

CPA FLIGHT LINES

Volume 18, No. 4

June 2001

25th Annual
Denver to Jackpot Air
Classic July 14, 2001
for information: Robert Venohr
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Lucile Bledsoe earns Master
Instructor designation

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PRESIDENTS MESSAGE

On Saturday May 5th, I attended the CPA's Mountain Flying Course. Although the weather was lousy, there were approximately twenty-five hearty souls in attendance. With everyone anticipating on how to become better and safer pilots within our unique terrain, the class started promptly at 9:00am. The instructors, Jer/ Eberhard and Doug Tabor did a great job on presentation, instruction and kept the crowd entertained. The course included a very comprehensive workbook which complimented the slide presentation. The Slides of final approaches, airports, mountain passes and cloud formations would prove extremely helpful in the next days' practical portion of the training.

On Sunday, I was fortunate enough to have Jer/ (spelling IS correct) as my instructor for the flying portion of the course. Ed Werner, a fellow member of Flight, Inc. the flying club which I am in, and I met Jer/ at Jeffco at 7:30am. After a thorough review of weight and balances, airplane documentation, performance and weather briefings, the flight plans were filed and we were ready to take on the challenges of the Rocky Mountains.

Leg One- Jeffco to Kremmling.

As we headed to 13,000 feet and worked our way toward Corona Pass, we kept an ever watchful eye on the vertical speed indicator to catch the updrafts to help us with our climb. Eldorado Ski area and the Moffat tunnel were our landmarks on our westward trek. As we crossed the pass it was amazing to me that we were still so close to the terrain after all of the climbing. I came away with a new respect on how the mountains will climb to meet you at altitude and can get there quicker than I can. We landed at Kremmling with steady winds and a full stop. Taxi back, and away we go for the second leg to Glenwood Springs. But wait, what would a training flight be without the power suddenly disappearing and an emergency landing back to the departure airport for another full stop.

Leg Two- Kremmling to Glenwood Springs.

After passing southeast and below the kremmling V.O.R. (Yes, according to Jer/ there are at least six V.O.R.'s in Colorado that you can fly lower than they are), we followed the Colorado River to the town of Dotsero and took the opportunity to circle a meteor crater just North of I-70. If you have had the chance to fly over Glenwood Canyon, you know that it is even more breathtaking from the air than it is from the ground. Finding Glenwood Springs or even finding the airport was not as difficult as finding the nerve to cross the ridges as close as is required to make the necessary

approach.

Our first landing was the left hand pattern from the North to a full stop, taxi to the end of the runway, aggressive leaning and calculate the 75/50 rule (75% of takeoff speed with 50% of the runway behind you). After takeoff, we hug the ridge (Uh, Jer/, are you sure we are supposed to be this close???) headed south to Carbondale to come back and do the straight-in. All went well until shortly after touch down when I saw a small child running straight toward the runway and our path! Fortunately he stopped only a few feet from the runway as we went past. When we shut down at the FBO (sudden bathroom break needed!) his father brought him over to us to apologize. From the looks of his extremely large bottom lip, I got the impression the young man had received a good heart to heart and was not about to let that happen again!

Leg Three- Glenwood Springs to Aspen and Leadville.

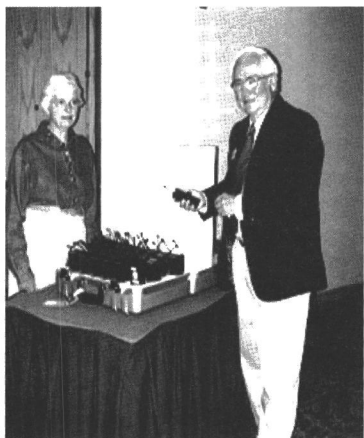
Land and a quick turn out of Aspen. We found ourselves back tracking to Basalt and then East over Ruedi Reservoir and Hagerman Pass. Pattern altitude of 11,000 feet seems odd to those of us who have only flown in the lower elevations. After lunch and getting my certificate stating that I had flown to North America's Highest Airport at 9,927 feet we beat a hasty retreat to depart before some nasty looking clouds arrived.

Leg Four- Leadville to Jeffco.

We climbed to 14,000 feet while surfing the ridge toward Fremont pass and watching for Dillon reservoir. Our final leg took us back over Fraser and Corona Pass for a straight in approach to 11R at Jeffco. I came away from this trip with a much deeper respect for mountain flying and the skills it takes to navigate them safely. I found that this was no place for the novice or the overconfident. If you are new to Colorado or if you just plain haven't had the opportunity to fly over the mountains, by all means go. The views are nothing short of spectacular. I did learn that before you go pick your day carefully, be critical of your weight and balance, have current and accurate weather briefings and take an experienced mountain instructor with you for some dual. The time and effort it takes to attend the ground school and fly with an experienced pilot in mountain flying is worth its weight in gold. I came away a more knowledgeable and hopefully a much safer pilot.

by Doug Mass

AOPA - Town Hall meetings held in Colorado Springs and in Denver 5/16 and 5/17.



Pat Kelly (CPA member) & Bill Hamilton (AOPA District Rep) are looking at audience response transponders passed out to people attending AOPA meeting in Colorado Springs. Some highlights of the evening was the discussion of navigation technology that is currently being developed, and what it can do to make flying safer and easier. Look for the AOPA airport directory on line. They talked about a Runway Safety Program that is major. New in software is the Capstone/Safe Flight 21.

The President of AOPA, Phil Boyer, presents a program filled with laughter, and serious points, which Bill Hamilton will write about in our next newsletter. If you missed his visit, you missed an excellent program. ###



THE NATIONAL ASSOCIATION OF FLIGHT INSTRUCTORS (NAFI) takes pride in announcing a significant aviation accomplishment on the part of Lucile M. Biedose of Wray, an Aviation Safety Counselor for the Denver FSDO. Lucile was designated a Master CFI (Certificated Flight Instructor) by NAFI, her professional aviation organization.

Lucile has earned her Master Instructor designation. She works as a fulltime CFI specializing in primary and instrument instruction at the Wray Airport (2V5). She is active in the 90s, Women in Aviation and the American Bonanza Society while also serving as an Aviation Safety Counselor for the FAA's Denver FSDO.

To help put this achievement in its proper perspective, there are approximately 78,000 CFIs in the United States. Fewer than 300 of them have achieved that distinction thus far. The last six FAA National Flight Instructor of the Year were Master CFIs while Lucile is one of only nine Colorado CFIs to have earned this prestigious "Master" title.

It's time to say a big thank you to Sarah Barclay for all the work she has done on the Flightlines as editor, reporter, writer. She did a marvelous job, and all of us appreciate the time and effort it took her to turn out a publication. Thanks from all of us Sarah!

And, as your new editor, I'm enjoying the challenge, and appreciate the great response you have given me as far as submitting articles and ideas for publication. Keep up the good work! After all, this is YOUR publication. mk Jones



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

WILL NAVAJO AIRSTRIP BE VICTIM OF USE IT OR LOSE IT POLICY? It will if the manager of the Navajo Reservoir State Park has his way. Or is it just an excuse for park management to convert the airstrip to other purposes?

The issue may have gone unnoticed had it not been for CPA member John Huft of Pagosa Springs when he called the park manager to arrange for a Cessna 180/185 fly-in to the airstrip this fall. And was told that the strip would be closed during construction of expanded boating facilities. And would probably be closed permanently.

For wilderness fly-in locations, Navajo Lake (Arboles 5V9) was one of the best that Colorado had to offer. The dirt/grass strip, 2950 ft x 35 ft, at 6,000 ft elevation was not for everyone. However, its lakeside location, adjacent to a state park with its improved campsites including showers, barbecues and picnic tables made it a prime recreational destination for those that could operate from the short airstrip. However, park management takes the position that the airstrip has very little aircraft traffic and that more people will be served by using the airstrip for other purposes. Such as boaters.

John Huft told me the airstrip was marked with Xs when he flew over the site on May 14. This is consistent with word from park management that the strip would be closed during development of an expanded boat storage area adjacent to the strip. An action which is likely the first step in the closure process. Under the next step park management is expected to argue that protruding masts on sailboats would make the site unsafe for the operation of aircraft under the next step. Leading to complete closure. Under a process that completely ignores the value of the airstrip as one of the most unique flying experiences in the state of Colorado. And uses planned encroachment as a mechanism to support closure of an airstrip.

Walt Barbo

THOSE THAT CARE AND THOSE THAT DON'T. Colorado Aeronautics Director Travis Vallin finds himself in a "lose-lose" situation. While his office discourages closure of airports, he commented that closing the airstrip would have minimal impact on the overall state aviation system due to the low activity at the airstrip and its proximity to Durango and Pagosa Springs. Therefore, he doesn't feel he can make a case to intervene based on a state interest. Which leaves him in an awkward position. If he does nothing, his inaction will be perceived as supporting the closure. To his credit, Travis has communicated with the Governor's office and several members of the legislature in an effort to set up a meeting between interested parties and the park manager for further discussion on the issue.

Meanwhile, State Legislator Mark Larson (R-Cortez) has come out firmly against retention of the airstrip. In a letter to John Huft dated May 15, he stated reasons including refusal of New Mexico (in which about 1/3rd of the airstrip is located) to accept any responsibility; increased housing in the vicinity of the airstrip; an old agreement by a pilot stakeholders group recognizing that the airstrip would be closed when the State Park moved forward with renovations; lack of sufficient development area on the northwest side of the airstrip (Note: this is the area planned for boat moorage); and the need to expand camping and parking facilities to accommodate increased numbers of users. Discouraging news for those, considering the representative's past record in support of Colorado aviation programs.

On the other side of the fence, Senator Ben Knighthorse Campbell (R-Colorado) was featured in a film clip presented at AOPA town meetings in Colorado Springs on May 16 and Northglen on May 17 in which he strongly supported retention of the airstrip.

At this point, John Huft is carrying most of the water. With some help from AOPA Regional Representative Bill Hamilton and Mike Baldwin, President of the Colorado

General Aviation Council. And a few others. But John carries most of the load.

FREQUENCY PROBLEMS PLAGUE NEW AWOS AT GRANBY. The system was operational until FAA discovered that the assigned frequency (which FAA supplied) overlapped a frequency assigned to another facility. Attempts to get FAA assistance in obtaining a replacement frequency from the FCC met with less than a cooperative response from Frequency Management in the FAA NWM Regional Office. In fact, the response was outright negative. A refusal to help. Makes one wonder what is happening to the culture within FAA. Bothers me, since I come from an era when there was a friendly FAA. Hate to see the change.

Meanwhile, Granby is faced with the time consuming task of going it alone to obtain a replacement frequency from the FCC. During the interim, AWOS information is available by telephone (970-887-1803). In a call there on May 15, density altitude was reported as 9,900 feet. Useful information which I understand is fed into the National Weather Bureau system. And would also be available from FSS. Uncertain as to when it will be available from a VHF frequency.

MOUNTAIN AWOS FACILITIES ALSO EXPERIENCING CERTIFICATION DELAYS. When I phoned each of the five locations (May 15), AWOS facilities at Copper Mountain and Wolf Creek Pass were reporting data in a test mode. The remaining three were silent. Hate to keep bothering T.K. Gwin, Aero Division airport engineer, on current status of certification. He got them installed. The remaining part of the exercise is an FAA function. So I don't have an official update. Perhaps by this time next month.

VERN FOSTER ACCEPTS CHAIRMANSHIP OF CPA MOUNTAIN FLYING COMMITTEE for the remainder of the fiscal year, replacing Brian Lewis who gave up the position when he went to fly for the airlines. Vern was one of the founders of the mountain flying ground school course, has taught the course for years, and is probably the most qualified mountain flying instructor in the country. Vern plans to review all aspects of

the program and strengthen policy on course material and flight instructors. For the remainder of the year . . . after which he will return to retirement.

H.B. 01-1365 CONCERNING THE CREATION OF THE SCIENCE AND TECHNOLOGY EDUCATION CENTER GRANT PROGRAM slipped through this session of the General Assembly with little fanfare. At least in Denver. Though Mary Jones, CPA FLIGHTLINES editor informs me that articles related to the program were carried very frequently in Colorado Springs newspapers.

The new grant program will fund \$1.4 million in start-up and operating monies to science and technology centers. Putting all of the legislative language aside, this was a bill lobbied by the Wings Over the Rockies Museum in support of a Challenger Learning Center to be located at the Museum . . . and representatives from Colorado Springs for a similar facility there.

Families of the Challenger flight crew founded the Challenger Learning Center in Washington D.C., following the tragedy in 1986, as a living memorial to those who lost their lives in the accident. There are currently 42 Challenger Learning Centers in 26 states. The sites in Colorado will add to that count.

H.B. 1365 places administrative authority with the State Board of Education and requires a 50% recipient match of grant funds. Those with a further interest in provisions of the bill are invited to download a copy from the Colorado General Assembly Web site at www.state.co.us/gov_dir/stateleg.html.

STILL SOME UNCERTAINTY AS TO THE COLORADO AERONAUTICS DIVISION'S FUTURE ROLE IN AVIATION EDUCATION. The office had an active involvement in av-ed over the last several years and has participated in funding av-ed programs starting with the first Rocky Mountain Air Fair in 1993. Most of the funding was in support of the Fantasy of Flight Foundation. This changed last November at a CAB grant hearing when three separate organizations sought FY 2001 funding for nearly identical programs. This led to a board decision to take a further look

UNREALISTIC REALITY
written by Lucile Bledsoe, for
the Colorado chapter of the 99s -
International Org. of Women Pilots

I quizzed a student about what he had been viewing on his computer simulator, in regard to landing an aircraft. He stated he usually "crashed". In actual flight, the reality that unless you properly handle a situation or maneuver, the aircraft could crash - didn't seem to have the proper effect - he didn't feel anything when he "crashed" in the simulator.

There should be the feeling of knowing, of hearing, and to some extent, of smelling the aircraft as you pursue the actual progress of learning to fly. The simulator, if certified, may be considered for a portion of the flight time required for certain ratings, according to the FAA. The point is, as students use the computer programs relating to flight experience, does that for some, not all, have an unrealistic approach to reality develop in their thinking?

Runway incursions have been on the increase. The need to look out, look around, look outside the cockpit is not a factor while using the simulator or computer program. Is this a growing concern? It is something to consider and perhaps note toward flight training. ##

FATHER'S DAY
by Sarah Jane Dolliver

While I was sitting at my computer attempting to write the minutes of the last Board Meeting it dawned on me - Father's Day is quickly approaching! Geeze, what do you get the Dad who has everything or purchases what he wants when he thinks of it? I can only give him a dozen rolls of duct tape once a year, and he got that for Christmas!

My mind then wandered to a Father's Day several years ago, when CPA had a fly-in to Hutchinson, Kansas. I took my Dad, with the financial assistance of my loving and very understanding Mom, in a C-172 to Hutchinson. My Dad and I had flown together a couple of times before, but always with others and just short excursions. That was the first time just he and I were in a plane together. Daddy, an Air Force "Lifer," had a tremendous and distinguished career, and had been checked out and flown more than 25 aircraft in his career. (From the Stearman, to B-24, to C130 and everything in between - I lost count at 27 because I was trying to remember all the proper Air Force designators and their civilian equivalents.) So, when it came time for me - a very newly certificated pilot - to be flying my Father around, well you can only imagine my conflicting feelings and thoughts. After I picked Daddy up in Pueblo and we were on our way, I asked him if he'd like to fly and after a split second his hands were on the controls and a big smile was on his face - it was HIS plane.

The trip out was uneventful except for the approach and landing into Hutchinson. The winds had picked up

(CONSIDERABLY - I think) and there were several business jets approaching the field. Now I can hear a lot of you saying - so what, no big deal. But you've gotta remember, I've got (to me) the world's best pilot in the right seat watching every move I make. And now I've got all this hassle! Well, you guessed it. I made my first approach, got really close to touchdown but just didn't like it, so we went around. Ah, nuts! Okay, we'll try this again. Are Daddy's knuckles turning white? Is that rapid breathing his or mine? Here we go again, God be with us... This time I approached and made - well, quite an arrival - and arrival - and arrival! Can any of you say porpoise? I asked Daddy which of the three landings he liked the best, and he chuckled and gave me the same line we all use - "a good landing is one you walk away from - a GREAT landing is one where you can use the plane again."

Once we got to Hutchinson the fly-in was a lot of fun, and I think several of you met Daddy. It was really a delight to listen to he and Walt Barbo exchange memories of WWII and to go through the museum and have Daddy describe various exhibits from his perspective.

Sunday morning came and it was time came to fly home. OH, MAN! What now! A hailstorm had centered over Hutchinson but it was clear for most of the route home. Everyone thought if we could just get off the ground and in the air, we all could get home. Remember - I was a NEWLY certificated pilot. Daddy and I discussed our options, and he told me I was PIC and it was my choice. As the morning progressed, word came around there would be a window for departure. Daddy and I spoke with Walt Barbo, and he and Terry were going for the window. I looked at Daddy, and he smiled and nodded. We were going to go for it too! We got to the field and loaded the plane in the wind and rain. If I had been by myself, I would have turned around, gone back to the hotel and waited for Wednesday! - but I knew Daddy could easily handle this and get me through it with his eyes closed. As we watched Walt and Terry take off, I asked Daddy how we were going to do this. Daddy very calmly but with a very big grin on his face told me, in addition to other things, to just "hold her on the ground much longer" than I would have in normal conditions. As we rolled out Daddy talked me though every inch of that takeoff and taught me so much - in just one takeoff!

There were more lessons along the way - i.e., we had used more fuel than I had estimated due to the winds and my backup fueling field was closed and not NOTAM'd. Wonderful lessons and experiences that I have taken to heart and yet give me a warm smile to this day.

I digress - I'm sorry. Father's Day - what to get Daddy. Me? I guess I'll just give Daddy the biggest hug and kiss I can give while trying to fight back the tears. For you see, my Daddy is my hero! And I am very fortunate that Daddy is still around so that I can tell him how very proud I am of him and everything he has done in his flying career for our Country; how much our bond of flying means to me; and how very much I love him. For those of you whose Fathers have "Flown West" or "Have Folded Wings" you might just thank them in your prayers for all the support and love they gave you in your life and in your flying career. Then you might consider wishing a seasoned pilot you know a Happy Father's Day, perhaps for all that person has done for you, for your flying career, for general aviation, and/or the service of our Country.

So, Happy Father's Day Daddy, I love you so very much! And to all CPA Dads, Happy Father's Day! From a host of very grateful kids and younger pilots. ###

at its role in aviation education programs. After several months of struggling with the issue, the board adopted a policy at its April meeting to fund a single, five-year grant to a recipient selected through a Request for Qualifications (RFQ) process. The Aeronautics Division would take a greater role than it has in the past in setting goals and objectives for the program. And in coordinating its efforts.

Frankly, however, as president of the Fantasy of Flight Foundation, with years of experience in working with av-ed programs, including years of working with the Aeronautics Division, I believe the CAB is missing the boat by not placing an aviation education staff position in the division office. Leadership in av-ed will be difficult without staff. There are some responsibilities that can't be contracted out. In my view, leadership in av-ed programs is certainly one of them. ###

THE NTSB ON RUNWAY INCIDENTS, UP CLOSE AND PERSONAL.... by Bill Linenberger

FAA statistics show that the number of vehicles, random people and aircraft finding their way onto active runways at the wrong time is growing, and the NTSB is growing proportionally concerned. So far, 2001 is on a record-setting pace, with 130 incursions versus 118 for the same period last year.

The failure to make progress means runway incursions once again made the NTSB's list of "Most Wanted Safety Improvements" for aviation, which was updated Tuesday. Apparently, the loud and open education program from the FAA is not working ... yet.



CPA Has A New PR Chairperson and Webmaster

Dana Atkins, a recent member to the Colorado Pilots Association, has volunteered to fill position of PR Chairperson vacated by Jan Rutherford. In addition he acts as **Webmaster** for our CPA's newly revised web site.

Dana is an ex-military pilot with over 2,000 B-52 hours as well as several hundred hours in general aviation aircraft. He holds two undergraduate degrees from the University of New Hampshire in economics and political science as well as a MBA from the University of North Dakota with a concentration in marketing and advertising.

Dana is President / CEO of Pilots-Coop.com an Internet Service Provider, which is geared to the flying community. He also teaches graduate level e-commerce courses at *Westwood College of Technology*. Dana, his wife Juanita and their 4 children live in the Ken Caryl Ranch section of Littleton. If you haven't looked at our CPA website, now is the time!

Go to: www.coloradopilots.org

Safety - it's an issue

Once again it's time for summer flying and the infamous \$100 hamburger (or breakfast burrito) is popular after a winter of snow, fog, ice and cold. I'm sure none of us jump into an airplane without checking the weather, but remember to check other important items also such as NOTAMS for the intended airport and the traffic pattern information.

People regularly fly into Front Range airport for instance and enter a left downwind for runway 8, well into the "Class B" airspace, or they enter correctly the right downwind, then cross Imboden road to the west, again into "Class B" airspace.

It's also embarrassing to fly into someplace like Garden City, KS and find that during the winter, they opened a control tower. It's on the CURRENT charts.

I understand ATC gets rather testy when you don't call them before landing, usually during the phone call they request when you get to the FBO after landing.

Get all the information you can before a flight, so you can safely enjoy the flight itself.

by Bill Linenberger



CEDAR CITY, UT Aug 24-26 Hiking, Shakespeare and fun

by Kathleen Morse



Cedar City is located in southwestern Utah, north of St. George and near many of our most beautiful national parks and monuments. Zion National Park is 20 miles south and Cedar Breaks National Monument is 25 miles east. Cedar City is also home of the renowned Utah Shakespearean Festival. CPA plans to take full advantage of both the recreational and cultural activities at our August fly-in!

Plan to meet at the Cedar City Municipal Airport (CDC) by **NOON** on Friday, August 24. The airport has full services with two FBOs and plenty of tie-downs. The elevation is 5,623' and the two runways (4,822' and 8,652') are plenty long for most of us, even with density altitude considerations. CPA will arrange for rental cars for the group. We will plan to depart for home on Sunday morning, August 26.

HIKING

For those interested in hiking, we will be able to have a shorter hike on Friday afternoon and a longer one on Saturday, when we have the whole day. (Alternate activities are available – see below)

Cedar Breaks National Monument is a deep canyon of red rock walls, fins, spires and columns that spans three miles and is over 2,000 feet deep. The rim of the canyon is over 10,000 feet above sea level. This park is similar to Bryce Canyon National Park, but not as crowded. There is a beautiful but not overly long hike that will fit on Friday afternoon.

UTAH SHAKESPEAREAN FESTIVAL

This annual event runs from late June through Labor Day. While we are there, we will have the opportunity to see two of William Shakespeare's plays. On Friday night, **Julius Caesar** will be performed at 8 p.m. in the covered, outdoor theatre. On Saturday, the play is **The Two Gentlemen of Verona**. For those of you who prefer more modern entertainment, **Arsenic and Old**

Lace is offered on Friday night and **The Pirates of Penzance** on Saturday night. You can view the schedule on-line at www.bard.org and you will need to order your own tickets. Call the box office at 1-800-PLAYTIX.

We'll be staying at the Best Western Town & Country motel. 1-800-493-4089 for reservations.

OTHER ACTIVITIES

There are a variety of other outings available in the area including:

Golfing - The **Cedar Ridge Golf Course** is located in Cedar City. You can play 18 holes for \$20 and clubs are available for rental!

Historical Tour – The small town of **Parowan** is not far from Cedar City and was settled in the 1850s. Historic tours include the Jesse N. Smith Home Museum; Rock Church Museum; and the Parowan Heritage Park. A beautiful mountain setting. You can also visit the Parowan Gap Petroglyph site.

A SIGN UP SHEET WITH DETAILS ON LODGING, DINING, ETC WILL BE SENT OUT IN JULY. JOIN US – THIS WILL BE FUN! If you have questions, please contact Kathleen Morse at 303/841-2611.





NAVAJO LAKE AIRSTRIP BEING CLOSED - CAN WE HELP STOP THIS?

This morning (April 24 or so) I talked to John Weiss (970-883-2208) who is the manager of the Navajo Res. State Park at Arboles, Colo. I called him to discuss the possibility of a Cessna 180/185 fly-in at the airstrip there this fall. He informed me that they will be closing the airport in the next two weeks. (NOTE, it has been closed.)

He said that the airport there receives little use. I do understand that as a dirt/grass airstrip, 2950 ft long by 35 feet wide, at 6000 feet elevation, the strip is not for everyone. However, its location right next to the campground at the state park, with showers and improved campsites with barbeques, picnic tables and so on, it is a prime fly-in location for airplanes that can handle a shorter airstrip.

John tells me they are short on room for boater oriented improvements, in particular, a boat storage facility that is currently being built adjacent to the runway. He feels that sailboat masts will create a hazard to the air traffic. He feels that more people will be served by using the airstrip land for other purposes.

Particularly troubling is the general approach being taken by park staff. First, spend money on the adjacent land (\$35K has been spent on the boat storage facility), then "temporarily" close the strip, then go through the public process required to permanently close the strip. By the time the public hears of the plan, it will be a fait accompli.

I feel this is an opportunity for the Colorado Pilots Assoc.. to make a difference in Colorado. There has been news

lately that the Bush administration is blocking the closure of back-country airstrips in Idaho, how about Colorado. I myself have no idea how to fight this closure, but am willing to help in the effort. I know the CPA has members and liaisons who know who to talk to and perhaps can be effective.

John
Huft



Navajo landing strip in above photo. If you look carefully, you will see an X at ends of runway.

Pagosa Springs, CO
widgeon92L@msn.com
970 946-2988

Update on issue: AOPA is involved, CPA involved, and others are trying to see if the closure can be stopped. If you can write a letter or send an email, it all helps. Address your letter to: The Honorable **Bill Owens**, Gov of Colorado, State Capitol, Denver, Colorado 80203. **Travis Vallin**, Director CO Div of Aeronautics email: Travis.Vallin@dot.state.co.us.

Calendar 2001

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 14 "HIGH MESA MAGIC AIR SHOW AND FLY-IN," Hopkins Field (6V6), Nucla, CO. Pancake breakfast at 7:00 a.m.; lunch at 11:30 a.m.; airshow at 10:00 a.m. and 2:00 p.m. Flyovers by F-16s from Buckley and AirPower West T-6s, seminars and static displays. Overnight camping available. Info: Reed Mitchell 970/865-2244 or e-mail at reedmitch@aol.com

JUL 21 5th ANNUAL AIRPORT OPEN HOUSE & FLY-IN, Weld County Airport (IIV), Greeley. Pancake breakfast 8:00 a.m. Vintage, experimental, antique and military aircraft, warbirds and ultralights. Free airplane rides (ages 6-16) courtesy of EAA Chapter 1117. Free admission and parking. Info: Michael Strawbridge 970/336-3002

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 OldFlyer@compuserve.com, or CPA Website at coloradopilotsassociation.com

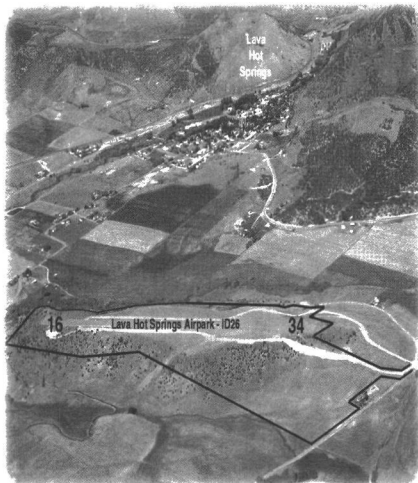
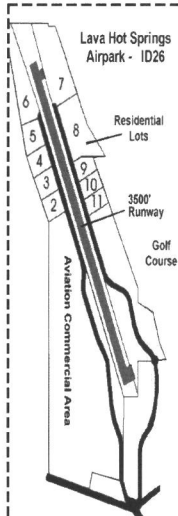
AUG 24-26, Fri-Sun) CEDAR CITY, UT to hike during day, see Shakespeare plays in evening. Coordinators Kathleen & Scott Morse, John and Cathie Martyny, MK Jones. 3 day trip. Call Morses at 303 841-2611 or Martynys at 303 449-6875 for info.

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.

DEC 9 (NOTE DATE change) annual CPA Holiday party



Lava Hot Springs, Idaho Airport Lots for Sale!

- Aviation community, 200 ft above valley floor, mountain views, direct runway access.
- 120 mi north of SLC airport.
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Fine Dining On Deck At JeffCo

by Charles Luce

When was the last time you saw a restaurant review in *Flight Lines*? Well, ask yourself, “When was the last time a really good restaurant opened on the field at a Colorado airport?” There ya go.

Despite the obvious demand for barnstormer bistros, airport *closures* seem more common than debuts. Remember *The Hangar* at Meadow Lake? It’s now *hunger* at Meadow Lake. *The Convair* at Tri-County? Torn down and con-veyed away. So it is genuine cause for celebration when any GA airport restaurant opens, much less a *truly good* one. Well, Front Range pilots rejoice! *The Runway Grill* has taken off at JeffCo, right on the tarmac, on the second floor of the new Denver Air Center.

With its spectacular setting, *TRG* might draw a crowd even if it served chicken-fried oil/air separators. Perched atop the JeffCo airport mesa, an unbroken wall of curved glass affords diners a 180 degree view sweeping from downtown Denver to Boulder’s Flatirons, and runway-side seats behind deeply tinted sound proof glass. Currently squawked for repair, when operational *TRG*’s music system incorporates a VHF scanner that cuts in whenever the tower transmits, so customers can follow the action on the field. The inside is tastefully decorated; no booths, but handsome oak tables, and chairs upholstered in mauve. There is even a fireplace to pre-heat pilots on cold days.

For those who prefer the roar of the turbines and the smell of kerosene, *TRG* also boasts a wrap-around deck, the perfect observation platform from which to critique other pilot’s skills. No umbrellas or awnings festoon the outdoor tables – it would destroy inside diners’ views. So if you choose the deck for lunch be sure to wear a hat, sunblock and drink plenty of fluids. *TRG* can supply this last item on the checklist from its full bar which offers 24 different brands of bottled beer (including several good local micro brews) and other frozen delights.

TRG opened last November and now serves lunch and dinner Mon - Fri 10:30 a.m. to 9:30 p.m.. Breakfast is added to the weekend lineup when the doors open at 8 a.m. *For the Rest of the story* (Charles writes a good one)...and photos too, see our updated web page at www.coloradopilots.org.

Colorado Flight Instructor wins FAA Awards



Deanna Strand, owner of Strand Flying School in Grand Junction, and CPA area rep for CPA, has been teaching flight instruction for 18 years. She was so good at flying the FAA approached her, and wanted her to become an examiner and perform final flight checks. She is one of two pilots in western Colorado to hold the position.

In addition to licensing students, Strand has instructed members of the FBI and Drug Enforcement Administration.

Deanna was recently named Federal Aviation Administration Flight Instructor of the Year in both the Salt Lake City District and Northwest Mountain Region.

In addition to the two FAA awards, Strand is featured in a Discovery Wing Channel program called “Aviatrix.” It ran as recently as March 12, and could run again this summer said a Discovery Channel spokesman.

Strand is delighted with the exposure, but says nothing is as rewarding as working with students as they grow and develop something they enjoy - flying. ###



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

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 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, 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, O-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.

Salesperson wanted. Work from home with expenses paid dialing for dollars. Part-time ok if during normal business hours. Applicants must have separate WWW access path, preferably with good knowledge of aviation and Internet skills. Training and sales leads are provided. Send resume to sales@airbase1.com



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

Membership Renewals

Keith Serkes, Erie	Don Vander Ploeg, Denver	WY
Frank Matthews, Conifer	Scott Noall, Evergreen	Ed Cutler, Denver
Ellis Overturf, Greeley	Erik Bernstein, Boulder	Bob Bledsoe, Wray
Spencer Smith, Colorado Springs	Peter Cooke, Franktown	Scott Lindholm, Thornton
Delbert Giles, Greeley	Larry Ramsdell, Denver	Dr. John Schnackel, Fort Collins
Lynn Pauley, Larkspur	Tom Rasmussen, Denver	Ken Downes, Evergreen
Michael Baldwin, Evergreen	Chris Wiant, Centennial	Dick Miller, Brighton
Mark Holliday, Lake Elmo, MN	Jeff Cain, Denver	Jer/ Eberhard, Fort Collins
Darrell Marsh, Plano, TX	Will Barclay, Boulder	V. Rev. Paul Fedec, Littleton
Glenn Chadwick, Glenwood Springs	Bill Linenberger, Aurora	Brad Dolliver, Pueblo
John McElroy, Kremmling	Bill Burkard, Longmont	Lowell Andrews, Ester Park
Scott Morse, Parker	Greg Schick, Pagosa Springs	Dave Hinkins, Westminster
Mel Callen, Milliken	Wayne Munson, Louisville	Jan Buda, Broomfield
Jim Nelson, Littleton	Marilyn Allison, Estes Park	Chuck Buda, Broomfield
Irving Friedman, Lakewood	Raymond Stranske, Denver	Joan Wilson, Boulder
Doug Blake, Glendale	Pat Spears, Longmont	
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Publication Notice

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:

mkJones Editor - FLIGHT LINES
290 Rangely Dr
Colorado Springs CO 80921
719/488-0653 email:
mkstraugh@msn.com

Material for publication will be accepted up to the deadline date, the 15th of each month, which appears in FLIGHT LINES. FLIGHT LINES shall reserve the right to accept, refuse, or edit any material submitted. Publication of articles and opinions in CPA FLIGHT LINES is not an endorsement by the Association, nor does the Association assume responsibility for the accuracy of the information contained in FLIGHT LINES. Please submit material via email when possible.

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→ \$38 for 2 year membership

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