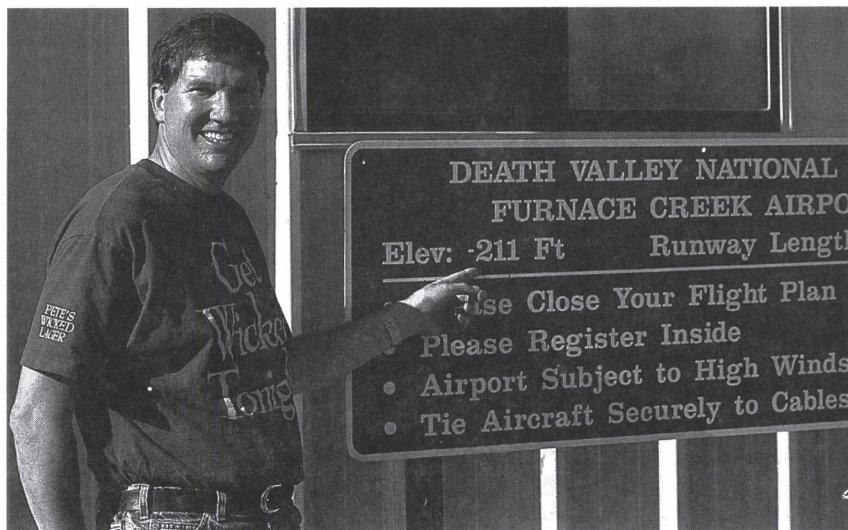


CPA FLIGHT LINES

Volume 16, No. 9

October 1999



Being a photographer for the CU Football team has its advantages! CPA member Brian Lewis recently flew from Colorado to Seattle, Washington, via some interesting places in a Cessna 182 to cover the game. The Buffs unfortunately lost, but our intrepid pilot had a great time logging over 25 hours. Brian flew from the highest airport in the US-Leadville, Colorado to the lowest airport- Death Valley, California in one day. (Kevin Rodgers photo).

Last Christmas Party of Century.	3
Help Minimize Airplane Noise	7
CPA Tours Cessna and Boeing	8



President's Message

Greetings from Boulder Municipal airport where it is 70 degrees, calm, dry, and severe clear. As I look out the office window, I see three aircraft on final approach. Three more are in the pattern, a couple of gliders and tow planes are overhead, and all (or most) is right with the world.

There were a couple of discussions at the most recent CPA board meeting relating to safety that were of particular interest to me. So far in 1999 there have been 71 GA accidents and 16 fatalities. Colorado has always ranked very high relative to other states in terms of number of aircraft accidents. Much of this can undoubtedly be attributed to the relatively rugged terrain and weather, but the surprise is that most of the pilots who get into trouble in Colorado are Colorado pilots, not inexperienced flatlanders as some of us sometimes like to think. Please remember that before and during every flight. Another discussion centered around the fact that efforts to secure additional weather resources (AWOS, ASOS, cameras, etc.) may be beginning to bear fruit. In addition to the mountain passes targeted for additional

weather reporting sites, rumor has it that the Palmer divide may soon sport an AWOS site. Thanks to the CPA members and others who have helped to make this possible and who continue to work to promote this process.

Another exciting happening at this meeting was the appearance of our new Public Relations officer Jan Rutherford. Jan is ready to represent us and our interests to the public and the press and we are glad to have him aboard. I look forward to talking soon with other members who have indicated and interest in volunteering for a more active role in our organization. We can use all the help we can get. There are new volunteers in our ranks. I recognize that it is up to me to develop these volunteers and I vow to make this a priority.

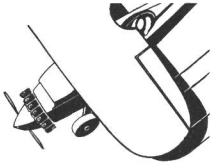
As we race toward the end of another year, preparations are underway for the annual meeting and the Christmas party. I hope to see you all there. Watch this publication for details.

-----Will Barclay

Public Relations and the Colorado Pilots Association

The CPA has had an open post for a Public Relations Officer for quite some time. We have always felt the need for someone to represent the organization and design programs to promote and/or protect the CPA's image. The publicity will help project the CPA and its members favorably inside and outside the general aviation community. In addition, public relations can amplify our voices to

influence proposed, existing, and pending legislation that impacts the facets of GA. On September 11, 1999, the board appointed Jan Rutherford as the Public Relations Officer. Jan is a Private Pilot with a strong sales and marketing background, and looks forward to working with the board and members to fulfill the vision of the role.



Christmas Party right around the corner!

Although we just had a weekend of 80 degree weather and it was great to be back in flip-flops and shorts, it's not too early to start thinking about Yule logs, sweet smelling 'nog, candlelight flickering! Friends gather that we don't often get a chance to see. This is a party we especially look forward to each year. We have set the date for our annual CPA December holiday dinner, so set aside the time, and think about something festive to wear. We are going to have our dinner once again at the School of Culinary Arts in downtown Denver. Last year we had over 100 people and great door prizes too.

The menu is spectacular, and this time we have set aside plenty of room so we won't be turning people away. We will have our choice of one of three entrees:

Pinenut Breaded Coho Salmon with Sorrel Sauce and Wild Rice; Chicken Roulade with Sundried Tomato Sauce, and Smoked Roasted Carved Beef Tenderloin with Bordelaise Sauce.

We will also have international and domestic cheeses with assorted crackers, an antipasto, shrimp bisque soup, mixed greens with citrus vinaigrette for salad and assorted breads and sweet butter. Dessert will be a beautiful Christmas Yulelog with Creme anglaise and coffee. Our wines will be an extra charge.

The school has also promised us two bars, one in the main dining room, and one in the hall, so we will have more flexibility in getting a little holiday cheer before the dinner.

This is a family event, and if you have children or guests who you think may enjoy

the party, please bring them. Sarah Jane Dolliver, Peggy Long and Sarah Barclay are helping us round up those door-prizes that were so special last year. If you have anything you'd like to contribute, please give one of them, or me, a call! All of their phone numbers are in the CPA Roster.

Date : Sunday, December 5

Time: 5:30 pm to 8:00pm. Happy Hour (cash bar) at 5:30, dinner is served promptly at 6:30pm

Place: Assignments Restaurant in the School of Culinary Arts complex

Address: 675 South Broadway

Cost: \$35 per person

DEADLINE for reservations: December 1st. Please get your reservation in by the deadline this year, so these students don't have last minute hassles. There will be a sign-up flyer with all the information you need to fill out, so look for that please in the newsletter. If you have questions, please give me a call: Mary K Jones, work phone: 719/593-0093; home phone: 719/488-0653 or drop me an email: mkjones@asi-tech.com

I'm also going to put up a bulletin board at the party, with photos of the different fly-ins we did last summer, so if you have some interesting photos you'd like to share, please bring them. Be sure to put your name on the back of the photo, so you get it back!



Walt Barbo

THERE IS NO AGREEMENT FOR SCHUCK COMMUNITIES TO TAKE OVER MANAGEMENT OF FRONT RANGE AIRPORT. According to an opening statement from PERRY MILER, Chairman of the Front Range Airport Authority, at the authority's regular monthly meeting on September 8, 1999. Nevertheless, lingering fear that Shuck Communities would be taking over drew a crowd of something over 30 to either argue against the action or to seek property leases for future hangar projects before new management locked them out. A record crowd in a meeting that lasted for a record time . . . from 2 p.m to nearly 7 p.m.

The uncertainty extends back to a feature article which appeared in the August 17 issue of the Rocky Mountain News. The article stated that a preliminary agreement had been drawn up and was expected to be finalized in about three months. It stated that a new management arrangement with Shuck was expected to accelerate growth at the airport and relieve Adams County of approximately \$200,000 per year it currently contributes towards operation of the airport. It also stated that Schuck would provide up to \$4 million of development funds needed for the airport over the next 5 years.

Tenants at the airport see the issue quite differently. They see an increase in fees. How else could new revenues be raised to offset airport operating and development costs? And developers fear they would be shut out (or priced out) of the future development process. Which explained the large turnout.

WILL THERE BE A MANAGEMENT AGREEMENT WITH SCHUCK COMMUNITIES? A month ago it looked like a done deal. Now, it seems all up in the air. Every time there was a suggestion an agreement had been entered into, Airport Authority member Ted Strickland (one of the three Adams County Commissioners on the board) jumped up and batted it down. On one occasion he remarked that the person responsible for releasing information along this line to the press should be flayed. Which leads to the interesting question, who did? Reading between the lines of the press report, my best guess would be one of the other county commissioners on the airport authority. Or, more likely, a member of the Schuck group.

As of this writing, the only agreement entered into was in the form of a resolution approved by the Airport Authority which authorized airport staff to negotiate with the Schuck group. The resolution recognized capital requirements of the airport and the willingness of the Schuck group to infuse money.

COURTESY CAR ONLY IF YOU ARRIVE IN A JET! Was the word Mary Senft received at the reception desk of Denver Jet Center at Centennial Airport. When she and co-pilot (and spouse) Otto Senft arrived in their Lancair IV P. After first being led by a "follow-me vehicle" from an aircraft parking area in front of the base operations area (where the jets are normally parked) . . . to a remote transient parking area near the tower. Which required a lengthy walk back to the operations area.

Mary and Otto needed to visit

Jeppesen (a few blocks away) and stopped at the Jet Center with the hope of using one of their courtesy vehicles. Something they had done on a number of previous occasions. But found what many are experiencing these days, heavy iron has a higher priority than us little guys. As an aside, www.airnav.com reports the latest price for 100LL at the FBO is \$2.45/gal . . . should anyone want to stop by and take advantage of their bargain fuel prices.

PLANNING A TRIP AND WANT TO KNOW THE PRICE OF FUEL AT YOUR DESTINATION? Or bargain prices enroute. For those who haven't found this fantastic site on the INTERNET, look in on the AirNav site at www.airnav.com.

You are greeted with a statement that reads, "AirNav provides free detailed aeronautical information on airports and navigational aids in the USA. We offer some fast database searches, allowing the pilot to retrieve information which may assist in flight planning. It is also useful for some hangar flying on those days when the weather or checkbook keep you on the ground."

The section, "Aviation Fuel Prices and Fuel Stop Planner" is certain to catch your interest. Enter data on departure point, destination, range of your aircraft (or comfort range), speed, fuel burn . . . and select whether you want the shortest or cheapest route. The program kicks out as many as 10 alternate routes with a table showing fuel prices for each stop, distance of each leg, and headings. It even prints out a map of the route and, if you wish, a vicinity map of each airport.

The only negatives are that the database is dependent on AirNav users to keep the data current and, of course, it can't report locations for which there is no data. However, it is an excellent planning tool. And the price is right.

JUST A LOOSE CONNECTION ON ONE OF THE TERMINALS. THERE IS NO CHARGE. Can you imagine this comment from an avionics shop in today's world. Happened when I brought one of my vintage Cessna radios in for repair to Russ Masters at MASTCOM (located at Centennial Airport). Russ keeps a lot of us flying at reasonable cost. He can be reached at 303/799-6289.



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

CLASSIC WORLD WAR II AIRCRAFT TRAINING FILMS CAN BE VIEWED ON THE INTERNET.

At www.zenoswarbirdvideos.com. The videos are copies of training films used to familiarize pilots with operational characteristics of combat aircraft. When I looked in on the site on October 2, 1999 there were videos of 8 fighter aircraft, including a Bell Airacobra P-39, the favorite of all the fighter aircraft I have flown, and 5 bombers, including a North American B-25, one of which arrived at Jeffco Airport earlier that day. Most of the videos are of 15-30 minute duration. Brings back a lot of memories for those of us who flew these old birds. And satisfies a lot of fantasies for the curious. An exceptional site.

Viewing the films can be frustrating for those with slow modems. However, the films can also be purchased for personal libraries. Along with hundreds of warbird books . . . including pilot operation manuals.

VIEWING THE P-39 TRAINING FILM BROUGHT BACK A LOT OF MEMO-

RIES. Internal fuel was only 87 gallons, slightly less than the 90 gallon capacity of my T210. The Allison engine would put out 1420 horsepower at full "war emergency" power . . . with a fuel consumption of about 170 gallons/hour. Consumption at normal maximum power was still close to 110 gallons/hour. The math is easy. This aircraft was designed for short, interceptor missions.

Throttle quadrants on the P-39 were equipped with a "war emergency power stop." This was nothing more than a light wire across the quadrant at the power setting for emergency power. In an emergency, the pilot could push the throttle lever forward through the wire to gain the additional power. Breaking the wire, however, was an indication to mechanics to check for engine damage. Obviously, breaking the

wire was not permitted during flight training and required a lot of explaining for those with a heavy hand. However, how does one prevent a group of fearless 19-year olds from testing the limits of an aircraft. Think it was my second flight in a P-39, in a flight out of Victorville, California. Close to 400 mph indicated. At an altitude just off the sage brush in the Mojave Desert. In a flight that consumed nearly all the aircraft's fuel in less than 20 minutes. And the first time I had to explain a broken wire.

Out of curiosity, I went back and looked over the logs of my flights in P-39s and found the longest flight was only 1 hr + 20. Most were less than an hour. Must have been really throttled back on that long flight.

GOJO HANDCLEANER MIRACLE AIRCRAFT "BELLY" CLEANER.

Thanks to your friends who fly Cessnas. The tip from a member appeared in the current issue of the Cessna Pilots Association Magazine. Technical staff responded, "You've discovered every mechanic's secret weapon. I've used Gojo for years when cleaning aircraft bellies and have never seen or heard of any harm to an aircraft surface from its use. Wipe it on with one rag, or your hand, and wipe it off with another."

NATIONAL GAS BALLOON CHAMPIONSHIP RACE TO LAUNCH FROM FRONT RANGE AIRPORT

ON NOVEMBER 6. Nineteen teams have already registered for this RE/MAX sponsored event. The race lasts several days over a course that will take the helium filled balloons a distance of nearly 1,500 miles. Expect liftoff somewhere between the hours of 4:00 to 7:00 am.

Help minimize airplane noise complaints

by Gina Hunt-Longmont Area Rep

As the interest in general aviation increases, so does the impact it has on our community. Therefore, it becomes more and more important to be conscientious of the residences in the airport vicinity. Longmont Airport has recently conducted a study on the complaints filed over a year's time. Whereas a number of calls are from households within the traffic pattern area, we are taking an extra step by asking what we as pilots can do to help minimize the number of disgruntled neighbors. An increased awareness of Longmont Airport's noise abatement procedures may help....with this in mind, please take the following items into consideration:

Please utilize the following procedures when operating at Longmont Airport as long as they don't compromise the safety of your flight:

Climb at V_x at V_y to the TPA of 5,850' MSL. Fly a disciplined close pattern. The

downwind leg for Runway 29 should be approximately 3/4 mile south of the runway - do not fly over the Amgen building. The downwind leg for Runway 11 should be approximately 3/4 mile north of the runway - fly over the railroad tracks. For those who fly airplanes with controllable pitch propellers, reduce RPMs as soon as feasible to minimize your noise footprint.

When on final approach, fly on or above the glide slope. When departing the traffic pattern, maintain runway heading until you've reached 1,000' AGL. Reminder: When skydiving operations are in effect, avoid making a midfield entry over the top of the airport and enter the traffic pattern from outside the current downwind leg.

Thank you for your continued support in ensuring general aviation remains a welcome part of the community!

IN MEMORY OF MARGARET DWELLE

CPA mourns the death of MARGARET DWELLE of Aurora which occurred on September 14. She suffered a stroke and had been in a nursing home for the past year. She was 89.

Margaret was born September 29, 1909 in Lake City, Minn.. She obtained a degree in medical technology from the University of Minnesota and was retired from Fitzsimons Army Medical Center.

Margaret was one of the founding members of CPA in 1972. She immediately took charge of the job of maintaining the membership roster and held that job until 1988. Margaret owned and flew a Piper Tripacer. She was awarded Flying Review's Blue Max Award at the CPA Christmas Dinner in 1988.

Interment was at Lakewood Cemetery in Lake City, Minn.

CPA Tours Aircraft Manufacturing Plants

by Bob Doubek

Other than 100 Degree temperatures, the weather was perfect for the CPA Fly-In to Independence and Wichita, Kansas. On Wednesday, August 25, the winds were light and variable and the visibility was severe clear all the way from the Denver area to Independence in far eastern Kansas. Some 15 aircraft and 31 pilots and passengers made the flight in spite of the mid-week date. (A weekend tour is not possible due to the fact that the aircraft manufacturing plants do not work on the weekends.) The Independence Cessna plant works a four day, 10 hr. shift with three days off every weekend.

In any event, the CPA was well represented with aircraft from all over the state of Colorado. The longest distance prize (if there was one) was won by Robert and Ann Henley who flew their Mooney from Payson, Arizona.

Upon arrival in Independence, we were met by Cessna Tour Guides, had lunch in the company cafeteria, and toured the production lines. The plant is only three years old and appears to be very efficient with current production approximately four aircraft per day - four working days per week. One line is devoted entirely to 172's while the other line produces 182's and 206's.

Following this tour we flew to Wichita, checked in the Motel and proceeded to the pool for cocktail hour and a refreshing dip in the pool.

Thursday was a full day with tours of Boeing, Raytheon - Beechcraft, Wichita State University and Paul Bowen's Photo Gallery. The Boeing tour was by bus around the huge complex where Boeing 737 fuselages are built and shipped by rail to Renton, Washington. The fuselages are built in two sections from row 42 forward and back. They are loaded on flat cars, shipped to Washington and mated there. They now plan to assemble the complete fuselage in Wichita and load on a special flat car for shipment. The problem heretofore has been the tunnels, curves and bridges on the rail line. The problems have been solved and a mock up fuselage has been successfully shipped.

The Raytheon - Beechcraft plant tour was impressive due to the variety and broad product lines being built including: Hawkers, Beechjets, King Airls, 1900D Airliners and Baron's. Single engine Bonanza's and T-6A Texans are built in a separate plant. It is of interest to note that Beech built 53 Starships which resulted in economic problems for the company. However, the composite technology developed now



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



Inside the heart of the Cessna plant, Independence, Kansas. 206's and 182's in the foreground, 172's in the background. CPA members enjoyed a thorough tour of the plant from the assembly line to the upholstery shop. Some members were even found wielding rivet guns! (Beverly Boecher photo)

results in Premier I and Hawker Horizon fuselages being built in two and three pieces respectively. These main composite structures are produced by automated fiber placement systems and high speed machining. The finished product is stronger, lighter and roomier than a metal fuselage.

The Wichita State University - National Institute for Aviation Research tour included visits to their Water Tunnel, Crash Test Lab and Composites Testing and Development Lab. The water tunnel is basically a wind tunnel using water and colored dyes to visualize the formation of vortices, turbulent and laminar flow Etc. The crash test facility uses humanoid dummies and a crash sled to test seats and restraints while a vertical drop tower is used for landing gear and other drop tests. The composite Lab formulates, builds and tests various composite parts to destruction in order to arrive at design parameters used in engineering design. From an engineering standpoint, this author finds amazing the fact that the Lab tests show that certain composites have no endurance limit - in other words, the part shows no sign of failure after one million cycles of stress! Wichita State is fortunate to receive many grants from the Aircraft Manufacturers.

Due to the fact that Mc Connel Air Base could not accommodate our tour at the last minute, the Tour Operator was able to arrange a visit to Paul Bowen's Photo Gallery. You may not recognize the name but you have seen many of his photos on your aviation magazines such as Flying Etc. His most famous works show wing tip vortices formed on the tops of cloud layers as an aircraft cruises above or emerges from the layer. Many of his photos are taken from the tail gunner position of a B-25 with the glass removed! Paul is very gracious and personable and we enjoyed visiting with him in his studio.

With "the sun setting on the yard arm" we returned to the motel pool to refresh and cool off before going out for dinner at Strouds, a famous Wichita steak house. Friday morning, we departed for home and enjoyed a slight easterly tailwind most of the way home. Many thanks are due Larry & Gil Jones for a great fly-in that was educational as well as great fun and attracted many first time fly-in participants from all over the State of Colorado as well as Arizona.

Flight Safety Foundation give scholarships

The Colorado Flight Safety Foundation was incorporated in August of 1993, with Mike Baldwin, President (former CPA President 1994-95), and Walt Barbo, Secretary (former CPA President 1989). The Board of Directors is composed of the past five CPA Presidents. At this writing those are: Will Barclay, Bart Jones, Patti Arthur, Mike Baldwin and Walt Bell. The Foundation was granted exemption from income tax under section 501(c)(3) of the Internal Revenue Code.

The principal activity of the Foundation has been to grant scholarships to prospective college applicants. \$10,000 in five scholarships of \$2,000 each were granted in 1998 and 1999. These funds have come from Colorado Pilots Association (\$4,000 in 1998 and \$2,000 in 1999) and Airpower West, Ltd. (\$2,000 both years).

The Scholarship committee was appointed in 1998, and is staffed by Patti Arthur, Mike Baldwin, Walt Barbo, Bruce Hulley (CPA President 1978) and O.J. Barber from Airpower West. The committee screened seven applications in 1998 and 37 in 1999.

In 1998, Rayna Huffman and Jay Oyler were granted \$2000 scholarships to Metro State, and Darren Mitchell was granted the \$2,000 Airpower West Red

Williams Memorial Scholarship to Colorado Northwestern.

This year, Scott Ahead was granted a \$2,000 scholarship to Metro State, and Justyn Branson was granted a \$2,000 scholarship to Colorado Northwestern. Our five recipients are from the Metropolitan area (2), Central City, Eagle and Loveland, showing a good geographic distribution. Applicants must be Colorado residents and demonstrate an interest in pursuing an aviation career. The funds are paid directly to the Public College of choice, and may not be used for flight instruction.

Funds are derived directly from the operating revenues of Colorado Pilots' Association and Airpower West Limited. Any person may make a tax-deductible contribution to the Foundation for the scholarship fund. These donations are welcome and may be given in memoriam with appropriate recognition. To help create scholarships and launch more aviation careers, send contributions to:

Mike Baldwin/Preident
Colorado Flight Safety Foundation
2580 Kerr Gulch Road
Evergreen, CO 80439
303/674-7864



With only a few more “outings” on the CPA calendar of events for 1999 we wave goodbye until next spring and thank all who organized this past spring and summer’s great fly-ins, pancake breakfasts, and get togethers throughout the state. Special thanks to Terry and Walt Barbo who compile our calendar information for CPA. We look forward to a banner fly-in season in 2000. Have a great winter and hope to see you at the CPA Christmas party. CPA member Gary Irwin flies his restored Stearman *Hank* and his 86 year young mother (the gal waving) on a summer sortie.

Colorado Aviation Calendar



- 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, Assignments Restaurant, 675 S Broadway,
Denver, Denver, Info: 303/444-5560

Fly Mart



For Sale- One servicable blade and hub for rear prop on turbo 337- \$200 ea. Complete set of wheels, brakes, and tires for 1969 turbo 337- \$300. ATC 610J Simulator with rudder pedals-a real simulator, not video. Has prop, throttle, mixture, ADF, VOR, ILS, DME, RMI, complete IFR panel, fuel guages, compass, etc. All charts for IFR Flights and approaches. Includes dark enclosure, and complete maintenance manuals. Low hours, everything works, like new condition-\$2000. 303-758-2380 or 970-728-4295.

For Sale- Powertow model 35EZ. EAsy to use-like new \$450. Bill Bolton, 303-420-5221.

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.

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).

Welcome New Members

Walter V. Urbigkit
P. O. Box 721
Strasburg, CO 80136-0721

Lynette Warren
9385 Princeton Circle
Highlands Ranch, CO 80126-3730

Matthew D. Flynn
404 Lilac Lane
Fort Collins, CO 80624-2926

Mark Klapperich
P. O. Box 1360
Limon, CO 80828-1360

Membership Renewals

Glenn Jones, Aurora
W. H. Wilson, Denver
Jay Mairley, Denver
Bill Janssen, Ault
Habib Nasrullah, Parker
Marilyn Taylor, Fort Lupton
Mark Vehlewald, Colorado Springs
Lyle Muir, Hudson
Karl Sutterfield, Eastlake
Gretchen Jahn, Eastlake
John Burman, Englewood
Chuck Fisher, Denver
Chris Bentley, Littleton
Tim Gallagher, Alamosa
Larry Bartlett, Pagosa Springs

William Greene, Santa Paula, CA
Ralph Hanson, Erie
Bob Doubek, Littleton
Janna Shea, Parker
Robert Reed, Longmont
James Hollis, Erie
Edward Donovan, Denver
James Perry, Parker
Lynn Ferguson, D.V.M., Longmont
Peter Grey, Arvada
Ron O'Dea, Arvada
Homer Lyle, Aurora
Perry Miller, Brighton
Tom Maytham, Denver

**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!

AREA REPRESENTATIVES**ASPEN-GLENWOOD SPRINGS**

Doug Sheffer (O) 970/945-7144 (H) 970/925-3065

BOULDER

Ken Carter (H) 303/494-3663

BROOMFIELD- JEFFERSON COUNTY

Walter Bell (H) 303/488-9780 (O) 303/757-9334

BURLINGTON

Larry Mack (H) 719/346-7884 (O) 719/346-5352

COLORADO SPRINGS

*open

CRAIG/ HAYDEN (YAMPA VALLEY)

*open

DELTA BLAKE FIELD

Rick Reisman (W) 970/874-5181

GRAND JUNCTION

Deanna Strand (H) 970/464-0723 (W) 970/243-4359

GREELEY

Kevin Bunnell (H) 970/330-5121 (W) 970/351-0405

GUNNISON

Matthew Mogel (H) 970/641-9614 (W) 970/641-0526

KREMMLING/SUMMIT COUNTY

Ron Lewark (H) 970/668-3089 (O) 970/668-3093

LEADVILLE

*open

LONGMONT

Gina Hunt (H) 303-682-1886 (O) 303-924-8706

LOVELAND AND FORT COLLINS

Mike Myshatyn (H) 970/226-4078 (O) 970/898-4067

MEEKER/RANGELY

Mike M. Brennan (H) 970/878-4346 (O) 970/675-3289

MONTROSE

Roger Lake (H) 303/249-8390 (O) 303/249-2944

PAGOSA SPRINGS

Larry Bartlett (H) 970/731-2489

PUEBLO

Lee Porter (H) 719/547-3339 (O) 719/547-3339

RIFLE, GARFIELD COUNTY REGIONAL AIRPORT

*open

SALIDA-CHAFFEE COUNTY

Bill Reeves (H/O) 719/539-1185

SAN LUIS VALLEY

*open

STEAMBOAT SPRINGS

Steve Green (H) 970/879-0232 (O) 970/879-5717

TRI-COUNTY

*open

WALSENBURG

Mike Mann (H/O) 719/738-2050

WRAY

Lucile Bledsoe (H) 970/332-5143 (O) 970/332-4955

PRESIDENTWill Barclay
303-444-5560**VICE PRESIDENT**Walter Bell
303-488-9780**SECRETARY**Sarah Jane Dolliver
303-766-3819**TREASURER**Bart Jones
719-488-0653**PUBLISHER**Colorado Pilots
Association
P.O. Box 200911
Denver, CO 80220**EDITOR**Sarah Barclay
303-444-5560**CIRCULATION
MANAGER**Terry Barbo
303/367-0670COMMITTEE CHAIRPERSONS**AOA & CAAO LIAISON**

Bill Hamilton (H) 970/887-2101

AIR CLASSIC

Bob Venohr (H) 303/766-0742

AIRPORTS

Bruce Hulley (H) 303/344-2843

AIR POWER WEST LIAISON

Michael Baldwin (H) 303/674-3836

AIRSPACE

Walter Bell (H) 303/488-9780 (O) 303-757-9834

COLORADO AERONAUTICAL BOARD LIAISON**EAA LIAISON**

Dean Hall 970/226-4486

FLIGHT SAFETY FOUNDATION

Michael Baldwin (H) 303/674-3836

FLY-IN EVENTS

Mary Jones (H) 719/488-0653

LEGISLATIVE

Michael Baldwin (H) 303/674-3836

MEMBERSHIP RECORDS

Terry Barbo (H) 303/367-0670

MEMBERSHIP

Terry Barbo (H) 303/367-0670

Doug Mass (H) 303/973-2284

MOUNTAIN FLYING & HIGH ALTITUDE OPERATIONS

Brian Lewis (H) 303-665-5252

NINETY-NINES LIAISON

Sue Osborne (H) 303/471-0665 (W) 303/799-6794

PROGRAMS CHAIRMAN & SCHOLARSHIP

Patti Arthur (W) 322-7207

PUBLIC RELATIONS

Norm Avery (H) 303/371-7978 (O) 303/342-2250

SEAPLANE LIAISON

David L. Williams (H) 303/526-0336 (O) 303/674-1333

Publication Notice

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

All articles & letters should be sent to:

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

Material for publication will be accepted up to the deadline date which appears in FLIGHT LINES. FLIGHT LINES shall reserve the right to accept, refuse, or edit any material submitted. Publication of articles and opinions in CPA FLIGHT LINES is not an endorsement by the Association, nor does the Association assume responsibility for the accuracy of the information contained in FLIGHT LINES. Permission is granted to reprint, provided credit is given to CPA FLIGHT LINES. **Please submit material on floppy disk or e-mail when possible.**



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)

** Add \$19/one year only

* Add \$6/year

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

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

