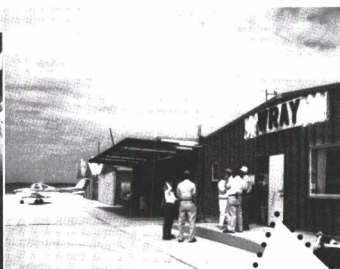
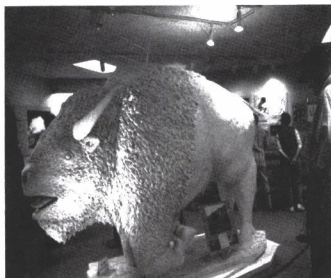


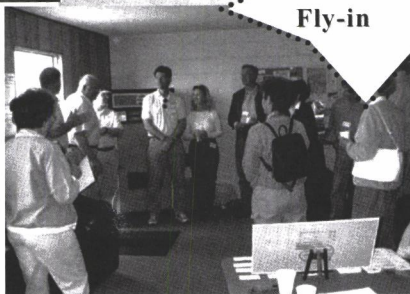
CPA FLIGHT LINES

Volume 18, No. 5

July 2001



**WRAY
Fly-in**



Photos-top left- bison sculpture in Wray Museum; Wray airport & CPA members in front of Triangle FBO; Beecher Island Memorial site; CPA members gathered for a pre-tour briefing by Lucile Bledsoe, area rep, and organizer of the fly-in trip.

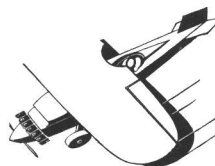
Heard. 4

Arboles/Dark Day. 6

CPA letter to Editor & Invitation to Oshkosh 11



Wright Time



"The Wright Truck" is Coming to a Town Near You
Aviation Specialty Resources, Inc. has announced the Centennial of Flight Transporter Program. Every minute of the day millions of people are affected by what happened in 12 seconds on December 17th, 1903 in Kill Devils Hills, NC.

The world will now be reminded exactly what happened on that day. Millions of people around the world still feel the excitement every time they hear the story of the Wright brothers. That story will now be told and retold for millions more across the country and around the world as we build toward the Centennial celebration commemorating the first powered flight of man.

The transporter program is owned and operated by Aviation Specialty Resources, Inc. It features educational awareness information, interactive events, and historical items of the Wright Brothers First Flight and the history of the aviation industry.

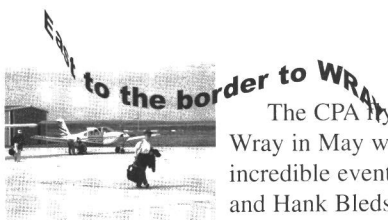
It will tour the nation and the world over for the next 2 1/2 years, in a 53-foot trailer and tractor that will tour the nation's schools, airports, and special events such as air shows, museums, and other programs that feature aviation and the history of the Wright Brothers.

from B. Linenberger

CPA WEB SITE:

www.coloradopilots.org

Note from the editor: I just received info from AK that the Alaska Airmen's Assoc has just issued their first update for the **AAA Logbook for AK, NW Canada, and Russia**. If you are flying to AK, this is the latest and greatest info possible. Call 907/245-1251, and ask for Betsy, to order a copy.



The CPA fly-in to Wray in May was an incredible event. Lucile and Hank Bledsoe and their family, and the

Wray airport personnel treated the CPA group royally.

Our first stop was out to the Beecher Island battlefield site. The battlefield is about 15 miles south of town, and the area is rolling grasslands that have been turned into irrigated cropland. At the site, the local people have worked hard to make it a park, campground, and community gathering center. You can hike a short trail through the hills to follow the battle scene.

We were stunned when we entered the Wray museum, which is dedicated to local Indian artifacts, dinosaur digs, and local pioneers. The museum is total quality, and we were impressed by the inclusion of a lot of local Smithsonian work and exhibits of local archaeological "digs". In fact, this museum is the only one like it in the US, holding a portion of Smithsonian collections.



Later we could hardly believe our eyes, when we went to see Bob and Becky Bledsoe's new home, and "his room".

The huge room just happens to have a sturdy iron stand holding a triceratops head securely fastened to it right near the entryway. Can you imagine having something in your house that normally you would only see in a few museums!! It is also the only place where we could actually touch and feel all these delicate exhibits on display. Schools and people come from all over to see this special collection. Bob Bledsoe works closely with archaeologists and his collection is world class. Later we were shown his current project in another location - preserving a mammoth tusk found there on their property.

If you are into "birds", Wray is the place to come see Prairie Chickens during their mating season, but you need to plan months in

advance as people come here from all over the world to see this unusual dance of love.

The Bledsoes took us on a tour of their feedlot operations, and yes, you do get used to the smell!

We ended up the day by going to Hank and Lucile's home for Happy Hour, our favorite afternoon activity!

We had a great dinner at the Sandhillier Motel, where most of us stayed (the fields at the airport were newly mowed, and made it easy to set up a tent there).

Next morning we were back at the Bledsoes for a continental breakfast with sweet rolls straight out of the oven. And then it was time to head out to the airport. The winds were beginning to really pick up, and we knew a cold front was on it's way into Colorado. But what a great interlude and weekend we had in Wray. Many thanks to the whole Bledsoe family for all your efforts. ###

WHAT'S NEW AT AOPA ONLINE AOPA, COPA LAUNCH BORDER CROSSING GUIDE

A new 141-page guide for pilots who cross the American-Canadian border is now available. Titled "AOPA/COPA Guide to Cross-Border Operations," the comprehensive publication was written jointly by AOPA and the Canadian Owners and Pilots Association. It includes advice and resources for pilots of either country on flight procedures, regulations, customs, and much more.

To download a copy, see
<http://www.aopa.org/members/files/travel/canada/>

==> YOUR WEEKEND WEATHER <==
See (<http://www.aopa.org/members/wx/>).



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

LESSONS LEARNED FROM ACTIONS TO CLOSE ARBOLES AIRSTRIP. (See related article by Bill Hamilton on this issue.) Though there is still uncertainty as to whether the airstrip will be permanently closed, it is terribly disappointing that the Colorado CAB and Aeronautics Division have taken such a passive attitude towards its retention. An attitude that appears to be based on a policy position that low aeronautical activity at the airstrip does not justify a state interest. Which leaves the impression that the state fully supports its closure. This in the face of widespread pilot interest that the airstrip remain open. Conflict!

LESSON #1: The CAB should make a serious evaluation of its role in this issue and its policy relative to the support of low activity airports.

Additionally, it was also painfully disappointing that the pilot community was never brought into the decision making process. Whatever happened to the exceptional cooperation and communication that took place between the Aeronautics Division and the pilot community when they worked together on critical legislation for development of airports? And the mountain AWOS program to improve safety of flight? Yes, there is an "open door" policy at the Aeronautical office. However, it takes more than an open door for effective communication to take place.

LESSON #2: It is time for the Aeronautics Division and the pilot community to take a serious look at constructive ways to improve communication between the two aeronautical entities.

COMMUNICATION TOOK A LEAP FORWARD in CPA over the last couple of months with the formalization of the Area Representative Program. An airport network has been established which includes as many airports for which there are members willing to serve. An e-mail distribution program keeps representatives as current as practical on issues facing the association and permits them to have a constructive part in program administration. As part of the program, a new page has been 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.

CPA PUBLIC RELATIONS COMMITTEE CHAIRMAN DANA ATKINS has taken over design and maintenance of the new CPA Web site (same address at www.coloradopilots.org) and promises to keep it alive

with coverage on current issues and events. Tune in and let him know what you think.

Also, we all owe thanks to Rob Duncan at www.AirBase1.com for his contributions to CPA in creating the original Web site and his generosity over the last several years in providing cost-free hosting of the site.

TALL FM RADIO TOWER JUST WON'T GO AWAY.

Following an unsuccessful attempt to construct a 1,995 ft agl radio tower in Adams County near the northeast boundary of the Denver Class "B" Airspace, the proponent later shifted to a proposed site located about 3 nm southwest of Agate in Elbert County. Six letters of objection were received, which the FAA summarized nicely in its review of comments, but nevertheless concluded with a determination that the proposed construction would not have a substantial adverse effect on the safe and efficient use of navigable airspace by aircraft. The FAA determination was dated October 27, 2000.

FAA approval can invariably be expected for the reason that its determination is based largely on requirements of FAR 91.119(c) which requires avoidance of structures by at least 500 ft. The agency's arguments go on to point out that VFR flights should not enter clouds and thus would not be harmed by the tower in cloudy weather. And, provided pilots fly in accordance with FAR 91, they

would be warned by the high intensity strobe lights in sufficient time to avoid the structure by 2,000 ft at 165 KT.

Fortunately, the FAA does not make the final determination as to whether a developer may construct a 2,000 ft tower. The decision authority rests with local governmental. In Elbert County, the process starts with a request to the Planning Commission and concludes with an action by the County Commissioners. CPA and other interested aviation organizations have followed the process for all of the intervening months since last October. With the plan to carry the issue to local government whenever it reached that stage. However, it appears the proponent never went past the FAA approval stage. For some obvious reasons . . .

**THE RADIO TOWER PROPO-
NENT HAS NOW GONE BACK
TO THE ORIGINAL SITE IN
ADAMS COUNTY.** Not surprising! The proposed site in Adams County would provide radio and communication coverage over a much larger population than the Elbert County site and has to be worth a lot more. We in the aviation community can argue how hazardous the tower would be to general aviation activity. Tower proponents, however, see only the dollar signs. And the Adams County site has to be worth a lot more dollars. That is, if the proponent can convince local government

A Darkness at Arboles

By Bill Hamilton

About mid-May, AOPA Central Region began to receive emails and telephone calls from CPA/AOPA members concerned about rumors that the park manager at Navajo State Park was going to close 5V9 without any opportunity for Colorado's pilot organizations to have any input into the process. Sure enough, on May 25, 2001, the park manager called the FAA and filed a permanent closure NOTAM.

Was there any pilot group participation in the closure process? Yes, back in the previous century. In 1992, the park announced a park management plan that called for the eventual closure of 5V9 and the park manager claims the pilot-users of 5V9 were notified at the time. But, under close questioning by the Godfather of Colorado General Aviation, Senator Lewis H. Entz (R), the park manager could only name two pilots who were party to the park management plan proceedings back in 1992. This is not to fault the park manager's memory. Trying to recall the events of almost a decade ago and in a previous century is difficult even for pilots.

On Monday, June 11, 2001, 21 pilots flew into Pagosa Springs and Durango from places such as Boulder, Glenwood Springs, San Luis Valley and Granby to protest the closure of 5V9. We had to use ground transportation to get from Pagosa Springs and Durango to Arboles.

The pilot turn-out on June 11th was rather amazing because we were only given a three working-day notice of a meeting to be held in the middle of the day in a state park down on the sparsely-populated New Mexico border far, far away from the center of mass of Colorado's over 16,000 pilot population.

When we pilots arrived at the park, we drove immediately to the airstrip and looked it over. It is in great shape. A retired UAL captain, who owns a P-210 and I, with a Turbo Arrow III, would have been very comfortable landing at 5V9 on June 11th. Amazingly, we could not find a single prairie dog hole on the airstrip. The covering vegetation on the airstrip is some kind of low-growing scrub brush that probably only needs mowing once in a blue moon, if at all. Watering, never.

After our examination of the airstrip, we went to the park headquarters for the 3:00 p.m. meeting. We were shown a packet of materials prepared by the park manager giving his reasons for closing the airstrip. With two exceptions, all of the documents in the packet were dated between May 10, 2001 and May 16, 2001. Remember, 5V9 was closed on May 25, 2001.

The exceptions were an excerpt from the park management plan of 1992 and a letter from the manager of the New Mexico portion of the park dated in 1992 as well. Again, almost a decade ago and in the previous century.

The park manager's rationale for the closure boils down to two elements: He contends the park needs the airstrip area for on-shore sailboat storage and that the park road at the north end of the airstrip is in what, at a FAA-regulated airport, would be called the Runway Safety Area or RSA.

Colorado has several "actual" airports where roads protrude into the Runway Safety Area. Simply displacing the runway threshold inward a few hundred feet often solves this problem. At 3,100 feet in length and 6,110 feet above mean sea level, 5V9 is longer than it needs to be to serve the kind of tail-dragger, back-country aircraft that are its most frequent users. A displaced threshold would fix the RSA problem.

Arboles, by the way, is not in the FAA airports system plan; however, it is included in the Colorado Airports System Plan and if you go to the webpages maintained by the Colorado Division of Aeronautics, you will see it on the map. Click on number 65. If you go to the park's webpages, the airstrip is not included

in the directions on how to get to the park; however, the map does show a black line marked: airstrip. Clearly, the park does not promote use of the airstrip, but then complains of low usage.

The tale told to the Colorado Parks Commission that the FAA is demanding that \$250,000 be spent to upgrade Arboles has been categorically denied by the FAA in writing and is totally bogus. We still don't know where that whopper came from.

One of the documents in the park manager's packet was a report by the Colorado Division of Aeronautics on the condition of the airstrip. Its apparent purpose was to show that the airstrip does not meet FAA standards that would be applied to "regular" public-use airports and, by implication, to say that 5V9 is unsafe. But back-country airstrips are not held to that standard.

While there is no reason to doubt the sincerity of the inspector, the May 21, 2001, date of the inspection raises some questions. The Colorado Division of Aeronautics inspects airstrips such as Arboles on a two-year cycle and inspection of Arboles was due in 2001. But since the park manager was sending out Arboles Airstrip closure notices dated May 10, 2001, what was the purpose of sending an inspector from Denver to Arboles on May 21, 2001, to inspect an airstrip that was going to be closed on May 25, 2001?

But, in any event, none of these documents (with the exception of those dated back in 1992) show any pilot notification or involvement in the closure process. And, the park manager can only name two pilots from back in 1992.

At first, the park manager resisted receipt of my written testimony on the grounds that no written record would be made of the meeting. Indeed, not even an attendance sheet was recorded. But I insisted and served a copy of the AOPA testimony on the park manager, the Colorado director of aeronautics, a representative from CDOT, on a delegation from New Mexico parks division; on Chris Larson, a Colorado parks official who is the son of local Colorado Representative, Mark Larson, (both of whom favor the closure) and on a representative of the U.S. Department of the Interior.

Senators Lew Entz and Senator Jim Isgar (D) were present. Senator Isgar did not address the group; however, Senator Entz asked a series of probing questions showing his concern about the lack of public participation in the process during the 21st Century and wondering why the Colorado Aeronautical Board (CAB) was not given an active role in the process or even consulted? The CAB member from Cortez was present but did not address the group or respond to the CAB question. After the meeting, Senator Entz said he still didn't understand why the CAB was not brought in on this closure in a formal manner. As a former CAB member, neither do I.

The park manager does face some real crowding challenges over the Memorial Day, 4th of July and Labor Day weekends. But the pilot-campers-boaters present testified that the park was largely deserted at other times and, especially, on weekdays. Actually, the crowding and access backlogs on those three weekends are due to the limited boat ramp space, the limited number of moorings available in the mooring cove and the single, vehicular entry gate. None of those problems have anything to do with the airstrip. Indeed, the airstrip provides the park with a second point-of-entry.

We noted a large number of private boat storage facilities adjacent to the park. Senator Entz raised the question of why the State of Colorado would want to get into a business that can and is being taken care of by private business firms? Should the State be competing against the private sector?

He also questioned why the new boat storage facility was being laid out on an east-west axis that moves it toward the airstrip when it could, just as easily, be laid out on a north-south axis with the same amount of acreage and without

advancing toward the airstrip? Consistent with most of the meeting, the answer received was less than convincing.

Much ado was made about the fact that 1,000 feet of the 3,100 foot-long airstrip is inside New Mexico and that the local New Mexico park official won't take responsibility for New Mexico's portion of the airstrip and wants it closed.

But given the fact that the parklands on both sides of the Colorado-New Mexico border belong to the U.S. Department of the Interior, this is more an administrative matter than real. All Interior Secretary Gail Norton needs to do is declare the entire airstrip one airstrip belonging to the U.S. Bureau of Land Management or the U.S. Bureau of Reclamation and that little issue is resolved.

Congress is about to pass the Back Country Landing Strip Access Act and all of Colorado's GOP members are signed on as either co-sponsors or supporters. This hasty closure of 5V9, which rests on federal land, smacks of an attempt to slip under the wire of federal legislation that would mandate a 90-day public notice and hearing period and the formal involvement of the CAB in any closure process. These are the very two steps the parks division avoided until pressure from CPA, the Colorado General Aviation Council and AOPA forced this issue out into the light of day.

Bottom line: the park management wants to be rid of 5V9. But we pilots who went there on June 11th saw no reason why 5V9 cannot continue to serve the needs of the fly-in public for many years to come. It can do so at little or no cost to the park while, at the same time, lessening the vehicular traffic that sometimes backs up at the park entrance on key weekends.

What can CPA members do to reopen Arboles Airstrip (5V9)? Contact Governor Bill Owens, who has a record of standing for openness in government, and ask that at least a one-year test period be conducted during which Colorado's pilot groups can either demonstrate the need for 5V9 or not. Contact Senators Allard and Campbell and Representatives McInnis, Hefley and Schaffer - all of whom are backing these due-process protections for back country airstrips. Contact the members of the CAB and ask them to become actively involved in any process that threatens to close any Colorado airport, now and in the future.

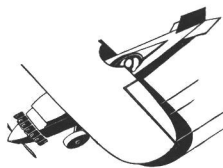
Ask that public hearings be held with enough time for state-wide newspaper alerts for meetings in places where people actually live and work and that the hearings be held in the evenings when "pluggers" can attend.

Arboles (5V9) is a beautiful back country airstrip set in gorgeous scenery. Whether you are a fly-in camper/boater or not, Colorado will lose something precious and irreplaceable if this closure is allowed to stand. A simple NOTAM cancellation will reopen Arboles.

As always, it is up to the pilots to stand up for general aviation. You know whom to contact. The fate of Arboles now rests with your dialing finger or your fax machine or your email capability.

The Governor's email is: www.governorowens@state.co.us. Go to www.colorado-aeronautics.org/staff.asp for contact information for the CAB and the division staff. ###

Bill Hamilton is a long-time CPA board member who represents AOPA in CO, ND, NE, SD and WY.



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, 8:00 am to 4:00 pm, Colorado 99's Companion Flyer Course, to be held at Centennial Airport at the Aspen Flying Club. For more info/registration call Sue Osborne, 303/471-0665, or email sueav8s@qwest.net

AUG 24, 25, 26 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 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 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 303/367-0670, e-mail OldFfyer@compuserve.com, or CPA Website at coloradopilots.com

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 2001 in Ft. Lauderdale, FL plus explore Islands of Bahamas with Pre-Expo Journey, and Post-Expo Journey. Call 888/554-3774, or www.AirJourney.com for more info.

DEC 9 (NOTE CHANGE) CPA ANNUAL HOLIDAY Party, Doubletree Inn. Coordinator Peggy Long. Phone 303/733-7456.

to support the proposal.

PROPONENTS HAVE ALREADY STARTED THE POLITICAL PROCESS TO GAIN ADAMS COUNTY APPROVAL OF ITS PROPOSED SITE. They have placed the proposal back into consideration under a schedule in which it will be heard before the Adams County Planning Commission on July 12 and the County Commissioners on September 10. In the interim, we hear feedback that the proponent is actively lobbying for local support on the basis of benefits that would accrue by having an antenna site that would improve emergency communications throughout the county. We also hear that the proponent has hired a retired air traffic controller to act as an expert witness in discrediting testimony provided by the pilot community. Recall, this is the same division of the FAA that makes the airspace determinations. Don't expect any surprises in his testimony.

COLORADO AIR SAFETY FOUNDATION CY 2001 SCHOLARSHIP WINNERS ANNOUNCED. Winners this year are Eric Ibsher of Doloros, Colorado and Micah Dawson of Colorado Springs, Colorado. The two were selected from among 33 applications for the scholarships.

Each award is in the amount of \$2,000 payable in behalf of a student pursuing an aviation related career to a public educational institution in the state with an accredited aeronautical program. The four institutions currently offering these programs in Colorado are Metro State College, Emily Griffith Opportunity School, both in Denver, Colorado Northwest Community College in Rangely, and Aims Community College in Greeley.

Eric Ibsher graduated from Doloros High School this year and will be attending CNCC. Micah Dawson will be returning for a second year at CNCC after which he expects to transfer to Metro State College for the final two years of his college education.

The Colorado Air Safety Foundation is an affiliate of the Colorado Pilots Association and was created as a 501(c)(3) non-profit corporation for the purpose of receiving tax-exempt contributions. Its principal activities include sponsorship of the CPA Mountain Flying Ground School and the Annual Scholarship Program. The Colorado Pilots Association and Air Power West are the principal contributors to the Foundation, each contributing \$2,000 to fund the current year scholarship program. The Foundation hopes to expand the scholarship program as additional funding sources become available. ###

LETTER TO THE EDITOR:
(OSHKOSH)

I am a recent addition to the Colorado Pilots Assoc., but my ties with Colorado goes back to the early 70's.

I worked out of Denver in 1971 for American Builders putting roofs on new houses. I have been back many times over the years and always wished I could live out there. With life being as it is, with marriage and kids, I never did leave Wisconsin for more than a year or two at a time.

Anyhow the reason I am writing is tell you I enjoyed the article in last months newsletter concerning things to do and places to see if not going to Oshkosh this year. BUT if anyone in Colorado is planning to come to OSH this year I have a bargain for them.

I am the manager of the Portage WI airport (C47). We have an " in town " airport with restaurants at the end of the runway 22 and many hotels within walking distance. I have a shuttle service set up for incoming pilots and a room rate of \$75 to \$85 per night (rooms held until June 24th) at the Best Western Hotel here in town. The Hotel also has a restaurant open at 6AM. Telephone number 1-800- 528-1234.

I have eleven tie downs on the field and room for 60 more aircraft on the sod, that I keep mowed for extra aircraft. I also have an air-conditioned coach going from here to OSH every morning about 7:30Am and returns after the air show Thursday through Sunday. Tickets are \$25. for one \$20 for two or three and \$15 if four

or more are bought, groups welcome. The airport is only 30 miles from the pattern to OSH, a perfect holdover point.

I have attended a few of the mountain flying courses in Gunnison over the past six years and have enjoyed the learning experience immensely. I love the camaraderie between the pilots and instructors. I have been keeping in touch with Jer Eberhard (a Wisconsin transplant) since first taking the course. I even got my Leadville certificate in my PA-28 180 but was told to get something larger if I intended to keep on mountain flying.

So last year I came out with my new old 1966 C- 182, and it does seem to handle the mountain strips a bit better. If you feel so inclined you may tell any Colorado Pilots Assoc members about the best kept secret in WI, the Portage Airport. I did have quite a few Colorado Pilots come to Portage last year. I think it was due to Jer Eberhard giving us a plug. We are one of the few family run FBO's around, a real MA and PA small business.

See You in July

John Poppy, Airport Manager and Colorado Pilots Assoc. member
PHONE 608/752-3300, email:
poppy@mail.palacenet.net





Fly Mart



For Sale: 18" windsock basket and used sock. \$30.00 Contact Frank Niehus at 303-648-3461
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- 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.

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.

AV related 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 & sales leads provided. Send resume to sales@airbasel.com

First Offering: 1976 414, SN 0850. Only 210 since RAM VI conversion.TT 2300. One ton useful, K-ice, full King, 202 Fuel. 2 owners, always hangered, new windshield, new heater, extensive annual 3/01. \$358K. Call Richard J Orr, 303/758-2380.

1/4 Mooney Share available. 1980 Mooney M-24, IFR equipped, 3500 tt, share costs \$25,000, hanged at Jeffco. Call George Walter o: 303/433-3434 or h:720/979-5354.

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).



NOTE - in order to run an ad in each newsletter, you must notify Editor (mk Jones) by email mkstraugh@msn.com or phone 719/488-0653 by the 15th of each month please! Otherwise, your ad will be discontinued.



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e-mail: wingsars@hsindustries.com

Membership Renewals & Welcome to New Members

RENEWALS

Margaret Lamb, Alamosa
Bert Farin, Westminster
Chuck White, Aurora
Peter Mark, Littleton
Doug Tabor, Niwot
Fred O'Neil, Lakewood
Don Nelson, Arvada
Larry Lewark, Frisco
Vincent Lawrence, Littleton
Mark Connolly, Superior
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