jerk" demands for reform start crashing in. The usual political and reactionary groups, who thrive on high profile incidents, will likely target: General aviation (all aspects), pilot licensing requirements, night flying, FSS reporting, IFR vs. VFR standards, the FAA - you name it. One fact remains: This accident, though relatively common in general aviation, was tragic and unnecessary. I personally hope there emerges a thoughtful dialog and re-evaluation of VFR minimums, especially as they relate to haze, fog and mist, and also pilot training regarding go - don't go decision making.

All of this has brought to light for me the serious issues of spatial disorientation and illusions in flight. I've never personally been in a threatening state of disorientation. When

I first started flying back in the late seventies, I didn't get my license at that time, but I did take quite a bit of flight training. I was flying Cessna 152's. My instructor at then- Clinton Aviation (APA), had me doing spin recovery about every other day. Over the months I'll bet I did 15 - 20 spin recoveries. I couldn't believe anyone would want to be a flight instructor and have to do that every day. It was all I could do to not "toss it". These flight instructors must have cast iron stomachs - I thought.

As I look back, I am glad and thankful that I had that training. We also did a lot of critical attitude recovery under the hood. I have heard that there isn't as much of that kind of training required for the "Private" ticket today.

I've tried to imagine in my mind be disoriented as to the horizon, "feeling" I was going differently than the instruments, in the dark, with haze or fog, over water, trying to recover from a spin, with only instruments, at low altitude in an unfamiliar high-performance and complex airplane, without an instructor with passengers. What a formula for disaster. Of course we don't know what actually happened, but based on what most experts

3RD ANNUAL FULL MOON

Hangar Party!

— featuring swing tunes of the —

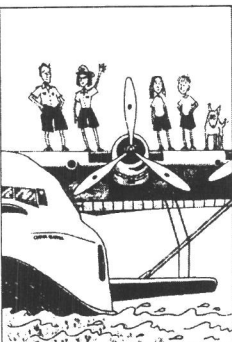
★ **40's** ★

★ with Doug Bushnell ★
and the Dean Bushnell Orchestra

Saturday, September 25

★ **6:30 pm** ★

— this party is at —
Business Aircraft Sales Corp.
at the Boulder Airport
RSVP 303-444-5560



think - it was some variation on that theme.

According to the Cessna Pilot Safety Supplements: Illusions rank among the most common factors cited as contributing to fatal airplane accidents. Various complex motions and forces and certain visual scenes encountered in flight can create illusions of motion and position. Spatial disorientation from these illusions can be prevented only by visual reference to reliable, fixed points on the ground, or to flight instruments.

The phenomenon, usually referred to as the "leans" is caused when an abrupt correction is made to a banked attitude that was entered into too slowly to stimulate the motion sensing system in the middle ear. This results in the illusion of banking in the opposite direction. The disoriented pilot will roll the airplane back to its original dangerous attitude.

There are seven ILLUSIONS that are classified as "lean" illusions. They are:

1. Coriolis Illusion
2. Graveyard Spin
3. Graveyard Spiral
4. Somatogravic Illusion
5. Inversion Illusion
6. Elevator Illusion
7. False Horizon
8. Autokinesis

LANDING has its own special category of illusions:

1. Runway Width Illusion
2. Runway and Terrain Slopes Illusion
3. Featureless Terrain Illusion
4. Atmospheric Illusion
5. Ground Lighting Illusions

SPATIAL DISORIENTATION is the confusion of the senses affecting balance, which occurs when a person is deprived of the normal causes upon which he or she depends for "indexing" a sense of balance. These cues include, most prominently, his or her visual reference to the earth's horizon and celestial bodies, and his or her acceptance of the force of gravity as acting vertically.

Centrifugal force, accelerations of maneuvering and turbulence, which may act in any direction, can confuse a pilot's sense of the

direction of gravity when visual references are obscured.

VERTIGO is not actually the same as spatial disorientation but it is similar. It is the feeling of disorientation, turning, or imbalance, which is usually accompanied by the feelings of dizziness or incipient nausea.

There are six steps to minimizing the likelihood of encountering spatial disorientation and/or the resulting loss of control of your aircraft:

1. Obtain training and maintain proficiency in the control of an airplane by reference to instruments before flying in visibility of less than three miles.
2. Refer to the attitude instruments frequently when flying at night or in reduced visibility conditions.
3. To maintain competency in night operations, practice should include operations in the traffic pattern, subject to the confusion caused by reflections of ground lights, as well as the control of an airplane by reference to instruments.
4. Familiarization with the meteorological conditions which may lead to spatial disorientation is important. These include smoke, fog, haze and other restrictions to visibility.
5. Familiarity with local areas and commonly used flight routes assists in the avoidance of disorientation by permitting the pilot to anticipate and look for prominent terrain features.
6. The most important precaution for avoiding disorientation is the habit of thoroughly checking the weather before each flight, while enroute and near the destination.

Experts agree that a pilot without the demonstrated competence to control an airplane by sole reference to instruments has little chance of surviving an unintentional flight into IFR conditions.

As you can see this subject covers a great deal of important material. I would like to challenge you to join me in reviewing the items mentioned herein and familiarize yourself again with this topic. As we all know: Great piloting is a process. To all of you,
Good Flying.

Fear of Flying

by Mark Kolber

One of the things we pilots always want to do is share our joy of flying. The aviation magazines are filled with articles on how to gently introduce your spouse or friends to take a ride or even convince acquaintances and co-workers that you're not some kind of a lunatic. We're told it's not an easy task. After all, even if they fly commercially on a regular basis, some people are not exactly overjoyed with the prospect of going in the air in a craft the size of a mid-size car whose control surfaces are repositioned by bungee chords!

I have friend. Let's call him Brett. (it's his name, after all). Brett is terrified of flying. Even large jets give him the willies. A couple of years ago, Brett and I flew United to Chicago to join our wives who were attending a business conference. I had to talk him through the 757's takeoff and almost literally hold his hand. Nor, as a techno-geek, did he find my description of liftoff as "magic" particularly comforting.

Brett and I had been talking on and off about him going up with me one day, but only in general terms. The most specific he'd ever gotten was that he'd go flying with me after I got my CFI. This was a pretty good strategy on his part. I had been working on my instructor's license on and off for about 3 years. It was a

joke at the flight school. No one really thought I'd ever get around to finishing it off.

The joke was on Brett. I received my instructor's certificate in January, 1999. We talked about flying a few times after that, but nothing ever came of it. Until June. Brett and I had just seen "Star Wars: Phantom Menace." Maybe it was the rush of the movie. Maybe it was the bravery of young Anakin Skywalker. Maybe it was just too much popcorn. After the movie, Brett turned to me and said, "It's time. This is something I've just got to do." We set the date: the morning of the fourth of July. We'd meet at my house at 8:00 AM.

On the evening of the third, my wife Janet and I were taking bets on what time Brett would call to cancel. The phone rang. Janet picked it up. It was Katherine, Brett's wife. When Janet got off the phone, I looked up expectantly. "Well?" I asked. "Oh, Katherine just called to talk about what time we were meeting for fireworks tomorrow night." Janet paused. "Brett said to say he'll be here at eight tomorrow morning."

Sure enough, 8 AM and there he was. Nervous, but definitely ready to go. We headed out for breakfast where I explained the plan: once around the pattern at Centennial. "How



Dan Garzelloni

Aircraft Financing

Denver Office

303-841-1316/800-439-4860/Fax 303-840-1738

PO Box 2080 Parker, Colorado 80134

Home Office

800-390-4324 Herndon, Virginia 20170

long will we be in the air?" Brett asked. "Only about six minutes," I promised. "After that, we'll taxi to the ramp and stop. If you feel like doing something else after that, we can."

During our preflight, Brett asked question after question about how everything worked. I had to explain ailerons, flaps, elevators and all the instruments – even why the rudder trim tab on the Cessna 172 is bent the way it is. We taxied to the run-up area at the end of 17L and did a long run-up with explanations about dual ignition and leaning for best power. We told Ground our plan and that we were ready to go. Switching to the tower frequency, we were cleared for takeoff.

About 50 feet in the air I found the courage to glance at Brett. He was quiet, not moving at all, but definitely in control. (I figured I wasn't going to need those self-defense techniques I learned from other instructors who had told me their horror stories of taking people up for their first ride). Around the pattern we went. Explaining as I flew, we turned crosswind and downwind. Reduced power abeam the numbers and turned base. Set up for final, (thankfully) made a nice smooth landing, and taxied off the runway.

The first words out of Brett's mouth? "Can we go back up?" Almost an hour later, we landed the second time after flying over downtown Denver, Brett and Katherine's house (she saw us go by), and Chatfield Reservoir. Brett handled the controls (did a fine job, too) and

asked question after question – all good ones. Like, "What are you doing with your feet?" which resulted in an explanation and demonstration of adverse aileron yaw. After the second landing, Brett's first words were, "That was great! When can we go again?"

When I got home, Janet asked how it went. "He loved it!" I explained. Janet was skeptical. "He's just being nice," she replied. But when we got together in the evening for the planned picnic and fireworks, Katherine confirmed that Brett didn't stop talking all day about how much he enjoyed the ride. My incredulous wife stood there with a dropped jaw as this guy who was terrified of flying kept talking about how he wanted to take lessons!

When Brett and I set this up, my fervent wish was that I could just make my friend's fear of flying a little more tolerable. I wasn't quite prepared for the result. Brett was hooked! Fell in love with flying like so many of us.

I've long had a theory that some people who are afraid of flying will respond to a small aircraft – that much of the fear involves a lack of knowledge and a feeling that there is no real control over events. In the light plane cockpit it soon become pretty obvious what is actually going on. It was certainly true in Brett's case. As Brett remarked at the 4th of July picnic, his worst fears now behind him, "I was able to see that this thing was built to fly."



Aviation's Yellow Pages+ on the World Wide Web

Thousands use **AIRbase One** each day to find over:

- ➔ 12,000 Aviation Businesses and Services
- ➔ 3,000 Aviation Fuel Suppliers and FBOs
- ➔ 18,000 airports with FAA Facility Directory Information, airport diagrams, radar weather and location maps
- ➔ Thousands of other listings detail near-airport restaurants, ground transportation, lodging and vehicle rental services all indexed according to distance to airport
- ➔ Nation-wide General Aviation Events Calendar

Find the CPA Homepage at: www.airbase1.com/cpa

AIRbase



*The Largest Aviation Business
Information Resource on the
World Wide Web*

www.airbase1.com

888-AIRBASE 1
(888-247-2731)
303-665-0466
Fax: 303-666-8480

Welcome New Members
Thanks for Keeping General Aviation
Strong in Colorado!

Delmar Lemons
5552 Baseline Road
Boulder, CO 80303-2901

Stephen J. Konieczka
157 Lookout Mountain Road
Golden, CO 80401-9556

Gary Peterson
111 Heritage Circle South
Burnsville, MN 55337-2614

Mark R. Connolly
1057 Eldorado Drive
Superior, CO 80027-8198

Kenneth McNaught
1142 Canvasback Drive
Fort Collins, CO 80525-8833

Arvid Albanese
4100 Galt Ocean Dr PH-1
Fort Lauderdale, FL 33308-6002

Rayford Bridges
1001A E Harmony Rd PMB507
Fort Collins, CO 80525-3354

Shara Stevens
4316 Butler Circle
Boulder, CO 80303-6606

Fred Vestal
3134 S. Beeler Street
Denver, CO 80231-6404

Mike McRhodes
2350 Cessna Drive
Erie, CO 80516-8110

Ken Wells
15822 Duquesne Circle
Brighton, CO 80601-3855

Dr. Richard T. Turley
3412 Minuteman Drive
Fort Collins, CO 80526-4943

Nikolai Starrett
3300 Airport Road, Box L
Boulder, CO 80301-5430

Sister Rosemary Fiori
9003 E. Oxford Drive
Denver, CO 80237-1922

John Holody
9168 S. Buck Hill Drive
Highlands Ranch, CO 80126-5042

David M. Baltz
1305 Imperial Lane
Superior, CO 80027-8237

Gloria Baltz
1305 Imperial Lane
Superior, CO 80027-8237

Bruce A. Barr
3300 Airport Road, Box L
Boulder, CO 80301-5430

Thomas W. Hanson
27698 Whirlaway Trail
Evergreen, CO 80439-6426

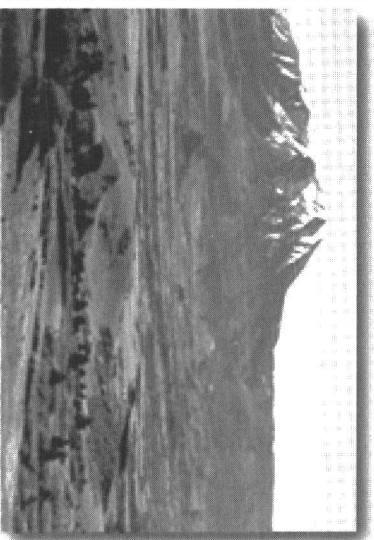
Membership Renewals

Evan Slack, Denver	Charles Stone, Durango
Bart Jones, Colorado Springs	Paul McCoy, Fort Collins
Joan Bubb, Littleton	Norman Steele, Brighton
Dick Miller, Brighton	Sandy Wickham, Pagosa Springs
Tom Keesling, Greenwood Village	Robert Ruehle, Denver
Bob Beard, Northglenn	Perk Odell, Akron
Bill Hamilton, Granby	Maurie Baston, Morrison
Roland Booth, Yoder	Gregory Reedy, Franktown
Alan Herring, Morrison	Delene Dougherty, Longmont
Raymond Randolph, Boulder	John Webb, Englewood
Roger Mac Donald, Westcliffe	Foley Gordon, Denver
Robert Sannwald, Denver	Glenn Hooper, Colorado Springs
John Huft, Pagosa Springs	Dr. Phil Card, Aurora
John Garin, Littleton	Jerry Stooksbury, Fort Collins
Paul Shepherd, Longmont	

**Members: Please Note the mailing label on your newsletter
contains the expiration date of your membership.**

This line is highlighted to call your attention to when your dues are payable. A membership renewal form is provided for your convenience inside the back cover of *Flight Lines*. This form can also be used to inform CPA Membership Record of any change of address. Please be aware the Post Office does not forward Bulk Mail. It is returned to CPA. If your address changes and you receive *The Flyer* or *Aviator's Journal* let them know your new address too. Thanks for your help!

Southern Colorado Alpine Oasis



- ◆ Mountain property with tall timber, lush meadow and this view.
- ◆ Borders over 4 square miles of private wildlife area.
- ◆ 10 minutes from municipal airport and legendary town.
- ◆ 25 minutes from skiing, golf, national forest and lakes.
- ◆ \$96,000. Includes power, phone and water.

Peter Chase Land Properties Inc. E-mail mtchase@mti.net

voice/fax: 719-845-0791

www.RockyMtnProp.com

Colorado Aviation Calendar

- 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 16 **CPA General Maintenance Seminar.** 9:00-3:00 pm. Front Range Airport. Review of Maintenance Regs and required inspections. Log Book entries, FAR part 43 review. \$15 includes box lunch. For more information call Sonny Elgin 303-261-9365
- 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 5 **CPA HOLIDAY DINNER.** Front Range Airport. More details later.

End of Summer Plane Wash

- OCT 17-**End of Summer CPA Plane Wash.** As long as we don't have a blizzard come on by Sarah and Will Barclay's Hangar (Hangar N, complete with own taxiway) at the Boulder Airport, 9am-noon and wash your plane. Will and Sarah have water, hoses, pressure washers, buckets, soap, degreaser and the whole nine yards. If you can bring your own drying towels that would be best. New CPA corporate member Mark Vehlewald, who owns **Rocky Mountain Wing Waxers** and does aircraft detailing, paint restoration and preservation as well as paint touch-up and repair will be there to offer his expertise on how to keep your plane looking good. Bring your coveralls. If you want to stay for lunch bring something to throw on the grill. 303-444-5560 if you need more information.

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: 1/4 Share of Skylane II, 1966 182K, IFR, Narco Digital Radios with G/S, DME, ADF, Mode C Xponder, Marker Beacons, New Sigma Tek Vacuum Gyro's, recent annual, approx. 4600 TTSN, all cylinders reworked/replaced within last year, dual Whelen Comet Strobes, Monarch fuel caps, four place

intercom, shoulder harness kit, digital chrono, Tanis heating system, Kennon window shades, Kennon cowl cover, new exhaust stacks, long range fuel tanks, Rosen sun visors, Soro's vents, oxygen on board, Horiz. Stab. abrasion boots, STC'D for automotive fuel, purchase price includes 1/4 of approx. \$5,700 of club money market account. \$15,000 Firm. Hangared in Gunnison, CO. Contact Ron or Caree Musick, 970-641-1799, or EMAIL: rmusick@gwe.net



For Sale-hangar manufactured by "Diversified," \$12,500. Platte Valley AirPark, Len Adler, 303-988-6193.

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, VOR/ILS converter-indicator (some GS channels do not work), Alpha/600 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, 970-481-2834.

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:303-433-3434 or h:303-429-8079.

Would like to purchase block time in a PA-28-180 or PA-28-200 for week day XC use. Glenn Harwell 303-804-9613 or gdharwell@prodigy.net

We do fabric work! A&P, IA certified fabric, call Rick or Gary 303-481-2834.

For Sale-Continental A-75-8, O-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.Call Will at 303-444-5560.

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.



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).



Colorado Pilots Association

APPLICATION FOR INDIVIDUAL MEMBERSHIP/RENEWAL

Name _____ Spouse _____
Street Address _____
City _____ State _____ Zip _____
Phone (home) _____ (work) _____ E-mail _____
Pilot Rating Held _____ Profession _____
A/C Owned (make) _____ Model _____ N # _____
Principal airport based at or flown from _____

Applying for:

- ☐ Renewal or
☐ New Membership
☐ The Flyer subscription (formerly
GA News & Flyer) **
☐ Aviator's Journal subscription (formerly
Flying Review)*

Check enclosed, payable to CPA, to cover
membership & Flight Lines Newsletter:

- ☐ \$20 for 1 year membership
☐ \$38 for 2 year membership
☐ \$55 for 3 year membership
☐ \$100 for corporate membership (includes 3
free 1/2 page ads)

**Mail to: CPA
P.O. Box 200911
Denver, CO 80220**

** Add \$19/one year only

* Add \$6/year

I am interested in serving as an Area Representative for the _____ area.

I am interested in serving on the following committees:

- | | |
|--|---|
| ☐ Airspace | ☐ Membership |
| ☐ Air Classic | ☐ Newsletter |
| ☐ Education | ☐ Programs |
| ☐ Flight Safety | ☐ Public Affairs |
| ☐ Legislative | ☐ Fly In |

CPA MERCHANDISE

Caps (white) with CPA logo	\$10	CPA Logo Golf Shirts	\$25
Lapel Pins	\$2	CPA Logo Denim Shirts, short sleeve. \$25	
CPA Decals	\$1	CPA Logo Denim Shirts, long sleeve. \$30	

For shirt info please call Terry Barbo 303-367-0670. Caps, add \$2 for shipping and handling; Pins or Decals, add 32¢; and shirts, add \$3. Mail to CPA, P.O. Box 200911, Denver, CO 80220

Printing of the newsletter by



2597 West 64th Avenue
Denver CO 80221
(303) 427-0282

Colorado Pilots Association
P.O. Box 200911
Denver, CO 80220

RETURN POSTAGE GUARANTEED

U.S. POSTAGE
PAID
BULK RATE
Permit No. 301
Aurora, CO

CPA

