

CPA FLIGHT LINES

Volume 18, No. 9

September 2001



Bonanza A36T owned by CPA member Larry Merkowitz on one of the \$200 breakfast flights to Gunnison. Maroon Bells is in background following a northbound departure out of Gunnison.
Photo by Walt Barbo.

See Emily's story on page. .5

New CPA fly-in scheduled to Sedona, AZ on page 6



President's Message by Doug Mass

The Colorado Pilots Association has hit another first. We have surpassed the 700 member mark! As of July 31st we are totaling 707 members. This new high water mark is through a combination of our presence at the local airshow/open houses, our members recruiting new members, and our website.

Although the number of members in our organization is a very important aspect, numbers alone won't make our organization strong. Participation is also a very important part of this or any organization. The board meetings are the first Monday of each month, unless there is a conflicting holiday, at 6:30 P.M. in the Ashbrooke room of Centennial tower. These are open meetings for all of our members and interested parties.

This is a good opportunity to hear the committee chairperson(s) give their reports and the chance to get an overall view of what is going on in the C.P.A.. If you should find that you have an interest in helping on any of the committees, I'm sure that the chairpeople would greatly appreciate your assistance.

Working at our booth during one of the airshows, open houses or the Rocky Mountain Air Fair has provided a great opportunity to meet members and non-members alike. I have found myself that this has provided the chance to talk to members who can't make board meetings or fly-in events but will stop by to say hello and chat. Non-members of course stop to see what the Colorado Pilots Association is

all about, and you get the opportunity to find out a little about them, what and where they fly and recruit them into our association.

I have not attended any of the fly-in events other than the Denver-Jackpot Air Classic this year, but I've been told that these trips are great! And why not, flying to destinations, with a group of great people, seeing shows, museums and various attractions, plus the chance to relax and enjoy the company of fellow pilots, what could be better?

My whole point is we would like to see you get involved! The board members, committee chairpersons and myself would like to get your input and ideas to help make the Colorado Pilots Association YOUR association.

Listed in the front of your membership roster are the various committees and their chairmen. Also included are the officers and the area representatives. Please contact these folks with any questions regarding their respective areas of the Colorado Pilots Association or if you would like to assist them with their committees. I'm sure you will be welcomed with open arms!

**NEXT BOARD MEETING IS ON
MONDAY, SEPTEMBER 10TH, 2001.
HOPE TO SEE YOU
THERE!**

(board meeting room in 2nd floor of air tower at Centennial airport)

IT'S SAFETY!

Question: It is common knowledge that most small airports with control towers are Class D airspace. However, when the tower closes this airspace changes to either Class E Surface Area or Class G. *What determines the change to either Class E Surface Area or Class G?*

Answer: The Airport/Facilities Directory (A/FD) shows which type of airspace will exist at an airport after the closing of a tower facility. The airspace determination depends on the weather observation facilities on the field. In order to qualify for a surfaced-based Class E airspace the following conditions must exist: There must be a federally certified weather observer or system (AWOS, ASOS, etc.) on the field; this observer or system must have the ability to report to ATC via phone line or other means; and the airport must meet the above requirements after the tower ceases to operate. Otherwise, it will revert to Class G airspace. *from Bill Linenberger*

Update on Arboles - CPA supports keeping airstrip open, with Colorado and New Mexico leasing the park from the US Dept of Interior. Bill Hamilton is working the Colorado Div of Natural Resources with agreements that the state is not liable in case of accident, and inspections for landing strips are on a "Use at your own risk" basis. The policy of the state & fed. government is to allow use of "recreation" on public property, and the ball now is thrown to Gail Norton US Dept of Interior.

CPA WEBSITE

We finally did it!

Now that the Colorado Pilots Association's web site is finally up and running I would like to invite you to make as great a use of it as possible to promote your individual program and projects. It's a great way to get the word out and the perfect compliment to the CPA FlightLines newsletter.

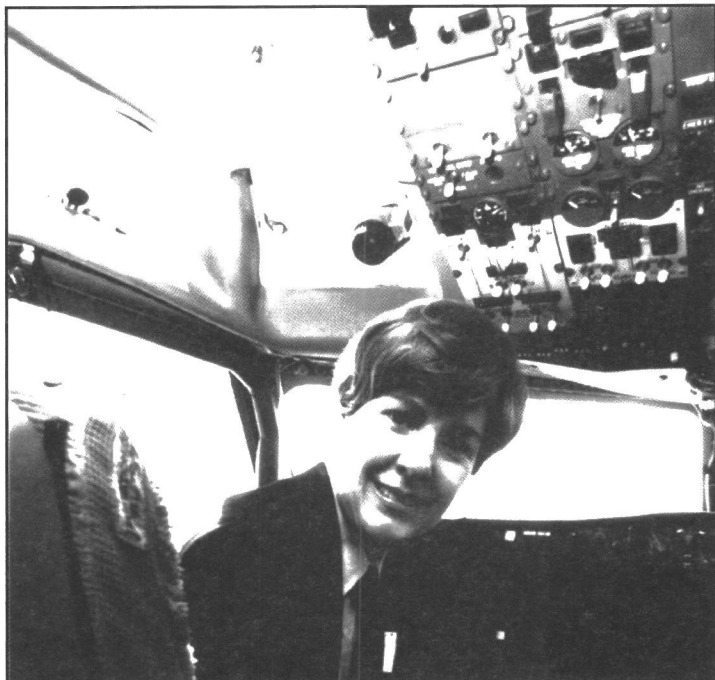
The success of our web site will be determined by the sense of community we can develop among our members and Colorado flyers as a whole. Up to date news and commentary concerning club events, aviation issues and state aviation in general will keep users coming back over and over again. This will benefit the Colorado Pilots Association and it will benefit general aviation. Subjects like the airport closings or the Jackpot air race discussed at last months meeting are great for articles.

I update our site every weekend. If you have an article or information you want added to the site, simply attach it to an e-mail and send it to me at datkins@pilots-coop.com. I'll make sure it ends up on the web site. Have picture to include with that article - send it along too.

If you have questions I'm available at 303-979-5985 or by e-mail at datkins@pilots-coop.com.

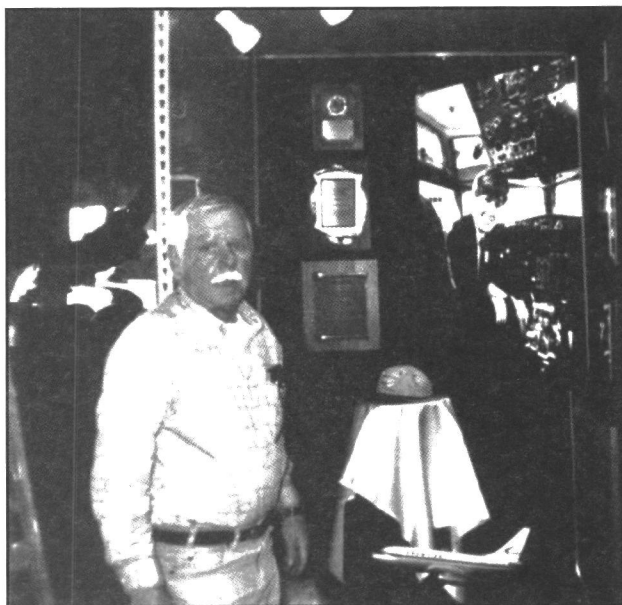
Dana Atkins
CPA Webmaster

Emily Warner - who flies on the Wings of Dreams



Emily Warner, joined CPA in 1972 as our first member. She is now going to inducted into the Women's National Hall of Fame in October of 2001. Emily is shown here in the cockpit of her plane.

Bob Doubek is standing by the Emily Warner exhibit just finished, in the Wings Over the Rockies Museum here in Denver.



ON THE WINGS OF DREAMS
by Drs. Penny & William Hamilton
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Colorado Rural Electric Association.

When Orville and Wilbur Wright made aviation history on December 17, 1903, they might have had an inkling of how their flying machine would eventually shrink Planet Earth and make virtual neighbors of once remote peoples. But, given the tenor of their times, it would have been beyond imagination to think that a woman could someday be at the controls of even a rudimentary aircraft such as the "Wright Flyer."

And, even if the people of 1903 could have envisioned the modern jetliner, anyone suggesting a woman pilot would probably have been led away by men wearing white coats. But, what was unimaginable at the dawn of the 20th Century became reality in 1973. All because a Colorado girl had the spunk to dream of herself as a pilot. Here is how it happened:

Once upon a time, there was a pretty little Denver girl named Emily Hanrahan. And if you couldn't tell by her red hair, fair skin and blue eyes, her name told you she was very Irish.

One day, back in 1958, she took her first ride on an airplane, flying out to western Colorado to visit a girl friend. For Emily and flying, it was

"love at first sight." Emily had thought she wanted to be a stewardess (now known as a flight attendant). But, that changed on a bright, clear Monday when she returned to Denver.

It was January 29, 1958, and Emily remembers it distinctly. She was the only passenger on that Frontier DC-3 flight returning from Gunnison. "I asked if I could come up to the cockpit. When I looked through the windshield at the sky and gazed at the control panel, I knew from that moment what I wanted to do. My whole world changed. I still have the ticket from that memorable flight."

Emily had taken one look at the dazzling array of dials, switches and aircraft controls and vowed she would become a pilot. Little did she know that she would do more than that; someday she would make American aviation history.

But, that was a ways off. While in high school, she worked for May Company, a big Denver department store (now known as Foley's). She saved every penny so she could pay for flying lessons.

"Flying was so important to me, I was willing to sacrifice the things that young people normally buy with their hard-earned wages," she remembers. "No records, ice cream, movies."

"It was a struggle at first," Emily admits. Not only was she going against tradition because it was unheard of for young women to fly, but it was also expensive. "Flying

THINGS DREAMS ARE MADE OF....IN GARDNER, COLORADO

Some say "Why on earth do you want to live way out in the country?" I guess they just don't know that Airplanes, Horses and Friends constitute an extraordinary way of life.

Gardner? Where the heck is Gardner, Colorado? Well, it is half way between Walsenburg and Westcliff. The private airport at Golden Field Residential Airpark (CO61) is located on a long gently upsloping 7000 foot elevation field just 4 miles north of the village of Gardner.

Easy to fly into, it is currently home to a hot red PL1 experimental, an Arrow that commutes to St. Louis every other week, a twin Comanche from Denver area, an occasional C-182, an Rv4, a SuperCub and my favorite Mooney. On any given day, a combination of this group of pilots and a few off-airport neighbors might be seen heading to Alamosa or Pueblo or Buena Vista for an early breakfast, taking a spectacular tour of the Sangre de Cristo's Music Pass on the way.

Adding to our list of "places to go" is now trailering the groups horses over to Music Pass to ride down into the 800 foot deep canyon we found for a picnic or camp out. Shorter trips in the works are rides into the nearby San Isabel National Forest or the Greenhorn Wilderness, usually followed by a glass of Merlot and maybe even a barbeque at one the friendly homes. Who's turn to prepare dinner Sat. night?

Back to airplane stuff, we have talked about a fall trip to Mexico and maybe even a summer trip to Alaska. Airshow trips are popular, as is just bopping around the patch in the cool quiet of early morning or rosey light of mountain sunsets. Of course you can't really sneak out because everyone knows the sound of "your" engine.

Yes, we live way out in the country... Aren't these the "Things Dreams are made of.."

So if you decide to fly out to see what we are enjoying, give Rick a call at 719-746-2255 for landing or camping information. E-mail is Redeyepl1@earthlink.net Hope to see you soon!

by Gail Terry

IT'S JUST BEEN ADDED! A CPA FLY-IN TRIP TO SEDONA, ARIZONA NOV 9-11

If you haven't been here before, this is THE place to come for the most incredible scenery you will ever see.

We chose this time as it should still be warm, but won't be crowded with tourists.

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lessons were \$12.75 an hour. I had to pay \$20 a week for room and board at home. As a retail clerk at the department store, I probably only made \$50 a week. But, I loved flying and was determined."

She took lessons out at Clinton Aviation, the flight school once located at then Stapleton Airport. The owner was so impressed with Emily's winning personality and her obvious gift for flying that he offered her a job as the school's receptionist. She would work for the flight school during the week and then take lessons on her day off. She had her private pilot license a year later.

"After I earned my private pilot license, Clinton Aviation would allow me to fly, in good weather, to Greeley or Colorado Springs to pick up airplane parts," Emily recalls. "They couldn't pay me, but I was flying 'free' in my eyes and jumped at every opportunity to build flying experience."

Eventually, she put in enough flight time that Clinton Aviation would send her to Wichita, Kansas, to bring back brand new Cessna 150s. "I would set the compass for 279 degrees out of Wichita and I would dead reckon to Denver," she says. "Often the new airplanes did not have radios because the dealers would install what the customers wanted (later). So before I got to

Denver, I would have to land and telephone the control tower that I was coming in. When I got to the runway, I would watch the tower for a green light. I would know I was cleared to land. I did anything because flying was such a joy to me."

She excelled as a receptionist and as a pilot. It wasn't long and she became an instructor. However, she was only allowed to book flying lessons on weekends because Clinton Aviation didn't want to lose her as the flight school secretary. But, the company couldn't hold her back forever. Her reputation as a caring and knowledgeable flight instructor grew and so did her number of students. Eventually, she became a full-time instructor and someone else moved into the office job.

During those years, she amassed over 7,000 flying hours and met Jay Warner, a flight student who later became her husband. She also upgraded her aviation ratings and provided instrument flight instruction to young airline pilots. By 1967, she was ready to move up and she applied to Frontier Airlines (her sentimental favorite), United and Continental for a job as a commercial pilot. However, none of the airlines were hiring pilots at the time, especially female pilots. (In those days, the airlines would only hire men to fly their aircraft. Emily

Emily, continued

was told women could never be airline pilots because passengers wouldn't get on a plane flown by a woman.)

But, Emily kept at it, teaching her students, logging hours and applying for a job with the airlines. In 1969, she was promoted to chief pilot for the Clinton Aviation Flight School, which had moved to Arapahoe County Airport, now known as Centennial Airport. She taught hundreds of men to fly.

"One day in 1972, one of my students told me he had an interview at Frontier. I was thrilled for him and (thrilled) that the airlines were once again hiring. But, I knew I had more experience and education, after all I was training him," she says. So, for a solid year Emily was persistent in making her presence known at Frontier. In her pleasant and friendly way, she would "stop by to say hello." She would ask to watch the simulator training. She would constantly fill out application forms. Eventually the staff at Frontier Airlines was calling her by her first name.

Then, in 1973, Frontier announced a new hiring/training class and Emily was not on the list. She literally marched over to Frontier and got a personal and private interview with Ed O'Neil, Frontier's chief pilot. "It was the best and hardest sales job I ever delivered. I convinced him I

could do the job," Emily says. She found herself in an instrument flight simulator she had never seen before, where she was asked to perform dozens of instrument approaches. The test took hours, and when it was over, both she and O'Neil were exhausted. And, Emily was hired. *(Continued on p 11)*
continued from p 9

In 1973 (67 years after the "Wright Flyer" flew), Emily became the first woman to be hired as a pilot by a scheduled U.S. airline. In 1976, she became the first female airline captain.

It still wasn't easy. Her first flight came with lots of media hype. There were reporters on the plane interviewing passengers, radio calls of support from other pilots and air traffic controllers and some negative comments and skepticism.

Emily recalls that more than three years later, when she was captain of her own flight into Billings, Montana, she noticed a woman still seated in the back of the plane after everyone else had gotten off. "I hurried back to see if she needed help. She said she wanted to see the woman who was flying." The lady said, "I'm all for this women's lib thing. But, I don't know about this flying thing." Emily laughed and explained with the quiet calmness that comes with confidence in your ability. "This may be new to the airlines, but I have flown lots of

cont. on p 11

Calendar 2001

SEPT 22, 23 GRANBY, CO hike an easy walk or tough climb, see fall colors, tour the town. 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. Jeffco airport. Peggy Long coordinator.

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

NOV 9-11 - (NEW) SEDONA AZ FLY-IN Hike, bike, take a trolley or a train. This place has some of the most beautiful scenery in US, and it won't be jam packed with tourists. Jan McKenzie is trip coordinator. Email: Jan.mckenzie@lsil.com or phone 970/686-1233.

DEC 9 - ANNUAL HOLIDAY PARTY - Peggy Long, Sara J Dolliver, Mary K Jones coordinators. Holiday Inn at intersection of Highway 225 and Parker Rd. 5:30 pm.

NOTE! We are in the process of lining up fly-in trips for 2002, and need your ideas! Jan McKenzie is going to be heading up the fly-in committee, so send your ideas to her please! Email: Jan.mckenzie@lsil.com or phone 970/686-1233.



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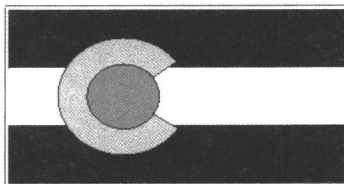
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Emily Warner, continued from p. 9

airplanes before," She recounted all of her ratings and instructor hours. "I THINK I convinced her," Emily says.

Today, Emily's Frontier Airlines uniform hangs in the Smithsonian Air and Space Museum. Her list of aviation "first" fills an entire page. A year ago, March 11, 2000, a permanent display honoring Captain Emily Hanrahan Howell Warner was unveiled at the Wings Over The Rockies Air and Space Museum at the former Lowry Air Force Base in Denver.

And what does the Irish girl who was told that only males could fly airliners do today? She works for the Federal Aviation Administration as an aircrew program manager, overseeing the 737 fleet, its more than 150 planes and nearly 2,000 pilots. When not deciding which airline pilots are fit to fly and which are not, Emily and Jay live at Ouray Ranch in Grand County. Orville and Wilbur would, no doubt, be stunned by the flying accomplishments of Captain Warner. Those who know her and her quiet determination are not surprised.

Authors Drs. Penny & William Hamilton live on the south shore of Lake Granby and are active pilots.

Emily Warner holds Colorado Pilots Association Membership Number ONE and on October 5 & 6, 2001, she will be inducted into the National Women's Hall of Fame in Seneca Falls, NY.



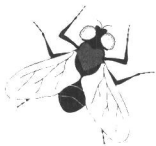
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Note: if you want your Fly Mart ad to run again, you must let the editor know by 15th of the month

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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 on disk or email 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.

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CPA Decals	\$1	CPA Logo Denim Shirts, long sleeve. \$30	

For shirt info please call Terry Barbo 303-367-0670. Caps, add \$2 for shipping and handling; Pins or Decals, add 34¢; and shirts, add \$3. Mail to CPA, P.O. Box 200911, Denver, CO 80220

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