

CPA FLIGHT LINES

Volume 18, No. 3

May 2001



Brian Jones flying his Cherokee off a 2000 foot soft-dirt airstrip at Punta Colorado in Baja.

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President's Message

-----Doug Mass

By now you have probably read my last article. Funny? I hope so. Far fetched? I hope so. Thought provoking? I hope so. The purpose was to show you the importance of your membership. Without each and every one of you, and your support, those absurd comments could become reality. Agreed, maybe not to the extremes mentioned, but each time a zoning hearing is set, a variance for building around an airport is lobbied, complaints of noise are filed, etc., etc., it will have an effect on Colorado aviation.

Those that propose the towers, buildings, residential construction, etc. are usually non-pilots whose biggest concern with aviation is whether or not they will have a window or aisle seat on their next scheduled airline flight. Don't get me wrong, that is fine, but for the you's and I's, their proposals and decisions could have a lasting and forever unchangeable impact on our flying.

This is where you come in. The Colorado Pilots Association needs your support now more than ever. Our Committee chairpersons look forward to your help, support and suggestions. There are an estimated 14,000-licensed pilots in the state of Colorado. The C.P.A. stands at 682 of those. Less than 5% of our states pilots are members. To keep our association alive and well, renewing your membership as well as recruiting new members needs to be a prime focus of each and every one of us. I have found that many non-member pilots I've spoken to have not even been aware of the C.P.A.!

Unfortunately, the Colorado Pilots Association appears to be one of the best kept secrets around. If each of us could recruit only one new member this year, we would not only double our membership, but we would also double our voice in the aviation community. They say there is strength in numbers, so lets put that to the test by increasing our membership and our bond with other Colorado pilots. By the way, if you have not had the opportunity to become involved in

any of the activities our organization has to offer, please try to attend some of the events planned for this year. Fly-in events as well as the activities of other committees are only some of the benefits of being a member of the C.P.A. Of course you are certainly invited to the board member meetings, which are held the first Monday of each month at Centennial Airport in the Ashbrooke room of Centennial Tower.

These meetings start at 6:30 P.M. and we would love to have you there. Come in and get acquainted with the board members and committee chairpersons and let us know what we can do to help strengthen the Colorado Pilots Association! ###



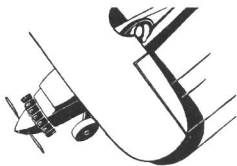
NOTE: fly-in to Cedar City, UT
Aug 24-26.

If you want tickets to the
Shakespearean festival, order
them now by calling 1-800-
playtix. Friday night: Julius
Caesar;

Sat night: Two Gentlemen of
Verona.

**Don't forget the Wray
fly-In for May 19and 20!**
**If you need a ride, call Larry
Mullenax at 303/660-8496, he
has plenty of room
in his plane for
passengers.**





First CPA Fly-in a true flying test for pilots by Jan McKenzie & Dean Jaros

Pilot reports from Alamogordo came in hot and heavy on the day of the fly-in. Tom Bein reported a groundspeed of 20 knots. Walter Bell landed with a 35 mile an hour crosswinds and blowing sand.

The question of running out of gas was a big factor for Scott Morse, and he landed at Santa Rosa expecting to be able to fuel up and continue on. Wrong. The one person who had the gas pump key couldn't be located, and he finally fueled up at 1:00 am and they arrived in Alamogordo the next morning with seconds to spare before the trip began.

In spite of the tough flying, about 40 people ended up making the trip, and they had a great time. Avis car rental was a hero for the day when the "other cheaper" rental agency came through with no cars.

The CPA trip to Alamogordo (April 6-8) went off as planned. Friday winds were gusty and turbulence was moderate or worse. But ten airplanes landed at ALM—three avoiding the strong headwinds and bumps by arriving on Thursday afternoon—and one, after enduring incredible refueling delays, showed up Saturday morning.

Our eight rental cars gave us flexibility to arrange Friday afternoon tours to a number of interesting attractions in the Alamogordo area. The Space museum and the Petroglyph National Monument were popular destinations.

Dinner at Rebecca's, a superb old lodge in Cloudcroft, was the high point of Friday evening. We had a private lounge for pre-dinner drinks and a private dining room. The buffet was really great—it certainly

upheld Rebecca's fine reputation.

Saturday AM saw us join an escorted caravan of some 200 vehicles as we slowly traveled the 88 miles to Trinity site, where the very first atomic bomb was exploded in 1945. The site is in the middle of White Sands Missile Range and so it is still quite remote and, needless to say, carefully monitored by the military. The site, open only two Saturdays each year, is spare but quite interesting. A stone monument marks the exact spot of the detonation; one of the abutments of the supporting tower still survives. A series of dramatic and moving photos was hung on the fence surrounding the monument. These showed the atomic scientists, the frantic activities as the work progressed, and of course the blast itself.

We also toured the nearby ranch house, now restored to its original 1945 condition, which served as the base-camp for the Trinity team. With photos and copies of 1945 newspaper stories on the walls, it too was provided a fascinating look into one of the most significant events in US and world history.

That evening we dined at Pepper's in Alamogordo proper. It was a really good Mexican restaurant.

Sunday morning dawned clear, but mountain obscuration forced most returning planes to go home on an easterly course—many near Raton pass. Turbulence again reared its head and many got some pretty exciting updrafts and downdrafts!

But really the rough air going and coming did not put a damper on the event. The camaraderie among CPA members is always great—it makes any trip memorable. ###



Walt Barbo

HEARD ALONG THE FLIGHTLINE (May, 2001) - by Walt Barbo

THIS OLD FLYER DOESN'T REFLECT MUCH ON HIS EXPERIENCES AS A FIGHTER PILOT IN WW II. However, the incident of the Chinese F-8 and our EP-3 reconnaissance aircraft, and the emergency landing on Hainan Island, brought back a few memories. Of missions flown from fighter strips in the Philippines to Hainan Island (our rendezvous point) to fly cover for low-level bomber attacks on Japanese warships in the South China Sea.

I never had opportunity to set foot on the island, however I still recall how inviting it looked with its tropical shores and beaches . . . and how welcome to find it after several hours of flying across open water . . . by dead reckoning. Out of curiosity, I did a Web search and found several sites promoting tourism to the Island. It is hyped as a tropical treasure house with exotic virgin forests, rare animals and plants, varied tropical fruits and rich aquatic and mineral resources. The Hawaiian Islands of China with an abundance of 5-star hotels. Seems to me that China is missing an opportunity in which it could be civil about the EP-3 incident and capitalize on tourism generated from the publicity of the event.

GARMIN 295 GPS COLORED MOVING MAP OWNERS got a welcome surprise to find that the latest upgrade (a free download off the Internet) makes their

unit's Wide Area Augmentation System (WAAS) capable. WAAS is under development by Ratheon under contract with the FAA. GPS signal corrections from the ground are transmitted to a couple of WAAS satellites . . . which apply correction information to the remaining GPS satellites. GPS units capable of receiving the signals gain in accuracy to a ridiculous degree . . . six feet according to a Garmin representative. For IFR certified units expect approaches with vertical guidance to as low as 250 feet with 1 mile visibility. With future improvements such that a WAAS approach is essentially the same as a Category I ILS approach.

I note that Ratheon has a disclaimer on its Web site warning that the system is under development and test prior to FAA certification and warns against using the signals for IFR operations. An obvious liability disclaimer. No indication as to when the system will gain FAA certification. Following FAA approval, expect as many as 4,000 of the nation's airports to be charted for WAAS approaches.

CITY OF LONGMONT THREATENS CURFEW ON TOUCH-AND-GO LANDINGS at Vance Brand Airport between the hours of 10:00 p.m. and 7:00 a.m. Hard to believe that this community never learned a lesson from the last time it violated assurances given to the FAA as a condition of accepting federal funding for airport development. As I recall, the airport was placed in non-compliance for an extended period several years ago

when it banned ultralight operations from the airport. Which STOPPED the flow of federal funds to the airport. The city finally yielded to the FAA determination that ultralight operations could be performed safely at the airport. Which permitted removal of the non-compliance status and led to renewed federal funding of projects such as the concrete pavement project on the runway and associated taxiways.

Coverage on the issue in the Longmont Daily Times during the 1st week of April reported that the City Council voted unanimously to prohibit touch-and-go operations during the nighttime hours. An action driven by complaints of residents living adjacent to the airport. Complaints which should have been anticipated following zoning actions by the same council which permitted residential development in areas known to be impacted by aircraft noise.

From discussions with Pat Spears, CPA Area Representative for the airport, and CPA member Don Fredrickson, the newspaper report misstated the council action. Rather than take an action to prohibit, the council directed staff to study the issue. Should the staff be listening, they could learn something from the last time Longmont tried to ignore conditions agreed to as part of past grant agreements, or the situation that the city of Boulder got into when it tried to ban flights by banner-towing aircraft, or the loss of federal funds and the financial dilemma currently being experienced by Centennial Airport as a consequence of violating conditions signed by that airport. Perhaps staff, and City Council, will even gain a greater awareness of the consequences of letting developers sweettalk them into building residential developments adjacent to noise producing facilities.

LATEST ON CDOT AERONAUTICAL DIVISION MOUNTAIN AWOS III-PT INSTALLATIONS. According to Aero Division airport engineer TK Gwin, the first five should be online and FAA certified by the time this mailing reaches our membership. (The list reflects some minor changes since our last publication due to FCC frequency management considerations.)

CORONA PASS - CRV, (303) 258-3052, 134.175 MHz

COPPER MOUNTAIN - CCU, (970) 968-1715, 118.075 MHz

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

WOLF CREEK PASS - CPW, (970) 264-2180, 121.125 MHz

MONUMENT - MNH, (303) 648-3479, 134.375 MHz

MONARCH (near the sky train ski lift - Late summer certification)

KREMMLING (add-on site - Late summer certification)

In calls to each of the sites on April 19, I found that Wolf Creek Pass was transmitting in a test mode. None of the others were on line.

IF ESSAYS WRITTEN BY APPLICANTS FOR THE COLORADO AIR SAFETY FOUNDATION SCHOLARSHIPS HAVE ANY CREDIBILITY, the aviation industry should give more attention to influencing youth at very young ages into aviation careers. Almost without exception, applicants for the scholarships wrote about early impressions and exposures to aviation that stayed with them and influenced their desire to become part of the aviation community. Like one candidate who commented, "I remember the Xmas I received a bomber jacket and a toy jet

plane. I always knew that some day I would be a pilot and, possibly, fly for the commercial airlines."

Scholarships awarded by the Colorado Air Safety Foundation are funded by donations of \$2,000 each from the Colorado Pilots Association and Air Power West which permits a grant to each of two students for tuition expenses at their choice of four educational institutions in the state which offer aviation related programs. The list of 33 applicants for awards this year was narrowed to shortlist of four by a screening committee in mid-April. Expect an announcement on the successful candidates in the next Issue of FLIGHT LINES. PUEBLO MEMORIAL AIRPORT RECEIVES CPA AWARD AS OUTSTANDING COMMERCIAL SERVICE AIRPORT OF THE YEAR. On March 20, the CPA contingency of Walt & Terry Barbo, Doug Mass and Bruce Hulley flew to Pueblo to make the presentation and were met by a small reception group consisting of airport management, representatives from the FBOs, a reporter from the local press, and representatives from the FAA ATCT and TRACON.

A similar recognition was presented to Area Representative Bill Reeves at the CPA Annual Meeting last November

"Central View," by William Hamilton,
Ph.D.

The sky's not the limit, it's on the ground

The expression: "The sky's the limit," is often used to suggest the only limit to higher achievement is the distant sky. But when it comes to air travel, not even the sky is the limit. The limit is on the ground.

Well-meaning media pundits often say delays

recognizing Harriet Alexander Field as our selection of Outstanding General Aviation Airport for CY 2000.

SPEAKING OF AREA REPRESENTATIVES, A NEW CPA AREA REP POLICY WAS ADOPTED at a regular meeting of the CPA Board on April 2nd. In effect, it formalizes the program and places responsibility for its administration with the CPA Vice President (Walter Bell). Duties and responsibilities are defined and a criteria established for appointment eligibility . . . which includes a requirement that each representative have Internet and electronic mail access. Our objective is to establish an airport network at as many airports for which we have members willing to serve. An e-mail distribution program will keep representatives as current as practical on issues facing the association and permit them to have a constructive part in program administration. As part of the program, a new page will be added to the CPA Web site to outline functions and activities of the Area Rep Program and to identify representatives and their area of responsibility. ####

in air travel are the result of "crowded skies." Then, they go on to plant the impression that the world's best air traffic control system is over-loaded as well.

But here are the facts: The volume of sky that sits over America is huge. If every aircraft in America were put in the sky at the same time with one mile of separation between planes, the entire aviation armada would fit within the skies over Wisconsin. But along our highly urbanized coastlines, we do have too many airliners all trying to take off or land

about the same time at too few airports.

Three factors are to blame for non-weather air traffic delays: (1) the marketing departments of the airlines, (2) the pro-environment and anti-noise activists and (3) slavish devotion by the airlines to the hub and spoke system.

The marketing gurus want their airliners to take off at 8:00 a.m. and return around 5:00 p.m. For the business traveler who wants to go out and back the same day, that is wonderful. But, for the rest of the traveling public, such scheduling creates a system-clogging traffic jam at the major hub airports.

Each morning, at the major hubs, hundreds of airliners are lined up nose-to-tail on the taxiways waiting to take off. Toward the end of the business day, those hundreds of airliners are lined up in the sky as they are metered by air traffic control back into their hubs. This crowds the skies around the hub airports resulting in air traffic control delays whose ripple effects can gum up the overall air traffic control system.

Like it or not, our geographic-demographic reality is that the bulk of our population is packed into a relatively few urban areas on both coasts. In between, is a vast "fly-over" land.

Another reality is that powerful environmental interests and noise-sensitive airport neighbors are not going to permit the construction of badly needed new runways or new airports near large cities. Despite the enormous need for additional runways and new airports only Boston-Logan might get a new runway. Chicago might build a new airport. Other than that, forget it.

The hub and spoke system is the third factor in causing air traffic delays. The

airlines like hub and spoke because it saves them money. Passengers dislike it because, instead of being able to fly directly from Point A to Point B, they must fly to Hub C and either change planes or wait until their airliner is off-loaded and then re-loaded to take them, at long last, to where they really wanted to go in the first place.

Thus, other than the shortage of major airports, today's non-weather air traffic delays are really the fault of the airlines themselves. Take aim. Shoot foot.

But instead of fixing their part of the problem by better scheduling and less use of the hub and spoke system, the airlines try to blame flight delays on general aviation. But since those "little airplanes" are less than six percent of the traffic at major hub airports only the village idiot would believe that.

Some think air traffic control would be more efficient if turned over to quasi-governmental corporations modeled after Amtrak or the U.S Postal Service. Right.

Some want "user fees" imposed for each and every service performed. Neither of these ideas work well overseas where they have been tried and neither idea addresses the real problems of: too few airports, poor scheduling and overuse of the hub and spoke system.

No, the sky is not the limit. The ground and a shortage of gray matter among airline executives are the real limits.

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William Hamilton, a nationally syndicated columnist and pilot, has been flying for 33 years.

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Column 989 and others can also be seen at: www.central-view.com

EAA's AirVenture - if not Oshkosh, why not Colorado?

By Steve Beach

As hard as you have tried, the dollars, the vacation time, or the drive just isn't there to make the annual trip to Oshkosh this year. Well if you live in Colorado or within flying distance (that makes everyone eligible) the local EAA chapters have plenty of activities to keep you busy in 2001.

Just in case there is someone out there that has not heard of EAA it is the Experimental Aircraft Association. A global organization of aviation enthusiasts who build, restore and just plane (plain) enjoy anything that leaves the terra firma. EAA currently has about 170,000 members and over 1,000 local chapters worldwide. Oshkosh Wisconsin is headquarters for EAA and home to the largest general aviation get-together in the world.

Each year, during the last week of July, EAA holds its annual convention and fly-in. (OSHKOSH!!) Officially named 'AirVenture' in 1999, (www.airventure.org) this event has gate admissions that top 750,000 and aircraft that number better than 12,500 on the grounds. The airport usually runs out of parking space and closes to new aircraft arrivals on the day before AirVenture begins. This is an event that everyone should experience at least once in a lifetime. For many of us it is an annual affair where old acquaintances are renewed and new friends are made. If you go, plan to camp under the wing or in Camp Scholler. You meet the nicest people at AirVenture and camping is the best place to do it.

The dates for AirVenture 2001 are Tuesday July 24th to Monday July 30th. All of you old-timers take note, that is a day earlier than last year. I could drone on for paragraphs about the fun that you can have in the middle of Wisconsin in the middle of a usually hot and humid summer, but I promised activities closer to home and here they are.

LOCALLY - First on the list is the 23rd Annual Rocky Mountain EAA Regional Fly-In in Longmont CO. On June 22 through June 24 the front range EAA chapters will be hosting one of eight official EAA regional fly-ins that are held across the country. On Saturday and Sunday local and national aviation experts will give building, safety and general interest seminars and workshops. Aircraft judging in all classes will take place on Saturday with awards and trophies given out at the banquet on Saturday night. This banquet takes place right at the airport, usually in the main tent where they serve breakfast and lunch. Last year it was catered by one of the local Italian restaurants. They also try to get a speaker that will do a short talk on some aspect of aviation that will be of interest to everyone. *More than anything else, it is a great hanger party!*

On both weekend days activities for youth will include rib building and rocket construction workshops. On Sunday a Young Eagle rally will be held to fly youth from the ages of 8 to 17. This is part of EAA's challenge to take one million youth on their first flight in a small aircraft by the year 2003, the 100th year of flight and 50th year of EAA. Youth of all ages will enjoy the aerobatic demonstrations on both Saturday and Sunday. RC (remote control) Model demonstrations on Sunday will add to enjoyment. These activities will be presented by the local IAC (International Aerobatic Club) and RC Modeling clubs.

For more information go to: www.gree-ley.net/com/eaaregional

Second on the 2001 summer list is a visit to Colorado by EAA's B-17 'Aluminum Overcast'. This will happen across Colorado from June 25 to July 9. First stop will be in Grand Junction June 25-28, followed by Jeffco June 28-July 2 and Colorado Springs July 2-5. A limited

number of flights will be available on each day (weather cooperating) and ground tours available from approximately 2:00pm on. The funds, which are gained from the flights and tours, are used by the EAA Aviation Foundation to maintain not only the B-17 but also its fleet of historic aircraft for future generations. More information is available by calling: 1-800-359-6217 or logging on at www.b17.org

In addition to these two monumental events local EAA chapters will also be hosting Young Eagle Rally's in conjunction with at least two local aviation events. The first will be the Erie Town Fair and balloon fest on May 19th and the second on August 4th at the Jeffco Open House and JAA Fly-In. See the CPA calendar (enclosed with the March/April CPA Flightlines) for more information on these two events.

Now all of these flying happenings have probably started or rekindled an interest in building or restoring your own aircraft. The next step is to plan on attending the SportAir Building Workshops in September. This will be held at the Westwood School of Aviation at Jeffco and will include workshops on metal, fabric, and general building techniques. A full list of courses that will be offered is

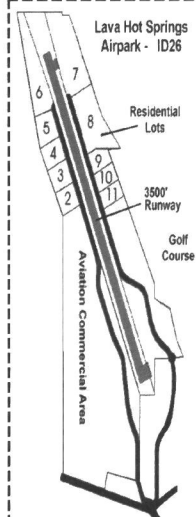
on their web site: www.sportair.com

If you don't already belong to EAA and all of this activity has your inquisitive nature asking for more information, go to www.eaa.org or call 1-800-JOIN EAA (564-6322) to have your questions answered. If you would like to find out if there is a local EAA chapter that meets near you, give me a call (Steve Beach) and I will put you in touch with the closest local chapter officer. 303-469-7661

Have a great 2001 aviation summer!####

VFR WAYPOINTS TO MARK MOUNTAIN PASS ROUTES:

Aeronautical charts will soon include VFR waypoints to mark the beginning and end of mountain pass routes. The GPS waypoints will begin appearing on selected sectional charts in the first half of next year, and will be included in aviation GPS databases. The initial phase-in will include mountainous areas of Alaska and Colorado, and pilots will be asked to provide feedback about the new designations. #### from Bill Linenberger.



Lava Hot Springs, Idaho Airpark Lots for Sale!

- Aviation community, 200 ft above valley floor, mountain views, direct runway access.
- 120 mi north of SLC airport.
- 30 mi SE of Pocatello, ID.
- Hot springs, golf, skiing, riding, hunting, fishing, more.
- Lots 1.5 - 6.8 acres, \$35-80K.

Alta Research, 541-929-5738
131 NW 4th Street #290
Corvallis, OR 97330-4702

<http://www.alta-research.com>

Calendar 2001

MAY 26 4th ANNUAL AURORA AIRPARK APPRECIATION DAY, Aurora Airpark (0IV), Aurora, CO. Warbirds, antiques, classics, experimentals, airplane rides, WWI flight demo & air battle at 10:00 am. Fly-in fuel prices, gourmet lunch at 11:30 am. Info: Bob Resling 303/358-3936.

JUNE 2, HANGER DANCE, Boulder Airport (IV5), Business Aircraft Sales hangar. 6:00 pm sponsored by Mile High Wing, CAF. Info: Col Su'Elyn Peters 303/280-9283 or email supeters@mindspring.com

JUN 1st VAN AIRE FLY-IN/DRIVE IN, Van Aire Airpark (CO12). Open House for CPA members & guests; hangar talk, classic cars. Arrive 10:30 am, lunch at noon. Donation for lunch. Info: Everett Aden 303/659-4517.

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 3-5 B-17 ALUMINUM OVERCAST at Colo Springs Airport (COS) on static display, walk thru & offering rides at \$300+. Info: Col Su'Elyn Peters 303/280-9283 or email supeters@mindspring.com

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

JULY 7 ANNUAL KELLY AIR PARK FLY-IN BREAKFAST, Kelly Air Park (CO15), Elbert, CO. Free - all CPA members invited to attend. Plenty of parking. Bring tie-downs. CTAS 123.05. Info: Dave & Jeanne Allen 303/648-3608.

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.

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

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

SEPT 8-9 2001 BALLOON FEST, Garfield Co Airport (RIF), Rifle, CO. Dawn ascent both days. Pancake breakfast served by Rifle Lions Club on Sat at 6:00 am. Static displays. Events ongoing til 6:00 pm on Sat. Info; Kenny Maenpa, Airport Mgr 970/379-5156 or email: GCRA@Rifle.net

SEPT 9-13 RENO NATL CHAMPIONSHIP AIR RACES & AIR SHOW, Reno/Stead (4SD), NV. CPA members planning to attend may want to join fellow CPARs in reserved CPA spectator section. Info: Paul & Sheila Rossman 303/766-2724 or email: strega8@hotmail.com

SEPT 22,23 GRANBY, CO to hike, take a horseback ride, bicycle, relax, and especially SEE THE FALL COLORS! Stay at Inn at Silvercreek. Call mk Jones for further info at 719/488-0653. Coordinators are Carolyn Doubek, Penny Hamilton, and mk Jones.

NOV 3 CPA ANNUAL MEETING. Location TBA

NOV 8 to 10 AOPA EXPO, Fort Lauderdale, FL

DEC 9 CPA ANNUAL HOLIDAY PARTY - Coordinators are Peggy Long, Sarah Jane Dolliver. To be held at Holiday Inn (same place as last year.)



EMERGENCY, No...IMMEDIATELY, YES!

from Bill Linenberger

If you've ever needed to get down on the ground fast but the situation wasn't dire enough to declare an emergency, now you have an option. AOPA reports a small change in the Aeronautical Information Manual (AIM) that allows pilots to get the message across without scrambling fire trucks and the "Live at 5" news vans. Now, you can use the word "Immediately" to communicate an urgent desire. Situations that could fall under the umbrella of "Immediately" or might include needing a higher or lower altitude to escape icing, or encountering IMC and needing a clearance.



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 - 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 i 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.

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

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, in hanger 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.

For Sale-Garmin 95XL handheld GPS with yoke mount, external antenna, all manuals & Padded carry case. New update with sale. \$750. In excellent shape. Dennis Lovold (303)844-6394.



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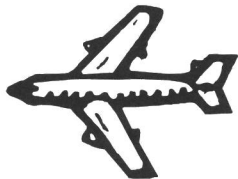
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