

CPA FLIGHT LINES

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CPA members Michael and Leslie Maya-Charles strike a pose by *Heavenly Cargo*, the Lockheed C-60 owned by the Mile High Wing of the CAF at the 4th Annual Full Moon Hangar Party held at Business Aircraft Sales on September 16th. Michael flew in the DC-3 once owned by Hap Arnold and now owned by Wings over the Rockies Museum. By the way, there is nothing quite so spectacular as a DC-3 low pass over a country airfield.... Leslie appropriately won one of the awards for best 40's dress. Official count was over 900 full mooners. [Jim Barbour Photography].

'Net some Plane	3
Hangar Party photos	4
CPA Directory-send your aviation stories to the editor	14



President's Message

As some of you may know, Sarah and I bought our second aviation company, Flatirons Aviations, the FBO at Boulder Municipal Airport on August 1st. On September 16th we hosted our 4th Annual Full Moon Hangar Party. According to our official count master, over 900 full mooners attended the event. The party was graced by spectacular weather, vintage airplanes, friends, food, good cheer, good music, and a cooperative full moon.

The day after the party, we received a phone call in the afternoon that one of our local pilots, along with at least one passenger, were killed in a V-Tail Bonanza in Longmont. The following Friday we hosted the memorial service for our friends Dick and Mel Brendt in our hangar. It was well attended by flyers, friends, and family, from around the world. The NTSB has still not determined the cause of the accident.

In the wake of my friend's recent accident, I find myself dwelling again on safety. I have recently been thinking about the relationship between safety and experience. When I was preparing for my first transatlantic in a light plane, I read some statistics relating to experience and accident rates. I can't be precise about the details but it seems that while only a handful of the pilots who fly light planes transatlantic each year are Airline Transport Pilots, a very large percentage of the pilots lost while crossing the Atlantic in light planes are ATPs. The two men killed in the Bonanza accident were both very experienced: both of them had about 16,000 hours, both had successful military and airline careers as pilots.

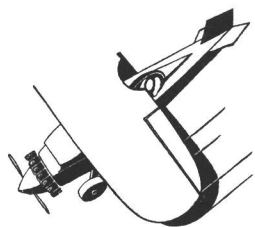
I have also heard for years that there are spikes in accident rates as pilots reach experience milestones in terms of hours.

Educators say about children that super-intelligence is just another handicap which comes with its own set of problems. Flying experience too seems to have its pitfalls. They may include overconfidence, pride, carelessness, complacency, and reliance upon habit rather than thought. While I am sure that these were not factors in my friend's accident, experience cannot relieve us of the need for vigilance, currency, and caution. Let's continue to be careful out there.

On a brighter note, as I write this, it is cool, crisp, and clear outside. The wind-sock is hanging motionless and the trees are full of color. I have to fly to Idaho and back this afternoon and they are going to pay me to do it. Don't tell the passengers that I would pay them for the privilege. Autumn is a great time to fly in Colorado. We still get more than our share of clear weather. The air becomes reasonably dense on occasion, and lots of us are more current from this summer's flying.

Enjoy your time in the air and you too keep dwelling on safety. Sign up for that bi-annual, get a mountain check out, attend safety seminars. Call up a friend and go shoot some approaches, spend some time under the foggles and practice, practice, practice. When you are done practicing, come on over and say hi to us at Flatirons. The coffee pot is always on and CPA members can enjoy a one time 25 cent discount per gallon on a fill-up from now until the end of the year. If you let us know you are coming over we will buy the lunch. Just give us a call anytime, 303-444-5560.

-----Will Barclay



'Net Some Plane- Scheduling Your Bird Online with AircraftClubs.com

By Charles Luce

Your Author Buys An Airplane

Six years, three months and seven days after winning my wings, I finally put the "O" in AOPA. Signs I was about to matriculate from renter to owner began appearing in January.

First, on my birthday, my daughter, Tammy, gave me a beautiful airplane key ring, for which I had no use, unless, of course, I happened to own an airplane. So, there it sat, in its box on my dresser, next to *Buying and Owning Your Own Airplane*, a not so subtle reminder that I hadn't and didn't.

Then, in February, I was in Grand Junction to teach a seminar. It was the last stop of a four-town tour, so the faculty went to dinner at The Winery restaurant the night before our final presentation. The conversation turned to flying — funny how that happens — and someone asked me if I owned an airplane. "No," I replied wistfully, "though I don't how much longer I can resist buying a Cessna 182," and proceeded to tell him about Tammy's key ring.

The very next morning, seated at my hotel desk — with a commanding view of Walker Field — I received an e-mail from out of the blue. It was from Bob Kinney, a fellow with whom I had never spoken, and had only traded two e-mail messages with the prior July in response to a classified ad Bob had run in The Denver Post looking for a 182 partner. I had not thought of or corresponded with him since then. Bob said he had found a 182, complete with hangar, that might interest me.

That fate had cleared me to "position and hold" on the ownership runway became manifest when I later discovered that, of our entire "well connected" entourage, I was the only one who had successfully negotiated any

Internet connection from our hotel that morning. Now I am neither superstitious, nor impulsive. But I don't have to be hit over the head. This plane (or at least an undivided one-quarter interest in it), had my name on it. Less than one month, and one very thorough pre-buy, later, I was the proud owner in a 1964 Skylane.

The Problem: Scheduling The Bird

But this is not the story of how I came to buy N3664U. Rather, it's the story of how our ownership group solved a problem every co-owner faces: "How do you handle scheduling the bird?" It is a story with a great solution, and a Colorado pilot connection.

As a renter, there are two ways to schedule a plane. You can either look at the schedule while you're at the FBO, or you can call the FBO where someone paid to schedule airplanes will look at it for you. I always prefer to look at the schedule and book my own flights, even if it means a diversionary pit stop by the airport (twist my arm). There are lots of reasons: I'm visually oriented; I like being able to see everything at a glance, months or weeks in advance; and I can take as much time as I want without feeling I'm imposing on someone else's time. Also, being a control freak, I like the certainty that comes with booking dates myself.

None of these preferences changed when I became an owner. But suddenly there was no one paid to answer the phone and schedule the plane. Although each member of our group has a full complement of "electronic tethers," we are all busy professionals who frequently must rely on voicemail tag to get things done. This does not lend itself well to scheduling airplanes. Even more so than as a renter, I would not feel comfortable imposing on of any my co-owners' valuable time to

read me the schedule while I played decisional ping pong, and I still feel more comfortable booking times myself.

The Solution: AircraftClubs.com

The solution to this problem is a mere 17 keystrokes away: www.AircraftClubs.com (formerly Buyplane.com). AircraftClubs is the brainchild of Colorado pilot Tim Dumler. Tim reserved the domain name, Buyplane.com, with the thought of creating an Internet portal for persons interested in purchasing an aircraft. Tim's full-time job at a local dot com startup, incTools, keeps him pretty busy, however, and by the time he got around to using his domain name, websites for would-be-owners were as commonplace as a 172 rusting on the ramp. Not interested in just being one of a flock, Tim made a tactical decision which has been cheered by online aviators literally around the world: Buyplane.com would become, not a place to learn about buying an airplane, but the place where co-owners can painlessly schedule the planes they own, 24 x 7. This past summer, Tim changed the name and URL of his site to AircraftClubs.com, to better reflect what it does, though as of this writing Buyplane.com still works too.

Writing about a computer program is like telling someone about an art exhibit; a word is worth one-ten-thousandth of a picture. The best way to discover the simple elegance of AircraftClubs is online. But, to whet your appetite until you can kick the kids off the family PC, here is an overview of what you will find at AircraftClubs:

AircraftClubs is an Internet web server application. This means that the software actually runs on the AircraftClubs web server instead of being downloaded and run on your personal computer. The advantages of Internet applications are multiple. First, the application can be accessed from any computer with an Internet connection; your home PC, your office Macintosh, the Unix box at NORAD, and probably soon your Palm Pilot in Paris. Second, all owners or club members can access the club schedule at the same time. Third, you don't have to install it or worry about updates.

The first time you use AircraftClubs you'll need to set up your club (if you only have one

airplane, as most AircraftClubs users do, it's just a more exclusive club). This involves entering (1) a name for your club, (2) each airplane owned by the club, and (3) the name and e-mail address of each club pilot member. (You don't have to worry about your privacy or being spammed by AircraftClubs. This is, at least for now, a pure hobby site, and Tim jealously guards his users' privacy.) It is also useful to include "shop" as a club pilot to indicate when an aircraft will be down for servicing.

Whoever sets up the club on AircraftClubs will be, by default, the club scheduling "administrator," though you may grant administrative rights to any or all members. Administrators can add or delete club pilots and airplanes, post messages on the "club news" bulletin board, and can schedule or delete a flight for any club member. In our group of four, we have two administrators and one member who believes the Internet is the work of the devil. Whenever he wants to schedule a flight, he calls one of the administrators to book it for him. (Recognizing that even pilots can be Luddites, Tim has future plans to add a voice recognition feature, which will allow anyone to schedule on AircraftClubs using the telephone.)

Once your club is set up, each pilot member selects a unique password the first time s/he logs on. Only that pilot, or someone with administrative rights, can schedule, modify or delete a flight for that pilot. Scheduling is a breeze and can be done in two views: through a calendar view, which is a graphic representation of an entire month, or a list view, which shows only the days for which a particular plane has actually been scheduled. Scheduling is done by point and click, with drop-down calendars and clocks to log dates and times. There is also a notes section in which the pilot or administrator may say something about the entry, such as where s/he is flying or why a plane is in the shop again.

One of the nicest features of AircraftClubs' scheduling software is that any time a member schedules a flight, all other members are automatically notified by e-mail. This way, even if you haven't visited the club's schedule lately, you won't be surprised to find an empty

For those of you out there that partner in a plane, this may be the answer for taking care of scheduling woes. Click on to AircraftClubs.com for a look. This site also has plenty hangar chat, weather links, links about airport issues, pictures and more.

hangar, at least if you check your e-mail regularly.

While the scheduling software is, unquestionably, the piece de resistance of AircraftClubs, Tim's site also has a hangar talk section for swapping ideas and good deals, and a small set of links to other aviation sites. It is the club scheduling, however, that makes the site, in 'Netspeak, "sticky," that is, something you will return to again and again. Tim is not content to rest on his laurels, either. This summer he added new features, including a Club Photo Gallery, for posting pictures of your club airplanes or from your latest adventure, and Club Web Links, where members can add hypertext links to their favorite aviation Internet sites.

For the time being, AircraftClubs' scheduler is the only General Aviation specific scheduling web server application on the 'Net, and has been FREE since January 1999. Tim has recently moved the AircraftClubs to a more

powerful server with greater bandwidth (to allow faster multiple connections) and will introduce a small monthly charge sometime in the future to defray his out-of-pocket expenses (hey, it's a hobby, not charity). However, even at \$4.95 per month/per plane, what AircraftClubs offers is dirt cheap, roughly the cost of a copy of Trade A Plane, split among all club members. That's less than \$15 a year spit among our four members. Just try to find someone to answer the phone 24 x 7 for that money. Tim will offer a 30 day free trial to new users, and payment can be made automatically through PayPal.com or some similar secure service.

Tim Dumler: The Pilot Behind AircraftClub.com

As great as AircraftClubs' scheduler is, Colorado pilot Tim Dumler, its author, is a pretty neat guy, too. Tim was born in Russell, Kansas, deep in the heart of Bob Dole country. He got his first taste of flying as a kid, spotting coyotes from a J-3 Cub, an activity now

frowned upon. When he was nine, Tim's family moved to Dillon, Colorado, where his dad ran the Skelly gas station. From flatlander to mountain pilot, Tim took his first flying lessons at the age of 17 at Kremmling in a Cessna 150 with Scott McKenzie. Later, Tim also took lessons from Leadville's legendary Ursula. Having started his training as a mountain pilot, Tim completed his PPSEL while attending Tulsa University in Oklahoma, where he majored in petroleum engineering and business.

Following graduation, Tim hitched on with an international drilling company in South America which had 21 big rigs and a sizable inventory to manage. The personal computer was just coming into its own and, as a matter of necessity, Tim taught himself programming, learning r-base database software to facilitate tracking and scheduling everything.

After about seven years, Tim moved back to Dillon where he purchased a vending business and wrote an auction software program that enjoyed some local commercial success. In about 1995, married, and with his wife attending DU Law School, Tim sold the vending business and his auction software and moved to the Front Range, where he landed a job with FT Energy in Boulder as director of its commercial software applications. Family and business obligations led to a flying hiatus. Tim sold his interest in a Piper Cherokee 235 based at Centennial, and hung up his wings for about five years. Aviating was definitely on his mind, though, when he reserved the Buyplane.com domain name in September 1997.

Tim really enjoys corresponding with pilots who use his site. AircraftClubs truly spans the globe, with users in England, Belgium, Germany, France, Italy, Norway, Sweden, Finland, Greece, Chile, Switzerland, and even Tonga. Each owes a debt of gratitude to Tim. A guy in Switzerland who owns a Malibu has offered Tim a ride in his ski-rigged Super Cub to land on a 14,000 ft on a glacier if he ever gets to Geneva. Tim has another ride waiting in a T-34 in San Diego. He's already hitched one ride in PC-12, and had another ride lined up to Reno in September.

Tim estimates about 80% of AircraftClubs'

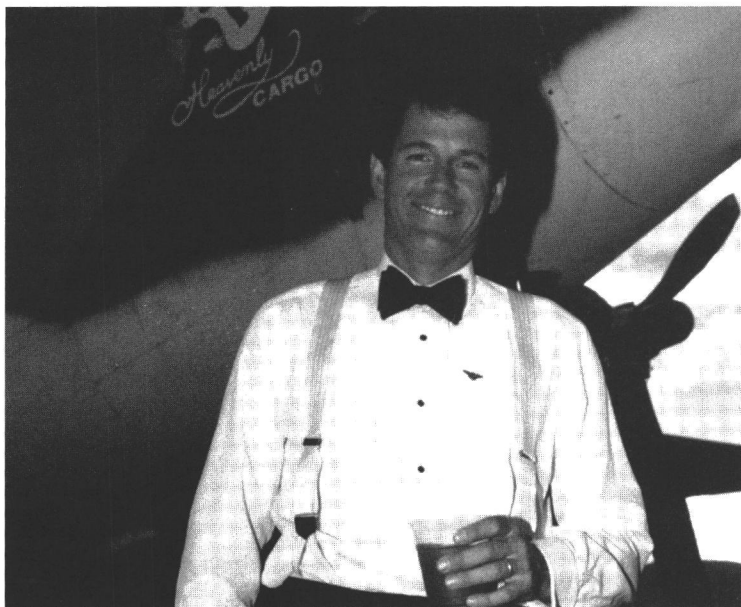
users are groups with a single airplane, but the scheduler can, and does, handle entire fleets. AircraftClubs' users primarily discovered it by word of mouth or modem. The number of users roughly doubled after Plane and Pilot ran a piece on Tim's site in its February issue, which is where my partner, Bob, learned about it. To handle the increase in traffic, in late May Tim moved his site from Atlanta to a Verio site in Denver, which can handle 3 to 10 megabytes of data a second. As a result, connections are considerably faster for all users.

The Denver Verio site also runs Tim's business, incTools.com, which Tim co-founded after FT Energy was acquired by Pearson's. incTools is an application service provider (ASP), whose current flagship product is an intranet suite of computer programs for small businesses, including hosting company e-mail, task management, and, not surprisingly, great scheduling software.

Tim found time to start flying again in 1998 with the Ten-Hi club out of JeffCo. Ten-Hi owns several high performance aircraft and has about 45 members. As of June, Ten-Hi hadn't caught on to AircraftClubs yet, but pressure was mounting from members who use AircraftClubs to schedule planes in other clubs (Come on, fellas, get with the program. How can any business justify the expense of hiring a person to answer the phone when it can offer worldwide access for scheduling 24 hours a day at \$4.95 a plane? Shucks, that wouldn't even cover the cost of a single phone line.) Tim likes to fly with his six year old son and three year old daughter, who, Tim reports is a pretty good stick.

Tim is modest about the success of AircraftClubs.com. The site is clearly about flying, not ego. But for those who have discovered it, it is nothing short of the best flying software application ever written. It is simple, elegant, fast and it works. You owe it to yourself, and your partners, to check it out today. Afterwards, when you've registered your club, scheduled your first few flights, and finished repeating, "this is so cool!" a few dozen times, tell your friends about AircraftClubs. And be sure to drop Tim a thank you note, and include a photo of your bird.

4th Annual Full Moon Hangar Party, Over 900 guests of all ages



CPA President Will Barclay says putting on the hangar party is a piece of cake. I don't think this editor (read wife) agrees but.....as long as Will keeps doing all of the decorating and looks okay in his tux, this party gal says the date for next year's 5th annual hangar party is September 29, 2001. The party would not be possible without hundreds of volunteer hours. One of the principle party helpers is CPA member Vicki Barbour (right) here with her sister, who flew in for the party from California.



See you next year?



CPA member Bill Reed flew in his most perfect North American T6-G for Hangar Party 2000. The T6 was a great back drop for the Pango-Pango Club, an Iwo Jima style officers club, a new addition this year. [Jim Barbour photo]. Below- You never know who you will run into at the Full Moon Hangar party. Airport kid Tyler Olsen shares a dance with Marilyn Monroe.





Joyce Jeppesen, Dody Wilhelm (Will Barclay's mother), and CPA member and IA Rick Spears take time out to smile for the press. *Below-* Rob and Andy Duncan, one of this year's best dressed 40's couple, spent the afternoon hauling over the C-60 so she could join the party too. Look for *Heavenly Cargo* to be flying soon. [Jim Barbour photos]



Dancing and DC-3's



Dancing to Swing tunes of the 40's by the Dean Bushnell Orchestra is not too tough to take. Aviator, Antique Airplane Association Vice-President, and dancer extraordinaire Christy Barden, hands the best swing kids trophy to Brian and Isabelle Martens of Boulder. Brian is in 7th grade and is currently saving his money to take flying lessons. *Below-* Su'Elyn and Roy Peters in front of the Wings over the Rockies DC-3. Yes, Roy's uniform is real, he was an army colonel and is very active in the CAF and CAP. [Jim Barbour photos]



Fly Mart



Hello all Fly Marters.....many of these ads have been in here for a long time. Is it time for some to be retired? Please e-mail me at barclay@eazy.net. Thanks--ed.

For Sale-Complete exhaust system for a T210L - TSI0520, \$250.00.

Call Bill 719/481-3230.

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

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- 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.

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.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, ily@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 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

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).

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

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