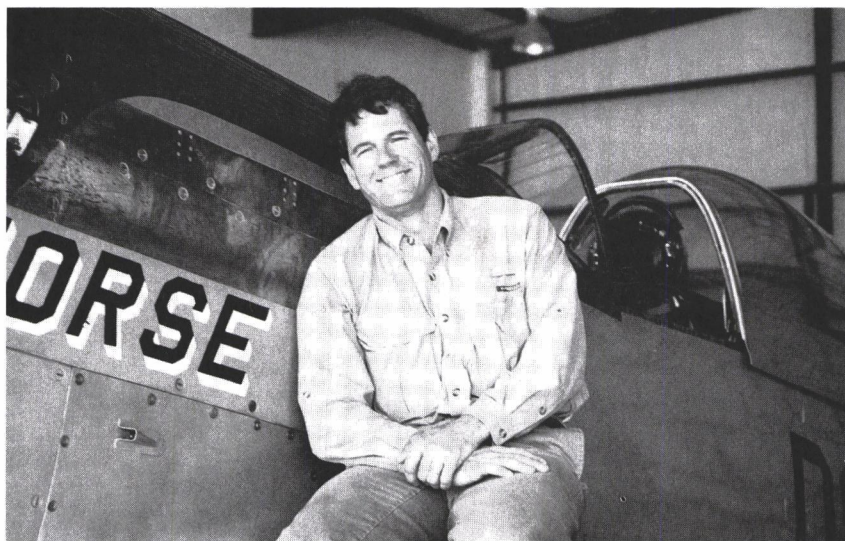


CPA FLIGHT LINES

Volume 17, No. 1

February 2000



CPA President, Will Barclay celebrates his 40th birthday with a few loops and wingovers in a P-51 Mustang. More on Will's honey-don't-expect-another-birthday-present-for-a-decade ride in President's Message. Mustang training with Stallion 51 in Kissimmee, Florida makes an unbeatable present. Call 407-846-4400 for more information.

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President's Message

Wow, I have a wonderful wife!

Many passionate pilots have spouses who do not actively support their interest in aviation. I am blessed with a spouse who is interested in aviation in her own right. Not only does she publish the newsletter you are reading, she recently earned her pilots license, she collects aviation memorabilia, and she supports my habit.

A recent example of my wife's support is the gift she bought me for my fortieth birthday two weeks ago - a gift I would have been unable to justify buying for myself.

Sarah woke me up early Saturday morning (4:30) and told me to get dressed and get in the car. Half an hour later we were driving south out of Boulder. I had no idea where we were going. Maybe to the Boeing Museum in Seattle via train? When we turned north on Pena boulevard I knew we were flying somewhere but I still had no clue as to our destination. We boarded a Continental MD80 for Houston with me wondering what kind of birthday surprise she had planned in Texas. Only after we changed planes in Houston did she reveal the secret: Sarah handed me the Pilot's Operating Handbook for the P-51 Mustang and told me I need to memorize it.

The following day was my birthday. Having read, re-read, and drooled all over the book overnight, I showed up for ground school at **Stallion 51** in Kissimmee, Florida with one of the most experienced Mustang instructors alive, Lee Lauderback. I wanted to experience as much of the Mustang as I could in the hopes of gaining a greater understanding of the plane and the men who flew it in another era. We talked about the airplane's characteristics, procedures, and my experience and desires. We created a mission designed to cram as much experience into an

hour as we could, then we suited up and strapped in.

Lee fired up the Merlin, taxied about ten feet, and gave me the airplane. I took it the rest of the way to the run-up area and together we went through the checklist. Instructing in the Mustang is a huge responsibility. Lee has to protect himself and the plane from a variety of pilots he does not know very well. Lee handled the first take-off. I followed through on the controls as we brought the power up in stages, until we were climbing away clean at 4,000 fpm with 51 inches of manifold pressure. At about 500 agl Lee gave me the plane. I did my best to earn his trust quickly. The Mustang stayed right where I put it and I grinned behind my helmet visor until my grinner was sore. We leveled off at 7,500 and Lee put me through a few steep turns, slow flight, and stalls to see if I had really ever flown a plane before. I felt comfortable and confident and he seemed to sense this.

We asked for and were granted permission to enter and use a low level restricted area. The next hour was an aerial ballet including wingovers, loops, rolls, Cuban eights, and a split S capped off by a low level strafing run on a mock Soviet airfield and SAM site. I couldn't believe this was real. As long as I respected and allowed for the 1500 horsepower gyroscope in the front of the plane, there were no surprises, difficulties, or unusual flight characteristics. Lee never had to touch the controls. He even let me land the from the high speed overhead and I managed not to bounce too high.

But I am still high. I better take good care of Sarah, I cannot wait for my fiftieth birthday!

---- *Will Barclay*

From the Editor's Desk



Many thanks to members who have sent kind e-mails and notes to me about how much you enjoy reading *Flightlines*. Lets *all* keep up the good work and keep the stories and pictures coming!

A few notes from area reps around the state.....Michael Maya-Charles/Tri county writes: Alpine Aero has taken over the maintenance shop formerly operated by Rod Tipton, of Windsong Aviation. Mr. Jason Hurd, former director of maintenance for the previous operator, Crosswind Aviation has returned to his old shop. He welcomes his customers back. Jason can be reached at 303-530-1331.

There is a proposal before the Erie Town Board to build a new main east-west runway in 5-10 years. The proposed runway would be located immediately north of the Erie Airpark. It would solve many problems with the present crosswind runway, including the FAA's reluctance to fund any improvements.

Finally, Airport Road, which leads into the FBO at Tri County is finally paved. No more teeth-jarring washboard for this airport! The prairie dogs are ordering new automobiles.

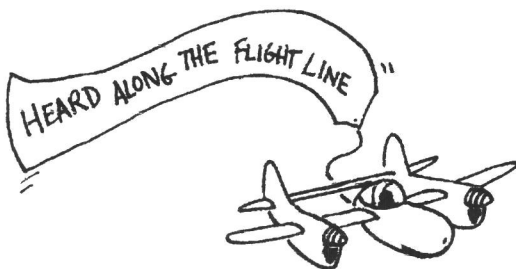
Deanna Strand, Grand Junction rep, was featured on the TV program "Wings, Classroom in the Sky", produced by the Discovery Digital network. The special aviation series was an hour program featuring

Deanna and another female instructor. Good work Deanna.

Lucille Bledsoe, our Wray area rep, continues to spread the good word of aviation. In addition to helping CPA and introducing lots of children to aviation, Lucille is the Wray Airport Chairman, an FAA Safety Councilor, a 99, a Flying Farmer, a CFII, and a cattle rancher just for starters! She was recently photographed by her local newspaper presenting Rod Machado's *Private Pilot Handbook* to the Wray public library. The Colorado chapter of the 99's will award a copy of the book to every high school library in the state. Sounds like a great program the 99's have initiated.

Looking for a nice mountain runway to do some practice high altitude work? Check out Westcliffe (8,200 feet) in Custer County west of Pueblo in the Wet Mountain Valley. What was a dirt runway just four years ago is now a paved 7,000 foot strip with a self serve 100 LL fuel pump, according to Westcliffe's first ever airport manager and CPA area rep Roger MacDonald. If you plan to fly down to Westcliffe call Roger (719-783-9421). Most likely he can meet you for a cup of coffee. Look for possible antelope, deer, elk, and livestock obstructions in the vicinity.

CPA welcomes new area reps Sandy Bush from Gunnison and Paul Staby from Durango-La Plata. We look forward to hearing more news from around the state.



Walt Barbo

BILL HAMILTON WITHDRAWS AS CANDIDATE FOR REAPPOINTMENT TO THE COLORADO AERONAUTICAL BOARD.

For the last few years, Bill has represented the Colorado pilot community in a dual role . . . as AOPA Regional Representative and as the CAB member representing a statewide association of pilots. In our last report we stated there was no reason to believe he would not be reappointed to the CAB. That has changed. As the consequence of a letter Bill received from AOPA Headquarters. Informing that AOPA was undergoing a policy change for the Millennium which would require regional representatives to take a more active role in state legislative affairs. Which AOPA headquarters felt would place regional representatives in a "conflict of interest" situation if serving on boards with regulation and legislative functions. And left Bill with the difficult choice of serving either AOPA or CAB.

Bill felt he could do more for the aviation community by continuing in the position as Regional Representative to the AOPA. In a way, a loss for us. And certainly, a loss for the CAB. With the additional dilemma, for CPA, of who will represent us on the CAB.

THE NEW AOPA HEADQUARTERS' POLICY MAY BE AN OVERREACTION . . . TO A PROBLEM THAT DOESN'T EXIST.

Since the Colorado Aeronautical Board doesn't have legislative or regulatory functions. Like any good bureaucracy, however, if the problem exists anywhere in the country, it is easier to make a blanket policy applicable to all. So good-bye to Bill Hamilton and welcome (hopefully) to:

CPA MEMBER MIKE BALDWIN AS THE NEXT CAB BOARD MEMBER REPRESENTING THE COLORADO PILOT COMMUNITY? At its monthly meeting of January 3, the Colorado Pilots Association Board of Directors voted to support Mike for the position. Various other organizations have provided support as well. A proven leader who has willingly volunteered his time and effort in support of aviation causes (including two years as president of CPA). And visible . . . in his traditional flight suit, helmet and goggles, and macho yellow Stearman. Can't think of anyone more qualified to represent pilot interests on the CAB. Or more colorful.

Recognizing, however, that selections to the CAB are often influenced by political agendas. And that our recommendations to the Governor's office may not influence the selection process. We have suffered through some early appointments to the board, however, in which our representative was not sufficiently knowledgeable of general aviation issues to be effective on the board. Lets hope that reason will prevail in this selection.

FAA DETERMINES THAT A 1995 FEET AGL ANTENNA TOWER ADJACENT TO THE DENVER CLASS "B"

AIRSPACE WOULD BE NO HAZARD TO AIR NAVIGATION. The FAA aeronautical study on the proposal stated it had considered and analyzed the impact on existing and proposed arrival, departure, and enroute procedures for aircraft operating under both visual and instrument flight procedures and the impact on all existing and planned public-use airport facilities. It concluded that the proposed structure would have no substantial adverse effect to air

navigation.

The CDOT Division of Aeronautics had filed an objection to the proposal because of the risk to small general aviation aircraft routing through the area while circumventing the Class "B" airspace. The FAA study noted that the proposed tower would be 3 miles outside the eastern limit of the Denver Class "B" Mode C veil and that commercial traffic would be operating a minimum of 5,000 feet above the structure. The study also stated that the installation of high intensity strobe lights would warn VFR pilots in sufficient time to avoid the structure by 2,000 feet or more without changing flight altitudes.

Fortunately, the FAA does not have the final voice on the matter. Local government, Adams County in this case, can say no. Following a hearing process.

The proposal appeared as an agenda item at a hearing of the County Commissioners on January 3. Appearing to testify against the tower were: Walter Bell and Walt Barbo representing the Colorado Pilots Association, Dennis Heap representing Front Range Airport, Chris Pomeroy of the CDOT Aeronautics Division, Mike Baldwin from the Colorado Aviation Coalition, and Perry

Miller representing the Adams County Planning Commission.

Had the commissioners voted on the issue at the hearing, I am confident the proposal would have been denied. The proponent, however, appealed for time to clarify and get into writing some FAA comments. So the matter was continued until a hearing on February 14. In the interim, we hear feedback that the proponent is trying to set up a meeting with pilots based at Front Range Airport in which he is expected to convince local pilots that the tall tower should not be of concern.

MEANWHILE, ANOTHER TALL TOWER PROPOSAL . . . this one about 8 nm west of Jeffco Airport. At an elevation of 1,548 ft AGL and 10,000 ft MSL. Sticks up in the air a bunch . . . and could be a dangerous obstruction to VFR aircraft descending from about 12,000 ft MSL over Corona Pass into the Front Range area . . . particularly airspace for the Jeffco Airport with its traffic pattern of about 6,500 ft MSL. Comments are due on the proposal by February 17. Too late for readers of this newsletter. The CPA Airspace Committee is currently reviewing the proposal and is expected to

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offer comments.

The FAA announcement on the proposal states that the tower would not impact instrument flight but does exceed Part 77 clearances for Jeffco Airport.

A BILL TO ESTABLISH 12 REMOTE WEATHER SYSTEMS ON MOUNTAIN PASSES CLEARS FIRST HURDLE. HB 1069 was approved in the House Transportation and Energy Committee by a vote of 10 to 1. Testifying in support of the Bill were representatives from CDOT Aeronautics, AOPA, CPA, CAO, CAC and NTSB. The usual names.

The bill directs the aeronautics division to deploy up to 12 remote weather systems in the following areas: Cameron pass, Corona pass, Cottonwood pass. Glenwood Springs, Kremmling, La Veta pass, Monarch pass, Monument hill, Red hill, Saguache, and Wilkerson pass. The bill authorizes the division to determine the specific location, manner, order, and timing of the systems.

Funding in the amount of \$500,000 would be appropriated from the general fund. Construction cost of each remote weather station is estimated to be between \$85,000 and \$100,000. As a result, it will not be possible to construct systems at more than half of the named sites. Also, once in place, the division will be burdened to maintain the facilities . . . at an annual cost of approximately \$5,000 each.

I visited with Representative Smith, sponsor of the bill, shortly after the hearing and asked if he had any thoughts on what prompted the single vote in opposition to the bill. After all, it had all the characteristics of a "motherhood" type of bill. His comment was that it was unlikely opposition to the intent of the bill. Rather, it was a committee member who sincerely opposed any bill that would take monies out of the general fund. Which was somewhat the history of aviation bills in prior years in their failure to clear the Joint Budget Committee. With a new administration and some new faces on the committees, however, this bill has a better

chance of clearing the legislative process. It is also consistent with a state policy objective to improve air service to locations on the western slope. This bill would be a token contribution towards that objective. It has a strong aviation safety basis. It should be a winner.

IN OTHER LEGISLATIVE ACTION, SENATOR GIGI DENNIS INTRODUCED SB 156 WHICH WOULD ADJUST THE SALES TAX FORMULA FOR AIRPORTS TO PROVIDE INCREASED FUNDING FOR THE STATE AVIATION GRANT PROGRAM.

Current legislation provides that 75% of use taxes paid on jet fuel sold at public-accessible airports be returned to the airport from which the tax was collected. The tax not returned feeds the Aviation Trust Fund and is the source of aviation grants administered by the Aeronautical Division.

Under SB 156, the amount of tax returned to airports would be reduced from 75% to 65% (and 55% from DIA). The bill contains a few additional provisions, however, the net effect would be to increase revenues in the Aviation Trust Fund and provide funding for the development and operation of programs such as the remote weather reporting sites proposed in the Smith bill and to fund projects such as the intrastate air service study.

Opposition to the legislation can be expected from airport sponsors who do not perceive a benefit from giving up tax refunds. Denver would be the most affected; however, the city may support the legislation to show support for improved air service to outlying communities. The high cost to local service carrier operations from the airport has been a significant factor in discouraging service between Denver and outlying communities. Here is an opportunity for Denver to help the situation . . . and look like a hero in the process. The airport can also live with the relatively small loss in revenue. Smaller communities, however, may not feel as benevolent and may resist the proposal.

THOSE ATTENDING ROCKY MOUNTAIN AIR FAIR 2000 WILL SEE A FEW CHANGES. The seventh in this series of annual events will be held at the Wings Over the Rockies Air & Space Museum on Saturday & Sunday, March 11-12, the fifth year at this location. A few new aircraft added to the Museum . . . including a Chance Vought F4U Corsair. About the same number of commercial exhibitors. Space limitations limit the event to about 100 exhibitors. Many of the old standbys that make the event possible will be there . . . including many of the local airports . . . along with a few from out of state. And there will be some new faces that are certain to appeal to the aviation community. In a way, the event is a family affair with opportunity for exhibitors and visitors to get together for a couple of days to renew acquaintances, learn what is going on in the industry, and participate in the support and promotion of regional aviation.

Those planning the AIR FAIR are always faced with adding new activities and excitement to the event such that it will not be a simple repeat of the prior year. This year, for example, will have a greater recognition of "Women in Aviation." Nearly half of the seminars, for example, will be presented by women. (See advanced copy of seminar

schedule included with this newsletter.) There will also be a number of women, in uniform of historic women pioneers in aviation, making cameo appearances throughout the two days of the event. As an insider, I share with you that the greater emphasis on women in aviation was influenced by the disproportionate number of women involved in the planning process.

ROBERT CARDIN WILL APPEAR AS A FEATURED SPEAKER IN THE BOMBER THEATER WITH A PRESENTATION ON THE LOST SQUADRON.

Cardin is project manager of the P-38 recovery and restoration program which extracted one of a group of P-38s that went down on the Greenland ice cap while on a ferry mission over the North Atlantic during WW II. He will report on successful efforts to extract the aircraft from beneath 268 feet of ice and subsequent restoration activities. **FERRYING AIRCRAFT ACROSS THE NORTH ATLANTIC CAN BE A PIECE OF CAKE IN TODAY'S WORLD.** At least, with today's technology. According to Margrit Budert-Waltz, a veteran of over 16,000 flight hours and nearly 500 ocean crossings. As one of the featured speakers, she provides a humorous and informative account of life as a mother of two small children and making a living ferrying aircraft

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worldwide. (Look in on the AIR FAIR Web site at www.rmairfair.org for additional information on speakers, programs, and last minute scheduling changes.)

FAA APPROVED IA SEMINARS WILL BE HELD AT THE OLD BASE THEATER AT LOWRY ON MARCH 11.

Because of street realignments and construction, it could be a frustrating experience trying to get to the facility . . . and equally frustrating in commuting between the two events. A vicinity map has been prepared and will be available at each of the two locations to ease this burden.

WILL THERE BE AN AIR FAIR 2001?

Possibly not! At least, not at the Wings Over the Rockies Air and Space Museum. As a consequence of the Museum's successful transition over the years into a museum of national significance. With conversion of classrooms into new exhibit space. And with loss of the classrooms for seminar presentations, no AIR FAIR. Ironically, success of the Museum, attributable in part to its use as a venue for the AIR FAIR . . . could result in loss of the AIR FAIR. But there are other factors . . . including future loss of free parking adjacent to the Museum as the Lowry development consumes the land for commercial development.

Other sites are being considered, including the possibility of locating the AIR FAIR to an airport site. I cringe at the thought of the logistics involved. Not certain, at my age, that I would have the energy or time to handle the challenge. Which would probably mean a transition from an event supported primarily by volunteer services to a commercial venture. With a sabbatical in between. Which gives a good reason to not miss this AIR FAIR. There could be a breather before the next one.

SPEAKING OF TRANSITIONS, I moved my aircraft in January from Jeffco Airport (where I hangared for almost 20 years) to Front Range Airport. Looking back, my repositioning from one airport to another has

an interesting history. When I acquired the T210 in 1977, I chose to locate at Stapleton. It was close to my FAA office over on 25th Avenue and I also liked flying at a busy airport with air traffic control. But I didn't have much credibility basing at Stapleton when one of my program objectives in the FAA Airports Programs was to encourage the relocation of general aviation aircraft to general aviation reliever airports. So I relocated to Jeffco Airport.

I truly enjoyed the time at Jeffco. I still like the airport, however; the conflict at the airport of a few months ago made it appear the airport was no longer friendly to us "little guys." At least, it was my perception. And enough of an irritation that it motivated me to look for a location where I could build my own hangar . . . and hangar with a few friends. In any case, Jeffco is behind me and I now hangar at Front Range.

I must share with you that I had some second thoughts during the repositioning flight from Jeffco to Front Range. The traffic pattern at Front Range was filled with aircraft, there were continual position reports filling the radio frequency for the airport, along with reports from a few other airports with the same frequency, and I had to do a circle on downwind for spacing. One thing certain. Front Range Airport may need a lot of development to accommodate the growth in aircraft activity. But an Air Traffic Control Tower has to be one of its top priorities.

EVERY TIME I FLY OVER THE PEPSI CENTER I WONDER HOW MUCH HAY THAT BIG BARN WOULD

STORE. A comment by Evan Slack at the CPA Xmas Party. In understanding the comment, one has to appreciate that Evan is an agricultural broadcaster over EVAN SLACK NETWORKS, with distribution to 40 radio stations.

Premier Showing of "Tips On Mountain Flying"

The Premier Showing of the "Tips On Mountain Flying" video tape produced by the Denver Flight Standards District Office (FSDO) in conjunction with the Colorado Pilots Association will be held at 7:00PM Tuesday, March 14, 2000 at the Lowry Air Force Base (closed) post theatre, building 693, 875 Xanthia Street, Denver.

An Awards Presentation will be held immediately following the viewing of the video. The event is open to the flying public. There is no charge to attend this event.

The "Tips On Mountain Flying" video as well as a revised pamphlet, "Tips On Mountain Flying", and Discussion Leader's Guide and Mountain Flying Checklist will be distributed to the FAA Safety Program, nation-wide, during the second quarter 2000.

The Denver Flight Standards District Office is also pleased to announce the Certificated Flight Instructor of The Year, for Colorado and the seven state Northwest

Mountain Region, Mr. Lyle Mortenson, Colorado Springs, Colorado. Mr. Thomas Hendershot, Littleton, Colorado, is the Aviation Maintenance Technician of The Year for Colorado and the Northwest Mountain Region. HATS OFF TO THESE FINE PEOPLE!!! This is the third straight year that Colorado has had winners at the Regional Level.

Also, Mr. Kent Eckhart of Monument, Colorado was the Aviation Safety Counselor of The Year, for Colorado and the Northwest Mountain Region, 1999. Mr. Dave Bareless, Broomfield, Colorado was the Aviation Maintenance Counselor of The Year for Colorado, and the Northwest Mountain Region, 1999. HATS OFF TO THE FINE PEOPLE TOO!

----*Thomas J. Forchtner*, SPM-DEN-FSDO (Safety Program Manager-Denver Flight Standards District Office)

Quarterly Meeting April 8 at Longmont

The first CPA Quarterly meeting of 2000 will be held on April 8th. It will be focus on what it takes to build an antique airplane from scratch. This is more than just building a kit plane, it means finding plans, finding parts, re-creating a plane. In this case, the plane is the Alexander Bullet, once built in Colorado Springs in the 1930's. Mary Senft will be presenting an exciting program taking you from the beginnings of this project, to the current phase they are in right now. After we see her slide show, we will go from there to her "building barn" where she and her team have the plane "in progress".

Mary has been receiving national recognition for her work, and is currently on the EAA Board of Directors, working with issues all

aircraft builders and pilots face. She is one of a team of five board members, and we in Colorado are honored that she is there to represent us.

If you have questions about this meeting, please call Mary Jones at (719)488-0653, or send me an email at mckstraugh@msn.com.

Since Longmont does not have a terminal facility where we can hold the meeting, please call the CPA hotline for specific directions on where the meeting will be held. Check the enclosed flyer for time and agenda.

CPA Hotline
303-266-6266

178 Seconds To Live

After JFK Jr.'s accident, everyone wondered how it must be to fly in the weather when you are NOT an instrument rated pilot. This article appeared in a brochure published by Transport Canada called "Take Five for Safe" in the early 1980's. The study the article refers to was apparently conducted in the 1950's. No one, including Transport Canada, knows who the author of this article is, or if he is even alive.

How long can a pilot who has little or no instrument training expect to live after he flies into bad weather and loses visual contact? Researchers at the University of Illinois did some tests and came up with some very interesting data. Twenty student "guinea pigs" flew into simulated instrument weather, and all went into graveyard spirals or roller coasters. The outcome differed in only one respect - the time required until control was lost. The interval ranged from 480 seconds to 20 seconds. The average time was 178 seconds - two seconds short of three minutes.

Here's the fatal scenario-. The sky is overcast and the visibility is poor. That reported five-mile visibility looks more like two, and you can't judge the height of the overcast. Your altimeter tells you that you are at 1500 feet but your map tells you that there's local terrain as high as 1200 feet. There might be a tower nearby because you're not sure how far off course you are. But you've flown into worse weather than this, so press on.

You find yourself unconsciously easing back just a bit on the controls to clear those towers. With no warning, you're in the soup. You peer so hard into the milky white mist that your eyes hurt. You fight the feeling in your stomach. You try to swallow, only to find your mouth dry. Now you realize you should have waited for better weather. The appointment was important, but not all that important. Somewhere a voice is saying, "You've had it --- it's all over!" You now have 178 seconds to live.

Your aircraft feels on even keel but your compass turns slowly. You push a little rudder

and add a little pressure on the controls to stop the turn but this feels unnatural and you return the controls to their original position. This feels better but now your compass is turning a little faster- and your airspeed is increasing slightly. You scan your instruments for help but what you see looks somewhat unfamiliar. You're sure that this is just a bad spot. You'll break out in a few minutes. (But you don't have a few minutes left.) You now have 100 seconds to live.

You glance at your altimeter and you are shocked to see it unwinding. You're already down to 1200 feet. Instinctively, you pull back on the controls but the altimeter still unwinds. The engine is into the red and the airspeed nearly so. You have 45 seconds to live.

Now you're sweating and shaking. There must be something wrong with the controls; pulling back only moves the airspeed indicator further into the red. You can hear the wind tearing at the aircraft, You are about to meet your Maker-, you have 10 seconds to live.

Suddenly you see the ground. The trees rush up at you. You can see the horizon if you turn your head far enough but it's at a weird angle - you're almost inverted. You open your mouth to scream but.....You just ran out of seconds.

Think about it next time - before you press on into marginal weather. What would you do in this situation? Please e-mail your comments to barclay@eazy.net. Look for answers in next month's newsletter.

Thanks to editor Gene Horsman from the Colorado Antique Airplane Association for letting me reprint this article which came to him via the Texas Chapter of the Antique Airplane Association, which was given to them by the Tulsa Vintage Aircraft Association. Feel free to pass this article around.--ed.

Colorado Aviation Calendar



- MAR 11-12 7TH ANNUAL ROCKY MOUNTAIN AIR FAIR-** Wings Over The Rockies Air & Space Museum, Denver. Regional aviation conference and trade show. Over 100 trade exhibits. Seminars and featured speakers. Free admission and parking. Info: Walt Barbo 303/367-0670 Website: <http://www.rmairfair.org> E-mail: OldFlyer@compuserve.com
- APRIL 29-30 CPA FLY-IN TO LOS ALAMOS, NM-** Tour the laboratories. Look for more details coming soon.
- MAY 13 CPA MOUNTAIN FLYING - HIGH ELEVATION AIRPORT OPERATIONS GROUND SCHOOL,** Ashbrooke Room, Centennial Airport Tower (APA). Course designed to prepare pilots for flight over mountainous terrain and high airports. Registration fee: \$70 for CPA members, \$95 for non-members (includes course materials). Flight portion of course may be taken at pilot's discretion, and cost, at a later date. Qualifies for FAA Wings Program and Biennial Flight Review. Info: Terry or Walt Barbo 303-367/0670 e-mail oldflyer@compuserve.com Webpage www.airbase1.com/CPA
- MAY 20 CENTENNIAL AIRPORT OPEN HOUSE AND FLY-IN-** (APA), 8:00 a.m. - 3:00 p.m. Theme of "just plane fun." Celebrating the 33rd anniversary of the airport. Historic warbirds, antique and classic aircraft, FAA Wings Program. Free exhibitor space. Info: 303/790-0598. www.centennial-airport.com
- MAY 19-21 CPA FLY-IN OKLAHOMA COWBOY HALL OF FAME-** Look for more details coming soon.
- JUNE 3-4 CPA FLY-IN TO SALIDA, CO-** Historical tour, winery tour, raft, fish, theater in the evening. Look for more details coming soon.
- JUNE 18 CPA FATHER'S DAY PANCAKE BREAKFAST AND PLANE WASH-** Boulder, CO at Business Aircraft Sales. Look for more details! 303-444-5560 for more details.
- JUL 15-16 24th ANNUAL DENVER-TO-JACKPOT, NV, AIR CLASSIC-** Sponsored by Colorado Pilots Association. Departs Jeffco Airport (BJC) for a 528 sm route to Jackpot/Hayden Field (O6U). Overnight at Cactus Petes. Published Handicaps. Cash prizes. Event open to all interested pilots. Info: Robert Venohr, Air Classic Chairman 303/766-0742.
- AUG 19 CPA MOUNTAIN FLYING - HIGH ELEVATION AIRPORT OPERATIONS GROUND SCHOOL,** Meadowlake Airport. Course designed to prepare pilots for flight over mountainous terrain and high elevation airports. Registration fee: \$70 for CPA members, \$95 for non-members (includes course materials). Flight portion of course may be taken at pilot's discretion, and cost, at a later date. Qualifies for FAA Wings Program and Biennial Flight Review. Info: Terry or Walt Barbo 303-367/0670 e-mail oldflyer@compuserve.com Webpage www.airbase1.com/CPA
- SEPT 16 FOURTH ANNUAL FULL MOON HANGAR PARTY-**at Business Aircraft Sales in Boulder, Colorado. Swing to tunes of the 40's with the Dean Bushnell Orchestra. This party is free and according to several reports.....party of the year! 303-444-5560 for more details.

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For Sale- Diecast metal airplane banks. Large assortment - Mustangs, Corsairs, Stearmans and more. 10% discount to fellow

CPA members. See them on my website - <http://piperpilot1.hypemart.net>

Wanted- Used headsets for aspiring 3 and 5 year old pilots. (The 5 year old can actually make the initial call into Jeffco!) Junior size would be best, but standard size will work also. Please send email or call with headset information. steve@scmlabs.com; 303-526-4834.

Partner Wanted-1987 Bonanza A-36, E-2391,turbo-normalized, tip tanks, Ultimate engine w/Millennium cylinders, high performance aircraft, based at KBJC. 303-247-9061, r.w.randolph@worldnet.att.net

1/4 Partner Wanted for 1964 Cessna Skylane-150 hours SMOH w/Millennium cylinders, 6120 TTAf, 10 hours SPOH w/ new blades. Hangered at BJC, new Imron paint with Jet Glow. Horton STOL kit with aileron and flap-gap seals, wheel pants, new tires. Dual navcomms: Narko MK 12D TSO with glideslope and King KX 170A w/VOR. King transponder w/altitude encoding, Navomatic 300 auto pilot. Pilot PA400 intercom, 2 Telex headsets, Long Ranger Loran. Interior in good cond, shoulder harnesses. Long range tanks, ADC firewall mounted oil filter w/clog warning light, plug in oil heater. 6 probe digital EGT. Contact Frank Haurwitz, 303-649-8733/Bob Kinney 303-288-7371.

For Sale-ICS portable 2- place intercom with push-to-talk. Runs on 9 volt battery. \$60. Don Nelson 303-431-5154

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-I 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 Strokes, 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

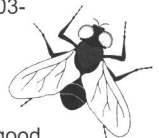
For Sale-hangar manufactured by "Diversified," \$12,500. Platte Valley AirPark, Len Adler, 303-988-6193.

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.

We do fabric work! A&P, IA certified fabric, call Rick or Gary 970-481-2834.

For Sale-Continental A-75-8, 0-SMOH, tapered shaft, w/carb, mags and logs-\$3,800. Call Bill, 719-597-1620 or e-mail bcchand@email.msn.com.

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.



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