

CPA FLIGHT LINES

Volume 18, No. 2

March/April 2001



CPA president Doug Mass and CPA board member Dean Hall in front of Dean's RV-4 rocket ship.... Doug displays the "RV grin" having just had a swell ride with Dean.

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President's Message

Doug: "_____ tower (fill in the blank), this is N9088J ready for takeoff."

Tower: "N9088J, haven't you heard? This airport no longer allows takeoffs!"

Doug: "What!?!? What's happened, what do you mean, no takeoffs?"

Tower: "Sorry, noise abatement rules no longer allow powered takeoffs. And, since we haven't figured out just how to do an unpowered one, we disallowed takeoffs all together. Besides, all the maneuvering you had to do to avoid all of the office buildings and houses off the end of the runways, it was gittin' too dangerous anyway!"

Doug: "Well, how does any one land here if they can't take off?"

Tower: "Oh, were approved for landings all right, but again, due to noise abatement regulations, it has to be a dead stick landing. Pilots are required to shut down their engines once they descend to pattern altitude, then they have to be absolutely sure they can make the runway because go-around's are prohibited!"

Doug: "I'll bet that cuts down on your airport activity!"

Tower: "Sure does! We get and occasional sailplane, but then it's trailered out. We did have a real nice twin land here a few years ago. Once the owner got in though and found out the cost to disassemble it and take it out, he just walked away disgusted. It sure does make a pretty flower pot!"

Doug: "Ok, so where CAN I fly now?"

Tower: "We recommend going East quite a ways, but be sure to be careful for all of those 2000 foot towers out there."

Doug: "Where did they all come from?"

Tower: "Well, nobody opposed them, so they were approved and built in the wink of an eye!"

Doug: "What if I go Northeast or Southeast?"

Tower: "Not highly recommended, lots of Military jet traffic in those areas. Ya' know, high speed, low altitude stuff. Gets kinda' crazy out there!"

Doug: "Hmmm, well, I'll bet I can still fly West, Huh?"

Tower: "Did you go through the Mountain training course they offer 'back East?"

Doug: "Back East? Well....no."

Tower: "That's the only place they offer training for that kind of flying. But shucks, not much point in going up there any way most all of the back country strips have grown over and no place to land anyway!"

Doug: "No back country strips?"

Tower: "Yea, nobody wanted to take care of 'em anymore so they kind of went by the wayside."

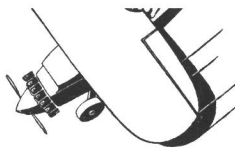
Doug: "Whoa! Let me think here! What's happened! We have unreasonable noise abatement rules, houses and office buildings off the ends of the runways, tall towers, military training routes that have devoured huge chunks of airspace, no local mountain training courses, no back country strips! NO, NO, NO! This can't be true! It must be some kind of NIGHTMARE!"

"Doug, wake up! It's 6:00A.M. You must've been having some kind of bad dream!"

"Thanks, Vickie, I was! It was awful! I saw what the present could have been!"

This (over) dramatization (thank goodness!) is to let you know of the importance of your membership in the Colorado Pilots Association. Protecting your airspace and keeping unreasonable rules and regulations as well as towers and buildings, out of your flight path are only some of the benefits we enjoy as members of C.P.A. If you haven't renewed your membership, or asked a flying buddy to join, do so now and help maintain and preserve Colorado aviation.

-----Doug Mass



First CPA Fly-in Scheduled for April 2001

Our first CPA fly-in is planned for April 6th through the 8th. We will be flying to Alamogordo, NM to visit the TRINITY SITE. This is a blast from the past, where the first atomic bomb was actually detonated. This visit is really a special event, as the Stallion Missile Range is open to the public only two times a year: the first Saturday in April and in October.

The Trinity Site is a shrine to the atomic age out in the middle of nowhere. Ground Zero, at the site is where the actual bomb was detonated, and you can still see plenty of greenish bits of fused glass created from the sandy ground from the molten heat. Booths are set up nearby that have cold drinks, snacks and very limited souvenirs. An information booth is manned. Ice-cold water is available for free. By the way, you can take photographs only at the Trinity Site, and at the McDonald Ranch.

You walk a wide gravel trail (road) that goes between two tall wire fences to get to Ground Zero. Just before you enter this area, another booth is set up with a table covered with interesting gadgets. Like a Fiesta Ware dish, wristwatches, old airplane and boat instruments with glowing night-view faces...all emitting a definite reaction from the nearby Geiger counter!

Also on the tables are some pieces of the fused dirt/sand found at the detonation site, that have been turned into glass. It's a dusty dull greenish color, and it's called Trinitite. The Geiger counter was much less excited around the Trinitite than the Fiesta Ware dish, and an old alarm clock.

Inside the compound to the right, you see a tall rock memorial tower that marks the actual Ground Zero site. All around it,

you'll find plenty of Trinitite lying on the ground. Don't think many people want to carry this stuff home in their pockets, and that's why we can still see lots of it!

Towards the back of the fenced-in site is an array of about 25 large photos that have been laminated to a wood backing, and hung on the fence. It gives you a photo timeline of the sequence of events; from building the bomb, to getting it on site, to the actual detonation.

In front of the photos, sitting on a flatbed trailer, is a large metal casing – dubbed the "Fatman". It's a duplicate of the bomb dropped on Hiroshima. You get some perspective of the size of things they were developing, in the photos.

On the left side of the fenced-in site you see a long low building with several large windows on the roof. You peer through these to see raw earth left untouched since the detonation, and supposed to contain several pieces of Trinitite. (I found more outside the building than I saw inside it.)

While you are there, military buses take you over to the old McDonald Ranch, which served as the place where they actually assembled the bomb. The home has been restored, and is like a haunting museum opening a window to its past. You can walk along their nearby stockyards, and the concrete water-tanks where ranchers, and later, scientists swam.

The valley is wide, and mostly flat – with towering mountains in the distance. You feel as though you can see for miles in every direction; and the desert-like area is filled



CDOT AERONAUTICAL DIVISION ANNOUNCES RADIO FREQUENCIES AND TELEPHONE NUMBERS FOR MOUNTAIN AWOS INSTALLATIONS. Six AWOS III-PTs are scheduled to be online by mid-April under the current development program. (The PT version of AWOS provides present weather and thunderstorm detection in addition to all of the other features typically provided by AWOS.) Telephone numbers and FCC radio frequencies for the sites are:

CORONA PASS (Niwot Ridge), (303) 258-3052, 134.75 MHz

COPPER MOUNTAIN (Red Cliff, (970) 968-1715, 124.175 MHz

MONARCH (near the sky train ski lift), (719) 539-4436, 120.2 MHz

LA VETA PASS, (719) 587-3120, 119.925

WOLF CREEK PASS, (Phone TBA), 121.125 MHz

MONUMENT (on Kelly Airpark), (Phone TBA), 134.375 MHz

KREMMLING (add-on site to be online by late-summer)

HB 1069 provided \$500,000 for the facilities from the General Fund and an additional \$200,000 came from the Colorado Aviation Trust Fund. New legislation in process would fund an additional five AWOS installations.

HOW TO INFORM THE PILOT COMMUNITY THAT THE FACILITIES ARE

ONLINE was a topic of discussion at the CAB board meeting of January 31, 2001. A discussion on how best to get the word out. The Board need not worry. While getting the word out may be a small problem, the facilities are so vital to safety in flight over the mountains that they will soon become an integral part of every weather briefing. The word will spread like wildfire.

By mid-summer, the National Weather Service is expected to incorporate weather reported from the sites into its system. And pilots can access reports from the facilities directly by telephone

Walt Barbo

and radio. The only source remaining may be Internet access . . . in a program that will permit pilots to print out AWOS reports as part of preflight briefings. And future generations, to pull the data live in the cockpit from satellite downloads. The Aeronautics Division is currently studying options of Internet access to reporting from the stations. Expect some kind of computer accessibility before the year is out.

TECHNOLOGY FOR WEB ACCESS TO AWOS REPORTING ALREADY EXISTS.

Whelen Engineering, for example, has a beta version of an AWOS display on its Website at <www.whelen.com>. A link will bring you into a display of real time pilots weather for Chester Airport in Chester, Connecticut. Though the Whelen model is designed for airport use, such as information on preferential runways, if one visualizes a mountain ridge in place of the runway depicted in the graphics, it is easy to see how the program could be applied to our new mountain AWOS system.

DECLINING RECEIPTS TO THE AVIATION TRUST FUND IS WORRISOME TO THE CAB . . . AND OF CONCERN AS WELL TO THE AVIATION COMMUNITY WHICH DEPENDS ON THOSE FUNDS.

At the January 23 meeting of the Board, staff member Nikki Koplitz identified two apparent loopholes that contribute to tax revenue leakage; 1) The definition of "tax exempt" by non-Part 121 carriers who have filed for exemption, and 2) The definition of fuels being sold to international carriers as "tax exempt" based on federal regulations. The definitions leave an uncertainty as to whether the fuels should be taxed . . . with the predictable situation with operators deferring payment of the taxes. And a resultant loss of revenues to the Aviation Trust Fund. This is a serious issue with a potential for serious consequences in the ability of the CAB to fund aviation programs in Colorado. The issue may not gain much publicity because of its political sensitivity. However, it will be worth watching to see how successful our aviation

representatives are in tackling a truly tough issue.

THIS AT A TIME WHEN THERE COULD BE A DRAMATIC INCREASE IN DEMAND FOR STATE FUNDS. From a source influenced by conditions of the FAA funding program and a little-recognized provision of the FAA Reauthorization Bill (AIR 21).

AIR-21, under Section 104(c), provided an annual entitlement to general aviation airports of \$150,000 per each airport when the AIP funding level is at least \$3.2B. There are some conditions, such as a 5-year forecast activity and development cost in the current FAA National Plan of Integrated Airport System (NPIAS). In Colorado, nearly 40 general aviation airports appear in the plan . . . though not all of them meet the 5-year planning requirement. However, over half appear to do so. And considering that most will not have funding to cover the local share, their course of action will be to seek help from the CAB . . . which is already suffering from reduced revenues in its Trust Fund.

As I was writing this report, it looked like the OMB would reduce AIP appropriations for airports at something less than \$3.2B. Thanks to the intervention of the alphabet groups and action by the president, that has all changed. Now it is a question as to whether small communities with general aviation airports can take advantage of their windfall. And whether the CAB can help.

SOME BOARD MEMBER CHANGES AT THE COLORADO AERONAUTICAL BOARD. HB 1250, enacted by the General Assembly in 1988, provided that the board would consist of seven members with terms of three years which expire at the end of the calendar year. To avoid having them all expire at the same time, initial appointments had staggered terms.

Board members are chosen such that each member represents a constituency. HB 1250 provided that four members, two from the Eastern Slope and two from the Western Slope, represent local governments which operate airports. One member is chosen to represent a statewide association of airport managers; one member to represent a statewide association of pilots; and one member, at large, who is familiar with and supportive of the state's aviation issues, interests, and concerns. Appointments are made by the governor subject to approval by the senate.

Three new members appearing at the CAB meeting of January 31, 2001 were Jeff Price, Jeffco Airport Manager, Corinne Nystrom, Walker Field Airport manager, and Joe Keck, Mayor of Cortez, Colorado. Current membership and representation is:

James Fritze, Chairman (Western Slope)
Dale Hall, Vice Chairman (Eastern Slope)
Jeff Price (Eastern Slope)
Joe Keck (Western Slope)
Corrine Nystrom (association of airport managers)
Pat Weisner (statewide association of pilots)
Harold Patton, Jr. (representative at large)

Nice picture of the group on the Colorado Aeronautics Web site at

<www.colorado-aeronautics.org>. Along with telephone numbers and e-mail addresses for board members and staff for anyone wishing to contact them. If for no other reason, contact a few to let them know of our appreciation for their efforts in supporting development of our new Mountain AWOS System.

PAST CPA PRESIDENT PATTI ARTHUR, who left a law practice in the Denver Area to accept a pilot position with a small commuter airline out of Las Vegas, tells us she has accepted an offer as a pilot with American Airlines. She will start out in their regional system at American Eagle and move on to the mainline in a few years.

FORMER COLORADO AERONAUTICS DIVISION DIRECTOR DENNIS ROBERTS LEAVES AOPA for the position of Deputy General Manager of the Louisville/Jefferson County Airport Authority in Kentucky. Dennis was the first director of the Colorado Aeronautical Division following its creation in 1988. He left Colorado in 1997 to take the position of AOPA vice president of governmental and technical affairs.

PERSONNEL FROM DENVER TRACON ARE THE BEST! . . . according to CPA member Tom McGovern . . . after he and his two daughters were hosted to a tour of the facility by Supervisor Bob Wheeler. Tom, a geophysicist who bases his Cessna Skylane at Centennial Airport, spoke of an interest in getting his daughters interested in aviation. And of his interest in looking behind the scenes in what takes place in controlling traffic out of a busy facility such as the Denver Traccon. It was a rewarding experience. While I don't know what

the policy is on tours of the facility, it appears that visitors are welcome. As pilots, we are missing a learning experience by not taking advantage of this. If interested, Bob Wheeler can be reached at (303) 342-1586.

CPA MEMBER ROBERT HENLEY SELECTED AS VOLUNTEER OF THE WEEK . . . by AOPA under its Airport Support Network. Henley, past treasurer of CPA for a number of years, retired from the high tech industry and relocated from Colorado to a residential airpark on Payson Airport in Arizona . . . where he is a volunteer under the AOPA Airport Support Program.

When the city was about to enter into an agreement to sell a portion of airport land for economic development purposes, Henley counseled city officials on a better alternative. Henley noted that the property was acquired with funding from the Arizona Department of Transportation and a sale would require reimbursement to that agency. As an alternative, he suggested sale of an off-airport, city owned, maintenance yard site for economic development and relocation of the yard to leased property on the airport. Under the alternative, the city would benefit from the economic development site and the airport would gain by a new revenue stream from leased property.

Nice to see that Henley has not neglected his business background. And that he is still an activist in support of airports and aviation. **AN EERIE COINCIDENCE** was the headline in The Denver Post following the Beech King Air crash near Byers, Colorado with ten fatalities including members of the Oklahoma State basketball team . . . and Bill Teegins the sports anchor for KWTN in Oklahoma City. CPA member Daryl Haerther, who owns the property on which the aircraft crashed, shared with us that Teegins hired his grandson Jeff Losh as a sports reporter at the station. Jeff grew up on the family ranch and frequently worked cattle there. What are the odds, he commented, that the plane would fall on family land.

THE GRAND CONSPIRACY, An Action Novel by William Penn, is the title of a new book about-to-be-published by none other than our AOPA Regional Representative. It opens with: "When Fidel Castro sends his top assassin into Colorado's high country to kill the vacationing American and Russian Presidents, Buck and Dolly Madison and Buck's Vietnam war buddies are caught in a cross-fire of presi-

dential politics, water politics and forced to make a choice between Duty-Honor-Country and allowing Fidel's terrorists to assassinate a President who 'loathes' the military. After their private plane is shot down by the terrorists on a Rocky Mountain glacier, Buck and Dolly must fight their way downhill through a terrorist gauntlet that tests their love, courage and survival skills. If they can outwit the terrorists, they can prevent the destruction of the Lake Granby High Dam and save the lives of thousands of innocent Americans."

Of course, we are all aware of the creative talents of our AOPA representative, and his communication skills as evident from his "silver tongue oratory" and his moral and political views as articulately expressed in his opinion columns that appear in USA Today and his Web site, <www.central-view.com>.

He has outdone himself this time, however, in a novel that will appear in hard copy in a month or so and an e-version that can be read entirely online shortly after.

MOUNTAIN PILOTS, a new book by Jas. E. Andrews is an intriguing and fascinating account of on how mountain flying was done by professional pilots during the uranium and oil development days of the 60s. Like many in aviation, Jas. paid his dues as a flight instructor at a number of locations in Colorado including the Junior College at Rangely, a dirt strip by Castle Rock called Denver-Douglas, East Colfax, Sky Ranch, Longmont, Stapleton, Craig and Steamboat.

His book focuses on a professional part of his career when flying for oil development and mining interests from Vernal Airport in Utah. He did most of his flying in Cessna 180's, averaging 150 hours per month, much of it with the aircraft at full gross, carrying crews into airstrips, rarely over 1,000 feet in length, carved out of the sides of mountains, at elevations of 7,000 to 8,000 feet. Says a lot about the capability of a Cessna 180. And the pilots with the nerve and skills to fly them under those conditions.

The book is less than 200 pages of easy reading. Hard to put down once one has started reading. Because of the story line and fascination with what it must have been like. With a little of the flavor of how the West was won. His book is self published and can be obtained from Andrews Enterprises, P.O. Box 422, International Falls, MN 56649.

with tall sagebrush, cactus, and millions of brightly colored flowers. The early owners of the ranch ran 10,000 sheep, and 1000 cattle here; and from the looks of the ranch compound, financially did quite well.

Back in Alamogordo, there are all kinds of things to do. You visit the White Sands Missile Range Museum, see the Space Center, with a museum, planetarium, IMAX theater and Hall of Fame. In addition to that, Go to the Sacramento Mountains Historical Society Museum and Pioneer Village, visit the Three Rivers Petroglyph Site, see the Oliver Lee Memorial State Park.

We plan to arrive in Alamogordo by mid-morning Friday, the 6th of April. From there we will go off on your own for the various excursions you can squeeze in. Happy hour will start around 4:00; and promptly at 5:30 we will leave the Holiday Inn Express motel for a trip up to Cloudcroft, which is an historic mountain railroad resort where Victorian tradition, majestic scenery and a fabulous restaurant are waiting. We'll be having dinner at Rebecca's, renown throughout NM for their gourmet food.

Early Sat morning we'll be off at the crack of dawn, well, not really – at 7:30 sharp to join a caravan of cars and busses all on their way to the Stallion Missile Base where the Trinity Site is located. The trip is about an 85 mile drive one way, but it will be interesting. You'll pass through pistachio farms, go by Three Rivers Petroglyphs National Rec area, and best of all, go through the Valley of Fires State Park. The Valley of Fire State Park will be an aerial mark as you fly to this area that is just as easily spotted as the White Sands National Monument. This was a river of molten lava that flowed down the valley from mountains far to the north thousands of years ago. This black stream runs for miles, and is just as impressive from the air as it is from the ground.

We will all be bringing lunches on our trip to the Trinity Site; so you are going to need

to take the time to get a take-out lunch on Friday after you arrive, or bring a cooler with your lunches already packed. We can either picnic there at the Trinity site, or stop at the Valley of Fires State Park to eat our lunch there. (Plenty of hiking and walks you can take while you are there.) We have a lot packed into one trip, so you may end up planning another trip back, just to do some of the other things you miss this time.

And last, but not least. This is an interesting flying trip for another reason. You can expect to find your GPS totally blocked about an hours flight from Alamogordo, coming and going. No, nothing will be wrong with your GPS. But this is a secure military location, and with the nearby missile range, our fancy electronic gadgets are just along for the last part of the ride. Be prepared for a little old fashioned flying where you "fly by the seat of your pants".

If you are interested in this trip, we planned it for last October and were weathered out. But I can tell you we had one of the best sign-ups for any trip we have planned. The town fills up with people during these two dates, so DON'T WAIT to make your reservations! Jan McKenzie and Dean Jaros are the sponsors for this trip; if you have any questions, please give them a call at (970) 686-1233, or send Jan an email at Error! Reference source not found.. The deadline for signup is MARCH 23, and if we don't have enough room reservations, you can camp at the airport or at the White Sands National Monument!



Introducing the CPA Travel Program

Tom Keesling is a 700 hour multi-engine private pilot and previous owner of Altitudes Pilot Shop and Plane Stuff Gift Catalog. He is pleased to announce a new partnership between his travel agency, Neoquest Travel Services and the Colorado Pilots Association. Each time you book an airline flight, hotel reservation, car rental, tour or cruise with Neoquest, a contribution will be made to CPA for its General Operations Fund.

When you can't fly your own plane, call Neoquest. You will receive the guaranteed lowest airfare available, corporate rates at hotels, car rental discounts, superior service and you will be supporting your association. You can even book online, 24 hours a day-7 days a week, at our website www.neoquest.net.

"We cover the World." Neoquest travel agents have traveled to all parts of the globe. We have first hand knowledge of all major US cities and countries around the world. Our experience is supplemented by superior technological resources and personal contacts.

Neoquest is currently working with individuals and companies throughout Colorado and the United States. Experience the best in client services, contact the CPA Travel Specialist, Dianne Hatfield at:

Neoquest Travel Services
The Greenwood Athletic Club Building
5801 S. Quebec, Suite 150
Greenwood Village CO 80111
303-771-5540 x209
800-743-4144 x209 (outside Colorado)
dianneh@neoquest.net

Flatirons Aviation has a New Courtesy Car!



Whether its lunch at the Pearl Street Mall, a tour of Celestial Seasonings, or a hike in the foothills, fly on up to 1V5 (Boulder Municipal) and then drive to your destination in style in a vintage 1971 Volkswagen Bus with sun roof. 303-440-6522 for more information or to reserve a bit of classic Boulder.

East to the Border Fly-in Wray, Colorado

If you haven't been to Wray, Colorado, mark your calendar for May 19 and the 20! The CPA has a great fly-in trip planned, and our CPA area representative extraordinaire for Wray, Lucile Bledsoe, is promising us plenty of excitement and fun when we arrive.

The fly-in to Wray Municipal airport (2V5) is located 2 miles NW of the little town. The coordinates are N40-06.01; W102-14.45. The elevation of the field is 3667. Runway 14-32 is 5040 feet by 70 feet. It is paved; watch for a road off runway 32. UNICOM/CTAF frequency is 122.8.

Camping is allowed on the field if you are so inclined, and av fuel is available through the Triangle Aviation FBO. Normal hours are 8:00 to 5:00 Monday through Friday, but Lucile has arranged for service to be available to us on Saturday and Sunday for our fly-in trip. Note there are 2 inch sharp drop-offs along the full length of runway 14-32 edges.

The plans are that we fly in early Saturday morning, May 19, between 9:00 am and 10:00 am. Lucile will have transportation there for us and we will be taking a tour of the Beecher Island Battleground, located 16 miles from town. This spot is filled with Indian history, and a place of a major Indian battle on the eastern plains of Colorado.

Lunches – we will be on our own for that. There are a few choices in town, including a new "Sub" shop. For those of you who like to golf, there is a 9-hole golf course right beside the airport, and you might want to consider doing a round of golf in the afternoon, or on Sunday, before you leave.

While we are in Wray we will be taking a short historical/sightseeing tour of town; visiting the Wray Museum (Lucile promises this museum is a "must see" while you are here); listening to talks presented by local historians, and seeing an archaeological site where fossilized dinosaur bones have been found.

Saturday afternoon we will gather for a happy hour, where we meet and greet old members and new. This is where we get a chance to talk planes, trips, and what's happening in the aviation world. For those of you whom haven't done a fly-in trip with CPA, happy hours are real ice-breakers, and friendships are made here that are special. Where else can you so easily meet people who have so much in common in their love of planes and flying?

Saturday evening we will be going on from happy hour to a group dinner at the motel restaurant (the Sand Hiller Motel). The motel has a 1-800-554-7482 number, and they ask that you make your room reservations before May 10. If we end up having to cancel for bad weather, the motel is only asking that we cancel our reservations with them by 4:00 of the day of arrival. It is a pleasure flying in to places like Wray, where we get the feeling they are really making a flying trip easy for us.

Sunday morning there will be a continental breakfast for us at the airport. There are no cafes open in town for breakfast. (Sand Hiller Restaurant is only open for lunches and dinners.)

We are planning an early morning takeoff from the airport, with takeoff times ending by 9:00 am. People are welcome to stay longer, but need to make their own arrangements for transportation please.

CPA truly thanks our area reps for making these kinds of fly-in trips for the association members possible. Without their coordination and work on the line and behind the scenes, these kinds of trips wouldn't be possible. We are looking for additional ideas for fly-in trips for 2002, and if you are an area rep, and we haven't been to your airport, give us a call if you are willing to help us set up a fly-in trip.

If you have questions or need further info about the trip to Wray, please give Mary K Jones a call at 719 488-0653.

Calendar 2001

APR 6 - 8 CPA FLY-IN TO ALAMOGORDO, NM. All day visit to Trinity site where the atomic bomb was detonated. This military base permits visitors twice yearly only (April and October). Several other excursions planned during this 3-day fly-in. Sign-up deadline: March 23. Info: Jan McKenzie 970/686-1233 or e-mail: jan.mckenzie@isil.com

APR 8 - 14 SUN 'N FUN EAA FLY-IN, Lakeland, FL.

APR 27-14,000 MILES FROM SOUTH AFRICA TO BOULDER, Will and Sarah Barclay will give their slide show and presentation of their flight in a P-Baron that took them to over 20 countries from below the equator via the Arctic to Boulder. Friday, 8PM, Flatirons Aviation, IV5. Light snacks. 303-440-6522 or 303-444-5560 for more info.

MAY 5 COLORADO AVIATION HISTORICAL SOCIETY ANNUAL AWARDS LUNCH, Officers Club, Air Force Academy, Colorado Springs. Annual awards ceremony for inductees into the Colorado Aviation Hall of Fame. Info: Don Wiperman 303/868-5287 or e-mail: drwip@cs.com

MAY 5 CPA MOUNTAIN FLYING - HIGH ELEVATION AIRPORT OPERATIONS GROUND SCHOOL, Ashbrooke Room, Centennial Airport Tower (APA), 8:30 a.m. - 5:00 p.m. Course designed to prepare pilots for flight over mountainous terrain and high elevation airports. Fee: \$70 for CPA members, \$95 for nonmembers (fee includes course materials). Optional 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 Barbo 303/367-0470, e-mail OldFfyer@compuserve.com, or CPA Website at coloradopilotsassociation.com

MAY 12 6TH ANNUAL CENTENNIAL AIRPORT OPEN HOUSE (APA), 9:00 a.m. - 3:00 p.m. Theme of "just plane fun." Warbirds, classic aircraft and cars, homebuilts, flight simulators, aircraft rides. Breakfast by 99's. Info: 303/790-0598 or www.centennial-airport.com

MAY 19 -20 WRAY, CO- Call Mary K Jones at 719-488-0653 for info.

MAY 19 PLATTE VALLEY AIRPORT & WWI AVIATION HISTORY MUSEUM SPRING FLY-IN, Platte Valley Airport (18V), 8:00 a.m. breakfast; 11:00 a.m. lunch. WWI replica aircraft and warbirds. Info: Marilyn Taylor 303/536-0380 or mtpva@compuserve.com

JUN 17, 2ND ANNUAL FATHER'S DAY PLANE WASH AND BREAKFAST at Boulder Airport (1V5). Hosted by Will and Sarah Barclay at Flatirons Aviation, 7am-11am. Breakfast \$5. Plane Wash free: 303-444-5560 for more information.

JUN 22-24 23rd ANNUAL ROCKY MOUNTAIN REGIONAL EAA FLY-IN, Vance Brand Airport (2V 2), Longmont, CO. Pancake breakfast 6:30 a.m. -10:00 a.m. and lunch 11:00 a.m. - 2:30 p.m. each day. Seminars on aircraft building techniques, flight safety, and tool demos available both days. Aircraft displays, aviation related vendors and manufacturers' displays, antique cars and motorcycles. Teachers Seminar, June 22. Admission - \$5,. Info: 303/442-5002 or RMRFI at www.greeleynet.com/eaaregional

JUL 7 SALIDA AIRPORT OPEN HOUSE & FLY-IN, Harriet Alexander Field (0V2), Salida, CO. Info: Donna Myers, Airport Manager, 719/539-3720.

JUL 14-15 25th ANNUAL DENVER-TO-JACKPOT, NV, AIR CLASSIC, Sponsored by Colorado Pilots Association. Departs Jeffco Airport (BJC) for a 528 sm route to Jackpot/Hayden Field (O6U). Overnight at Cactus Petes. Aircraft handicapped by manufacturer's published maximum speed. Cash prizes. Event open to all interested pilots. Info: Robert Venohr, Air Classic Chairman 303/766-0742.

JUL 24 - 30 EAA AIRVENTURE 2001 FLY-IN & CONVENTION, Oshkosh, WI.
SEPT 8 CPA MOUNTAIN FLYING - HIGH ELEVATION AIRPORT OPERATIONS GROUND SCHOOL, Garfield County Airport (RIF), Rifle, Colorado 8:30 a.m. - 5:00 p.m. Course designed to prepare pilots for flight over mountainous terrain and high elevation airports. Fee: \$70 for CPA members, \$95 for nonmembers (fee includes course materials). Optional 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 Barbo 303/367-0470, e-mail OldFfyer@compuserve.com, or CPA Website at coloradopilotsassociation.com

AUG 25, 26, 27 CEDAR CITY, UT to hike during day, see Shakespeare plays in evening. Coordinators Kathleen & Scott Morse, John and Cathie Martyny, MK Jones. 3 day trip. Call Morses at 303 841-2611 or Martynys at 303 449-6875 for info.

SEPT 22, 23 GRANBY, CO to tour plant, hike, float on a party boat. Coordinators are Mary K Jones, Carolyn Doubek, Penny Hamilton. One day trip, or overnight. Call MK Jones at 719 488-0653 for info.

NOV 3 CPA ANNUAL MEETING. Location TBA.

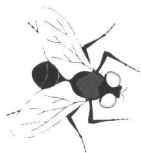
NOV 8 - 10 AOPA EXPO, Fort Lauderdale, FL.



We need more help
organizing fly-ins. If you
are interested in hosting
even a small event
please call Mary Jones
at 719-488-0653.
Thanks for your interest!



Fly Mart



For Sale: 1/4 Share 64 Skylane, 320SMOH, 180SPOH, Horton STOL kit, wheel pants, long range tanks, always hangered, beautiful exterior and interior, shoulder harnesses, 6 probe digital EGT, dual navcoms, glidescope, mode C, audio panel with intercom, autopilot. Contact Frank Haurwitz, 303-649-8733

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.

For Sale- Diecast metal airplane banks. Large assortment - Mustangs, Corsairs, Stearmans and more. 10% discount to fellow CPA members. See them on my website - <http://piperpilot1.hypemart.net>

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

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, hangered 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.



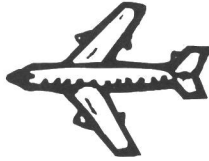
Fly Mart is a free service provided for CPA members only. If you have a personal item to list, please submit the ad to the *Flight Lines* editor, (address in the back of the newsletter).

Membership Renewals

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Gary Justus, Evergreen	William Dernell, Walsenburg	Peggy Long, Denver
Andy Parks, Fort Lupton	Curt Soehner, Wray	Harold Steffens, Monte Vista
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Articles for the CPA FLIGHT LINES are sought from members and other organizations. Stories and articles can include flying tips, rebuilding and restoration experiences, special trips, activities, etc.

**All articles & letters
should be sent to:**

Sarah Barclay Editor - *FLIGHT LINES*

Business Aircraft Sales Corp.

3300 Airport Road, Box C

Boulder, CO 80301

(303) 444-5560 E-MAIL:

barclay@eazy.net

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