

# CPA FLIGHT LINES

Volume 18, No. 10

October 2001



Bart Jones in a T-6G "anniversary" flight at Meadowlake Airport - he is doing a low pass over the landing strip, with smoke for proper effect.

New Golden Age in Aviation .....2  
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CPA WEB SITE:  
[www.coloradopilots.org](http://www.coloradopilots.org)

## The New Golden Age of General Aviation

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On September 11, 2001, terrorists skyjacked two wide-bodied, commercial jet aircraft and "bombed" the twin towers of the World Trade Center with thousands of pounds of jet fuel. Almost simultaneously, they attacked the Pentagon with a single, wide-bodied jet. Ironically, these tragedies will usher in what will become The New Golden Age of General Aviation.

Because of the demonstrated potential for mass destruction posed by large air carrier aircraft, it will be necessary to impose draconian restrictions on who is allowed to fly on commercial jet aircraft. Just getting to one's flight will become much more difficult than it is now. These security restrictions, in conjunction with the other negative aspects of air carrier transportation such as: the hub and spoke system, lost luggage, cattle-car crowding and ho-hum food will make air carrier travel even less attractive than it is now.

Indeed, a sizable segment of the flying public will opt for other transportation alternatives such as

ground, rail and (drum roll) general aviation. Consequently, the need for flight instructors and flight-training aircraft will soar along with a dramatic increase in the production of general aviation aircraft suitable for cross-country travel.

Fortunately, a number of new, powerful and relatively inexpensive aircraft propulsion and navigation technologies and ownership-management tools are coming on line.

Just as the American public came to know and love what GPS means (and today there is no need for me to spell out that initialism) the public will come to know and love the meaning of acronyms such as: SATS and HITS. Moreover, the ownership-management system of Fractional Ownership will almost become a household word.

SATS stands for Small Aircraft Transportation System. This NASA-backed project envisions the day when almost all Americans will live reasonably close to a SATS-capable, general aviation airport and (if they do not choose to be pilots and/or aircraft

owners themselves) will have affordable, rental access to a large fleet of six- to eight-passenger turbine-powered aircraft with cruising speeds of approximately 350 miles-per-hour.

For those who choose to fly themselves, there will be HITS which stands for highway-in-the-sky navigation. Basically, the pilot tells an on-board computer where he or she is and where he or she wants to go. Based on GPS data, a cockpit display lays out a graphic highway-in-the-sky to be followed by the pilot. For the navigationally challenged, it's a piece of cake.

Fractional ownership of aircraft will find increased favor with corporations that do not have the bucks to own their own flight detachments and with relatively well-heeled individuals who can afford to invest in a small jet and let a professional pilot do the flying. United Airlines itself is getting into the fractional ownership business.

Meanwhile, many of us who are already pilots and are content (or can't afford faster) to make our GPS-guided ways through the

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**NOTICE!**  
**HOLIDAY PARTY**

**Date: Dec 9, a Sunday**  
**mark your calendar, and the**  
**signup sheet will be included**  
**in the next newsletter!**

**CRESTED BUTTE Airport**  
**Fly-in a tremendous**  
**success**

Open house and fly-in held Sat. Aug 25, had over 50 aircraft fly in for the event from locations all over the state of CO, and included UT, ID, NM, OK, IN, and TX. An estimated 300 participants safely shared the spirit and joy of General and Sport Aviation. In addition, more than 20 young enthusiasts were able to fly in the EAA Aviation Foundation's Young Eagles Program.

The Friends of Crested Butte Airport group were instrumental in helping pull this fly-in together, and the day was filled with educational and FAA Wings Safety Seminars, live country music, snacks and

food including grilled salmon and couscous.

So to all of us who missed it - plan ahead for next year!

**CRESTED BUTTE**  
**AIRPORT IS OPEN:**

3V6 - Runway 11 -29 is 4485ft x 30 ft. Black asphalt, excellent condition, wide shoulders. RWY 11 slopes downhill approx. 2%.

Coordinates: N38-51.115  
W106-55.970

Elevation: 8980 Ft. msl  
Crested Butte Unicom 122.8  
Gunnison AWOS 135.075  
Denver Center 125.55  
Denver Radio (FSS) 122.55  
Gunnison Unicom 122.70

Note: no av fuel available currently.

**ANOTHER NOTICE!!**  
**The signup deadline for the**  
**Sedona fly-in trip is NOV 2 -**  
**don't worry, if we have to**  
**cancel you get your \$**  
**back!**

## WORDS BY THE BOARD

EAA reports a fabulous turnout for their Sport Air - training for "How to Build". This is the first time these classes have been held in CO, and many classes were filled well before the events were held. The classes were held at Westwood Aviation at Jeffco.

Walter Bell flew to Pagosa Springs and tried the AWOS stations - reported great information and he got an excellent response. Also reports that wallet size card with AWOS info on it plus telephone numbers are available by downloading from the AOPA web site, or going to Front Range Airport, 2nd floor and they have them available there.

Walt Barbo reports that a Part 150 study is going on regarding Centennial airport, Walt is representing CPA, Mark Kohlber (also CPA member) sits on opposing side; both groups are working on environmental issues that the community and airport can come together on for the benefit of all of us. Centennial is not currently getting Federal money as it is in "noncompliance", but both groups hope for an agreement of the community and airport in operating procedures, with financial aspects also being taken into consideration. Mandatory public meetings are set and being held.

The ramifications behind that means it will also take a Part 161 study - with the progression and steps that must be taken to solve the above issues. Walt also reported that it comes down not to Community interests VS Cherry Park issues. Parks department is throwing up a lot of resistance having people subjected to noise while enjoying their park - jet boats don't count?

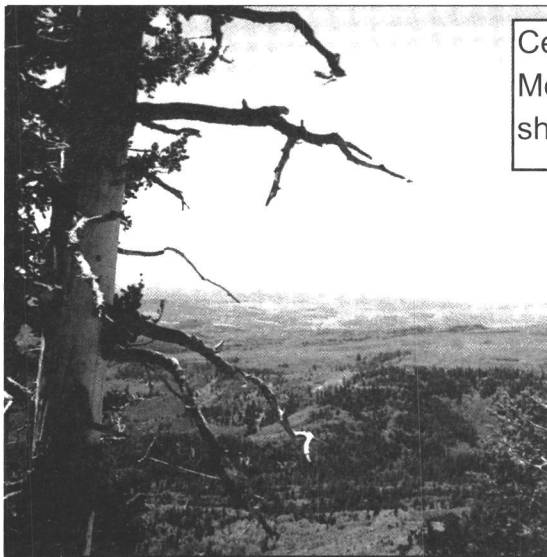
Credentials for the Sport Pilot Classification are now sitting the the Budget Committee - not out, and no reason for inaction given.

If you haven't thought about it - please send in your nomination for Airport of Year (Colorado) awards as soon as possible. They will be awarded at our Annual meeting on Nov 3. The little bit of time it takes to make a nomination is a wonderful reward for the hard work and enthusiastic welcome you get when you fly into these airports. Your input is important!

We are pleased to have a new Committee Chairman with the CPA - it is Mark Kohlber - who will be our liaison between CPA and Angel Flight West. These Angel Flights are non-emergency medical transportation trips involved in the western segment of the US - MT, WY, CO, NM, and everything to the West of these states. They are always looking for pilots - no particular requirements involved, other than a private pilot who flies to commercial standards. If you don't fly the plane, you are also needed, as a Mission Assistant, who will be there to help the patient, and keep the pilot free to just fly the plane. More info, call 888/426-9636.

GPS coordinates for our AWOS sites? This is coming. Vern Foster is working with the FAA, who will chart Corona Pass with the coordinates, issue for a 6 month period as a test, and see how it works. Then they will issue 6 additional pass coordinates, and test those for another 6 months.

Cedar Breaks  
Monument overlook is  
shown in this photo.



Some of the 29 members who  
flew to Cedar City UT are  
waiting for the rest to arrive at  
the airport.



Cedar Breaks National  
Monument near Cedar  
City UT has great hikes  
by the canyons.



*Continued from page 2*

skies between 150 and 200 miles-per-hour in our Pipers, Cessnas, Mooneys and other more traditional aircraft designs are in an enviable position.

While the FAA will probably make it more difficult for us to get to our hangars or aircraft tie-downs and will impose more scrutiny on just who is allowed the privileges of holding a pilot's license, we, who are already pilots, will find ourselves in the vanguard of this new era of personal transportation.

In 33 years of flying, we have never had a flight cancelled on us. We have never been bumped. Our thorough pre-flights make sure that no one has put a bomb on board our aircraft. The two pilots (Wonder Wife and I) share the same religion and political philosophy.

Thus, there is no danger of being killed over religious or political differences. We are the only ones who inspect our luggage and we do an excellent job of that. Moreover, we have never lost our baggage, it arrives the moment we arrive and we never have to wait for it. If we choose to do so, we can take our canine-American with us.

Granted, we need ground transportation; however, that is true when using the airlines. But you can rest assured that as the SATS comes on line, more and more ground transportation will be available at general aviation airports - be it airport courtesy cars, rental cars or public transportation links.

**Mark my words, the Phoenix of general aviation will arise from the ashes of this terrible tragedy.**

William Hamilton, a nationally syndicated columnist, commentator for USA Today and CPA board member, is co-author of *The Grand Conspiracy* by William Penn - a novel about terrorism in Colorado's high country. The novel is available through amazon.com, bn.com and iuniverse.com. It can be previewed at: [www.thegrandconspiracy.com](http://www.thegrandconspiracy.com).

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This column and previous columns can be seen at: [www.central-view.com](http://www.central-view.com)

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## ***REPORT FROM RIFLE IS GOOD***

*CPA Mtn. Flying* course offered at Rifle had 23 students that participated, and Jessica McMillan was a gracious addition as a Mtn. Flying Instructor. Thanks Jessica, for coming to the rescue. Good workshop, and good turnout.

## **VOTE VOTE VOTE**

You (should) have your ballot for the CPA Board. We have an excellent slate, and it's going to be some hard choices. If you haven't sent in your ballot yet, please take the time to fill it out and get it back to Terry Barbo. And for those who have served as your CPA Board and committee members this year, they have all done a superb job, and we all thank them for their time and efforts.

## Cedar City Fly-In a Great Success *by Kathleen Morse*

Our trip to Cedar City the last weekend in August turned out to be great fun. 29 signed up and all arrived in Cedar City in 14 airplanes by mid-day Friday. Clear blue skies, warm days, and pleasant nights made all of our activities from flying to attending plays in the outdoor theatre to hiking very enjoyable.

We were impressed with the quality of the productions put on by the Utah Shakespearean Festival. And this area of Southwestern Utah offers an almost unlimited variety of hiking- we chose one in Cedar Breaks National Monument and one in the Kolob Canyon area of Zion National Park and truly enjoyed them. One group took the drive over to Bryce Canyon and another viewed the historic Parowan area and saw the petroglyphs there.

Several planes made a side trip on Sunday morning to Monument Valley. Reports are that John "Wayne" Martyny felt right at home there. Some got to view Rainbow Bridge and Lake Powell from the air. Great country. Many of us said that we would like to come back and explore more of this area- maybe next summer!

*Thanks to all who participated.*

###

## A bunch of us went to Cedar City

*by Scott Morse (with a little liberal editing)*

Cedar City is located in southern Utah among beautiful but often desolate areas where emergency landings would entail a very long locate or walk out.

One stylish couple took their long loyal, if lately pesky plane. Unlike all the others, it is painted (styled) so that if the passenger, plane and even pilot find themselves parked in the Painted Desert or well outside Panguitch, the patrol people will readily spot it.

This trip, unlike some, actually had an athletic component that varied from just a walk between the room and the food trough. We actually included outdoor walking to a beautiful part of Zion National park south in the less traveled path of Kolob Canyon, which is well worth the minimal effort. We experienced the sound of quiet, real quiet, trickling and babbling waters, simple serenity, and no machines.

Evenings, after the obligatory happy hour by the pool, dressed in their finest, high heels and all, walked again to the Theatre, with shakespearean and more contemporary offerings, in period halls and modern buildings on a gorgeous night rounded. Cedar City, evidently full of romantics, has no apparent evening activities other than warm and inviting moonlight outdoor walks.

Some, evidently, wishing to repeat the romantic moonlit walks more privately, and accustomed to cabin class living, stayed on, while the drudges and wretches returned to their work a day toils over the same scenic path, with a few diverting over to Monument Valley, its splendors and breakfast views of the Mittens of Monument. ###



To all my friends:

I have just returned from having what is for me a very special aviation adventure, and I want to share it with you.

I got to fly in, and to do some flying of, a MIG jet fighter plane. This is a dream come true, and at my age (approaching 77), a special privilege. The story behind it is that I flew my RV-4 to the Jeffco (Denver/Boulder) Airport fly-in a couple of weeks ago to fly Young Eagles.

As a fly-in pilot, my name went into the hat and I won the MIG ride. The icing on the cake is that this is a dual control MIG 17 which was one of our main antagonists in Viet Nam. It was flown by Jack Wilhite who is a 'senior' like myself and who flew combat in Korea and Viet Nam.

I was impressed that Jack went through a methodical preflight briefing including the information necessary for me to attempt to land the plane should it become necessary. (Note: I recently had another special privilege of spending an hour in the United Air Lines Boeing 747 simulator in which I made a series of three decent landings.)

We spent half an hour in the air and

even though I found it to be more physically stressful than I had figured, it was still a thrill, and a very rewarding flight. The roll rate was phenomenal and gave me some appreciation of the physical demands that the combat pilots had to contend with.

His first maneuver was a very fast roll and it caused my head to hit the canopy. Later a four point roll necessitated me holding my head with both arms braced. Turns were at 85 degree bank and high Gs. We did a fly-by at my home airport and I couldn't help it if some of my friends just happened to be watching.

Jack did some rolls and was kind enough to turn it over to me. I did two aileron rolls and later a barrel roll. In the air, the sensation was similar to what it looks like from the ground, like the plane was on a wire, as opposed to my previous experience in which I pitch up prior to the roll and come out of it headed down. Climb rate was impressive at 6,000 fpm.

I must admit that all of this resulted in my getting queasy which I hadn't expected. A bit of straight and level fixed it, and we finished with a Half Cuban Eight, at 15,000+ ft over the top, on a beautifully clear day with mountain ranges visible for a hundred miles. The sustained vertical was most impressive. I'm glad I wasn't called on to do the landing. Final was at 175 mph and touch down at 145 mph.

As if that weren't enough, tomorrow I

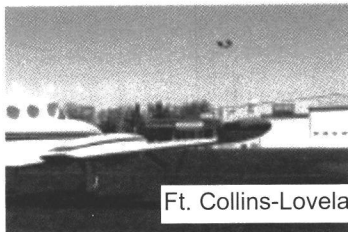
plan to top it off by flying my RV-4 to Crested Butte, Colorado to support keeping their airport open. It will be 150 miles of high mountain country and then the airport is at 8,980 ft elevation, and is 4,000 ft. long. That's not exactly everyday flying, but I have been in there twice before and it is not a problem.

And so, I have been fortunate to have some very special aviation experiences recently. You may get the impression that I still thrill to the magic of flight. Indeed I do. And as special as this flight was, I will continue to enjoy it just as much in my little airplane.

*Best to you all,  
Dean Hall*

### **National Intercollegiate Flying Association**

On Oct 17020, the Regional NIFA competition will be held at the US Air Force Academy. Colleges with aviation programs participate with their Flight Teams. There are 3 flying events and several ground events. A limited number of private aircraft will be able to fly into the Academy that week. They are looking for antique, War Bird and Classic airplanes to be on static display. To volunteer your aircraft for display, contact Bert Boyce at 719/333-2245 or 719/418-8821 (h).



Ft. Collins-Loveland airport

## **REPORT FROM FORT COLLINS-LOVELAND AIRPORT**

Marine One, the H-60 Marine Corps helicopter, and four escorts landed at Fort Collins-Loveland Airport with the President on board on August 14th. Days of security preparation preceded the arrival of George W. Bush. The Secret Service contacted Fred Anderton, Fort Collins-Loveland Airport Manager several days in advance to insure the airport area would be secure. All phone lines coming into the airport and surrounding facilities were tapped. A truck, packed with electronic gear was stationed on the field to jam any frequency that could be used to remotely detonate an explosion. Obviously, bomb threats are taken seriously. (Now, after Sept 11, new security issues make the job of protecting our Prez even more difficult.)

The Secret Service has learned from previous incumbents, that they need to distance the crowds to prevent the President from wanting to go shake hands at each stop. Therefore, people were not even allowed in the airport public parking lot.

George W. was whisked off to Estes Park in a SUV caravan. After a quick photo op at Rocky Mountain National Park, he returned to Fort-Collins-Loveland Airport. He was back in Marine One and the five helicopters flew directly over I-25 south bound (as I was driving down the Interstate) on their way back to Air Force One at DIA.

Other news at Fort Collins-Loveland Airport: Recent construction has nearly doubled the number of hangers on the field. However, there still is a waiting list to lease or buy the next available one.

Jump in the plane and take a short flight to FNL. A courtesy car is available. Tortilla Marissa (great Mexican food) in Windsor or the Moot House in Fort Collins are highly recommended for an excellent lunch.

*by Jan McKenzie, area rep*

# CPA Calendar 2001

**NOV 3 - CPA ANNUAL MEETING.** Jeffco airport. Peggy Long coordinator. Look for the flyer in this newsletter. 8:30 am to noon.

**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. Signup deadline Nov 2. Email: Jan.mckenzie@lsil.com or phone 970/686-1233.

**DEC 9 - ANNUAL HOLIDAY PARTY** - Peggy Long, Sara J Dolliver, Mary K Jones coordinators. Doubletree Inn at intersection of H225 and Iliff in Aurora, 13696 Iliff.

## Ten Reasons to attend the CPA Annual Meeting at JEFFCO.

10. You haven't had your \$100 hamburger this month.
9. You have a new plane and enjoy seeing a little envy in the eyes of others.
8. You have logged 30 T&Gs at JEFFCO but have never been inside the terminal.
7. You need a new long sleeved denim shirt with the CPA logo.
6. You enjoy hangar talk and want to become better acquainted with other GA pilots.
5. You want to talk to some of the mountain flying instructors about the ground school and the new standards.
4. You are not "current" and want to hear what is going on in the GA community.
3. You want to fight the erection of a 2000' radio tower next to a VOR station where students practice holding patterns.
2. You want to know what you can do to keep another GA airport from closing.
1. You are concerned about the future of General Aviation. Is this the first time the FAA has grounded GA? How will this impact the future?

*NOV 3 - 8:30 am to Noon - Guest speakers, door prizes, coffee and donuts*

Angel Flight volunteers &  
passenger on wing of plane

## MORE ABOUT ANGEL FLIGHT WEST

Angel Flight West is one of six regional Angel Flight organizations in the United States dedicated to arranging free air transportation on private aircraft in response to health care and other compelling human needs.



Angel Flight West links volunteer pilots with people in need in Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming. We also assist in health care transportation outside it primary area by coordinating activities with other Angel Flight organizations. A project started 18 years ago, Angel Flight West will fly its 10,000th mission this year. The Colorado Wing, started a mere three years ago flying seven missions in 1999, flew its 100th mission of 2001 on August 12.

For pilots, Angel Flight is an opportunity to combine our love of flying with volunteer commu-

nity service. The personal dividends alone are worth the trip, and the out-of-pocket costs of our charitable flights are deductible. Most Angel Flight mission are within a 500 nm radius of home and our volunteer pilots range from private pilots without instrument ratings to high-time commercial pilots flying corporate jets. Although all "patients" must be ambulatory and medically stable, Angel Flight encourages the use of "mission assistants", an opportunity for non-pilots and less-experienced pilots to participate. This story is about just one Angel Flight mission, told from the eyes of a non-pilot mission assistant. There are many, many more.

**For more information...**

For information about Angel Flight, join us at one of our meetings, visit the Angel Flight Colorado home page at [www.angelflight.org/colorado/](http://www.angelflight.org/colorado/), or contact me, Mark Kolber, the CPA Angel Flight Liaison by email to [mark@midlife-flight.com](mailto:mark@midlife-flight.com) or phone at 303-877-4492.

Angel Flight West's Colorado Wing holds monthly meetings at various airports in the area. Our meetings are open to all, members and prospective members alike. Our next two general meetings are at 7:00 pm on September 17 at the Denver Air Center at Jeffco and October 30 at the Holiday Inn at Centennial. Please drop by and meet us.

**Angel Flight Members**

The members of Angel Flight are private pilots (aircraft owners and renters) and non-

pilot supporting members whose common interest is in helping others. Interested non-pilot supporting members (including the non-pilot spouses of pilot members) are also very welcome. Non-pilot members are eligible to act as "copilots" on missions, in order to assist the patient. There is also a substantial amount of on-the-ground work for which everyone's help is valuable and appreciated.

Angel Flight offers transportation to people whose medical problems make it necessary for them to travel for diagnosis or treatment, and who lack the financial resources for transportation. Angel Flight will also carry, without regard to financial need, people whose condition or location makes it difficult or impossible for them to use other means of transportation.

Typical examples of Angel Flight missions include carrying cancer patients for chemotherapy, surgery or other treatment, between their home and the treatment facility; carrying people with kidney problems to obtain dialysis or kidney transplants; carrying patients with heart problems for specialized diagnosis, treatment, and follow-up; and transporting children to and from "special needs camps" such as camps for burn survivors, camps for children with renal disease and camps for children with life-threatening illnesses. Angel Flight also responds to many other compelling human needs for which free

air transportation would be of value.

The patients flown by Angel Flight must be ambulatory and medically stable. They must be able to get in and out of the aircraft on their own (or with limited assistance), sit up for the duration of the flight, and not require medical treatment during the flight. Patients often have a friend or family member accompany them. Angel Flight pilots also transport corneas, blood, other tissue, and technicians for harvesting of organs.

On August 12th the Colorado Wing flew past the 100 missions mark for the year. There were three missions flown on that date, so any one of them could have counted as the 100th. In 2000, we flew 68 missions for the entire year which was 10 times what we flew in the previous year. Within the next month this year's count will have doubled last year's, and there will still be 3 months left to go. Congratulations are in order for all the hard work of individual Wing members in making the Colorado Wing so successful.

.....  
Traveling for BUSI-  
NESS or PLEA-  
SURE? Call Dianne  
at Neoquest Travel  
Services, your CPA  
travel partner.  
303/771-5540, ext.  
209 or 800/743-4144  
ext. 209.  
.....



# 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:** CESSNA 182, 1980, S/N:18267330, N4741N, 1976 TT, 883 SMOH, King KX155 Nav/Com and KMA24 Audio Panel (new 1998), Garmin 300XL GPS/moving map/Com IFR certified (new 1998), Monroy Traffic Alert (new 2001), New Annual, Hangared in CO at APA, \$129,500, [www.stannew.com](http://www.stannew.com) Call Stan New H:303-690-0682, W:303-400-0547 <mailto:stan@stannew.com>

Note: NEW email for editor.  
[jmarykathr@aol.com](mailto:jmarykathr@aol.com) please



**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).

Please contact editor by 15th of month if you  
want your ad to run again

## Membership Renewals

### RENEWALS

|                          |                             |                            |
|--------------------------|-----------------------------|----------------------------|
|                          | Springs                     | Paul McCoy, Fort Collins   |
| Sister Rosemary Fiori,   | Delene Dougherty,           | Lea Blohm, Parker          |
| Denver                   | Longmont                    | John Burman, Englewood     |
| Richard Hayes, Denver    | Jack Cronin, Denver         | Mark Klapperich, Limon     |
| Steve Harless, Grand     | John Huft, Pagosa Springs   | Burke McClure, Highlands   |
| Junction                 | Foley Gordon, Denver        | Ranch                      |
| Bill Folkerts, Highlands | Dr. Donald Piermattei, Carr | Douglas Humble, Pagosa     |
| Ranch                    | Sandy Wickham, Mountain     | Springs                    |
| Bob Figgie, Colorado     | Village                     | Hal Moore, Highlands Ranch |

## Welcome New Members

|                                                                                      |                                                                         |                                                                                |
|--------------------------------------------------------------------------------------|-------------------------------------------------------------------------|--------------------------------------------------------------------------------|
| John C. Crafton<br>753 Coronado Circle<br>Pagosa Springs, CO<br>81147-8941           | 2583 Music Lane<br>Grand Junction, CO<br>81505                          | Donald T. Click<br>P. O. Box 1508<br>Glenwood Springs, CO<br>81602-1508        |
| Carol A. Eichert<br>557 Cicero Drive<br>Palisade, CO 81526-<br>9712                  | Eugene Schiferl<br>1868 Meadow Vale Road<br>Longmont, CO 80504-<br>6224 | Wayne Jefferies<br>P. O. Box 662<br>Durango, CO 81302-<br>0662                 |
| Ralph J. Goulds<br>Box 1045<br>Pagosa Springs, CO<br>81147-1845                      | William E. Teater<br>15373 Kimbark Drive<br>Brighton, CO 80601-<br>4111 | Christopher Rodriguez<br>1265 Button Rock Drive<br>Longmont, CO 80501-<br>8658 |
| William C. Cuntz, Jr.<br>2344 Foothills Drive<br>Fort Collins, CO 80401-<br>8052     | James M. Kemper<br>P. O. Box 260916<br>Lakewood, CO 80226-<br>0916      |                                                                                |
| William R. Woelpper<br>10156 S. Cottoncreek<br>Drive<br>Littleton, CO 80130-<br>3848 | Roger L. Keithley<br>5239 East 17th Avenue<br>Denver, CO 80220-1313     |                                                                                |
| Stephen D. Meyer                                                                     | Bruce Wilkins<br>240 Elm Avenue<br>Rifle, CO 81650-2838                 |                                                                                |



# CPA DIRECTORY

## AREA REPRESENTATIVES

### BURLINGTON / EASTERN

#### COLORADO

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

#### CRAWFORD

Rob Duncan  
970/921-3400  
sales@airbase1.com

#### DELTA

Rick Reisman  
970/874-5181  
delta\_aviation@juno.com

#### DURANGO / LA PLATA COUNTY

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

#### FORT COLLINS-DOWNTOWN

Ron Zasadzinski  
970/227-0489  
ronz@flyron.com

#### FORT COLLINS-LOVELAND

Jan McKenzie  
970/686-1233 (H)  
970/206-5526 (W)  
jan.mckenzie@lsil.com

#### GRAND JUNCTION

Deanna Strand  
970/243-4359  
ifly@strandflying.com

#### GREELEY

Kevin Bunnell  
970/330-5121 (H)  
970/336-3138 (W)  
hotproperties1@hotmail.com

#### GUNNISON

Matt Messner  
970/641-0526  
mmessner@gunnisonvalleyavia  
tion.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)  
bellanca93570@earthnet.net

#### SALIDA / CHAFFEE COUNTY

Bill Reeves  
719/539-1185  
reeves@chaffee.net

#### SAN LUIS VALLEY

Mike Entz  
719/754-3165 (H)  
719/754-2700 (W)  
mentz@amigo.net

#### TRI-COUNTY AIRPORT

Michael Maya Charles  
303/604-0746  
mmc@airsafetyexperts.com

#### 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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email: datkins@pilots-coop.com

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