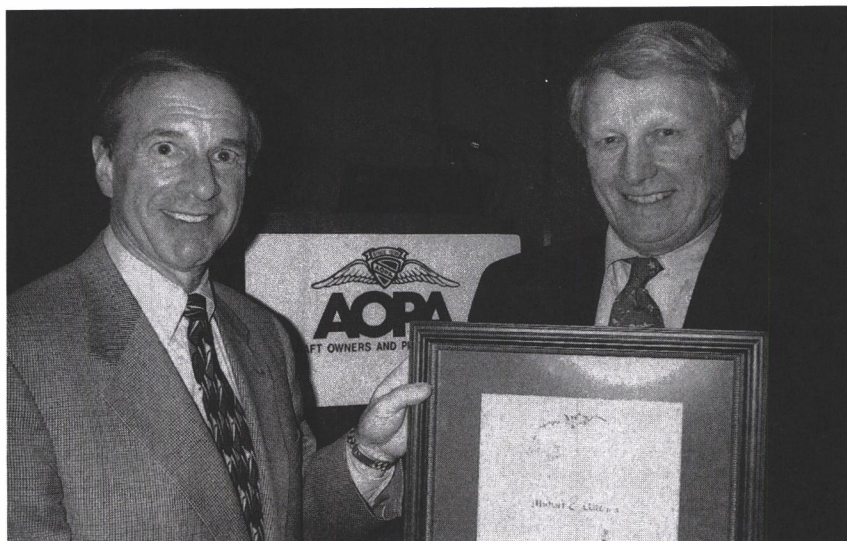


CPA FLIGHT LINES

Volume 16, No. 11

December 1999



AOPA President Phil Boyer (left) presented an AOPA Presidential Citation to longtime-member Michael C. Baldwin at the AOPA Pilot Town Meeting in Denver on November 9. The award recognizes the lifetime of contributions Baldwin has made to foster the safety and future progress of general aviation in Colorado. Baldwin is founder and chairman of the Colorado General Aviation Council and past president of the Colorado Pilots Association.

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President's Message

Greetings from Boulder.

As I sit to write this I am fresh from the annual CPA Christmas Party / Dinner (last night). I enjoyed seeing many of you there. We set a new attendance record with 112 reservations and that number represents more than 17% of our membership.

Thanks for the feedback regarding this column last issue. I enjoy writing about my flying adventures and will try to do more of that. Thanks also to those of you are responsible for the growing volume of member contributions to *Flightlines*. We are hearing from more members than ever and trying hard to include everyone's contributions.

Winter seems to be here now, and we generally fly less and plan more for flying adventures next spring. I just hung up from a phone call with a pilot in Seattle. He mentioned that their flying tapers off quite a bit in the winter. We in Colorado are fortunate to

have plenty of good VFR in all four seasons. I saw an Ercoupe flying in Boulder yesterday and was reminded that for some planes this is the only safe time of year to fly. The cold weather provides a nice performance bonus that some airplanes sorely need at this altitude. I am going to pick up a Cessna 152 in Dallas tomorrow. I expect to be able to do a lot more flying safely in it during the next few months than I could in the summer.

So take advantage of those snowstorms and winter winds to read a new flying book or plan a great trip for the spring (make sure you pass on your best ideas for next years fly-ins), but take advantage also of those clear cold still winter days we get so many of to keep your skills up and your plane's systems limber. Call me if you need to borrow my preheater.

----Will Barclay

From the Editor's Desk



It has been another whirl wind year for this editor. It was all I could do to fly 14,000 miles home to Boulder from South Africa, pass my written, take my check ride (twice...), keep the home fires burning, fold the laundry, join and play on a hockey team after a 30 year hiatus, host our company's 3rd annual hangar party for a few hundred guests, and stay at the helm of our business with my husband Will. Heck, don't forget the two kids, two cats, and a dog too!

As always, I enjoy my time working on *Flightlines* and want to thank the many people who have contributed to the newsletter over the last year. Remember, I always welcome and need pictures, stories, and classifieds. Put yourself on the cover of *Flightlines* in 2000; your mother would love it.

Remember the new column called *Rick's Toolbox*? How about the old new column called *Airport with Soul*? Sometime when you have a minute (gosh knows we all have lots of those) take your chance stumping IA Rick Spears with your quirky plane questions. Stayed at one of those cool corn belt FBO's recently? The one with the faded blue lazy boy, a dart board, and a courtesy car that you have to start with a screwdriver? Let me know about your favorite FBO. Chances are it will be someone else's favorite too.

Area Reps continue to sign up throughout the state with only a few openings left. Don't be bashful...support general aviation by

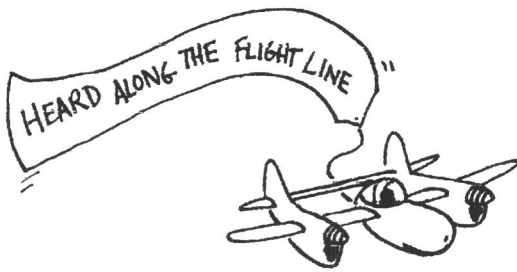
supporting **your** airfield. Reps needed for Longmont, Craig, Leadville, and San Luis Valley. All it takes is interest! No skills necessary.

Just a reminder that we have a good web site (www.airbase1.com/cpa) and hotline, 303-266-6266. Call the hotline and hear what is new. While you are at it, leave a message thanking Terry and Walt Barbo for all they have done for CPA. They are the unsung heroes of our organization. Check out the web site for events or drop an e-mail and tell us about the eggs benedict breakfast your FBO is sponsoring next summer.

This past year CPA initiated quarterly meetings for the association which were well attended and offered another opportunity for members to get together and talk about what else but.....flying. Speakers included Will Barclay- flight from Africa to Colorado, Jim Wark-aerial photography and flying in Alaska, and Michael-Maya Charles- the philosophy of "Artful Flying" (the title of his upcoming book). Year 2000 is wide open for presentations. Suggestions for interesting, fun meetings can be forwarded to Sarah Barclay (barclay@eazy.net or Mary Jones (mkstraugh@msn.com)

In the meantime folks, have a terrific holiday season, an interesting New Year and come by and see Will and me at the Boulder Airport anytime. The coffee is always on.

---Sarah Barclay



Walt Barbo

"THIS IS TO CERTIFY THAT WALT BARBO, in the finest tradition of Naval Aviation, on November 15, 1999 successfully prepared for and bravely executed an arrested landing and a catapult-assisted takeoff from the USS ABRAHAM LINCOLN (CVN 72). In completing this remarkable feat, this Honorable Naval Aviator experienced deceleration from 105 mph in two seconds, and acceleration from 0 to 128 mph in three seconds, thereby gaining an elementary understanding of the remarkable challenges and accomplishments of Naval Aviation, a patriotic profession that has helped keep the United States free since the early 1900's."

For the Navy, programs of this type in which civilians are brought on board to share the excitement and experience of life on an operating aircraft carrier is part of an elaborate public relations program designed to gain support for the Navy mission . . . and to assist its effort to attract and retain personnel. A reasonable objective considering that the retention rate for Navy personnel on the west coast is only 28% . . . which has to mean that more than three fourths of new recruits leave after their first tour of duty. According to Captain J. J. Quinn, Commanding Officer of the carrier, retention rates on the east coast fleet is slightly higher (in the range of 39-40 %) due primarily to better port visits. As he described it, recruiting literature has as an enticement, "Join the Navy and see the world." But the Pacific Fleet has exceptionally long travel distances between ports (compared to the east coast) and it can result in several weeks between port stops . . . and at locations not nearly as appealing as the European stops enjoyed by the Atlantic

Fleet. Or affordable when, as Captain Quinn described it, the average cost of a beer in a Hong Kong or Singapore bar is \$9. Of course, pay rates and the current economic condition with so many job opportunities in the civilian sector certainly has some influence on retention rates.

BILLED AS THE WORLD'S LARGEST WARSHIP, the Abraham Lincoln is one of the new Nimitz-class carriers, a 95,000 ton ship with two nuclear power plants which feed power to four engines . . . capable of propelling the ship at speeds in excess of 30 kts. In effect, it is a self-contained city, capable (literally) of staying at sea indefinitely, with a 4.5 acre flight deck that is capable of launching up to four aircraft per minute. At full complement, the ship carries 70-80 aircraft . . . and a crew of nearly 6,000 young men and women to run the carrier and its aircraft.

IT WAS A YOUTHFUL CREW . . . with an average age of 19.5 years, many of whom entered service at the tender age of 17 years. This was one of the more memorable parts of the trip, watching these young people in action, and their enthusiasm and skill in operating some of the most sophisticated aviation equipment in the world . . . with the appreciation that they are on our side.

Our entourage was encouraged to visit with crew members whenever the opportunity availed itself . . . for a couple of reasons. One quite obvious. To increase our understanding and support of the air fleet mission. But also to give crew members a chance to talk about themselves and their role in the carrier's operations. I mention this for the reason that a brief talk I had with

a young Asian girl is worth sharing. She had a very responsible position in the control center. To my question of what motivated her to join the Navy she said that when she was about to complete high school her mother pressed her to pick a college and a college major. When she couldn't decide, her mother told her she was not going to pay college expenses for a daughter who couldn't make up her mind . . . so marched her down to a Navy recruiting office. The young lady likes her Navy job and said she intends to stay.

THE FLYING FLEET. A 1929 film about six cadets at Annapolis which appeared on the TMC channel at 10:00 p.m. on Sunday, November 21. Ran across it while dial switching and probably would not have watched it had I it not been that I was aboard the USS Abraham Lincoln on the prior weekend. As it unfolded, however, it turned out to be a very entertaining and historic review of Navy aviation during that era. It showed flight training and typical first solos in float planes. With some exaggeration . . . such as severe bounces and miraculous recoveries in water landings . . . the ecstasy of the first solo . . . and those

exaggerated facial expressions so typical of silent movies. But there were some fascinating and realistic flight scenes as well, including aircraft operations from the first U.S. aircraft carrier, the USS Langley (CV 1), and a few scenes on the ill-fated Navy entry, a twin-engine flying boat, in the historic San Diego to Honolulu flight competition. And of course, the good guy gets the girl.

After watching the film I kicked myself for not taping it. I would place it in the same category as "Wings" the classic silent film on Army Air Corps aviation during WW I. "The Flying Fleet" is a must for anyone with a collection of historic aviation films. It should also be of keen interest to all you retired Navy pilots out there.

I did some research on the Internet to see if I could locate a copy of the tape. My initial findings is that it was never reproduced for public release. However, I was able to get a commitment of notification the next time it appears on TV.

WHAT A SMALL WORLD! Can't leave the world of military aviation without sharing this little gem.

The fighter group I was assigned to

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

during WW II has one of the better Web sites on the Internet (www.475thfg.org) and occasionally I find it entertaining to look in on the "guest book" to read remarks of those who visited the site. A couple of months ago I noted that James Dawson visited the site and left a note that he was assigned as a crew chief to the 432nd Fighter Squadron at Kimpo Field in Seoul, Korea from late 1945 to mid 1946. I was a pilot with the 432nd Squadron at Kimpo at the same time, didn't remember Dawson, so dropped him an e-mail message to let him know I was still alive and kicking. I also shared that I lived in Aurora, Colorado.

Dawson responded to say that he was also a Colorado resident and among other activities, has been a city councilman at Northglenn for the last 28 years, and said he volunteers time at the Wings Over the Rockies Air & Space Museum as a tour guide. He spoke of the Museum as a very interesting place to visit and, if I hadn't been there, to consider an invitation as his guest.

A kind offer from Mr. Dawson . . . who was unaware that I also donate a lot of my time as a volunteer to the Museum and participate as a member of its Board of Directors. How ironic that we had not run into each other for nearly 55 years . . . and that we should end up volunteering time to a Museum in Denver, Colorado. What a small world?

RATHER THAN THROW THOSE OLD AVIATION MAGAZINES AWAY . . .

consider dropping recent issues off at various waiting rooms such as at hospitals, HMOs, barber shops, etc. It will give the waiting public something to look at besides old Reader Digests and outdated sports magazines. And could entice a few to learn to fly. Or, at least, become more understanding and supportive of aviation. An effortless way to help promote aviation.

LATEST NEW CPA MEMBER

RECRUITED IN COSTA RICA. Lynn McCullough, a farmer from Monte Vista, was with a group touring Costa Rica when

who should he run into but CPA member FRANK GALLO (Frank & Vanita Gallo maintain a 2nd home there.) On learning that Lynn was not a member, Frank got on the phone to Denver, had a membership application faxed to him, and signed up our newest member.

TERMS OF TWO COLORADO AERONAUTICAL BOARD POSITIONS EXPIRE IN DECEMBER.

Bill Hamilton, the member representing a statewide association of pilots, has been supported by our Colorado Pilots Association and there is no reason to believe he will not be reappointed. Dave Gordon, the member representing a statewide association of airport managers, is expected to leave the Board consistent with leaving his position as Acting Airport Manager at Aspen. The Colorado Airport Operators Association has recommended Rex Tibbets, Airport Manager, Gunnison County Airport, for the board position. Final selection and appointments, of course, are at the discretion of the governor.

METRO STATE COLLEGE WILL ALSO HAVE A VACANCY . . .

with the retirement next Spring of Dr. Carol Jones, Chairman of the Aerospace Department. A national recruiting search is currently underway.

LIKE THE TRADITIONAL HAPPY MOTORCYCLIST WITH BUGS BETWEEN HIS TEETH . . . 82 year old "SMILING" MORIE QUICK . . .

at the Platte Valley Aerodrome Fly-In on November 6, flying anything that would get off the ground from among Andy Park's collection of WW I Warbirds, including Park's latest addition, a bright red Fokker Triplane. He was a delight to watch.

An estimated 40 aircraft and hundreds of visitors turned out for this last of the season fly-ins. Thanks to a beautiful, warm sunny day, a bunch of pretty airplanes to admire, and a friendly, private-owned airport, that is fun to visit.

Alaska Adventure in N4447R

by Sandy Wickham

On the 17th of July my husband, Roger, and I landed at Abbotsford, B.C. in what would become our signature arrival conditions throughout this trip, low clouds with deteriorating weather moving in. Earlier in the day we had taken the Washington State Ferry from Sidney, B.C. back to Anacortes, WA where we planned to spend the night. However, a phone call to Flight Service revealed poor VFR flying weather headed our way and forecast to remain in the area for a couple days. With a decision to take advantage of the current VFR conditions we carefully preflighted, packed our small in transit overnight bags back into the plane, made the requisite telephone call to Canadian customs via CANPASS, filed a flight plan, and were off on our first trip to Canada in N4447R. A short hop made even more efficient with a request granted for passage through Bellingham airspace brought us to Abbotsford. It was well after 5 pm locally when we parked at customs. The customs procedure amounted to a simple telephone call with a few questions to answer followed by receipt of our entry number to carry with us.

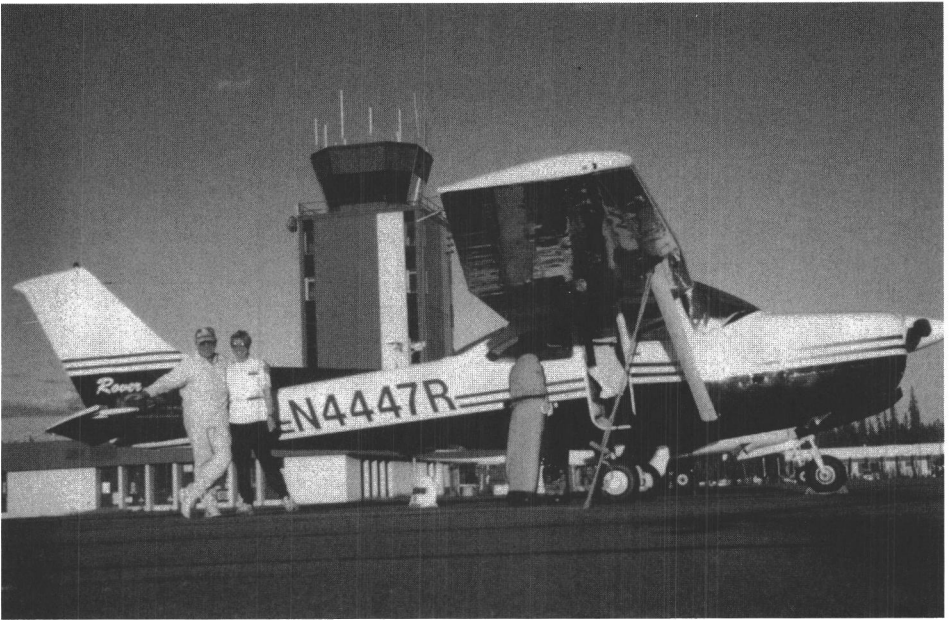
Nav Canada Flight Service Station Specialists (FSSS) in Abbotsford were courteous, friendly, and thorough in their briefings. The marginal VFR weather at Hope Pass on our route of flight to Prince George was forecast to remain for at least another day. In response to our inquiries, FSSS gave us information on good places to stay, convenient rental car facilities, and nearby restaurants, including a tip to obtain some local raspberries in season. We found a fruit stand open late, bought the last of the raspberries, and ate them with a quart

of Dairy Queen vanilla soft serve and called it dinner. The area deservedly claims to be the raspberry capital of B.C.

Our reward for waiting out the weather for two days was a clear morning on the 19th for flying through Hope Pass enroute to Prince George, B.C. At Flight Service we were cautioned about attempting this pass in reduced visibility. Nav Canada has installed a camera at the pass through which you can view both the north and south areas of the pass in real time on their computer screen. The camera eye swept the pass. Not one cloud appeared. I hoped we would benefit from additional such camera viewing further into the trip. Unfortunately, Abbotsford was the only Flight Service Station we ran across with this technology.

Our flight was smooth and the scenery gorgeous enroute to Prince George. It was fun to tick off the enroute waypoints of Kamloops, Williams Lake, and Quesnel. Our arrival at Prince George occurred during a time of heavy airport operations, but tower was especially helpful and so was the local FBO. When it became apparent that incoming weather would preclude further flight that day, we parked our airplane securely and out the way under the tower. Roger helped another pilot move his amphibious aircraft into a slot next to ours. The float pilot suggested *Rick's* for dinner where we had melt-in-your-mouth Sterling Silver beef from Alberta.

Clouds and rain showers set in so we occupied ourselves with touring Prince George and playing golf. Our golf clubs



CPA members Sandy and Roger Wickham from Pagosa Springs in front of their trusty steed 4447R. The Wickhams logged over 7000 miles this past summer during their extensive explore of Alaska. Read on about their travels and look for the rest of their story in the next newsletter.

were a last minute thought when weight and balance calculations surprisingly revealed more than adequate allowance. They became a source of impromptu fun on a number of occasions. The airplane was fully packed with cargo, no less than a third dedicated to survival equipment compiled from Canadian and Alaskan requirements. Roger commented that we had enough survival equipment to homestead should we make an off airport landing in some remote area. However, a trip to the Huble Homestead and Giscome Portage Trail outside Prince George illustrated the stuff of what at least some Canadian pioneers were made. I hoped our survival gear would remain extraneous to our trip's adventures.

Our next leg was one of great anticipa-

tion. The plan had been to avoid flying the "Trench" direct from Price George to Watosn Lake by flying a more westerly route up what Jim Wark, aerial photographer, refers to as "The Trough". After flying from Prince George to Fort St. James and then Takla-Narrows, this route follows an unfinished railroad bed with numerous potential emergency landing sites to Dease Lake. From there we planned to go to Atlin and Whitehorse. Both routes were lengthy with long legs between good landing spots and had reputations for rapidly changing weather conditions.. From my research, I preferred to fly "The Trough". The FSSS at Nav Canada gave us a weather briefing for good VFR for this trip with the caveat that enroute weather reporting facilities wre limited.....*tune in next time for the rest of the story.....ed..*

And a Good Time Was Had by All

by Mary Jones

The annual CPA holiday dinner party held once again at the Denver School of Culinary Arts was a beautiful evening filled with fun, excitement, and wonderful food. One highlight of the evening was the huge supply of great door-prizes. We especially want to thank the many members who graciously donated so many interesting, fun, and in some cases, beautiful gifts. Nelson Aviation Products (based in Littleton) sent a large packing box filled with things we can all use: from a flight cushion, to Swiss knives, flight management logs, night flying bright eyes, to a brief relief. Sadly the Nelsons had to cancel their dinner reservation to make a business flight to Los Angeles, so they missed the fun their box provided.

In a different vein, 3 lucky members won framed aerial photographs donated by our famous professional photographer, Jim Wark, from Pueblo. Larry Jones donated a miniature copy of an old flying bird, the Stevenson's donated a fascinating book about the history of Cessna; and a hundred dollar gift certificate from Taunte Louise was donated by the owner of Taunte Louise (appropriately went to a brand new member). Thank you to everyone who contributed to the door prizes and congratulations to the lucky winners!

If you missed this party, please put it high on your list for next year. We hold the party the first Sunday of December each year. It's a time when we get to see flying friends that we have made through the years, and get a chance to greet and meet our newest members. We were planning new trips, talking about great trips we had made, and getting ready for another year filled with interesting flying events. And last but not least, the meals at "Assignments" (the culinary school's restaurant) are always a gourmet treat.

They have expended their facility, and were prepared for 150 people for this party. Hopefully we will have that many next year!

FLY-IN EVENTS

We have a lot of people working on fly-in trips for 2000. What we need now is to coordinate this group, so we can decide what dates to set, what trips we want to make. Do we have someone in the club who is willing to step forward and take on this assignment? We already have trip coordinators who have made the commitment to plan and organize a trip. If you are brave - please call Sarah Barclay, or Mary Jones and we will be ready and willing to get you the information you need.

QUARTERLY MEETINGS

It's time to think about where this club is going, and what we can do to make it more interesting to all of us. Quarterly meetings can be entertaining, educational, motivational. In addition to planning an interesting meeting is the chance to fly (or drive) into a different facility, so the intent is to spread out into more directions. We met in Boulder, Pueblo, and at Centennial airport in Denver last year. This year we would like to continue to meet in new places.

Please give me a call or send me an email if you would like to have a meeting held at your local airport or if you know someone interesting who will give a presentation. We usually average about 50 to 70 people attending the meeting, hold it on a Saturday morning, and end by noon. The club will pay for rental chairs, and provide slide projectors, or what ever else may be needed. We typically have a coffee hour, with members bringing the donuts and treats, before the meeting begins. If there is a nearby lunch facility, people may go there after the meeting.

Wonderful Flights

by Deanna Strand

Last week I had the "chore" that included taking my student and my student's Maule up to his grass strip in the mountains and trading it for his other plane. We cleared the ridge to the south of Grand Junction and then scooted down the canyon that runs east to west through the Uncompaghere ridge. The scrub oak was vivid with red and orange and the large cottonwood trees were balzing yellow.

It was a great day to be flying along the jagged, majestic red rocks. I was a little concerned as I spotted the runway and saw the sprinkler heads running. I had called ahead to tell the ranch hand we would be flying in that day, so the strip would be dry. Reflecting back to how we used to run across the field as kids and try to miss getting hit with the high powered sprinklers, I wondered how I could "sneak" in between them on a landing approach and try to keep the Maule from getting hit by the water (joke). As we got closer we could see that the sprinklers were just running in the horse pasture that parallels the runway. No problem. The strip was in impeccable shape as we glided in and rolled to a stop in the lush green grass. (My lawn will never look this good...)

The next day I went up to Paonia to pick up a yellow (Cub Masters) Super Cub. One of the area pilots had just purchased it and since he hadn't flown a tailwheel in 35 years he wisely decided that he should get it to Grand Junction and let me fly with him for 10-15 hours. He

picked me up in his 180hp C-150 and we flew to Paonia.

After a few "crashes and dashes" around the Paonia airport with him, we topped it off and he waved good-bye to his little, yellow cub as I flew it back to Grand Junction.

It was a spectacular trip along the south rim of the Grand Mesa! The aspen trees were nearing their peak colors and I couldn't resist flying along at tree top level (I usually choose a more studious altitude). Instead, I was cruising along at the tops of the trees, leaning forward in my seat and gawking at the colors spread out below me.

One might suspect that an intercom would be superfluous when flying solo....actually it is a good way to check out one's singing voice! I have always suspected that I sing out of key at least part of the time at church. Yep, confirmation accurate! Singing aside, I was having a good time. What a great machine! The 180hp Cub really gives a lot of performance and the clean, smart response on the stick really made it fun to maneuver.

I tried to delay my arrival back in Junction by flying every inch of the Grand Mesa rim, but eventually the Cub and I found ourselves nearing town and I switched over to ATIS and got my marching orders for arrival back in the class D airspace. *Have you had a "wonderous" flight lately? Let your editor know!*

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COLORADO PILOTS ASSOCIATION

SOURCES & USES OF FUNDS STATEMENT	FY 99	FY 98
Starting Balance Nov.1, 1998	\$ 15,459.96	14,037.95

RECEIPTS:

Dues: New Members	3,011.00	1,730.00
Renewals	<u>9,282.00</u>	<u>10,422.00</u>
Total Dues	12,293.00	12,152.00
Advertising	360.00	495.00
Meetings, Qtrly, Annual, XMAS	3,540.00	2,310.00
Air Classic	1,660.00	1,759.98
Fly-In Events	4,762.00	1,710.70
Mountain Flying Course	3,950.00	2,095.00
Subscriptions-Members	641.50	815.22
Merchandise Sales	2,292.76	1,760.97
Misc.	<u>145.00</u>	<u>0.00</u>
Total Receipts	29,644.26	23,098.87

DISBURSEMENTS:

Meeting Expense, Qtrly, Annual, XMAS	3,199.00	2,469.20
'99 XMAS Dinner Deposit	2,105.00	0.00
Hotline	250.44	254.19
Flightlines, admin. and bulk mail	2,300.00	2,490.07
Flightlines, printing	5,276.95	5,505.08
Membership Services	5,615.96	4,288.84
Air Classic	1,235.16	1,254.97
Fly-In Events	4,887.52	300.00
Mountain Flying Course	2,377.21	3,364.01
Subscriptions- Members	670.50	658.50
Merchandise Purchases	1,660.80	0.00
Scholarships	2,000.00	0.00
Misc.	<u>446.00</u>	<u>1,092.00</u>
Total Disbursements	\$32,024.54	21,676.86

Ending Balance, October 31, 1999	\$13,079.68	15,459.96
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Respectfully submitted,



Bart Jones, Treasurer

Fly Mart



FOR SALE: Terra-TXN-920 NAV\COM (ONLY)-updated and certified--\$50.00 Contact Stan Tremaine (719) 488-2985
E-Mail SATremaine@AOL.com

Wanted: Used David Clark HEADSETS. (We use them for our rental pilots.) Please e-mail me with the model number, approximately how old they are and how much you would like for them. Thank you! Deanna Strand, ifly@strandflying.com or call (970) 243-1 FLY.

For Sale - Apollo 612 B Loran with rack, connector, antenna and manuals. \$200.00 Chet: 303-344-1713 days or 303-750-5645 eves.

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 gauges, 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 equipped, 3200 total time, share costs \$12,000, hangared at Jeffco. Call George o:303-433-3434 or h:303-429-8079.

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.



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

Robert V. Hancock Jr.
P. O. Box 213
Crawford, CO 81415

Lynn McCullough
6482 N. Road 2 East
Monte Vista, CO 81144

Paul E. Cline
1215 Yost Street
Aurora, CO 80011-6536

Tom Keithley
5 Windflower Court
Pueblo, CO 81001-1119

Drew Chitica
14132 E. Baltic Place
Aurora, CO 80014-1407

Brian H. Otero
3550 Everett Drive
Boulder, CO 80303-6918

Jeff Garbarino
4073 S. Olathe Court
Aurora, CO 80013-2928

Donald A. Badtram
3355 Moorhead Avenue
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