

CPA FLIGHT LINES

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July/August 2000



The Mainero, Spears, DeSouchet, and Barclay families (all CPA members) sneak a bit of shade under the wing of Al Mainero's Cessna 310 during the afternoon airshow at Oshkosh 2000. Join us next year for *Colorado Pilots to Oshkosh*.

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President's Message

Three Italian pilots boarded at my house this spring and early summer. They were here to fly every day because it is becoming very difficult and expensive to fly in Italy as in most other countries. These guys were building time hoping eventually to fly for the Italian military or for Alitalia. They were continually amazed that in the United States they could fly when they wanted where they wanted. In Italy, they explained to me, if they wanted to fly an IFR training flight they would need to file a flight plan well in advance of the flight including which approaches they would fly at what time, where they would hold, for how long, etc. They would then wait for approval and fly the flight plan – if approved – without deviation. Complying with bureaucratic requirements has elevated the cost of renting a Cessna 172 in Italy to well over \$150 per hour.

Whenever I get worried about the state of General Aviation in our great country I think about Oshkosh, Wisconsin. I flew a private airplane last week from Boulder, Colorado to Rhode Island, to Maine, to Chicago, to Oshkosh, Wisconsin where I

landed safely among thousands of other private aircraft without a flight plan, without speaking to a controller, without a time slot, and without compromising safety. Upon arrival we were surrounded by thousands of other aircraft and tens of thousands of other pilots all of whom were enjoying the freedom of general aviation in this country. The numbers and the strength of the culture there were reassuring. It was great to be among so many peers.

I know a lot of you have been to Oshkosh, yet I am always surprised to learn of so many flying friends who have not. If you have never been to the annual EAA convention/ Fly-In in Oshkosh, Wisconsin I recommend that you try to get there. Next year my wife and I plan to organize, promote, and facilitate a CPA fly-in to Oshkosh along the lines of Bonanza's to Oshkosh. Hope you can make it. **Newsflash.....** It just became official, my wife and I are the proud owners of Flatirons Aviation, one of the major FBO's at the Boulder Aiport. We will continue to operate Business Aircraft Sales and welcome all CPA members. More next month! -----**Will Barclay**

Get Ready for the 4th Annual Full Moon Hangar Party

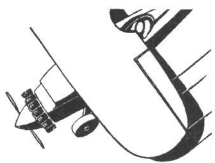
Tune up your dancing shoes, dig out your old uniform, find some fur, just come any way you please (invite your friends too) to the 4th Annual Full Moon Hangar Party at Business Aircraft Sales at the Boulder Municipal Airport on Saturday, September 16th, starting at 7pm. Swing to tunes of the 40's with the Dean Bushnell Orchestra. This party is free, there is food (get there early), there are beverages, cool airplanes, cool people, great dancing, and kids are

welcome. Trophies are awarded for best 40's dress, furthest traveled, best swing dancer, and more.

If you have an interesting vintage or WW II plane you would like to fly in, or you know someone who does and would like to fly-in, please call Will or Sarah Barclay (Tri-motor, DC-3, Beech 18, T-6 or Mustang anyone?) at 303-444-5560.

This is a party, according to many, that you do not want to miss. Hope to see you there!

---**Will and Sarah**



Heard Along the Flightline by Walt Barbo

BEHIND THE SCENES OF THE DENVER - JACKPOT AIR CLASSIC. In the 24 year history of the Denver to Jackpot air race, the course has changed little since the first event. There were a few experiments with changes in departure point. The first few races, for example, departed from Centennial Airport. Front Range Airport was tried on at least one year. We even used Grand Junction one year as an alternative departure point with the thought that the location would attract more participation from the Western Slope. We found, however, that departures from Jeffco were easier to handle logistically, there was less conflict with the Denver Class "B" airspace, and airport management was willing to put up with us and to participate in sponsorship of the event.

The only significant course change was to route over Laramie on the leg to Rock Springs . . . which was made in the interest of a change in scenery. But the route also had some safety implications considering that participating aircraft did not have to climb over a 13,000 ft mountain range immediately following departure from Jeffco. Other than this change, and a minor change that permitted the turbo class to bypass the Rock Springs Airport, the course has remained pretty much the same. As an aside, I am not certain why the Race Committee agreed to allow the turbos to go direct. As I recall, it had something to do with participants in the class not wanting to come down from altitude. If you talk to those who fly the turbos, however, you will find that most fly low to avoid typical westerly headwinds. There is also a safety factor in having a visual sighting of aircraft at a mid-point location on the course. The policy of flying direct may need review.

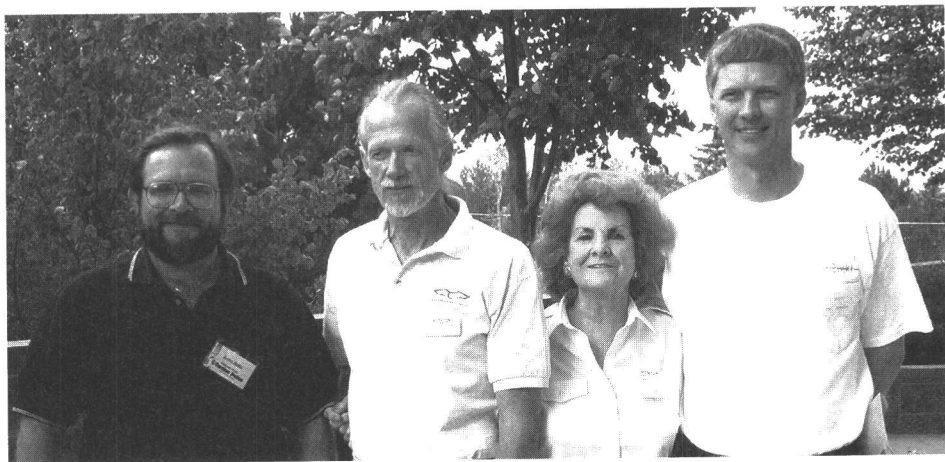
SETTING AIRCRAFT HANDICAP SPEEDS HAS ALWAYS BEEN A CHALLENGE. The winners of the speed portion

of the event have always been those whose actual speed exceeded their handicap speeds by the largest percentage. Setting handicap speeds, however, has always been a frustrating experience. And inaccurate, since aircraft, even of the same make and model, rarely conform to the performance data advertised by the manufacturers. How to level the playing field so that any aircraft could compete fairly against any other has always been a challenge to the Jackpot Race Committee. In the early years of the event, handicap speeds were set at the maximum speed as specified by the aircraft manufacturer. Which brought a lot of complaints from participants since manufacturer's performance figures were often overstated. In an effort to make the handicaps more equitable, this method of handicapping was subsequently changed by a formula which took into consideration performance data from past Denver - Jackpot races. A typical formula, for example, was based on the average of the manufacturer's claimed maximum speed and the performance of similar aircraft from past Jackpot races. Or some ratio of the two. However, the experience from past races lacked credibility since some participants are what I would term "cruisers" . . . out for a nice weekend outing . . . while others took the competition seriously to test the maximum performance of their aircraft. You can imagine the frustration to the Race Committee in sorting out this data in arriving at realistic handicaps. And to the serious participants to whom the handicaps never seemed fair.

SIGNIFICANT CHANGES IN HANDICAPS FOR JACKPOT 2000. Thanks to the GPS. And a simple procedure that can be used to determine how fast an aircraft can really fly. For normal aspirated aircraft, the procedure requires three two-minute speed

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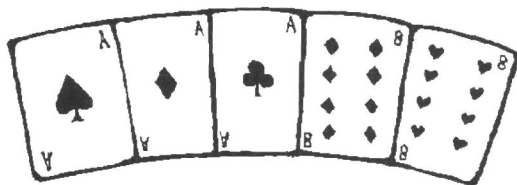
The 24th Annual Denver to Jackpot Air Classic



Winners of Class "A" Fixed Gear Category: 1st place - James Hollis of Erie; 2nd place - Bill Toten of Aurora; 3rd place - Brenda Beltowski of Aurora with copilot Joe Recknor.



Winners of Class "B" Retractable Gear Category: 1st place - Greg Marshall of Honolulu with copilot Jackie Siegel; 2nd place - Tim Roberts of Aurora; 3rd place - Sonny Elgin of Watkins; and 4th place - Homer Lyle of Aurora.



Winners of Class "C" Turbo-Charged Category: 1st place - Walter Bell of Denver; 2nd place - Dave Burke of Lakewood; 3rd place - Lucile Bledsoe of Wray; and 4th place - Dan Dunning of Strasburg.



Winners of Fuel Contest: 1st place - John Seabury of Erie; 2nd place - James Hollis of Erie; 3rd place - John Quella of Arvada; and 4th place - Greg Marshall of Honolulu.

2000 DENVER - JACKPOT AIR CLASSIC SPEED RESULTS

	N#	MAKE	YEAR/TYPE	PILOT NAME	H'CAP SPEED	TOTAL TIME	AVERAGE SPEED	% OF MAX SPEED
CLASS "A" FIXED GEAR								
1	35616	CESSNA	1968 C-172	JAMES HOLLIS	101	05:03:32	97.6499	96.6831%
2	9247X	CESSNA	1962 C-182	BILL TOTTEN	135	03:53:18	127.0467	94.1087%
3	1036V	CESSNA	1976 C-172XP	BRENDA BELTOWSKI	114	04:37:17	106.8943	93.7669%
4	759XW	CESSNA	1978 C-182Q	ERIC JENSEN	134	04:08:20	119.3557	89.0714%
5	372SF	CESSNA	1978 C-182	R. J. DOUBEK	137	04:04:32	121.2105	88.4748%
6	3908Q	CESSNA	1972 C-172L	MARIE MOZDEN	104	05:32:25	89.1652	85.7358%
7	92787	CESSNA	1970 C-182	MARK HOPKINS	137	04:16:00	115.7813	84.5119%
CLASS "B" RETRACTABLE GEAR								
1	8PV	PIPER	1979 PA-32	GREG MARSHALL	157	03:09:56	156.0548	99.3979%
2	6688U	BEECH	1980 BE-V35B	TIM ROBERTS	179	02:53:02	171.2965	95.6964%
3	7164Y	PIPER	1964 PA-30	SONNY ELGIN	170	03:03:43	161.3354	94.9032%
4	91VP	BEECH	1969 BE-V35A	HOMER LYLE	176	02:57:32	166.9546	94.8605%
5	719SG	BEECH	1968 BE-V35A	JOHN QUELLA	169	03:05:15	160.0000	94.6746%
6	5949F	CESSNA	1968 C-210H	JOHN SEABURY	172	03:02:47	162.1592	94.2786%
7	7463N	BEECH	1968 BE-V35A	CHET JEWELL	173	03:02:23	162.5148	93.9392%
8	1573P	PIPER	1958 PA24-180	PAUL NUNN	140	03:47:07	130.5056	93.2183%
9	7390P	PIPER	1961 PA24-250	SARAH DOLLIVER	152	03:30:32	140.7853	92.6219%
10	45VC	CESSNA	1964 C-210D	JOHN MARTYNY	168	03:24:32	144.9153	86.2591%
11	15BG	PIPER	1970 PA-30	TRAVIS BRASSELL	177	03:32:23	139.5590	78.8469%
CLASS "C" TURBO-CHARGED								
1	210VE	CESSNA	1978 T-210M	WALT BELL	168	02:59:49	164.8346	98.1158%
2	231WB	MOONEY	1980 M20K	DAVE BURKE	174	02:55:16	169.1137	97.1918%
3	11BC	BEECH	1991 BE-36TC	LUCILE BLEDSOE	173	03:00:35	164.1347	94.8756%
4	6863R	CESSNA	1967 T-210	DAN DUNNING	163	03:24:06	145.2229	89.0938%

2000 DENVER - JACKPOT AIR CLASSIC FUEL RESULTS

	N#	MAKE	YEAR/TYPE	PILOT NAME	FUEL EST (G)	FUEL PURCHASED	DIFFERENCE (GAL)	% FUEL DIFF
1	5949F	CESSNA	1968 C-210H	JOHN SEABURY	69.00	69.08	0.08	0.1159%
2	35616	CESSNA	1968 C-172	JAMES HOLLIS	53.30	53.23	0.07	0.1313%
3	719SG	BEECH	1968 BE-V35A	JOHN QUELLA	50.70	50.21	0.49	0.9665%
4	8PV	PIPER	1979 PA-32	GREG MARSHALL	98.20	100.12	1.92	1.9552%
5	7463N	BEECH	1968 BE-V35A	CHET JEWELL	55.00	53.62	1.38	2.5091%
6	210VE	CESSNA	1978 T-210M	WALT BELL	57.00	58.66	1.66	2.9123%
7	7164Y	PIPER	1964 PA-30	SONNY ELGIN	65.20	62.70	2.50	3.8344%
8	9247X	CESSNA	1962 C-182	BILL TOTTEN	57.40	59.63	2.23	3.8850%
9	45VC	CESSNA	1964 C-210D	JOHN MARTYNY	53.00	50.80	2.20	4.1509%
10	3908Q	CESSNA	1972 C-172L	MARIE MOZDEN	54.00	56.58	2.58	4.7778%
11	372SF	CESSNA	1978 C-182	R. J. DOUBEK	54.50	51.67	2.83	5.1927%
12	11BC	BEECH	1991 BE-36TC	LUCILE BLEDSOE	77.50	82.01	4.51	5.8194%
13	92787	CESSNA	1970 C-182	MARK HOPKINS	53.10	48.81	4.29	8.0791%
14	231WB	MOONEY	1980 M20K	DAVE BURKE	51.30	46.21	5.09	9.9220%
15	7390P	PIPER	1961 PA24-250	SARAH DOLLIVER	49.88	54.93	5.05	10.1243%
16	6688U	BEECH	1980 BE-V35B	TIM ROBERTS	52.60	46.16	6.44	12.2433%
17	91VP	BEECH	1969 BE-V35A	HOMER LYLE	48.35	41.77	6.58	13.6091%
18	5173P	PIPER	1958 PA24-180	PAUL NUNN	37.70	43.37	5.67	15.0398%
19	759XW	CESSNA	1978 C-182Q	ERIC JENSEN	56.50	67.70	11.20	19.8230%
20	15BG	PIPER	1970 PA-30	TRAVIS BRASSELL	62.40	75.08	12.68	20.3205%
21	6863R	CESSNA	1967 T-210	DAN DUNNING	48.70	62.70	14.00	28.7474%
22	1036V	CESSNA	1976 C-172XP	BRENDA BELTOWSKI	37.40	56.05	18.65	49.8663%

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runs with maximum power at a pressure altitude of 8,000 feet. The runs are made with pilot and an observer with the first run on one of the four cardinal compass headings. During the run, the observer takes GPS groundspeed readings every 10 seconds. This is followed by a turn of 90 degrees for a second two-minute speed run and an additional turn of 90 degrees for the final speed run. A total of twelve readings in each direction are tabulated, averaged, and entered into a computer program that determines true airspeed, wind direction and wind intensity. (More on the procedure in a moment.)

Of the 22 participants in the race this year, over half went through the GPS handicap procedure. For those unable to schedule the speed runs, handicaps were set arbitrarily a few knots over handicaps of similar aircraft determined by the GPS procedure.

IS THE SYSTEM FAIR? Some of the Bonanza pilots may not have thought so when reviewing their handicaps prior to the race with handicaps varying up to 10 knots for nearly identical aircraft. For example, John Quella in a V35A Bonanza had a handicap speed of only 169 knots compared to Homer Lyle in an identical aircraft with a handicap speed of 176 knots. Yet, Homer finished a fraction of a percentage of his handicap speed ahead of Quella. Both serious racers. On a level the playing field. Though I doubt that Homer would have considered the field level had he finished 2nd to John Quella.

CAN YOU BEAT THE SYSTEM?

Obviously, it is in a pilots interest to have the lowest handicap speed possible . . . and there are probably some creative things a pilot could do to slow the aircraft down. Anything that would create drag. Or minimize power. Which is one of the roles of the observer in the aircraft . . . to make certain the pilot doesn't do anything to intentionally slow the aircraft down.

In my role as an observer on most of the handicap flights I noticed a few little things. For example, a few dirty aircraft that were not cleaned until after the speed checks. Most carried full fuel for the handicap speed runs . . . though it was fairly common to see racers

with a minimum of fuel on board to take advantage of increased performance from a lightly loaded aircraft during the competition. Didn't notice any removal of steps or antennas . . . though I have seen this in some of the prior races.

Atmospheric conditions, such as turbulent air during a speed check, would probably cause minor reductions in airspeed. However, none of the test runs I participated in encountered much turbulence. A similar case could probably be made for high air temperatures during handicap speed checks. The Committee determined that temperature variations would not have a meaningful effect on TAS and chose to disregard that factor. We did this knowing that some analyst out there will pick up the challenge and come up with some data to prove us wrong. **WE ADMIT TO AT LEAST ONE QUESTIONABLE HANDICAP** . . . for a Piper Lance equipped with LoPresti cowlings mods. Greg Marshall, a CPA member out of Honolulu, Hawaii races the aircraft at a number of events on the mainland and brought the aircraft into Jeffco Airport for a handicap check on Friday prior to the race . . . with a nose gear door that wouldn't fully retract. Couldn't see the problem from the ground. In the air, however, it acted like a small speed brake. It was obvious that something was dragging. However, during a low pass over Jeffco Tower, air traffic controllers were unable to see anything that was hanging down (not surprising considering the small size of the gear door). Nor could a mechanic at Mountain View Aviation. This was followed by a second speed run. With the same results. True airspeed for each run was only 157 knots. For an aircraft that typically handicaps at about 165 knots.

The issue was typical of one of the Race Committee's most serious challenges in handicapping an aircraft for the race. Here was a racer who was a CPA member, who had commuted all the way from Honolulu to participate in the competition, who had run in the two prior Jackpot races, whose copilot traveled from New Jersey to fly with him . . .

with a mechanical problem that defied a quick fix. So we ended up handicapping the aircraft as if it were no different than one that might not have been optimally rigged. We had little choice other than to use the demonstrated speed of the two runs as the handicap speed.

Which would have been OK except that the aircraft smoked other contenders in Class "B" during the race. Doing some "what if" analyses later, I found that had we used the GPS handicap for the aircraft from last year, Marshall's finish would have been 2nd behind Tim Roberts in a V35B Bonanza. No question, the mechanical problem corrected itself somewhere during the race.

HANDICAPPING NORMAL ASPIRATED AIRCRAFT WAS A SNAP COMPARED TO HANDICAPPING THE TURBOS.

Our initial policy was to use the same procedure for both types of aircraft with the exception we would do the speed check at 12,000 feet for the turbos as compared to 8,000 for normal aspirated. Even took my personal T-210 through the process to make certain it would work. A flawless run. But then I ran into a block. From turbo owners who argued that it was unrealistic to run a turbo equipped aircraft at full power because of overheating problems. They were unwilling to run them flat out. A compromise was offered to run the aircraft at 70% power and use the TAS for those runs as the handicap speed. Which would have been OK if each aircraft had even similar performance manuals to show 70% power settings.

Which was not the case. Dave Burke's Mooney had excellent performance manuals and I had some confidence in the handicap speed developed for that aircraft. Walter Bell had an aftermarket intercooler for which it was difficult to determine the effect on power. The operating manuals in Lucille Bledsoe's 36-TC Bonanza gave exception performance information for recommended cruise . . . but had nothing related to percent power. And we had nothing on the T210 flown by Dan Dunning other than to know it was an older model with struts. It was a true example of comparisons between apples and oranges. So, I confess. Developing handicaps for the turbos was a crap shoot. Any of the participants has basis to argue they should

have won.

GOT TO FLY IN A LOT OF NICE AIRCRAFT IN DEVELOPING THE HANDICAPS. With some humor. Like when I took the controls of Doug Blake's and Peggy Long's Cessna 210B and noted how stiff the controls were compared to my T210. Which eased up dramatically when we turned off the autopilot. And the 2.4 hours in Marshall's Piper Lance (typical speed test took 30 minutes) in which he used the gear door problem as an excuse to make low passes over Jeffco Tower. And to check the performance in Tim Robert's V35B Bonanza following an engine change from a Continental 520 to a 550. Seems to add 3-4 knots. Or was it the Gami injectors?

For those planning to make speed modifications to an aircraft, I can't think of a better way to determine the effect of the mod. Run the procedure before and after the mod to measure the real gain from a modification.

SOME WELCOME HELP RECEIVED WHEN MY COMPUTER CRASHED A WEEK BEFORE THE RACE.

I had downloaded an upgrade to my Netscape browser after which the computer refused to load a java program needed to display graphics on the Internet. A disaster. Since I needed to get into the speed applet on www.reacomp.com to do the handicap calculations.

It was Sunday afternoon. Didn't expect I would find anyone to help but wrote an e-mail anyway to the Web site to see if they could recommend a solution. Not more than 30 minutes passed until I received a response from a Mr. Craig Cox. Over the next several hours, I was involved in continuous trial and error solutions until our 12th communication when I reported "BINGO!" It's working!

Can't let that kind of help go unrecognized. I learned that Craig is a pilot and a computer programmer. When I asked him about himself so that I could recognize him in our newsletter, he wrote: "That's very kind of you. I am the president of REA Computing, although right now I am also its only employee. We are hoping to change that soon but right now I do all the work and my wife somehow gets to share half the money. I don't know how that

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Colorado Aviation Calendar



- AUG 12 4th ANNUAL JEFFERSON COUNTY AIRPORT FLY-IN**, 6am-2:30pm, trophies, drawing for P-51 Mustang Flight for all those that fly-in. Information: Daril Cinquanta, 303-423-9846.
- 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: jmartny@compuserve.com
- SEP 2 - 3 LABOR DAY VINTAGE FLY-IN**, Bob Adams Field, Steamboat Springs. Antique aircraft and warbirds on static display. CAP food concession. Rodeo and concert in town. Info: Gerry Denofski 970/879-8704 e-mail: gerryden@cmn.net or Matt Grow, Airport Manager, 970/879-1204.
- 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 coflamar@ria.net
- SEPT 9-10 GRAND JUNCTION AIR SHOW**. Info: Wayne Hammack 303/469-7479.
- 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

COLORADO CALENDAR OF AVIATION EVENTS is compiled by the Colorado Pilots Association for the benefit of its members; and in the interest of creating an awareness and support for aviation activities in the state of Colorado. Please submit events and/or changes to CPA at the above address or call Terry Barbo 303/367-0670 or E-mail: OldFlyer@compuserve.com. **NOTE:** To ensure that an event date has not changed or has been canceled, please contact the event information person. Or look in on our Web page for updates, additions, etc. (www.airbase1.com/cpa).

Fly Mart



For Sale - 1974 Bonanza V-35B based 2V2,
www.wright.com/bonanza.html or call Douglas Tabor @ 303-652-0708(h), 303-272-5266 (w)

For Rent-New T-Hanger in Weld Co. airport. Insulated with electricity, lights, and BI-Fold door. Frank. 303-648-3461

Position Available- Chief Flight Instructor for Aspen Flying Club, located at Centennial Airport. We have 52 aircraft and over 800 members and are a Cessna Pilot Center. Requires CFII and MEI with 2,000 total time. Call Larry Ramsdell at 303-799-6794.

For Sale- Sharp 3 bedroom, 2 bath ranch for sale at Park Land Estates Airpark in Erie, Colorado. Sweeping mountain views, 2.3 acres. Hangar site adjacent to taxiway. Possible taxiway extension to property. 4-car garage with workshop. Room for RV/boat. Call Tom MacKenzie @ Century 2 Gold-Erie. (303) 664-9324; (303) 828-1262.

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://pipecpilot1.hypermart.net>

Partner Wanted-1987 Bonanza A-36, E-2391,turbo-normalized, tip tanks, Ultimate engine w/Millennium cylinders, high performance aircraft, based at KPUB. 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) 243-1 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 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 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/Fax 719-636-5060 or e-mail
billchandler@friwoemc.com



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

Trevor Dean Mackie
7110 S. Gaylord Street, M-2
Littleton, CO 80122-1648

Blanche Cohen
P. O. Box 440785
Aurora, CO 80044-0785

Marty Major
1219 Canvasback Court
Fort Collins, CO 80525-8836

James Hong
1010 Quarterhorse Trail
Castle Rock, CO 80104-7871

Jim Alsum
14000 E. Linvale Place, #411
Aurora, CO 80014-3726
Richard Arnold
P. O. Box 2468
Telluride, CO 81435-2468

Elizabeth Campbell
2050 Tabor Court
Colorado Springs, CO
80919-4843

Gregory S. Hine
351 Sugarloaf Mountain Road
Boulder, CO 80302-9225

Randy Walck
399 Evergreen Road
Grand Junction, CO 81506-

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24TH ANNUAL DENVER TO JACKPOT AIR CLASSIC

JULY 15, 2000

The Jackpot Air Classic Committee wishes to thank the following organizations and individuals for their generous donations in support of the 24th Annual Denver to Jackpot Air Classic:

Cactus Pete's

(prize money, airport reception, door prizes, cocktail party)

Airport Restaurant in Pueblo
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Len Lyall Chevrolet

The committee also wishes to thank the Administration at Jefferson County Airport, Bob Super and the controllers at Jeffco Tower, Gary Valentine at Rock Springs Airport, and Bill Dunn and Denver AFSS for their help in this year's race.

Thanks to the following committee members and helpers: Babette Andre, Leonard Adler, Walt and Terry Barbo, Kevin Bunnell, Ricky and Linda Davidson, Sonny and Darlene Elgin, Steve and Linda Harless and family, Bill and Marlys Marshall, Paul and Sheila Rossman, and Michael McRhodes. The Air Classic ran smoothly largely due to their efforts and assistance.

As always, your comments and suggestions on the race are welcome.

Robert Venohr-Air Classic Chairman
303-766-0742



works but I wish I could find the same deal somewhere. Have fun at the race and if you are competing I hope you do well. Thanks for your interest in the applet; it is very satisfying to see that it is of some use to people. Craig"

A STORY THAT CAN NOW BE TOLD.

On some of the political interactions behind enactment of HB 1069, the bill that funded \$700,000 (\$500 K from general funds with the remainder from the Aviation Trust Fund) for the installation of AWOS weather reporting systems.

According to Bill Hamilton, AOPA Regional Representative (and retired member of the Colorado Aeronautical Board), the Genesis of the AWOS bill came during the gubernatorial campaign when Bill Owens was being flown in a twin near Durango. The aircraft hit some severe turbulence and Owens hit his head on the overhead. Shortly thereafter he called Bill and asked how such a thing could happen? Was it the aircraft? Was it the pilot?

Never one to pass up an opportunity, Bill Hamilton took advantage of the situation to promote his mountain AWOS weather reporting system and explained that very, very little weather data is collected west of the Continental Divide and, for that reason, there are huge weather blind-spots out there. Owens asked if something could be done. It was like an open door. From then on it was a discussion of how many and at what cost. Hamilton commented that from some dark recess he pulled out the number 12, at an estimated cost of about \$75,000 each, installed. To which Bill Owens said: "If elected, you have my strong support for 12 of those AWOS things."

After Governor Owens was elected, the scene then shifted to producing a bill that could be carried successfully through the General Assembly. Travis Vallin, Aeronautics Division Director, and members of the CAB, worked tirelessly in providing support for Representative Matt Smith, who carried the bill. But it was Travis who deserves the credit for keeping the aviation community informed on the progress of the legislation and in coordinating expert testimony needed from organizations such as the CPA, CGAC,

NWS and the NTSB. Clearing the Joint Budget Committee was to be the final hurdle. It was still unsettled as to where the money was to come from. Finally, Governor Owens stated, "I put the money in my budget and, by Golly, I want it funded." And it was!

I like Bill Hamilton's conclusion regarding the successful passage of the legislation.. He commented, "Without Governor Owens we would have lost this battle. So I suppose the story line is: a new governor saw the need to protect the public safety through improved weather information collection and dissemination. He tasked CDOT, the Colorado DofA and Representative Matt Smith and other legislators to solve this problem. The Governor's bidding was faithfully carried out by Aeronautics Director Travis Vallin and Representative Matt Smith."
NATIONAL LEGISLATION TO ALSO HAVE AN EFFECT ON LOCAL AVIATION. In a very inconspicuous way. With a direct impact on the Wings Over the Rockies Air & Space Museum.

It is no secret that the Museum needs the adjacent hangar (Hangar No. 2) at Lowry as part of its long range expansion plan. The plan would nearly triple current Museum space through acquisition of the hangar and construction of an atrium structure between the two facilities.

Hangar No. 2, while still used as a military facility, is scheduled to be disposed of under excess property procedures later this year. The Museum would be an eligible candidate under disposition procedures. However, there is always some uncertainty as to the timing and successful acquisition of properties under normal disposition procedures.

In steps 5th District Congressman Joel Hefley, a member of the House Armed Forces Committee, with an amendment to the Appropriations Act . . . which would permit the property to be transferred to the Lowry Redevelopment Authority . . . where subsequent agreements would permit acquisition of the property, without cost, by the Museum. The effect of the action places the Museum on a fast tract to gain acquisition of the hangar.

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