

CPA FLIGHT LINES

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May 2000



CPA member Sandy Wickham stands in front of the Customs facility at Scott Field in Oroville, Washington. Sandy and her husband Roger flew over 7,000 miles in Alaska last summer. The first installment of Sandy's article appeared in the December 1999 issue of *Flightlines*. And now for the rest of the story.....

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President's Message

Remember the plane I wrote about a couple of months ago, the beautiful Bonanza I ferried back from Switzerland? That plane had a bit of an adventure that reinforces a lesson that is important to all of us.

This aircraft had just survived a transatlantic trip complete with icing conditions, bitter arctic cold, 50 knot headwinds in mid atlantic, airports that were out of avgas for the season, polar bears, and more. We had her inspected, registered her with an N number, and delivered her to the new owner. He picked up his gorgeous new airplane and had a fun trip back to Idaho which he dutifully called to tell us about. Two days later the misadventure began.

The new owner - we'll call him John - went for a spin in his new plane to practice a few landings. John is an experienced Bonanza owner and pilot (this is his third Bonanza). John selected an airport with a longer runway than his home field and flew there so that he could do touch-and-gos. As he approached the field John called unicom several times requesting a field advisory. There was no response. John overflew the runway above pattern altitude and observed that the windsock clearly indicated the preferred runway. John made a diagonal entry to the preferred downwind calling his position all the while, and was surprised to see a cropduster and a pick-up truck stopped in the middle of the runway. He ran his checklist and when he looked again the runway was clear.

John flew a standard pattern, making radio calls and checking gear down each leg. He was very surprised when he turned final at about 500 AGL to see the cropduster coming right at him spraying at about 300 agl. He was even more surprised when the sprayer initiated a climbing turn right in to the flight path of his Bonanza. John did the smart thing. He crammed it, climbed it, cleaned it, and called it; all while turning out of the pattern and keeping an eye on the suicidal sprayer.

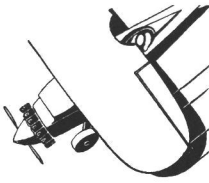
John left the immediate area of the airport with a heart rate of about 150 and a system full of adrenaline. That was when unicom decided to answer his calls. "Oops" they said, we were too busy watching the spraying demonstration by the plane with no radios to answer the unicom call, but "the demonstration is all done now and you should be fine". John re-entered the pattern, ran the checklist, called each leg of the pattern again and checked the gear down on each leg of the pattern again. He turned final and lowered full flaps.

Bonanzas are one of the easiest planes to land well, and John is good at it so he greased it on to the runway as usual. Then he reached his still adrenaline filled hand down and selected approach flaps in order to initiate the "go" portion of the touch-and-go. The instant he did he knew he had lifted the wrong handle.

The Bonanza was still making 50 knots. The flaps were still down. The gear was on the way up. Shit! John might have been able to hit the power and flown her off, but he hesitated. The prop struck, the plane settled. John hit the brakes, shut off the mixture, mags, master, and fuel. The beautiful Bonanza ground to a halt.

I know John. He is proficient, bright, careful, and thorough. He called me to relay the sad news and I, in turn, confided in others. Part of what I confided was my concern that I will some day do something similar. I was surprised at the number of people who upon hearing the story asserted that neither they nor I would ever do that. I am certain that I could, I do not know anyone less likely to do it than John. I believe strongly that those who understand that they might make a similar mistake under some circumstance are better off and safer than those who are certain that they will not. Please be careful up there. Especially when you are distracted by an unusual occurrence.

----Will Barclay



Something Fun for Father's Day

Treat your Dad to a pancake breakfast and wash the plane while you are at it on Sunday, June 18th starting at 7am and going until 10ish am. CPA members **Sarah Barclay** of Business Aircraft Sales, and **Pat Spears**, the new Longmont rep and better half of Spears Aviation, are the event coordinators for this first annual. Sarah can be reached at 303-444-5560, barclay@eazy.net and Pat can be reached at patrick.island@juno.com/303-684-9626.

CPA member and airplane detailer extraordinaire, **Mark Vehlewald**, from Colorado Springs will be on hand to offer tips and tricks on keeping your plane in tip-top cosmetic shape. (see ad on page 7).

I am sure a few kids will be on hand hoping to earn some money if you care to leave the washing to someone else.

Business Aircraft Sales will provide water, aircraft washing soap, brushes, creepers, and some detailing products. A pressure washer is available for those who wish. Please bring your own drying towels. Discarded, whole towels are best.

Bring along friends and prospective new CPA members and help push our membership over 700. Look for an insert in next months newsletter and please post it at your local FBO or pass it along to a friend. Thanks-*ed*.

Help Needed!

If you are anything like me time is something you have none of these days. By the time you drive your kids to baseball, hockey, and bike races, do the chores, work, volunteer for your associations, pull the weeds, and work on your project airplane and car there is barely time left for sleep!

However, if there are any takers out there the Colorado Pilots Association needs help with the following items. Your assistance is appreciated!

Jan Rutherford (CPA public relations guy) and **Walt Barbo** (cool, pilot guy) have put together a terrific program to get school teachers interested in teaching aviation and science in the classroom. As of last e-mail from Jan, he needs more pilots to take a few teachers up in the air. The introductory flights are Thursday morning, June 29th at Front Range Airport. Please call Jan at 303-948-5110/ JanRossRJr@aol.com. and tell him you

are happy to help promote the excitement of general aviation!

On Father's Day, June 18th, CPA is hosting a pancake breakfast/plane wash at Business Aircraft Sales in Boulder. We need bodies (at least 50 to come for the breakfast) so bring yours and a friends along. Its better than giving a tie. Sarah Barclay and Pat Spears who are organizing this event also need two volunteers to help with the breakfast. Call 303-444-5560/barclay@eazy.net to become part of the official flapjack team.

Its the quarterly plea for a few more area reps. Remember.....no experience necessary. Reps needed in the following areas: Aspen/Glenwood Springs (**Jessica McMillian**, from Glenwood Aviation just accepted. Thank you Jessica!), Jeffco, Craig/Hayden, Leadville, and San Luis Valley. Contact Sarah Barclay, 303-444-5560/ barclay@eazy.net..... I'll put your picture on the cover.....

The Rest of the Story- Alaskan Adventure in N4447R

by *Sandy Wickham*

Back in the last century we brought you the first part of CPA members **Sandy and Roger Wickhams** trip to Alaska last summer. The last we heard from our intrepid travelers they were getting ready to fly "The Trough", avoiding "The Trench" from Prince George to Watson Lake.....

... As it turned out clouds began to move in from the west when we were beyond Fort St. James. The clouds built and clumped together ahead of our route. We turned east and crossed the Swannella and Omineca mountain ranges arriving in "the Trench" at the north end of Williston Lake near Ingenika. "The Trench" now seemed a good place to be. But clouds continued to build spouting rain showers that finally brought our visibility close to minimum VFR as we crossed a narrow pass into a widening valley south of Scoop Lake. We arrived at Watson Lake for a much needed pit stop and were welcomed by the Community Aerodrome Radio Station (CARS) specialist and a weather forecast that indicated the current weather was the best there would be for three to five days.

We decided to utilize the current VFR conditions and continue on to Whitehorse. We were cautioned of a pass enroute. The CARS specialist emphasized our need to ensure we could see beyond Pine Pass before continuing on to Whitehorse. We agreed to call on his frequency and advise the condition of the pass and our intentions. He would relay our progress to Whitehorse radio. We followed the Alaska Highway, found the pass passable, and continued on under a ceiling to Whitehorse where the wind was brisk.

The days were now light long into the evening. We rented a car and drove to Skagway, Alaska over the Yukon and Alaska Canadian Highway. There are not many

major highways in northern areas of Canada and Alaska. A trip to the transportation museum in Whitehorse illustrates the hard labor and revenue required to construct the few there are.

Skagway, once gateway to the Yukon-Klondike gold rush, offers a frontier atmosphere for tourists. Our motel, the Gold Rush Lodge, was literally off the runway edge of the airport. The White Pass and Yukon Route railway opened an iron horse route to the Yukon-Klondike. Previous to the train, miners had to carry one ton minimum supplies on their backs over the course of many trips in blizzard weather up the famed "golden staircase" chisled from snow and ice on the Chilkoot Trail. The train runs today with comfortable refurbished cars climbing over 2800 feet up mountainsides in just 20 miles. We were treated to the pulling by an original steam locomotive.

On July 25th we departed Whitehorse for Glennallen, Alaska via a customs stop in Northway. Our flight over the blue Kluane Lake was enhanced by the sight of the white peaks of the surrounding mountains partially obscured by clouds that paralleled our course. Flight in Canada is generally not within a radar environment and filed flight plans with position reports are required even for VFR flight. Pilots work together to relay position directly to FSS.

Once in Northway we waited out the weather with other pilots who arrived after us. Finally, back at the FSS, we got an improving forecast and decided to head out for Gulkana Airport at Glennallen on a modified route doglegging toward Tok. Flight Service stated there was a helicopter in advance of us over Glenn Highway through Mentasta Pass. The pilot would make peri-

odic calls to advise us of weather. The surrounding mountains were above 6000 feet and the ceiling was approximately 5000 feet but clear below. I had never before flown through a canyon in these conditions. It was eerie but acceptable with the helicopter pilot's scouting. Though the last helicopter communication advised VFR, by the time we exited the canyon showers rapidly moved east toward us. The GPS, a major road, and a river all kept us headed directly toward Gulkana airport.

We tied N4447R down for a lengthy stay at Gulkana and were off to Lake Louise in a seaplane for some above treeline fishing and wildlife viewing. The weather delayed even that flight by a day, but in the end the excursion was a treat. We caught our own fish to eat, watched the sun set close to midnight, rowed around "our" lake, and enjoyed the entertainment provided by a huge resident eagle. Another side trip was a drive to the Kenai Peninsula which we explored from Seward to Kenai to Homer eating all forms of delicious seafood along the way. A Fjord wildlife tour gave us glimpses of humpback and orca whales, horned and tufted puffins, cormorants, kittiwakes, murre, Arctic terns, bald eagles, harbor seals, sea lions, and sea

otters among others. We found seaplane fly outs to protected areas for grizzly bear photo safaris advertised but unavailable due to the inclement weather.

Arriving in Anchorage we made a beeline for the airport and set up a bear photo safari trip for the next day to Redoubt Lodge on Big River Lake. The Lodge is the only privately held property in the Redoubt Bay Critical Habitat Area which borders Lake Clark National Park, both only accessible by seaplane. Our seaplane flew 500 feet agl the entire trip to the lake. At one point we had a birds eye view of a pod of Beluga whales. We shifted directly from the plane into a 14 foot aluminum boat and observed seven different grizzlies in various spots around the lake. We got close to the bears who were less interested in us than the fish. The bears were not the successful fisherbears I expected. More often than not they scooped the water and came up with empty paws. Clumsy bellyflops resulted in the same disappointment. They worked hard for their salmon meals, but they were large and weighty so success must be theirs over time.

Back in Gulkana, we headed for Talkeetna to view Denali still referred to as Mt.

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McKinley on the Anchorage sectional. We left in clear weather only to encounter clouding skies over the Talkeetna mountains. We adjusted our course slightly to the north when the giant mountain started to come into view. We were advised not to expect to see the top of Mt. McKinley for its usual hat of clouds. But on this day the clouds ringed its lower portion and exposed its top to us. It was exciting as the giant came closer. We monitored the CTAF and listened to the difficulty pilots were having in the lower elevations around Denali and then headed north to Fairbanks.

A check with the FSS on the field at Fairbanks led to the same old song, weather in which VFR was not recommended was moving in from the southwest. Since beginning to plan this trip I had hoped to fly into the Arctic Circle. If we were going to accomplish that mission we needed to get back into the plane and fly. We assessed if we were up to two more hours of flight that evening and concluded that we were. Off in light reminiscent of midday, it was now 7 pm. We headed north over the White Mountains and then across the Yukon Flats National Wildlife Refuge, an expansive marshland with thousands of tiny lakes. The Alaska Supplement Airport/Facility Directory (AFD) listed Ft. Yukon as an unattended gravel/sod runway. I planned to circle above the airport for a view and photos and not risk a landing with potential problems and limited resources for solving them. The air was clear and the sun was bright as we did 360s overhead. On the return home the sun reflected from the myriad of lakes as if on a broken mirror. It was 10:15 pm when we landed in full daylight back at Fairbanks. An hour later we toasted our most northerly adventure.

We had been gone a month and felt the urge to head south. It was our privilege to check everything off on our wish list, and more. The next morning we left Fairbanks for Whitehorse with views of the Trans Alaska Pipeline on our left.

The plan was to follow the Alaska Highway for the return. We met a pleasant pilot who

was a Nav Canada FSSS and helped us with the recommended procedure for flying the Highway. We kept in radio contact as we pushed on to Dawson Creek. It was a bumpy ride and we were glad to set down. Dawson Creek was hot and muggy so we searched for a motel with air conditioning. A recruited passerby took our picture at the Mile 0 landmark for the Alaska Highway and we called it a full day.

The next morning at FSS we learned that heavy rains were still in the Edmonton and Calgary area. Searching for better VFR weather we pointed N4447R southwest over the Columbia Range of the Canadian Rocky Mountains and headed back toward Prince George. We spent a couple of days playing golf, waiting for weather to the west and south to improve. By the third day we were on a first name basis with all the FSSS. At one point a concerned Specialist ran through the airport to our airplane to relay a weather alert that came in right after she gave me a "good VFR" report. Another FSS Specialist shared that other pilots reported reentry through U.S. Customs at Scott Field, Oroville, WA as an uncomplicated event. So off we went towards Oroville.

We left Prince George under a ceiling that lifted then cleared thirty minutes south. The weather looked promising. In the Penticton area, clouds popped up all around us. Negotiating the weather and flight restrictions along the route forced us to arrive high in the Oroville area. We turned up river to lose altitude. The extra time involved made us twenty minutes late. The young female customs officer was waiting at the Customs "office," a 8 by 10 foot building in need of repairs. I made a light comment about my less than desirable landing and she did not smile. Thankfully, the check in was cursory and uncomplicated. In less than thirty minutes we were on our way to Couer D'Alene.

This was the trip of a lifetime. Thanks to a good airplane, good health, and lots of friendly and helpful people, we had many memorable experiences. Because of the distances and effort involved we probably

won't repeat this trip any time in the near future. We tried to take our time and do everything we wished.

Our trip was organized well in advance. I ordered our U.S. Customs sticker prior to departure and made flight plans for all probable routes. A set of these plans was left with a friend at home whom I called regularly to give trip updates. In Abbotsford, with the help of a FSSS I made a master flight plan form which streamlined filing of the Canadian flight plan for every route. I read every article on recently flown trips to Alaska by other pilots and watched Larry Bartlett's video on Flying the Alaska Highway. I had AOPA's kit for flying to Alaska, Air Transport Canada's set of preparatory information, and the Fairbanks Flight Standards District Office (FSDO) information for flight in Alaska. The FSDO provided web sites for Canadian/Alaskan weather as well as airport information. We carried and used the Canada Flight Supplement, the Alaska Supplement AFD, and all current charts plus charts for possible alternative routes. We took three cameras: a small automatic 135, a 135 automatic with a close-up lens, and a 135 automatic with wide angle lens for panoramic shots. We had the plane serviced in accordance with a 50 hour inspection prior to

leaving. We complied with all Canadian and Alaskan survival equipment requirements. Everything carried in the aircraft was weighed and recorded. Outside of carrying two of everything, we were as prepared as we felt we had control to be. The Canadian money exchange made food, lodging, and aviation fuel very reasonable.

We used two portable GPS units, an Apollo Tomorrow and a Garmin Pilot III. The Garmin provides information including names of rivers, lakes, and railroads which was useful. Roger has great navigational and traffic observation skills. He offers positive support and participates in travel duties which adds to the enjoyment of flying for both of us. He organized the survival equipment, performed loadmaster duties, and assisted in tie down duties. The GPS recorded over 7000 air miles. The rental cars recorded over 1500 road miles. It paid to have looked ahead in the latest edition of the Milepost and have interesting activities on our to do list for those down times due to weather as well as planned stopovers.

Our advice to others thinking about making such a trip--**do it**, but be flexible with routes to accommodate weather, share the experience with someone special, and enjoy!

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Los Alamos Fly-In was Fantastic!

by Mary K. Jones

Jan McKenzie and Dean Jaros did a terrific job setting up the CPA fly-in to Los Alamos. Very few people ever get to see any of the laboratories. Two tours a year, tops. When we talked to the locals, they said it was more special than that, since the "Lee incident" security has never been so tight. Sure goes to show you what can be accomplished when you know the right people!

Forty four people went on the fly-in. Most of us arrived late morning and encountered brisk winds and strong gusts to contend with at the airport. We didn't know until it was too late that local pilots land here with 5 to 10 degrees more power, little or no flaps, and land long, well off the numbers to avoid the wind shear and gusts. Keep this in mind if you ever fly there! It took Marilyn Hutchins to show us what could happen when you get into those high gusts. The winds caught her plane and blew it off the runway.

Marilyn is a high time pilot, and she said it gave her no time to even react. Fortunately she was able to walk away from the accident. The plane, an RV4, was damaged. The main body of the plane stayed intact, and kept her safe.

Once the plane was somewhat dismantled and stored in a hanger there at the airport, we rushed to the hotel to board the bus waiting for us. The Hilltop Hotel, where we all stayed, gave us royal treatment, with a tower of chocolate-covered fresh strawberries, and a platter of cookies waiting for us as we checked in. In turn, Georgia Strickfadden, the owner of Buffalo Tours in Los Alamos, is the person with the "contacts" and did a wonderful job lining up a variety of things for us to do.

Our first tour was the Los Alamos National Laboratory Proton Accelerator (LANSCE). It's pretty impressive when even the tour guides assigned to our group had PhD's!! They gave a talk explaining the history and evolution of atomic research and particle physics, and then divided us into smaller groups, and took us on a walking tour through chambers where you could see the accelerators, miles of corridors along which the particles were beamed, detonation chambers where they studied and took

photographs of low-level explosions, and a multitude of other highly specialized tasks.

The guides talked in simple terms, and were so excited themselves about their research it was easy to catch their enthusiasm. The labs there are performing cutting-edge science, and it is the top facility of it's kind in the world. The particle accelerator is located on the bluff to the south of the airport, but you only see a tiny portion of it as you land your plane; much of it is 30 feet underground.

Later that day we all gathered in a large meeting room at the Hilltop Hotel for our "Social Hour". We had several tables filled with hordevours and plenty of liquid refreshment. The noise level could be rated at a roar. The hotel got us off to a good start beforehand with free drinks. We walked to the Central Avenue Grill that night for dinner, and their food was worth a few block hike.

The next day we toured a ruin site that is known only to locals and is not advertised. We hiked/walked about 2 hours through some of the best preserved "Mesa Verde" type ruins I have ever seen. The culture there is believed to be tied directly to the Mesa Verde era, and ruins are found throughout.

After our tour we returned to town and prepared for the afternoon Robotics lecture and demonstration. A few of us ended up at the Hilltop Diner, known for its soups, sandwiches and fresh pies. The Robotics session was in the Bradbury Science Museum. The has had new exhibits, new galleries, and now a historical movie.

We ended the day with another social hour, and an excellent dinner at De Colores. We discussed the possibilities of whether we would be able to beat the weather the next day. Several of us ended up in a variety of places the next day: Albuquerque, Santa Fe, to name two. We had enough time there to unwind, do a little shopping, have a great dinner, and knew that Monday the weather would be fine.

A very big thanks to Jan and Dean for all the work they did, and for setting up the "best ever!!" CPA fly-in.

Fly Mart



For Sale- 1965 Cessna 210. 3789TT, 850 SMOH/IO520, 3 bladed prop, DME, good P&I, 65K. Call Jessica McMillan for more information. 970-945-2385.

For Sale- One serviceable blade and hub for rear prop on turbo 337- \$200 obo. One ATC 610J Simulator with rudder pedals. This is a real cockpit simulator w/ the wheel, throttles, mixture prop control, and gear lever. Has instruments and radios for all approaches and the soft ware for operating in certain US. areas. Includes all manuals and charts. Like new, low hours. \$2000 obo 303-758-2380 or 970-728-4295.

Hello!-Your friendly editor wants to know if any of these classifieds need to be updated, some have been running for a while. Please let me know. Thanks. barclay@eazy.net



For Sale- Pagosa Springs: large house on 2 golf course lots at end of quiet cul de sac 0.6 miles from 2V1 airport. Workshop, patio, hot tub, gazebo, and freestanding golf cart house. 42' X 42' hangar available at 2V1. Email 70652.105@compuserve.com for further information.

Lanceair 360 For Sale \$30,000. All glass work complete, Call Gary Irwin, 970-481-2834.

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.hyper-mart.net>

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

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-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.

Fly Mart is a free service provided for CPA members only. If you have a personal item to list, please submit the ad to the *Flight Lines* editor, (address in the back of the newsletter).



Colorado Aviation Calendar



- MAY 20 AURORA AIRPARK 3RD ANNUAL AIRPORT APPRECIATION DAY FLY-IN**, Aurora, CO (01V), antiques, classics, warbirds, "High Country Thunder," World's Fastest Jet Van, gourmet lunch begins at 11:00 am. Info: Bob or Dawn Resling 303/216-0031.
- MAY 20-21 ERIE TOWN FAIR & AIRPORT DAYS**, Tri County Airport, Erie, CO. Balloon race kicks off at 6:30 a.m. both days. Pancake breakfast sponsored by Tri County Pilots Assn., static displays, Young Eagles rides and fun! Info: Michael Maya Charles 303/604-0746 or e-mail at mmc@airsafetyexperts.com
- MAY 30 FAA SAFETY SEMINAR AT GLENWOOD SPRINGS AIRPORT**, seminar topic is mountain flying. Speakers: Tom Forchner/Denver FSDO and Lynn French/designated flight examiner. Seminar is scheduled at Sopris Aviation (Blue Hangar north of ABO) on Tuesday at 7:00pm. A large crowd is anticipated so come early and bring a couple of chairs. For further information contact airport manager Jessica McMillan, 970-945-2385 e-mail: gwsaviat@rof.net.
- JUNE 3 FAA SAFETY MEETING**, Freemont County Airport, Canon City, CO. Pancake breakfast 7:00 a.m. - 10:00 a.m. Safety meeting at 10:00 a.m. Info: Richard Baker, Airport Manager, 719/784-3816.
- JUNE 3-4 CPA FLY-IN TO SALIDA, CO**- Historical tour, winery tour, raft, fish, theater in the evening. Info: Mary K. Jones 719/488-0653/ mkstraugh@msn.com
- JUNE 17 CPA FLY-IN TO CABELA'S**, Sidney, NE. Casual visit to the World's Foremost Outfitter. Cabela's provides transportation to their store. Restaurant on premises for lunch. Info: Terry Barbo 303/367-0670 or OldFlyer@compuserve.com
- JUNE 17 GUNNISON COUNTY AIR SHOW**, Gunnison Valley Aviation, Gunnison County Airport. 7:00 a.m. 1:30 p.m. Pancake breakfast, F16 jet demo. Info: Joanne Stone 970/641-2481 or e-mail at jastone@co.gunnisonco.us
- JUNE 18 CPA FATHER'S DAY PANCAKE BREAKFAST AND PLANE WASH**- Boulder, CO at Business Aircraft Sales. 7am-10am, 303-444-5560.
- JUNE 24-25 22nd ANNUAL ROCKY MOUNTAIN REGIONAL EAA FLY-IN**, Vance Brand Airport (2V 2), Longmont, CO. Pancake breakfast 6:30 a.m. - 10:00 a.m./ lunch 11:00 a.m. - 2:30 p.m. Seminars- aircraft building techniques, flight safety, and tool demos. Flying Start Program-Sunday morning, Young Eagles Rally Sunday afternoon. Aircraft displays, aviation vendors antique cars and motorcycles. Spaghetti dinner w/ awards, guest speaker Saturday, 4:30 p.m. Admission - \$5,. Info: 303/442-5002 or RMRFI at www.greeleynet.com/eaaregional
- JULY 1 SALIDA AIRPORT OPEN HOUSE**, Harriet Alexander Field (0V2), Salida, CO. Antique and experimental aircraft displays and airplane rides. Info: Donna Myers, Airport Manager, 719/539-3720.
- JULY 4 INDEPENDENCE DAY FLY-IN**, Brush Municipal Airport (7V5). Pancake breakfast, book sale, Awesome Parade, art show, ice cream social, mule show, rodeo and fireworks. Info: Brush City Hall 970/842-5001.
- JULY 8 ANNUAL KELLY AIR PARK FLY-IN BREAKFAST**, Kelly Air Park, CO (C015). 7:00 a.m. - 11:00 a.m. Free breakfast. All CPA members invited to attend. Plenty of parking; bring tiedowns. CTAS 123.05. Info: Dave & Jeanne Allen 303/648-3608.
- JULY 15-16 24th ANNUAL DENVER-TO-JACKPOT, NV, AIR CLASSIC**- Sponsored by CPA. 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.

JULY 26 -AUG 1 EAA AIRVENTURE 2000 FLY-IN CONVENTION, Oshkosh, WI.

JULY 29 VAN AIRE FLY-IN / DRIVE IN, Van Aire Airpark. Open House for CPA members and guests; hangar talk, classic cars; arrive 10:30 a.m. , lunch at noon. Info: Perry Miller 303/659-6793.

AUG 5 PLATTE VALLEY AIRPORT & WWI AVIATION HISTORY MUSEUM SUMMER FLY-IN, Platte Valley Airport, 8:00 a.m. WWI replica aircraft, warbirds, Young Eagles flights. Info: Marilyn Taylor 303/536-0380 or mtpva@compuserve.com

AUG 12 CPA QUARTERLY MEETING. Location TBA.

AUG 14-19 COLORADO AVIATION CAREER EDUCATION (CACE), Wings Over The Rockies Air & Space Museum, Denver. Sponsored by Fantasy of Flight Foundation and Colorado Division of Aeronautics. CACE is a summer camp that introduces teenagers to career opportunities in aviation. One week of intensive ground school and field trips. Volunteer pilots needed for Young Eagles flights on Saturday, August 19 at Front Range Airport. Info: Walt Barbo 303/367-0670 or e-mail: OldFlyer@compuserve.com

AUG 18-19 22nd ANNUAL OKIE DERBY, a proficiency air competition sponsored by Oklahoma Chapter 99s, flying from Wiley Post Airport, OKC; registration fee \$35 received prior to August 11. Info: Phyllis Miller 405/721-2573, fax 405/844-4012.

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

AUG 19 COLORADO 99S COMPANION FLYER COURSE, Aspen Flying Club, Centennial Airport (APA), 8:00 a.m. - 4:00 p.m. Course designed for passengers, the "non-pilot companion," to promote knowledge of aviation concepts and procedures aimed to ease anxiety and improve comfort levels; offers hands-on experience. Info: Lynette Warren 303/791-7092 or Sue Osborne 303/471-0665.

AUG 26-27 CPA FLY-IN TO THERMOPOLIS, WY. Enjoy hot springs, fishing, golf, walking tour of town, dining at golf course. Info: John & Cathie Martny 303/449-6875 E-mail: jmartyny@compuserve.com

SEPT 8-9 2ND ANNUAL "PLANES TO PLAINS" AIRPORT OPEN HOUSE & FLY-IN, Lamar Municipal Airport (LAA). Evening entertainment Friday. Pancake breakfast (free to pilots of fly-in aircraft) starting at 7:00 a.m. on Saturday. Air show activities on Saturday from 9:00 a.m. to 3:00 p.m. including fly-bys, aerobatics and static displays. Info: Bill Thraikill 719/336-3325 or e-mail cofilamar@ria.net

SEPT 9-10 GRAND JUNCTION AIR SHOW. Info: Wayne Hammack 303/469-7479.

Colorado Calendar of Aviation Events is compiled by the Colorado Pilots Association for the benefit of its members; and in the interest of creating an awareness and support for aviation activities in the state of Colorado. Please submit events and/or changes to CPA. The address is in the directory. You may also e-mail Terry Barbo: OldFlyer@compuserve.com. NOTE: To ensure that an event date has not changed or has been canceled, please contact the event coordinator, look in on our web page for updates, additions (www.airbase1.com/cpa), or call the CPA hotline, 303/266-6266.

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2535 Sunset Dr., #M274
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16629 Amberstone Way
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6021 Crestone Street
Golden, CO 80403-1015

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Colorado Springs, CO 80919-3606

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5595 E. Iliff Avenue
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Mound City, KS 66056

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P. O. Box 866906
Plano, TX 75086-6906

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1221 S. Elizabeth Street
Denver, CO 80210-2003

Mark D. Hovey

1702 Willow Springs Way
Fort Collins, CO 80528-6200

Garth W. Lamonte

273 Terrace Court
Grand Junction, CO 81503-3122

Bret Tredway

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Mark W. Forsyth

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Membership Renewals

**Your Renewal Helps Keep General Aviation Strong
in Colorado-Thank You**

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Mark Greenberg, Boulder	Jan Buda, Northglenn
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**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!

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All articles & letters should be sent to:

Sarah Barclay Editor - *FLIGHT LINES*
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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 disk or e-mail when possible.**



Colorado Pilots Association

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

- ** Add \$19/one year only
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For shirt info please call Terry Barbo 303-367-0670. Caps, add \$2 for shipping and handling; Pins or Decals, add 33¢; and shirts, add \$3. Mail to CPA, P.O. Box 200911, Denver, CO 80220

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