

CPA FLIGHT LINES

Volume 18, No. 8

Aug 2001

JEFFCO TO JACKPOT AIR RACE



Photo is of Janna Shea (Left) and Marjorie Thayer (Pilot on right). Marjorie is out of Kansas City and participates in a number of air races across the country. Janna is a United Airlines pilot based in Denver. She flies 727s in her spare time.



CPA WEB SITE:
www.coloradopilots.org

President's Message

by Doug Mass

My, but the year is going by quickly isn't it? I don't know if it's age or activities that make it go faster each year. Earning the instrument rating has been my goal for 2001. Even attempting to expedite the process as much as possible, it still feels to be a long and arduous process. The original plan was to have the written test passed by the end of April, attend one of the accelerated courses by the end of May and be a newly rated neophyte instrument pilot by June 1. The written was finished the latter part of May and the course is scheduled for mid-July. So much for plans. Through my interviews with some of you who have accomplished this milestone, I've been told it is one of the most challenging and rewarding goals of aviation. I have heard everything from, "You'll be a better pilot!" to, "You'll never fly a VFR flight plan again!". At the very least I'm all for anything that will make me a better pilot! If anyone has taken one of the accelerated schools, let me know about your experience, I would be interested in comparing notes with you. I had the good fortune to attend the Denver to Jackpot Air classic the 14th of July. Walt and Terry Barbo were kind enough to let Vickie and I tag along with them to Rock Springs, Wyoming and then on to Jackpot, Nevada. What a thrill to watch everyone make the pass at Rock Springs to get their times and either head on to Jackpot or to land for fuel. At Jackpot, the cocktail party after the event was very nicely put together and was a good opportunity to meet some new friends. My compliments to all of the organizers, sponsors and participants to make another very successful year of this event.

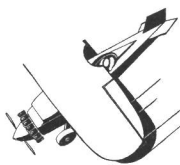
During the first week of June, I joined the Jefferson County Senior Squadron of the Civil Air Patrol. An auxiliary branch of the Air Force, this organization has been in effect since 1941. Every new member is required to attend a ten week training class. This covers everything from the proper uniform to wear, to how search and rescue patterns and procedures are followed. As of this writing I am in the fourth of the ten week process. A lot of information has come my way so far and I don't feel I have even scratched the surface. There are certain and precise procedures to follow, before, during, and after each flight. Proper attire, pre-flight crew briefings and the type of survival gear to carry are just a few of the requirements. Wow! These guys are serious! However when you put it into perspective of the purpose of their flights, it is serious. Search and rescue of hikers, campers and downed aircraft are probably the most recognized services provided. However, they can also be asked to serve providing transportation of blood and transplant organs, forest fire spotting and surveying of natural disasters such as floods and tornadoes. I joined just as they were wrapping up the search for the Piper Warrior which was coming from Reno to Denver for the Avalanche game, via Meeker, Colorado. The 160 h.p. Piper with full fuel, four people, luggage and the high terrain surrounding Meeker made for an extremely unfortunate outcome of this flight. Not having a flight plan filed compounded the problem of where to look after notification was received they were overdue. Maj. John Butler who is the Squadron commander and one of the instructors of our training class asked me to forward some information on to our members.

First, always make sure you file a flight plan. Should something unforeseen occur, at least some kind of search pattern can be initially established. Position reports also are a great help. Establishing your last known position makes a great starting point to initiate a search. Carry some type of basic survival equipment. In the

training classes we have been given a list of items to be taken on each flight with us. These items would help make a wait in the forest much more comfortable than standing around in your "I'm with stupid" T-shirt and flip flop beach sandals. One of the instructors made a comment that it is winter time all year round in the mountains and you should be prepared for it. If you have ever done any camping in the mountainous terrain, you know that by morning it is very "brisk" to say the least. I've always been told that it is better to have something with you and not need it than need something and not have it. Check your ELT. Make sure it is in operational order and that the batteries are replaced at the proper intervals. If you should monitor 121.5 and find that the ELT signal you are hearing seems to be following you around the taxi ways, check to see if you are being stalked by another aircraft or head back to the ramp to have yours checked.

Of course we know that these kinds of things can never happen to us but it does happen to the other guy. Just in case misfortune should decide to put a damper on your day, these few simple steps will help the Civil Air Patrol immensely and make your wait for assistance much shorter and more comfortable.

CEDAR CITY FLY-In
Dates: Aug 25, 26, 27.
Call Kathleen Morse for
info at 303/841-2611



"Now that the new CPA web site is up and running we could use your help. Are there any features we should consider adding? Do you know of a Colorado business, non-profit, or governmental aviation based web sites that should be listed on ours?. Or how about a great destination airport or restaurant to fly to that can be featured on our web site. Feel free to send your comments to datkinspilots-coop.com"

**25TH ANNUAL DENVER
TO JACKPOT AIR
CLASSIC
JULY 14, 2001**

The Jackpot Air Classic Committee wishes to thank the following organizations and individuals for their generous donations in support of the 25th Annual Denver to Jackpot Air Classic:

Cactus Petes (prize money, airport reception, cocktail party)

Frontier Airlines

AOPA

**Arapahoe County
Security**

Denver Avionics

**Darlene & Sonny Elgin
Jeppesen**

Len Lyall Chevrolet

**Pueblo Airport
Restaurant**

Ron's Texaco

The committee also wishes to thank the Administration at Jefferson County Airport, Jim Bristow, Mike Gabriel and the controllers at Jeffco Tower, Gary Valentine at Rock Springs Airport, and Bill Dunn and Denver AFSS for their

help in this year's race.

Thanks to the following committee members and helpers: Leonard Adler and Gail Ross, Walt and Terry Barbo, Sonny and Darlene Elgin, Steve and Linda Harless and family, Bill and Marlys Marshall and Sheila Colton, Doug Mass and Vicki Autobee, Paul and Sheila Rossman and Kevin Wright. The Air Classic ran smoothly largely due to their efforts and assistance.

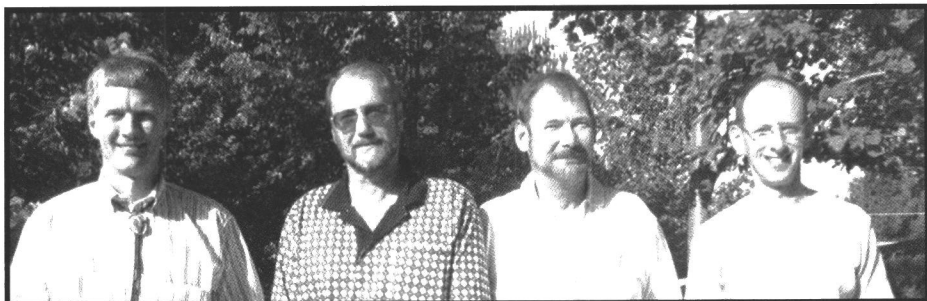
We look forward to seeing you next year for the 26th Air Classic!

As always, your comments and suggestions on the race are welcome.

*Robert Venohr
Air Classic Chairman
(303) 766-0742*



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Jackpot Fuel Estimation winners, first place starting at left: Eric Jensen, 2nd Chet Jewell, 3rd Bill Linenberger, and 4th Tim Roberts.

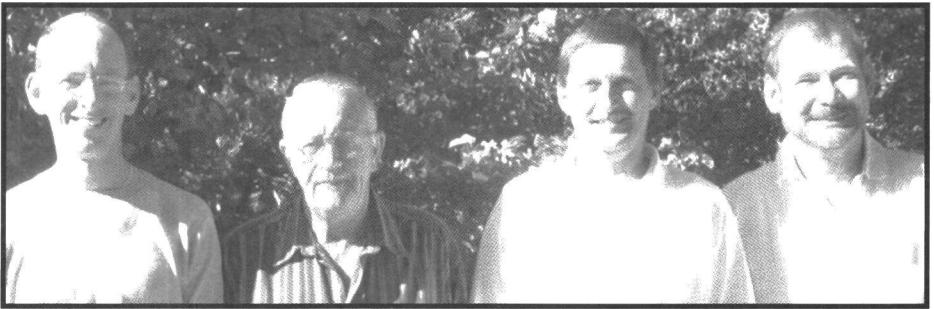
2001 COLORADO - JACKPOT AIR CLASSIC FUEL RESULTS

N#	MAKE	YEAR/TYPE	PILOT NAME	FUEL EST	TOTAL FUEL	FUEL DIFF	% DIFF
234MP	MOONEY	1968 M20F	ERIC JENSEN	38.50	38.37	0.13	0.34%
7463N	BEECH	1968 BE-V35A	CHET JEWELL	58.30	58.06	0.24	0.41%
7390P	PIPER	1961 PA24-250	B LINENBERGER	64.70	65.21	0.51	0.79%
6688U	BEECH	1980 BE-V35B	TIM ROBERTS	91.40	90.07	1.33	1.46%
4706K	CESSNA	1975 C-182	D FREDRICKSON	55.50	56.32	0.82	1.48%
231WB	MOONEY	1980 M20K	DAVE BURKE	51.70	50.49	1.21	2.34%
3549C	CESSNA	1955 C-170B	BART JONES	52.00	50.60	1.40	2.69%
70006	CESSNA	1971 C-185E	RON LEWARK	55.00	56.65	1.65	3.00%
719SG	BEECH	1968 BE-V35A	JOHN QUELLA	56.66	58.44	1.78	3.14%
35616	CESSNA	1968 C-172	CHAD WILLETT	57.30	54.30	3.00	5.24%
6155C	CESSNA	1980 T-210	M CRAVEN	61.70	65.28	3.58	5.80%
20769	CESSNA	1972 C-182-300	FRANK NIEHUS	54.80	58.54	3.74	6.82%
7598S	CESSNA	1977 C-182Q	ROLAND BOOTH	60.20	53.87	6.33	10.51%
7164Y	PIPER	1964 PA-30	SONNY ELGIN	59.20	52.31	6.89	11.64%
11AT	CESSNA	1974 C-185	JOHN HUFT	59.00	51.95	7.05	11.95%
50917	CESSNA	1981 C-172-180	B BELTOWSKI	56.50	49.66	6.84	12.11%
3731Y	CESSNA	1964 C-210	DANA HAGLIN	51.59	45.02	6.57	12.74%
476TM	CESSNA	1979T-182RG	DAN DUNNING	56.50	64.52	8.02	14.19%
9247X	CESSNA	1962 C-182	BILL TOTTEN	58.70	50.06	8.64	14.72%
11BC	BEECH	1991 BE-36TC	L BLEDSOE	63.90	73.41	9.51	14.88%
2016C	BEECH	1978 BE-55B	J SIEGEL	138.00	113.49	24.51	17.76%
983HH	CESSNA	1982 T-182	TOM BEIN	62.10	50.64	11.46	18.45%
3275C	CESSNA	1978 C-182RG	M THAYER	75.70	57.90	17.80	23.51%
6383B	CESSNA	1957 C-182	JEFF LEWARK	53.50	70.27	16.77	31.35%
1576S	BEECH	1962 BE-95A	BOB FIGGIE	62.40	82.06	19.66	31.51%

Winners of the 25th Annual



Winners of Class "A" Fixed Gear Winners at 2001 Jackpot Air Classic, first place starting at left: Roland Booth, 2nd Chad Willett, 3rd Brenda Beltowski, and 4th Frank Niehus.



Winners of Class "B" Retractable Gear at 2001 Jackpot Air Classic, first place starting at left: Tim Roberts, 2nd Sonny Elgin, 3rd Dana Haglin, and 4th Bill Linenberger.



Winners of Class "C" Turbo-Charged at 2001 Jackpot Air Classic, first place starting at left: Michael Craven, 2nd Dave Burke, 3rd Lucile Bledsoe, 4th Tom Bein.

Jackpot Air Classic

COLORADO PILOTS ASSOCIATION 2001 JACKPOT AIR CLASSIC - SPEED RESULTS

N#	MAKE	YEAR/TYPE	PILOT NAME	H'CAP SPEED	TIME OFF B/C	TIME ARR RKS	TIME OFF RKS	JACKPOT TIME	AVERAGE SPEED	% OF MAX SPE
CLASS "A" FIXED GEAR										
1	7998S	CESSNA	1977 C-182Q	136	8:07:05	10:14:16	11:12:26	11:26:02	140.5378	103.34%
2	35616	CESSNA	1968 C-172	103	8:04:42	10:21:05	11:19:36	13:30:55	104.3089	101.27%
3	50917	CESSNA	1981 C-172-180	116	8:21:27	10:21:05	11:19:36	13:31:35	111.1214	95.79%
4	20769	CESSNA	1972 C-182-300	140	8:33:56	10:21:05	11:19:36	12:03:00	133.7372	95.53%
5	11AT	CESSNA	1974 C-185	152	8:51:08	10:01:36	11:02:07	12:04:20	144.7205	95.21%
6	9247X	CESSNA	1962 C-182	135	8:15:57	10:01:36	11:02:07	12:55:18	127.7685	94.64%
7	70006	CESSNA	1971 C-185E	148	8:50:27	10:43:51	11:28:08	12:15:49	136.1467	91.99%
8	3549C	CESSNA	1955 C-170B	105	8:22:16	10:26:22	11:31:50	13:58:32	95.7589	91.20%
9	6383B	CESSNA	1957 C-182	136	8:35:36	10:26:22	11:31:50	13:31:23	121.3981	89.26%
10	4706K	CESSNA	1975 C-182	136	8:19:44	10:26:22	11:31:50	12:20:36	116.0808	85.35%
CLASS "B" RETRACTABLE GEAR										
1	6688U	BEECH	1980 BE-V35B	177	8:23:08	9:36:18	10:15:23	11:38:25	179.0013	101.13%
2	7164Y	PIPER	1964 PA-30	167	8:12:10	9:31:36	9:58:47	11:26:07	167.6594	100.39%
3	3731Y	CESSNA	1964 C-210	162	8:03:48	9:31:36	9:58:47	10:56:21	162.0400	100.02%
4	7390P	PIPER	1961 PA24-250	151	8:29:25	9:31:36	9:58:47	11:39:11	147.3388	97.58%
5	7463N	BEECH	1968 BE-V35A	172	8:23:57	10:01:22	12:00:03	11:10:33	167.8271	97.57%
6	2016C	BEECH	1978 BE-55B	185	8:47:38	10:01:22	12:00:03	13:21:29	180.1953	97.40%
7	3275C	CESSNA	1978 C-182RG	154	8:32:03	10:00:51	11:20:23	12:58:49	149.3324	96.97%
8	7198G	BEECH	1968 BE-V35A	169	8:10:35	9:49:36	10:23:00	11:05:46	159.6042	94.44%
9	234MP	MOONEY	1968 M20F	150	8:14:01	9:49:36	10:23:00	12:07:53	139.4746	92.98%
10	1576S	BEECH	1962 BE-95A	169	8:27:52	9:57:44	10:37:53	12:10:14	153.4437	90.80%
CLASS "C" TURBO-CHARGED										
1	6155C	CESSNA	1980 T-210	172	8:17:22	9:36:18	10:15:23	11:38:25	181.9523	105.79%
2	231WB	MOONEY	1980 M20K	174	8:05:53	9:36:18	10:15:23	11:38:25	176.0890	101.20%
3	11BC	BEECH	1991 BE-36TC	171	8:18:08	9:36:18	10:15:23	11:38:25	165.8199	96.97%
4	983HH	CESSNA	1982 T-182	145	8:02:20	9:36:18	10:15:23	11:38:25	137.1036	94.55%
5	476TM	CESSNA	1979 T-182RG	162	8:09:32	9:36:18	10:15:23	11:38:25	144.6706	89.30%



Fly-in to Granby is going to be special!

See the autumn colors, take an easy guided hike in Rocky Mtn. National Park, or climb the mountainside to get to the top of the Grand Ditch on a guided tour with the famous co-author of "The Grand Conspiracy". This is a tough hike, (4 to 5 hrs) and recommended for those who are hearty and in good physical shape. To make the fly-in even better, Granby is having it's annual Fall Festival with food, wine, and beer booths during lunch and into the afternoon on Sat.

Fly-in plans are to arrive in Granby by 9:00 am on Sat. If you want to fly in the day before, that's ok, as there is plenty you can do. Take a horseback ride, play golf, ride the chairlift to top of the ski hill, river raft or tube, bicycle, play tennis and more.

We'll be staying at the SilverCreek Inn, and

their number is 1-800-926-4386. Each person needs to make their own room reservations. If you come in on Friday, they will also set up golf, water trips, etc. for you.

Saturday you can either order a box lunch, or bring your own. We'll have our happy hour at the Inn, which is BYOB (bring your own bottle), and a snack to share please! Dinner will be at Paul's Creekside Grill, and am expecting gourmet food for our meal, which will run about \$25. per person. Breakfast on Sunday will also be at the Inn, and it will be "on your own".

You can camp at the airport if you don't want to stay at the Inn, there are portapotties set up, and potable water near the new hangers/counseling center. Don't wait to sign up, rooms will fill up quickly! Call Mary K Jones if you have any questions at 719/488-0653.

CALENDAR 2001

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 hike, see fall colors, party! 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 Jeffco airport, arranging site now. Peggy Long coordinator.

DID YOU GET THE WORD?

As the focal point of aviation-related Internet activity in Colorado, and a dues paying member of almost every alphabet combination of letters in aviation organizations, I am often called upon to "get the word out" to organizations concerning important items, like the pending airport closure meetings for Arboles/Navajo Lake, and not-so-important items like upcoming pancake breakfasts.

In order to facilitate intra-state communications, I have started a new e-mail distribution list coloradoflying@airbase1.com which will allow free announcements and discussion of things aeronautical.

I have already given "charter subscriptions" to many of the "major players" whom I knew would willingly participate in this unique forum.

I wish to now give you the opportunity to subscribe to this list. Once subscribed, you will receive any postings done by any other subscriber. Non-

subscribers can not post to the list, and the list membership e-mail addresses will never be given to others. You can un-subscribe at any time as desired.

Simple instructions are given at: <http://www.airbase1.com/coloradoflying/quickhelp.htm>. If you experience any difficulty in subscribing, contact me personally for assistance.

Let's share the information and keep General Aviation alive in Colorado.

Rob Duncan

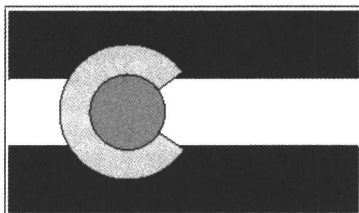
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Colorado Springs, CO 80901**

SPORT PILOT/LIGHT PLANE: HERE ARE THE FACTS, AS WE KNOW THEM from Steve Beach

The long-awaited Notice of Proposed Rulemaking (NPRM) for Sport Pilot and Light Planes is expected from the FAA in the coming months. EAA has summarized Sport Pilot's main points in four categories: aircraft, pilots, instructors and maintenance. Within these categories, EAA lists what look to be pretty safe bets at this point, based on the latest information received.

(Please note: This information is not final and may not accurately outline the rules that will ultimately be published in the FAA's NPRM.) The FAA is in the process of final review and says the rule will be published sometime this summer. It is being speculated that the NPRM will be announced at AirVenture 2001, EAA's annual convention and fly-in held in Oshkosh WI from July 24th -July 30th, 2001.

Aircraft

1. Maximum Gross Weight: 1232 lbs.
2. Stall - Landing Configuration: 39 knots or less
3. Stall - cruise configuration: 45 knots or less
4. Maximum normal cruise speed: 115 knots
5. Two-place maximum (pilot and one passenger)
6. Day VFR only.
7. Can be manufactured and sold ready-to-fly without FAR part 23 compliance.
8. Can be licensed Experimental if kit- or plans-built.
9. Can be licensed Experimental "Light" if it was previously kit- or plans-built (ultra-light trainers etc.).
10. Owner can maintain.
11. Will have FAA registration.
12. Should be insurable and welcome at most airports.
13. A & P can do annual inspection. Repairman certificate available with training.
14. Rotorcraft/helicopters are not included under the proposal.



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e-mail: wingsars@hsindustries.com

Pilots

1. Creates new Sport Pilot license.
2. Training and FAA tests will be required.
3. Ultralight training and experience can be credited toward Sport Pilot License.
4. Training period is substantially less than Private Pilot, probably about 20 hours.
5. Time will be loggable for further ratings.
6. 3rd-class medical or state driver's license.
7. Controlled airports accessible with advance permission (phone or radio).
8. Not for hire.
9. Day VFR only.
10. Recreational, private and commercial pilots-easy conversion to Sport Pilot.
11. Can fly some vintage production aircraft.

Instructors

1. Instructors may use Ultralight Exemption experience.
2. Easy conversion to Sport Pilot Instructor for Ultralight instructors.
3. Changing type of aircraft is a log book sign-off within Sport Pilot-eligible aircraft.
- 4. Current CFI's require only log book sign-off to become Sport Pilot CFI's.**

Maintenance

1. Owner maintenance.
2. Owner may get repairman's certificate to do annual inspection with appropriate training and test on specific make and model. Not for hire.
3. More extensive training can lead to general Repairman's Certificate (Similar to IA). Operations such as dealers, manufacturers, etc.

WHY EAA BACKS THE NEW SPORT PILOT

EAA strongly supports the proposed Sport Pilot and Light Sport Aircraft rules. These rules will make aviation a great deal more accessible, while improving safety and stimulating unprecedented growth within the aviation community.

·Pilots will have the choice of purchasing a ready-to-fly aircraft at prices that are within the range of many more people. They may build their own plane and realize additional savings.

·Sport Pilots will have an FAA license that will take less time to attain than the current licenses, as the training will be designed appropriately to meet the needs of pilots of Light Sport Aircraft. This will also result in substantial savings for the new pilot.

·Pilots will have the choice of using their driver's license or an FAA 3rd class medical certificate. This can result in substantial savings, without jeopardizing safety, as the driver's license precludes the candidate having a history of major medical, alcohol, or drug abuse problems.

·With training, Light Sport Aircraft owners will be able to obtain repairman certificates, specific to their particular aircraft, enabling them perform their own annual inspections.

·Operators of light two-place aircraft should have better access to insurance, financing and airports than ultralights have traditionally had.

·The proposed Light Sport Aircraft Rule creates design standards and a quality control system for light aircraft. ### Printed with permission from EAA

GRANBY NEWS from Bill Hamilton

The Middle Park Chapter of the EAA (based at the Granby-Grand County Airport) held a pancake breakfast, fly-in on Saturday, July 7, 2001. Pancakes and sausages were served to over 300 breakfast eaters while an estimated 200 visitors just came to watch local youngsters be given free aircraft rides under the auspices of the EAA's Young Eagles program. In addition to the 20 aircraft hangared at Granby, 30 more aircraft flew in from all over the region and parked on the ramp. Runway traffic was so heavy that aircraft needing to back-taxi were collected into groups of five aircraft before being allowed to do so. Because of the high number of RV-4 and RV-6 and other aircraft that fly in and out of GNB virtually every morning between 0700 and 0800 hours, transient traffic are urged to check in early on the CTAF at 123.0, report their positions and listen closely for other traffic.

Public Meeting on Airport Master Plan held

The need for a partial back taxi-way at GNB was a major topic of discussion at a public meeting held by Armstrong Consultants on July 10, 2001 to discuss the airport master plan and future developments at GNB. The meeting was attended by all three Grand County Commissioners; County Manager, Lurline Underbrink Curran; Jim Fels of the Denver ADO; Travis Vallin, Colorado Director of Aeronautics; Jerry Woods, President of the Friends of the Granby Airport, Inc., local pilots and AOPA Central Region, land owners adjacent to GNB, other interested citizens and, of course, Dennis Corsi of Armstrong Consultants of Grand Junction.

Prior to the public meeting, Dennis Corsi and the AOPA regional representative, met with the Town of Granby Board of Trustees and Town Manager, Tom Hale, to coordinate the airport master plan with the town's in-progress three-mile plan.###

Fly Mart

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

1/4 Mooney Share available. 1980 Mooney M-24, IFR equipped, 3500 tt, share costs \$25,000, hangared 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 your 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. Otherwise, your ad will be discontinued.



MEMBERSHIP RENEWALS

Dr. Harry Schaumburg, Larkspur
 Chuck White, Aurora
 Mike Craven, Thornton
 Blanche Cohen, Aurora
 Tad Keegan, Sedalia
 John Webb, Englewood
 Bain White, Hayden
 Brian Lewis, Louisville
 Keith Boardman, Scotland
 Trevor Mackie, Littleton
 Vince Jehlik, Aurora
 Rick Reisman, Montrose
 Evan Slack, Denver
 Michael Fassi, Fort Collins
 Kevin Townsend, Broomfield
 Janna Shea, Parker
 Bruce McMillan, Glenwood Springs
 Mike Mann, Walsenburg
 Chet Jewell, Denver
 Dave Burke, Lakewood
 Frank Trau, Englewood
 Stephen Brutscher, Fort Collins
 Ron Lewark, Frisco
 Tim Roberts, Aurora
 William Greene, Avalon, CA
 Paul Shepherd, Longmont
 Ricky Davidson, Colorado Springs
 Linda Davidson, Colorado Springs

WELCOME NEW MEMBERS

Wm. David Johnson
 1220 Atwood Street
 Longmont, CO 80501-3421
 Rodney Brown
 11482 W. Tennessee Place
 Lakewood, CO 80226-3760
 Robert Hall
 3034 Oro Blanco Drive
 Colorado Springs, CO 80917-3734
 Mark Hawkins
 3349 E. Glade Circle
 Mesa, AZ 85204-6418
 John Hensen
 6919 Goose Point Court
 Longmont, CO 80503-8783
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 2217 Spinnaker Circle
 Longmont, CO 80503-9235
 Andy Young
 1506 Elder
 Boulder, CO 80304-2630
 Andy Litteral
 9084 Holland Street
 Westminster, CO 80021-4446
 Rick Caldwell
 2325 Inverness Blvd.
 Rawlins, WY 82301-4262
 Lu Toxvard
 9423 N. 87th

Longmont, CO 80503-7629
 Bill Tobin
 950 S. Foothill Drive
 Lakewood, CO 80228-3047
 Robert D. Waldron
 2712 Chaparral Drive
 Fort Collins, CO 80526-2620
 James K. Walters
 Karen Walters
 3111 Cloverdale Court
 Grand Junction, CO 81506-1952
 Michael A. Strawbridge
 2032 Balsam Avenue
 Greeley, CO 80631-6100
 Robert Anderson
 One Creative Place
 Montrose, CO 81401-6338
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 11435 Cranston Drive
 Falcon, CO 80831-6869
 Keith Moore
 398 West Colorado Avenue
 PMB 22539
 Telluride, CO 81435
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 3075 Galena Way
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 Silver Cliff, CO 81249-1146

CPA DIRECTORY

AREA REPRESENTATIVES

BURLINGTON / EASTERN COLORADO

Larry Mack
719/346-5352
sheree@rmi.net

DELTA

Rick Reisman
970/874-5181
delta_aviation@juno.com

DURANGO / LA PLATA COUNTY

Paul Staby
970/259-7577
jpsstaby@compuserve.com

FORT COLLINS-DOWNTOWN

Ron Zasadzinski
970/227-0489

ronz@flyron.com

GRAND JUNCTION

Deanna Strand
970/243-4359

ifly@strandflying.com

GREELEY

Kevin Bunnell

970/330-5121 (H)

970/336-3138 (O)

hotproperties1@hotmail.com

JEFFERSON COUNTY AIRPORT

Daril Cinquanta
303/423-9846

CQ7014@aol.com

KREMMLING / SUMMIT COUNTY

Ron Lewark

970/668-3089 (H)

800/262-3093 (W)

c185guy@aol.com

LONGMONT

Pat Spears

303/684-9626

Patrick.Island@juno.com

MEEKER / RANGELY

Mike Brennan

970/878-4346 (H)

970/675-3284 (W)

mbrennan@flattops.net

PAGOSA SPRINGS

Larry Bartlett

970/731-2489

lbflyer@frontier.net

PUEBLO

Lee Porter

719/547-3339

leepor@mindspring.com

RIFLE / GARFIELD COUNTY

Larry Smalley

970/625-3222 (H)

303/918-7220 (M)

ls@sopris.net

SALIDA / CHAFFEE COUNTY

Bill Reeves

719/539-1185

reeves@chaffee.net

WALSENBURG

Mike Mann

719/738-2050

airmannav@msn.com

WESTCLIFFE / WET MOUNTAIN

VALLEY

Roger MacDonald

719/783-9421

skyhawk@ris.net

WRAY

Lucile Bledsoe

970/332-5143

lmbledsoe@plains.net

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Colorado Pilots Assoc

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PROGRAMS CHAIRMAN

Peggy Long 303/733-7456

PUBLIC RELATIONS

Dana Atkins 303/973-6549

email: datkins@pilots-coop.com

SAFETY & EDUCATION

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