

CPA FLIGHT LINES

Volume 18, No. 1

February 2001



This aircraft is CPA member Tim Robert's V35B Bonanza, N6688U. This image was taken on Tom's 3.1 megapixel Olympus digital camera, by Walt Bell, from Walt Barbo's aircraft during a breakfast flight from FTG to GXY. Don't try this at home folks unless you have a P-38 Lightning pilot on board!

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President's Message

Thank you. It is quite a privilege to serve as President of the Colorado Pilots Association. I look forward to the coming year and the opportunity to meet as many of our members as possible. I would also like to thank Will Barclay for his last two years of service to C.P.A.. On behalf of all the members, "Thanks Will!" The possibilities of what our organization as a whole can achieve this year is overwhelming. The service and past accomplishments by our board members, committee chairpersons and their volunteers sets an admirable benchmark. I would like to thank each and every one of our members who have organized and served this club since its inception. Without their guidance, hard work and perseverance, our club would not be where it is today. I tip my hat to all of you who have worked so hard and devoted so much time to this organization as well as Colorado's Aviation programs as a whole. We as Colorado Pilots are all better off due to your efforts.

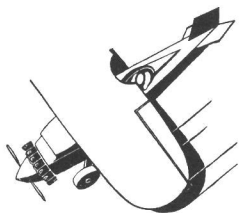
In case you were not able to make it or have not heard, we had a great turn out for the annual Christmas party. Over 120 members were able to attend! The dinner was delicious, the company was excellent and it provided a great opportunity to visit with other members. There was a host of door prizes and gifts donated for the drawings. Our thanks go to everyone who was kind enough to contribute.

I want to thank Sarah Dolliver and Mary Jones for all of their hard work to make such a successful party. If you weren't able to attend, we hope that next year your schedule will permit. (It appears that this is the event of the season to attend!)

Just a little about myself. I am a private pilot and was licensed in Council Bluffs, Iowa. After I had the chance to take my first airplane ride somewhere around 1964 or 1965, I remember that even two pencils tied together with a rubber band became an airplane. A motorcycle trip to Mt. Rushmore in 1973, and a helicopter ride over "The Faces" was all it took for my best friend and I to decide to take flying lessons. I earned my Private in 1974 and have been "hooked" ever since. My Fiancee and co-pilot, Vickie Autobee, and I live in Littleton and fly out of Jeffco airport. We currently are flying a 1966 Cherokee 180, N9088J with the Flight Inc. flying club. I have two children, Dustin, 18, who is attending the University of Nebraska at Kearney and Angie, 16, a Junior at Conestoga High School in Murray, Nebraska.

Thank you again for this opportunity to serve the Colorado Pilots Association. I can be contacted at my home phone (303) 973-2284, work phone (303)287-0239, or e-mail at dcmass@hotmail.com Have a safe and happy flying year!

-----Doug Mass



Letter from the Editor

Hard to believe it is February already! Before we know it the hangar doors will be open and the coats we have needed far too much this winter will be put away.

Your friendly editor needs information from *you*. Pictures are worth a thousand words. How about some of you members out there on the Western Slope? Send a picture of you and your airplane and I promise to make you famous by putting you on the cover of *Flightlines*. No need to be shy. I am always in need of a cover photo. Do you like to write airplane poetry? Draw pictures of airplanes? Are you hosting a fly-in, fly-out party, are you selling some aviation bits and pieces? Do you want to write a letter to the editor? Do you have a mechanical question you need answered? Lets make 2001 the year of *Flightlines*! Gosh, I am getting editor goosebumps just thinking about all the potential.

Airport Representatives, we need to hear from you too. Please e-mail, call, or snail mail me with news from your airport. It never needs to be fancy. Members really enjoy hearing what is going on at Colorado's local Airports.

There is a new deadline for material for *Flightlines*, due to this editor's new time constraints. The new, real deadline is all material must be received before the 15th of the month for the following month's issue. So....any material you would like to see in the March issue needs to be received by February 15th and so on. Thanks, this will help me stay on top of my duties.

Is there anything you would like to see more of, less of, in *Flightlines*? How am I doing? Editors love *all* kinds of feedback.

On another note, Will and I are planning a group escape to Saratoga, Wyoming the weekend of March 23rd and 24th. Saratoga is a super swell place to visit. If you can't escape to the Bahamas this winter, at least escape to the hotpools of Wyoming. For more information please e-mail me at barclay@eazy.net or call me at 303-444-5560. If you are interested in joining us we would love to have you come along.

Looking forward to hearing from more members in 2001.

----Sarah Barclay

A Day in the Life of an FBO Owner

by Sarah Barclay

4am. Cold. Dark. Pull Cessna 421 out of the hangar, top off. Get pilots on their way to Dalhart, Texas for business charter. Generate invoices, wait for 6am students. Pull more planes out of the hangar, go home and get son ready for school. Will and Sarah Barclay, owner of Business Aircraft Sales and now Flatirons Aviation at the Boulder Airport do more before 6:30 am than....well suffice it to say we are busy!

When Will and I made the decision to buy Flatirons in early August we knew we were getting into a whole different ball game than the aircraft sales business we have been running for almost five years. Flatirons has several different profit centers including a flight school, Part 135 Charter certificate, pilot shop, 100LL and Jet A fuel farm, and maintenance shop. We also have over 20 employees. The challenge has been bigger than we imagined but we continue to enjoy every minute of it.

Much of any business focuses around the coffee pot. Not really, but good, fresh coffee is an important building block of any company. We argue that the trick is good beans and ours are a fine blend from Africa. By the time I have finished my cup of joe, I know what parts are needed for any one of our flight school, transient, or regularly maintained planes. One of my titles is "Parts Babe." I know its not PC but it's okay with me. I pride myself on my secret source of vendors-to-do-business-with and often find product less expensively than the regular part suppliers. We pass along this benefit

to our customers. Our maintenance shop works on everything from fabric n' wire to jets n' turbines, so my role as "PB" is never a dull moment. In the meantime Will (who by the way is a Pepsi man, only likes to smell coffee) has had at least five meetings with prospective plane buyers, employees, and company leads. He has confirmed the new twin coming on line, walked the dog, journeyed to the bank, and flown to Jeffco to pick up a special part for an AOG (aircraft on ground.)

At 11:30 am we are at *Doug's Place*, our lunch room in the back of the shop, eating and talking planes, wrenches, bits and pieces. Since I work with guys all day, I have to throw in a little girl-talk; travel trips, hockey games, shopping, etc. Anyone is welcome to *Doug's Place* which is BYOL (bring your own lunch). You may get lucky and get to enjoy some of Sarah, Dutch, or Doug's homemade enchiladas, soup, or chicken and rice.

On a good day there are no less than 100 interruptions. The Citation ferrying Kansas University sport dignitaries needs to be marshaled, fuel needs to be ordered, a transient needs a lift into town, and a visiting engineer from Singapore wants a scenic flight. Don't forget all the sales-people; uniform agents, nut and bolt vendors, oil recyclers, etc. There is always a fair share of things to be fixed too like tugs, fuel trucks, airport bicycles, bbq grills, and my car. Add the fair amount of things that need to be purchased; flags for the flagpole, coffee cups, spark plug cleaners, aircraft soap,



Short final at Boulder Municipal Airport, 1V5, with Flatirons Aviation's namesake in the background.

fuel strainers, charts, books, paint, toilet paper, mops, ketchup, and batteries. My daily shopping list reads like a cross between a PX for an army base and a hardware store.

Another one of my hats I wear is "Paper Girl." Someone has to wrestle with the fifteen thousand pieces of papers. I equate it to drowning. At least now I am somewhat caught up and currently treading water. My favorite hat to wear is marketing and special events. Look for a nice line up of events at Flatirons starting in late March.

Will is off again for five more meetings with new leaseback customers, old leaseback customers, new hangar tenants, and insurance companies, with fifteen return phone calls in a holding pattern. "Has anyone planned the family's dinner tonight?" we ask?

It is about 5:30pm and time to plan for the "fracas," a term we endearingly call the evening and morning shuffle of flight line planes into hangars so they are warm and toasty for early morning flights.

On the way home, either a 10 minute drive, or a 10 minute walk, we congratulate each other on yet another productive day even though very little was crossed off the To Do list and 17 more items were added. The hard work has left us tired but happy. We get to use our heads and our hands. We meet really great people. We saw Trish solo her first airplane today. Her smile is worth a thousand tough work days. Come on over and see us at 1V5. If you arrive around 11:30am, ask UNICOM were to find *Doug's Place* and come on in and pull up a chair.



Walt Barbo

SEVEN OF AMERICA'S 100 MOST NEEDED AIRPORTS ARE LOCATED IN COLORADO.

According to a study developed by the National Air Transportation Association which identified airports "that are vital to the country's national air transportation infrastructure yet face major obstacles to their development, improvement, utilization, and even, in some cases, their very survival." The study, which was a follow-up to earlier research that found Americans favor improvements to their local airports by margins of almost four to one, developed its list through a solicitation of nominations for the Top 100. With its disproportionate share of airports on the list, one can only conclude that Colorado has more than its share of threatened airports . . . or an aggressive and active airport support group.

Colorado airports on the list included: Aspen-Pitkin County, Boulder Municipal, Centennial, Eagle County Regional, Glenwood Springs, Gunnison County, and Yampa Valley Regional.

In soliciting nominations, NATA used six criteria: forecast growth, utilization, regional significance, insufficient capacity, arbitrary limitations, and hostile political circumstances. The FAA, in its National Plan of Integrated Airport Systems, identifies 3,344 airports that are significant to the national airport system with an estimated cost of \$35.1 billion as necessary to meet development requirements over the next five years. In its

criteria, the FAA concerns itself primarily with development needed to bring existing airports up to current design standards and add capacity to congested airports. A nice feature about the NATA study, it carries the planning process a step further by looking at some economic factors and political influences that could jeopardize future utility of the airport. While I don't have information on the substance of data included in the NATA nominations, our Colorado Pilots Association membership has to be aware of what was probably included. For example: Aspen-Pitkin County has had a continual history of environmental opposition, limited airport capacity, curfews, and discrimination against general aviation.

Boulder Municipal has had a similar problem of environmental opposition. During the last year, city officials gave serious consideration to closing the airport and converting the site to affordable housing. Difficult to tell how serious the threat may have been, however, the community does not have the best track record of protecting its airport.

Centennial Airport is under a non-compliance determination by the FAA . . . which makes the airport no longer eligible for federal airport funding. With the impact that the airport must depend on airport generated revenues to offset operational and development cost. Which accounts, in part, for the high cost of flying out of Centennial Airport. Driven by environmentally influenced decisions

which violated federal regulations and led to the determination of non-compliance.

Eagle County Regional suffers more from capacity problems than from environmental . . . much of it influenced by the limited size and constraints by adjacent terrain. Like Aspen, it has no options other than to make do with a single runway.

Glenwood Springs is one of those close-in airports that makes developers' mouths water. It seems that every couple of years or so they gain the ears of city councilmen and influence a decision to close the airport. Which revitalizes airport support groups . . . who reeducate city officials on the value of the airport to the community. After which the useful life of the airport is extended until the next developer comes along.

The biggest problem at Gunnison County Airport stems from environmental complaints from the west end of the airport and an overreactive city reaction that seems to think a curfew on night operations at the airport will correct the problem.

Hard to tell how Yampa Valley got on the list. The community has always been very supportive of its airport . . . even to the extent it invested its own funds to build an air carrier capable airport when the FAA was unable to do so.

If I were making up the list for Colorado, I would probably have added a few additional airports, such as Vance Brand at Loveland where city officials continually approve new residential development adjacent to the airport. Same for Jeffco Airport and, to a lesser extent, Tri-County Airport and Meadowlake. Where each is either experiencing or threatened with actions that would adversely affect operations at the airport.

AOPA APPROACHES THE ISSUE OF THREATENED AIRPORTS IN A SLIGHTLY DIFFERENT WAY.

Historically, the organization has responded to issues affecting general aviation and has helped fight local issues affecting individual airports. It has now extended this role, under the AOPA Airport Support Network in which it has designated volunteers (AOPA members) to act as "eyes and ears." Responsibilities include liaison, monitoring airport issues, communication with user groups and political entities, and, in general, acting as an advocate for preservation and continuance of the airport. AOPA has a goal to have an Airport Support Network volunteer at every public-use airport in the U.S. The organization's Web site shows 38 individuals representing airports in the state of Colorado . . . 25 of whom are also CPA members.

CPA HAS A PROGRAM SIMILAR TO THE AOPA AIRPORT SUPPORT NETWORK . . .

with about 25 individuals serving as representatives in our Area Representative Program. With the exception that our Area Representatives act as the "eyes and ears" for CPA, responsibilities are almost identical to those listed for the AOPA Airport Support volunteers.

The CPA Area Reps are listed by airport in *FLIGHT LINES* on page 14 monthly.

GOOD NEWS FOR FRONT RANGE AIRPORT . . .

with commitments by the City of Aurora, Adams County, and the Schuck Corporation to commit \$1.3 million each to fund a four-mile extension of East 56th Avenue as a connection between FTG and DIA. The roadway, sometimes referred to as the "Skybridge between the airports," is considered essential to future growth at Front Range Airport. The airport authority has worked tirelessly for years to make it happen. Now, thanks to a team effort, it is going to happen.

The next and most immediate requirement for the airport is an air traffic control tower. Aviation Director Dennis

Heap tells us the airport has about \$2.5 million of the estimated \$4 million needed to build a 200 ft tower. The FAA has not been of much help thus far . . . though there is a good chance the FAA would staff the tower (through the contract tower program) once it was built. In the interim, the airport is stuck with the dilemma of needing a tower to attract large commercial users and not being able to justify construction of a tower without having large business users. However, Front Range is the only general aviation airport in the Denver Metro Area that can operate large business jet aircraft without environmental restrictions. Just a matter of time. The airport will get its tower.

FRONT RANGE COULD GET A TOWER SOONER THAN IT WANTS.

Not an air traffic control tower, mind you, but a 1,995 ft agl radio tower at a site located about 3 nm southwest of Agate in Elbert County. This is the tower discussed in the last issue of *FLIGHT LINES*. The proponent has already gained airspace approval through the FAA for the tower. In a call to the Elbert County Planning Office on February 19, we were advised that the proponent has yet to submit the plan to the county for processing. The proposal must go through a public hearing process after filing . . . which could extend over several months. When scheduled, CPA will be part of the aviation team fighting the proposal.

SPEAKING OF AIRPORT TOWERS, I couldn't help but notice on my last flight into Jeffco that the FAA continues to use the ATCT as a training facility for new controllers. I was one of three aircraft cleared to land on RW 29R when the controller must have noticed that things were getting a little tight. So I was given instructions to make a 360 on final (I was only 500 ft agl and about one-half mile out). Which I proceeded to do . . . however, about one-fourth way into the

turn, the controller came back on the line to ask who it was doing a 360 on approach. When I finally rolled out, I didn't have adequate spacing behind another aircraft that was cleared to land in front of me. I chose not to go around and instead landed as in a formation flight a short distance behind the aircraft in front. The controller said nothing. I didn't consider the incident a safety problem, however, I mused that having a control tower at an airport doesn't eliminate the 360 turns in the pattern such as we occasionally experience at Front Range Airport.

As an aside, my flight into Jeffco was my first flight there since I relocated my T210 to Front Range Airport early last year. As I departed, it was comforting to recognize the voice of one of the "old pros" on local traffic. Suspect the trainee was given a little more observer time before further assignment to traffic.

VFR WAYPOINT PROGRAM FOR COLORADO. Could be established under a proposal offered by the FAA Denver TRACON. Substance of the program is to establish GPS waypoints that could be used to navigate through terminal airspace areas, special use airspace, and other areas where precise VFR fixes are considered useful. FAA has proposed a user participative approach to developing a program similar to the team approach used to develop the DIA Class B Airspace project. The program has been used successfully in the Los Angeles Basin area, and to some extent in the Salt Lake area. CPA Airspace Committee Chairman Walter Bell will be the CPA representative on the design group. Expect further reports in *FLIGHT LINES*. An overview of the program is available on (<www.aopa.org/whatsnew/newsitems/1999/vfrwaypoints.html>).

CAN'T BELIEVE THE NUMBER OF ELECTRONIC AVIATION NEWS SOURCES available on the Internet. Av-News continues as my favorite (<www.Av-News.net>). It arrives via e-mail daily and is what I consider a premier source with slick graphics and a blend of military, carrier and general aviation news.

Not to be outdone, AOPA has come out with its version of a daily electronic newsletter; ePilot (<www.AOPA.org>). This online version of the AOPA Pilot magazine is accessible only to current AOPA members, however, that doesn't exclude many pilots since membership in the organization includes more than half of all registered pilots. It has a focus on issues of member interest and includes sections on: GA News, AOPA Inside, On Capitol Hill, Airport Support Network, Air Safety Foundation News, and a Calendar of events. Every bit as professional and nearly as slick as Av-News. In my view, these two publications are the best out there. Exceptional aviation news sources. The only problem I find with them, if it is a problem, is that it discourages reading of printed publications . . . since the news in printed publications is out of date by the time it is received.

There are a few other electronic publications out there that are also worth mentioning. AVweb (<www.avweb.com>) was a pioneer in electronic publications. It boasts over 122,000 members and publishes twice weekly. Quite a bit of redundancy between the publications. Makes one wonder how they can all survive. Though each is different enough that it is worth the time to take advantage of them. Particularly when, as with Av-News and AVweb, they are available without cost. The few commercials which support the programs are not intrusive. Worth the effort to look in on them.

While talking newsletters, I wouldn't

want to overlook some of the technical newsletters available to members of organizations. For example, the Cessna Pilots Association has a weekly e-mail to members that is a must for owners and operators of Cessna aircraft. Distributed every Wednesday, it is filled with technical information on the operation and maintenance of Cessna aircraft. I am certain that other organizations also have technical newsletters. For some reason, however, I have a greater awareness only of those relating to Cessnas.

CDOT AERONAUTICAL DIVISION EXPECTS TO HAVE SIX AWOS III-PTs on line by April, 2001. The PT versions of AWOS provide present weather and thunderstorm detection in addition to all of the other features typically provided by AWOS. Travis Vallin, Director, informed us that information from the facilities will be accessible through Internet connections in addition to the typical telephone and airborne connections. Sites coming on line in April include: Corona Pass (Niwot Ridge), Red Cliff (Copper Mountain), Monarch (near the sky train ski lift), La Veta Pass, Wolf Creek Pass, and Monument (on Kelly Airpark).

Looks like Kelly Air Park really lucked out on this program . . . with a real time weather facility located right on its airport.

NOT TO BE OUTDONE, GRANBY HAS INSTALLED AN AWOS I ON ITS AIRPORT. With funds raised locally through the Friends of Granby Airport and financial help from the Granby County Commissioners and the Colorado Aeronautical Board. The Friends of Granby Airport is a local version of an airport support group created through the efforts and leadership of Bill & Penny Hamilton and Bob & Caroline Doubek.

Join the A.L.I.E. Air Force

by Terry Barbo

Thought you were too old to join the Air Force? Maybe the one that flies those super-fast jets. But there is no age restriction on becoming a member of the A.L.I.E. Air Force. The only requirements are that you be a pilot and aircraft owner.

What is the A.L.I.E. Air Force? It is a part of the A.L.I.E. Foundation of Englewood, Colorado. Its purpose is to provide an opportunity for members of the general aviation community to contribute their time, skills, and/or use of their aircraft in the transportation of bloodhounds, their handlers, and staff members or volunteers to aid in search missions or community outreach programs. These missions could occur anywhere in Colorado or the Rocky Mountain West.

On May 19, 1993 5-year old Aleszandra "Alie" Ariel Berrelez was abducted from the courtyard of the apartment complex where she lived in Englewood, Colorado. Four days later, a bloodhound named Yogi from the Aurora Police Department led searchers 14 miles into the Rocky Mountains where Alie's body was found stuffed into a duffel bag. In June of 1993, her grandparents, Richard and Leticia Barrelez, created the A.L.I.E. Foundation in her memory.

Part of the foundation's mission is to assist law enforcement by means of its Bloodhound Project. Under this project, dogs are acquired and donated to various law enforcement agencies throughout the region and country. The first bloodhound was donated in August 1993 in Alie's memory to a local police department. Subsequent donations number in the dozens to numerous law enforcement agencies throughout the country. This dog, with the long ears and droopy face, has been around for over 2,000 years. It is the oldest breed that hunts by scent alone. It is tireless in its pursuit of a quarry and has been known to follow a scent for more than 50 miles.

The mission of the A.L.I.E. Air Force is to support the Bloodhound Project. A database of general aviation pilots who can provide on-demand transportation when needed, either to transport a dog that is being donated to a law enforcement agency, or to a location with its handler where a search needs to be conducted. The dogs are large -- unless its a 'puppy' pickup or delivery -- and are always transported in a cage. They are very gentle and travel extremely well.

To volunteer your piloting skills and aircraft, or for additional information about the Foundation, please contact Richard Barrelez. The Foundation also offers annual membership at \$25.00 and welcomes sponsorship of its outreach programs.

A.L.I.E. FOUNDATION INC.
P. O. BOX 3673
ENGLEWOOD, COLORADO 80155
Tel: 303/662-8402
Fax: 303/662-8402
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Quarter partnerships in a special C-182. New 285 hp engine with 3-blade Black Mac prop. Garmin color map 430 GPS. S-TEC autopilot. Cruise > 150KTS, Climb >1500 FPM. Located in the Denver area. Cost ~ \$30K. 720-746-0103.

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 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 software 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, 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 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).

Membership Renewals

Roger Lake, Montrose	William Gust, Monument
Daryl Haerther, Strasburg	Bob Colvey, Hutchinson, KS
Steven Lindemann, Colorado Springs	Scott Henderson, Boulder
Bill Bolton, Arvada	Mark Kolber, Englewood
Lou Entz, Hooper	Lloyd Land, Brighton
Raymond Randolph, Pueblo	Dr. James Liggett, Littleton
Ron Knudsen, Englewood	Michael Kellam, Estes Park
Jeffrey Garbarino, Aurora	Tracy Dalrymple, Denver
Scott Bell, Greeley	Carmen Grillo, Englewood
Jim Meils, Erie	Tom Keithley, Pueblo
Walter Urbigkit, Strasburg	Dennis Koontz, Highlands Ranch
Ken Wells, Brighton	Robert Van Dalsem, Loveland
John Nellessen, Castle Rock	Jerry Schofield, Castle Rock
Grant Bledsoe, Wray	George Mercer, Denver
Helen Pustmueller, Denver	J. Keith Roberts, Highlands Ranch
Gregory Heiss, Grand Junction	Sarah Dolliver, Aurora
Perk Odell, Akron	Doug Mass, Littleton
John Cogswell, Buena Vista	Gloria Baltz, Superior
Jon Fullmer, Gunnison	Jim Hogan, Canon City
Steven Mutzig, Parker	Mark Kelly, Parker
Lynn McCullough, Monte Vista	Betty Costa, Crawford
R. Ace Avakian, Castle Rock	

More Renewals

Scott Brownlee, Denver

Larry Merkowitz, Aurora

Beverly Sinclair, Aurora

Bill Reeves, Salida

Wayne Fry, Lakewood

Dick Crouse, Pueblo West

Paul Reader, Fort Collins

Burke McClure, Highlands

Ralph Schmude, Holt, MO

Ranch

Welcome New Members

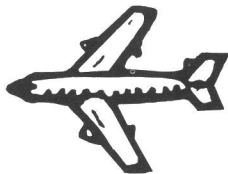
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6223

Susan J. Hovde
11554 Depew Court
Westminster, CO 80020-
5924

Donald A. Fredrickson
2521 Falcon Drive
Longmont, CO 80503-
7942

George O. Thomas
32349 Inverness Drive
Evergreen, CO 80439-
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Theodore C. Kalman
2938 Paddington Road
Fort Collins, CO 80525-
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DURANGO-LA PLATA COUNTY

Paul Staby (H) 970-259-7577

FORT COLLINS-DOWNTOWN

Ron Zasadzinski (H) 970/227-0489

GRAND JUNCTION

Deanna Strand (H) 970/464-0723

(W)970/243-4359

GREELEYKevin Bunnell (H) 970/330-5121 (W)
970/351-0405**GUNNISON**Sandy Bush (H) 970/349-2874 (W)
970/641-0526**KREMMLING/SUMMIT COUNTY**Ron Lewark (H) 970/668-3089 (O)
970/668-3093**LEADVILLE**

*open

LONGMONT

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