

CPA FLIGHT LINES

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Bill Linenberger and his prized Commanche PA-24-250; this photo doesn't begin to show the true colors of this plane. Bill is Parts Mgr for Len Lyall Chevrolet in Aurora. He is a CFII, bases his plane at Front Range Airport, and is Chairman of our CPA Aviation Safety Committee.



President's Message

from Walt Barbo

Legislative issues heard by the Colorado General Assembly this year served as a "wakeup call" to the aviation community. That many of us were either not talking . . . or listening to each other. SB 02-105 was a case in point. In its original form, the bill would have dramatically changed the content and culture of the Colorado Aeronautical Board.

I like the way Colorado Airport Operators President Dennis Heap described the proposed legislation to the CAO membership. He wrote, "The Bill was prompted by the closure of a grass strip, known as Arboles, next to the Navajo Reservoir. It was State Parks that really closed it but the Division of Aeronautics got the blame from the general aviation pilot community, which in part resulted in SB 105."

Of course, there were a lot of other pilot concerns that influenced various provisions of the bill . . . such as the provision for two additional members on the CAB, and a provision that all members hold or shall have held at one time a private pilot's license issued by the FAA. An overkill?

Obviously. But also an expression of concern that the pilot community was being left out of the state aviation system process. Provisions, however, that would have been completely divisive to the Colorado aviation community. With no chance of acceptance.

When it all shook out, Aeronautics Division Manager Travis Vallin, who suffered the heat for the Arboles closure, took on the role as "water carrier" for the various aviation factions and carried the message to the bill's sponsors in the General Assembly.

Controversial elements of the bill were deleted, an amended bill was heard in committee, gained unanimous support from those representing the aviation community, and was forwarded to the Senate floor with a recommendation for approval.

A wakeup call? Yes! But also a message of what can be accomplished through improved communication and teamwork.

**FREDERICKSBURG, TX - Admiral Nimitz, Blooming Blue Bonnets,
and a Canoe: CPA FLY-IN Scheduled for April 12, 13 and 14.**

WARTIME - whether it's now, or half a century ago - it sends chills through you. Visitors coming to visit Fredericksburg see the only museum in the nation dedicated solely to the Pacific Theater of World War II, and the life of Fredericksburg native, Fleet Admiral Chester W. Nimitz; commander of the allied forces in the Central Pacific during 1941 to 1945.

Over 1000 Pacific War artifacts are on display in the George Bush Gallery of the Pacific War. You hear battle sounds, plane engines revving up, soldiers giving a count-down. Men stand by to board a plane, check out the engine, fuel up the tanks. The museum gives you an immediate feeling of being there.

The early portion of the museum is located within the old Nimitz Hotel, site of the family business from 1855 to 1926, and it is filled with exhibits of early Fredericksburg and the career of Nimitz.

The newest (and most impressive) segment of the museum was just completed in 2001, and reflects the new ideas of a museum experience. You sit beside a PT boat tied up to the dock while it is being loaded. Wander through a sand-filled landscape with bamboo and exotic plants hiding machinery and bunkers.

Finish seeing this museum, and think about a historical trolley tour of town. For an hour you get history, see the sights, learn about why those German immigrants came here in the mid 1800s.

Or do it on your own, with a map from the Visitor's Center in town.

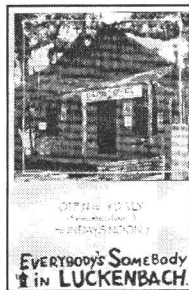
But for those of you whose taste runs to a little excitement, a new adventure - order up a kayak, and take a leisurely float trip along the Guadalupe River that runs through Kerrville, just a half hour drive down the road. There will be a few easy portages on the trip.

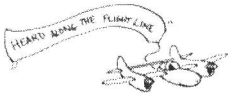
Evenings are filled with live music, and a trip to Luckenbach is a must. It was one of the highlights of our trip there in Jan. The old dance hall is in immaculate condition, the general store looks like something out of a hillbilly heaven, and the cool beers run freely.

For all of us, April is the time for the wildflower fields to be in full bloom. An aerial flight over the fields will have your camera clicking. Not far from there, the aerial trip continues over LBJ's famous White House away from Wash. D.C. The landing strip not far from the main ranch house is in immaculate condition, and still in use when the Johnson families fly here for a visit.

For more info, contact Mary Jones at 719/488-063 or Kathleen Morse at 303/841-2611.

**Update: CPA
reserved rooms are
gone; call Visitor's
Info Center for
help at
888/997/3600.**





HEARD ALONG THE FLIGHTLINE (March, 2002) - *by Walt Barbo*

TWO SIGNIFICANT AVIA- TION RELATED BILLS IN THE COLORADO GENERAL ASSEMBLY.

SB 02-105, submitted by Sen. Lewis Entz and cosponsored by Rep. Alice Borodkin, contained a provision that would have prohibited actions against qualifying airports for excessive noise resulting from normal operations of the airport.

While most airport sponsors would probably like to have seen this provision accepted, politically it was too much of a "hot potato" and local governments were not about to let this provision remain. Predictably, the provision was removed by amendment.

Other provisions of SB 02-105, also removed by amendment, would have clarified and expanded the role of the Aeronautics Division in support of aviation education and promotion of aviation growth. It specifically would have expanded the authority of the division to include backcountry landing strips and off-airport aviation recreational facilities.

A provision that was probably driven by what appeared to be non-support of efforts by the

pilot community to prevent closure of the Arboles Airstrip at Navajo Reservoir.

In a way, I would like to have seen some clarification of the Aeronautical Division role in promotion of aviation. Up until the last few years the FAA was heavily involved in programs to promote aviation growth.

An appropriate role during the early years of aviation when the industry needed all the help it could get. As the industry matured it was determined that the federal role in promotion of aviation was in conflict with its role in safety. So the federal role was limited to safety. Which left activities related to promotion of aviation to the individual states. Though Colorado has supported aviation promotion programs in the past, current statutes are not definitive on what that role should be.

For example, the current statute provides: The division is authorized to assist only those airports that request assistance by means of a resolution passed by the governing board of the airport and forwarded to the division. A provision that, in my view, places the division in a reactive mode rather than the proactive role needed to promote and develop aviation in Colorado.

It also limits the authority of the

division to give greater support to small airports and back-country airstrips of the type needed to help preserve and increase activity at those types of facilities.

SB 02-105, AS AMENDED, PROVED A REALISTIC COMPROMISE OF THE ORIGINAL BILL. Following public hearing on February 7, the Senate Committee on Government, Veterans and Military Relations, and Transportation forwarded the amended bill to the Committee of the Whole with favorable recommendation.

As amended, the bill retains a housekeeping provision of the earlier bill which provided that the state aviation trust fund receive all state aviation fuel taxes collected for that purpose. And a new provision that limits state liability related to aircraft operations on backcountry landing facilities.

For purpose of the liability provision, "backcountry landing facility" is defined as any area of land or water that is unpaved, unlighted, and in a primitive condition and used or intended for the landing and takeoff of aircraft, and includes any land or water appurtenant to such area.

A provision that should remove one of the major obstacles to

retention of Arboles. And should reopen the opportunity for seaplane landing facilities at some of the state reservoirs. Any interest out there in reactivating our seaplane committee?

THOUGH SB 02-105 WAS IN EFFECT NEUTERED BY THE AMENDMENT, it proved invaluable towards improving communications between the fragmented elements and interests of the Colorado aviation community . . . including the aeronautical division, airport operators, pilot associations, and our friends at the Colorado Assembly.

Out of this exercise, expect a coordinated effort on future issues related to what is needed in state and legislative support of Colorado aviation.

While we come from different views and won't be able to agree on all issues, there is little question that we can accomplish more through a joint effort.

HB 02-1212, CONCERNING THE SALES AND USE TAX ON AVIATION FUEL, COULD HAVE A DISASTROUS EFFECT ON AIRPORT DEVELOPMENT AT SMALL AIRPORTS IN COLORADO. Often referred to as the United Airlines Relief Bill, as written, this bill would reduce revenues to the Aviation

Fund by approximately \$5.7 million per year. From a reduction in sales tax on jet fuel from 2.9% to 1.45%.

Travis Vallin, Director of the Aeronautical Division, explains there are two types of taxes collected by the state:

1) Excise tax: The amount of 4 cents per gallon on jet fuel (all of which is returned to the airport of origin) and 6 cents per gallon on avgas (of which 4 cents is returned to the airport of origin and the remaining to the aeronautical division for administration and grants).

Travis noted that FAR Part 121 airlines are exempt from this tax. They only pay the sales tax on jet fuel.

2) Sales tax on jet fuel: A tax in the amount of 2.9% of the retail price of jet fuel for all jet fuel users (of which 65% goes back to the airport of origin and the remaining 35% goes to the state aeronautical grant fund).

This bill would permanently cut the sales tax rate from 2.9% to 1.45% and would decrease the percentage distribution to airport of origin from 65% to 30%. Based on provisions of the Tabor Amendment to the State Constitution, this tax rate could not be increased in the future without approval of voters.

The Colorado Aeronautical

Board, under this bill, would receive approximately the same effective tax rate (35% of a 2.9% tax rate compared to 70% of a 1.45% tax rate). And approximately the same amount of revenue.

However, loss to smaller airports from the reduction in returns of taxes collected to the airport of origin would amount to over \$500,000 annually. Which may not seem like much, however, it is huge for them.

Considering they are faced with approximately \$264 million in airport development under their 5-year capital improvement programs. And the CAB, though funding levels would remain at approximately current levels, would be faced with increased pressure to fund pavement. Meanwhile, United and the other airlines operating from DIA would win BIG.

LAST MINUTE UPDATE ON HB 02-1212. Bill failed in House Finance Committee on Thursday morning, 2-02-02.

OTHER THAN THE FAR PART 121 CARRIERS, I don't know of anyone in support of this bill. It is currently scheduled for hearing before the House Finance Committee on Thursday morning, February 21. We will keep you posted.

**SENATOR LEWIS ENTZ
ANNOUNCED CANDIDACY
FOR RE-ELECTION** at a press conference in the Capital on February 14. AOPA Regional representative Bill Hamilton often refers to Entz as the "Godfather" of Colorado Aviation for his legislation which created the Colorado Aeronautical Board and Aeronautical Division.

Entz is a true friend of the aviation community and deserves the support of us all in his bid for reelection. We need him back next year!

**SEVERAL AIRPORTS
CANCELING PLANS FOR
AIRPORT OPEN HOUSE
ACTIVITIES THIS YEAR.** Including Centennial Airport, Greeley, and Salida. Centennial cites concerns over airport security . . . another impact from the September 11 incident. While Salida speaks of low attendance at the event last year and the possible need for a sabbatical.

And Greeley is undergoing extensive construction. Others with planned events can also be expected to scrub. But there are no shortages of planned flying activities for CPA members . . . thanks to an aggressive CPA Fly-In Committee headed by Jan McKenzie of Windsor.

As an aside, the airport manager at Harriet Alexander Field in

Salida tells us there are three courtesy vehicles for use by anyone needing transportation into town. Weekends can be busy and a call to reserve a vehicle is recommended (phone: 719/539-3720).

PILOTS ARE A BUNCH OF CHEAP BASTARDS.

According to some. Always looking for something for nothing. Always on the cheap. Unless it's a gadget for their aircraft. Though some of us have a different viewpoint. I term it value conscious. After all, seeking the lowest price for goods is what makes the free market system work. And why shouldn't we try to get the most value for the dollars we spend? Which in my view reflects an admirable trait of value consciousness.

Example in point. We had planned a one-stop trip to Phoenix during the last week of January and, while we have routinely used Farmington as our fuel stop, airport information on www.AirNav.com showed 100LL selling at \$2.69 per gallon.

When I asked the program to find the cheapest route from Front Range Airport to Phoenix, it provided information that St. Johns Industrial Airpark in Arizona was selling \$100 LL for only \$1.65 per gallon. With an increase of only 8 nm to the

enroute distance (526 nm through St. Johns compared to 518 nm through Farmington). So we stopped at St. Johns. Value conscious!

LANDING AT WILLIAMS GATEWAY AIRPORT IN PHOENIX WAS A MEMORABLE EVENT FOR ME.

Since the last time I had touched down there was 58 years earlier when I completed flying school with the Army Air Corps in the class of 44C (March, 1944).

Naturally, the airport had changed a bit. However, the two hangars facing the flight line were still in place. And an extra runway had been added (for a three-parallel system) during the intervening time.

And what fantastic service from the small FBO operating the facility. Easily a candidate for one of our "Airport of the Year" recognitions were it in Colorado.

SPEAKING OF AIRPORT RECOGNITIONS,

Bill Linenberger had some kind words and praise for service received at Lamar Airport when he had to make an emergency landing there in early February following an exhaust system failure on his Comanche 250.

Though the incident received a little more attention than he expected. With at least three

emergency fire vehicles, police, press, and airport vehicles to greet him when he landed. Bill, who chairs our CPA Safety Committee, downplayed the incident. Though it could have had serious consequences. Nice job, Bill!

AOPA AIR SAFETY MEETING OF FEBRUARY 5

in Northglenn, Colorado attracted over 500 people. Standing room only crowd. Nice presentation on Spacial Disorientation . . . though I doubt that was the attraction which brought in the crowd.

More than likely it was the timing of the event as the first get-together of the flying season after a long dormant season which, in part, was influenced by the aftermath of September 11. A chance to meet and renew a lot of old friendships.

SOME OF MY FAVORITE WEB SITES.

Which may be of possible interest to some of you Internet browsers:

Governmental

<http://www.faa.gov/avr/aai/iirform.htm>

(Preliminary accident and incident data)

<http://registry.faa.gov/>

(FAA Civil Aviation Registry)

<http://www.faa.gov/ATPubs/AIM/>

(FAA Aeronautical Information Manual)
http://www.state.co.us/gov_dir/sstateleg.html
(Colorado General Assembly)

Weather
<http://adds.aviationweather.noaa.gov/>
(Exceptional aviation weather site by NOAA) *cont. on p 10*

Parkwest Air Tours (ad below)
Helping Pilots Spread Their Wings

By Marisa Fay

After touring Australia with an air safari company, we decided to throw our proverbial hats in the ring and try the self-fly safari concept here. My husband, Collin, and I decided to capitalize on this unique flying environment, and formed Parkwest Air Tours, a company operating out of Grand Junction's Walker Field (KGJT). Extensive research of tour destinations, navigable routes, ground logistics, and aircraft availability led to

the creation of four tours, each highlighting a unique flavor of the western states and National Parks. The Southwest Safari is a ten-day, desert-lover's dream; the Rocky Mountaineer provides daily flightseeing of our beloved Rockies, the Grand Expedition circumnavigates the West, from southern California to Canada, and Beyond the Border highlights Mexico's stunning Copper Canyon. Each tour is fully packaged, and one price includes everything.

*SEE THEIR WHOLE STORY ON CPA'S
WEB SITE.*

LET'S FLY TO MEXICO!



Spread your wings "Beyond the Border" with Parkwest Air Tours' 1300-nm adventure. Experience Old Mexico like never before with the safety and camaraderie afforded by a guided air safari.

See our web site for the dates, itinerary and prices,
or call us toll-free at 1-866-897-7910.

Great Flying. Great Friends. Full Service. Full Stop.

www.parkwestair.com

<http://www.aviationweather.com/>

(By Weather Site, Inc.)

<http://www.aopa.org/members/wx/>

(AOPA weather site)

<http://aero-news.net/>

(Daily news . . . the best)

<http://avweb.com/>

<http://news.aopa.org/>

(Good weather section in addition to news)

<http://www.central-view.com/>

(Weekly editorial column by Bill Hamilton)

<http://www.nytimes.com/>

ATTENTION ALL CPA MT. FLYING INSTRUCTORS

by Vern Foster

In order to standardize and define all activities of the Mtn. Flying Committee, both administrative and training, a Policy and Procedures Manual was recently developed and approved by the Board of Directors.

It is now required that all CFI's, veterans or newcomers, study a copy of this new manual and agree to abide by the contents. Instructors who were involved in season 2000 and/or 2001 will be automatically re-entered on the "Approved" instructor list. All other CFI's contact the Mt. Flying Committee Chairman - Vern Foster at 303/751-9421 for further details.

The new CFI approval process is now in progress and will cont. til all openings are filled or til April 15, 2002, whichever occurs first.

Strand Flying School in Grand Junction, CO is sponsoring an FAA WINGS program May 3, 4 and 5.

Featured speakers are Steve Robinson (NASA mission specialist): J-3 pilot in the space shuttle. Mick Wilson: How to Crash an Airplane and Survive (remember his safety write-up for Feb?) and Monty Taylor (FAA Safety Counselor): Spatial Disorientation. Other activities: What does your airplane actually weigh?

Timberline Aviation will offer reduced cost weighing and weight and balance calculations. (Limited # of openings). Call for more info 970/243-4359 or check web page www.strandflying.com.

A New Feature for "Flight Lines."

Bill Linenberger, CPA Safety Director, and Dean Jaros, CPA Education chairman, announce a new regular feature called "Concerning Learning." There will be two themes.

Some articles will provide helpful hints of the kind that we all discuss at meetings and parties. We should all have the benefit of someone's discovery of a new product or of a different source of supplies. These articles will also include hints about minor owner-performed maintenance (i.e., that doesn't have to be done by an A&P.)

Others will be similar to the articles in FLYING magazine, called "I learned about Flying from That." But probably most of them will be less dramatic. Flying experiences can be interesting and instructive even though they are not necessarily the near-death adventures featured in that national magazine.

Bill and Dean ask you to submit your best hints and your best flying stories. They will edit them if necessary and give you a by-line in FLIGHTLINES. E-mail to lenlyallparts@juno.com or jarosd@lamar.colostate.edu.

This feature will not affect Bill's current series of articles on safety. These will continue to run as may individual pieces on safety or education. See the first *Concerning Learning* below.

Concerning Learning

Aircraft owners may perform their own

oil changes without running afoul of any regulations. Of course, as with everything in aviation, you need to be fully knowledgeable and you need to use great care. You need to use, typically, a 1 in. wrench and you need to know how to safety-wire a filter, but it is all perfectly legal.

The biggest mess is often in removing the old filter. Once it is loose, oil goes everywhere. A sheet metal or cardboard diverter can be made to run the stuff into a large, open bucket, but spills are still likely.

Try this: Replace that big bucket with a convenient lightweight plastic container from e.g. anti-freeze, weed killer, or cat litter. These are neat and have tight caps. Get a length of clear flexible 3/8 o.d. plastic tube from the hardware store and cut a chamfer on one end. Insert the other end in the container.

With the old filter still tightly in place, position the tube-container assembly beneath the engine. Drill a 23/64 hole in the lowest point on the filter. Pull the drill out and quickly insert the tapered tube end-only a tiny blurb of oil will escape. The tube will seal nicely in the slightly undersize hole. Let oil drain. Remove the tube; insert a plug to block residual drips. Then, removing the filter is such a clean job you could wear formal attire and white gloves.

--anonymous contributor

Do you have an idea for Concerning Learning? Contact Bill Linenberger lenlyallparts@juno.com. or Dean Jaros jarosd@lamar.colostate.edu.

An ELT is Not Enough

*By Bill Reeves, Airplane Crash Survivor,
CPA Member*

(PART TWO, first portion in Feb. issue)

Thursday, February 9, 1995

As Thursday's dawn approached, our expectations of rescue increased. Surely our ELT had been picked up in the night, and morning would bring the sound of a helicopter coming to rescue us. I vowed not to wind my watch, so I wouldn't have to see time drag so slowly. Wil's impatience finally got him out of the plane, checking our surroundings, but eventually the cold chased him back in. The interior of the cabin was coated with snow, and Wil would occasionally wipe some off and eat it for his thirst. I resisted the urge to eat snow for fear it would lower my body temperature.

We talked about radios. The crash had broken the master switch, so we couldn't try them. We didn't know if we could find the battery or how cold we would get trying. Wil's two hand-held radios were on the desk at the airport. The crash and the cold had taken so much out of us that it was hard to find the energy to do anything. I just sat there shaking and wondering how help would arrive: on the ground or in the air.

By 10:00 am there had been no flights over our position. It was apparent to me that the ELT was not enough. I was sure that the wind, still gusting hard, would keep any helicopter from landing on the lake. I told Wil that we ought to go look over the edge toward Howard to see if we could walk out. There didn't seem to be much snow where we were, and it hadn't snowed much in the past month. We both knew that it was better to stay with the plane, but in this case, there was a lot stacked against rescue at the plane. I didn't know if we could face another night in the plane and maybe it would be

warmer down out of the wind. We decided to walk. At 10:45 am we left the plane to the body and the wind.

We carefully stepped out of the plane, and with our seat covers draped over our heads, we walked out onto the lake to cross over to the other side and take a look down. The wind immediately slammed into us, blowing us on the ice until we hit a patch of snow that tried to trip us up. We made it across somehow without falling. Far below, we could see where the Arkansas River was. We could even hear a large diesel train running up the river to Salida. The distance to the river didn't look more than six miles "as the crow flies". We obviously had no need for a compass--we just had to crawl down the rock face without falling. I wasn't sure how Wil felt, but I didn't feel much confidence. I was afraid of sliding out of control until I hit something.

We stepped off the face and worked our way down the exposed rock, sometimes carefully punching steps into the crusted-ever snow. Gradually, we made our way to the north side of the valley and down to a lower lake, and into deep snow--far deeper than we expected. At one point on a steep hill, Wil tried sliding down, but he kept sinking instead. I stepped off into snow so deep my feet wouldn't touch, and I had to roll forward repeatedly until I could get up. Both of us were wet and exhausted. Steam was rising off my thighs. My jeans were pushed up around my knees and frozen so they couldn't be pulled down. My boots were full of snow.

It took us about two hours to reach timberline. The snow, deeper than anticipated, was taking its toll. We were panting and shivering, and our thighs were burning and cramping from lifting our legs so high. Neither one of us could lead for more than a few minutes at a time. That is was downhill helped. When I stepped into deep snow I could roll out; then I had to

somehow stand up. Wet and shaking, we had to lean on trees to rest, afraid to sit down for fear of not getting up.

It was around 2:00 pm that I started to hear planes overhead, but I wasn't sure if they had located our ELT. We kept walking. Around 3:00 pm Wil was leading. He stopped and asked me to lead, and for the first time I noticed fear in his eyes. A little later, Wil was leading down a steep section hill and when he went to stop, I saw that he had lost a shoe. "Wil," I asked, "Where is your shoe?"

Wil stopped and looked down, then he sat down and took off his gloves and started searching around in the snow. He looked at me pleadingly and in a childlike voice said, "Help me find my shoe. You've got to find my shoe."

I turned to a nearby dead tree and broke off a branch. Using the branch for support and to dig, I struggled back up the steep hill. I could hear Wil behind me urging me, "Please find my shoe," over and over again. I knew then that he had gotten too cold.

As I struggled in the snow, I tried to think of what I could do. I finally turned and went back down to Wil. I said, "Wil, I don't think we will find your shoe in this snow. We don't even know how long it's been gone. Why don't you put your let down in the seat cover and walk in it? It will be warmer than your shoe was."

Wil said that it might work but that he couldn't get his gloves on. He asked me to put his gloves on, and as I did so, I noticed that the ends of his fingertips were brown; frostbite was starting to get his hands. I asked Wil if he could feel the ends of his fingers and he said, "No."

Until that moment, I thought that I would be the one to have trouble first. I was older than Wil, and frankly, not in as good of shape as he was, so I judged our condition by my condition. But now Wil

was clearly in trouble. I assumed that I was seeing the beginning stages of hypothermia. I didn't know anything about it or how long it would take to incapacitate him, but I knew we were in trouble!

The wind continued unabated during our trek, slamming us from behind. The seat covers, hanging off our heads, were cumbersome. They would fall off and get covered with snow, but at least they kept the wind off our necks. Now, however, Will was trying walk in his seat cover and hold it up in his hand. He fell a couple of times and had to move slowly. I still help out hope that we would be found before dark.

I was leading, and I looked back to see how Wil was doing. He was sitting on the ground again, so I went back to him. I asked Wil, "Do you want me to go ahead and see if I can reach help? You could follow my trail." Wil said it sounded like a good idea. He would follow along. I still thought that I could get out that day, so I started on.

I was working my way down through some very old timber. There were a lot of logs on the ground and I kept tripping. I had come to an area of sparse trees when I first saw the planes. Three or four of them flew back and forth across the end of the valley. I started waving my red seat cover each time I thought one might see me. If only I had a hand-held radio!

A Flight for Life helicopter started beating its way up to me. "Oh, God, can I wave him down?" I thought. I tried, but he didn't see me either. I was just too small, and I was in the shade of the forest. The helicopter had gotten farther up in the valley than anyone else had, and for a while, it looked like he might be hovering over where I had left Wil. "Find Wil. Please find Wil!" I said out loud. But he came back out, still looking. I looked at my watch (which hadn't run down yet). It was now about 4:30 pm. It was starting

to look like another night out.

I had been walking down a narrow valley, but now it was opening up. I didn't want to lose sight of the creek, because I figured I could follow it all the way to the Arkansas River. I made my way down the creek, looking for some place to walk. I kept thinking that there must be a trail that was used in the summer, but it wasn't visible because it was hidden by the snow.

As I got down by the creek, I realized that the downed logs and huge boulders in the creek bottom meant I would have to either climb a rock face to get back out, or try to work from rock to rock in the creek. I didn't have the energy to climb out, so I tried the creek.

Everything was covered with snow, so I couldn't tell if I was stepping on a rock, which would support my weight, or a pine bough that might break and cause me to fall into the creek. My progress was slow and I was afraid of falling-didn't want to get any wetter than I already was. I found a place where I could lie down and get a drink. I cupped my hands and got my first drink of water since the crash. It was so cold it hurt to drink it. I figured it was less dangerous to drink the water than to eat snow or become dehydrated. It took a while for me to get back to my feet.

I realized then that I couldn't get out that night, and I wondered what it would cost me in fingers and toes. I wondered what was happening with Wil. I desperately wanted to believe that he could find

a place to get through the night. I found my way downstream a little more, then I found my way up onto the left bank. From there I started downstream and came against a windfall that I couldn't get around. The stream was too far below me, and I couldn't go down there. I started to backtrack, but I kept falling down. I realized I was going to have to rest. It was now 6:00 pm

It was then that I noticed a small rock face that I had passed. The place looked protected: a dead log jutting out over it a little bit, and a big pine tree grew next to it. I was able to pull down some pine boughs and pile them in front of the rock. As I lay down, I made a wonderful discovery-I was out of the wind! I looked down at my frozen jeans and snow-filled boots. I wondered if I should take my boots off and clean the snow out of the. My back and shoulder hurt too much to try, so I just shoved my feet-into, snow and all-into the cover and huddled down. I kept one hand over my face and the other one between my thighs; when the hand on my face got cold, I switched hand.

I was awakened Friday morning by a violent gust of wind that shook some snow down on me.

END OF BILL REEVE'S STORY will be published in APRIL NEWSLETTER.

Or, you can read it all now, on our web site.

Fly Mart



1980 Mooney 201 partnership @ Jeffco 50 smoh and prop. 1/4 share and hanger 25,000. 303-433-3434. George P. Walker

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). Deadline is the 15th of each month please. These ads run once unless you contact me by the 15th of the next month to be run again.

COLORADO CALENDAR OF AVIATION EVENTS -

MAR 22 - 24 TUCSON FLY-IN, Sponsored by CPA. Visit Pima Air & Space Museum, AMARC, Rockies Spring Training, Arizona-Sonora Desert Museum, 4th Ave. Street Fair, Biosphere, or Saguaro National Park; poolside Happy Hour and Pizza Party. Info: Mark / Connie Hopkins 303/494-1211 or mshopkins@quest.net

APR 7 - 13 SUN 'N FUN EAA FLY-IN, Lakeland, FL.

APR 12 - 14 CPA FLY-IN TO FREDERICKSBURG, TX. Walking tour of old town Fredericksburg, War Museum, Wildseed Farm, LBJ Ranch, fishing/birding/canoeing, happy hours, dinners. Info: Mary K. or Bart Jones 719/488-0653

MAY 4 PANCAKE BREAKFAST, EAA Chapter 808 Pubelo, Fremont County Airport (IV6), Canon City, 8:00 a.m. - 10:00 a.m. Fremont County Blossom Festival weekend, parade in town at 10:00 a.m.; band competition throughout Saturday; transportation from airport available. Info: Walt Giffin 719/547-2906, e-mail: Flygiffin@gateway.net

MAY 25 - 27 CPA FLY-IN TO SIERRA VISTA, AZ. Visit newly opened caverns, hiking, War Bird Museum. Info: Dave Burke 303/989-1014

JUN 1 - 2 CPA FLY-IN TO CUSTER, ND. Only day in the year you can walk up to site where they are carving Crazy Horse Monument. Info: Eric Jensen 970/482-7160 or e-mail ericjens@aol.com

JUN 8 CPA MOUNTAIN FLYING - HIGH ELEVATION AIRPORT OPERATIONS GROUND SCHOOL. Ashbrooke Room, Centennial Airport Tower (APA), 8:30 a.m. - 5:00 p.m. Course designed to prepare pilots for flight over mountainous terrain and high elevation airports. Fee: \$120 for CPA members, \$145 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 OldFlyer@compuserve.com, or CPA Website at coloradopilots.com

JUN 15 VAN AIRE FLY-IN / DRIVE IN, Van Aire Airpark (CO12). Open House for CPA members and guests; hangar talk, classic cars; arrive 10:30 a.m., lunch at noon. Donation for lunch. Info: Everett Aden 303/659-4517

JUNE 22 - ONE DAY CPA FLY-IN TO LAJUNTA, CO; sponsor Jan McKenzie. Bent's Fort tour. Lunch, and return home.

JUN 29 - 30 24th ANNUAL ROCKY MOUNTAIN REGIONAL EAA FLY-IN. Vance Brand Airport (2V 2), Longmont, CO. Pancake breakfast 7:00 a.m. each day. Safety seminars, Fly Market, exhibits, judging of aircraft, demos and workshops. Info: JoAnn Hill, 303/485-8136 or e-mail: twohillsaviation@aol.com, or RMRFI at www.greeleynet.com/eaaregional

JULY 4 - 7 CPA FLY-IN TO JOHNSON CREEK, ID. Or stay as long as you like. Backcountry fly-in trip with seasoned trip coordinators. Info: Lea Blohm & Brian Jones 303/841-0346 or leablohm@aol.com

JULY 6 ANNUAL KELLY AIR PARK FLY-IN BREAKFAST, all CPA members invited. Bring tie-downs. Info Frank & Lynn Niehus 303/648-3461. CTAS 123.05: Monument AWOS 134.37 on field.

JUL 13 - 14 26th ANNUAL DENVER-TO-JACKPOT, NV, AIR CLASSIC. Sponsored by Colorado Pilots Association. Departs Jeffco Airport (BJC) for an approx. 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 23 - 29 EAA INTERNATIONAL FLY-IN CONVENTION, Oshkosh, WI.

AUG 10 CPA MOUNTAIN FLYING - HIGH ELEVATION AIRPORT OPERATIONS GROUND SCHOOL, Ashbrooke Room, Centennial Airport Tower (APA), 8:30 a.m. - 5:00 p.m. Course designed to prepare pilots for flight over mountainous terrain and high elevation airports. Fee: \$120 for CPA members, \$145 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 OldFlyer@compuserve.com, or CPA Website at coloradopilots.com

AUG 10 COLORADO 99s COMPANION FLYER COURSE, Aspen Flying Club, Centennial Airport (APA). Course designed for passengers, the "non-pilot companion," to promote knowledge of aviation concepts and procedures aimed to ease anxiety and improve comfort levels; offers hands-on experience. Info: Sue Osborne 303/471-0665 or e-mail: sueav8s@qwest.net

AUG 17 - 18 CPA FLY-IN TO PALISADE, WESTERN SLOPE. Wine fest, fruit toss, bike riding & more. Info: Mark & Connie Hopkins 303/494-1211 or John & Cathie Martyny 303/449-6875 or e-mail: johnmartyny@attbi.com

SEPT 12 - 15 RENO AIR RACES, Reno, NV, Reno/Stead (4SD).

SEPT 28 FOUNDATION FLY-IN, sponsored by Colorado Civil Air Patrol Foundation, Front Range Airport (FTG). 8:00 a.m. - noon. Educational activity spotlighting the many aviation-related activities of the Colorado Wing of the CAP. Info: Gary Tobey 303/799-8600 or e-mail: gtobey@tobeytoro.com

Sept 28-29 CPA FLY-IN to TELLURIDE

OCT 24 - 26 AOPA EXPO 2002, Palm Springs, CA. Info: Bill Hamilton 970/887-2101 or e-mail: william@winterparkweb.com

NOV 2 CPA ANNUAL MEETING. Location TBA.

NOV 9 COLORADO AVIATION HISTORICAL SOCIETY ANNUAL AWARDS LUNCH, Officers Club, Air Force Academy, Colorado Springs. Annual awards ceremony for inductees into the Colorado Aviation Hall of Fame. THIS DATE IS TENTATIVE at press time (March). Info: Bea Wilhite 303/697-4775

NOV 12 AOPA TOWN MEETING, 7:30 p.m. Location to be announced. Info: Bill Hamilton 970/887-2101 or e-mail: william@winterparkweb.com

DEC 8 CPA HOLIDAY PARTY, DoubleTree Hotel, Aurora. Info: Sarah Jane Dolliver 303/766-3819, e-mail: DOLLIVS@hro.com or Peggy Long 303/733-7456 or e-mail: peggy@litzlong.com

NOTE: To ensure that an event date has not changed or has been canceled, please contact the event information person.

FACTOID - from Dean Jaros

"During the 20's, the aircraft manufacturing economy had its ups and downs. In slack periods, some firms made and sold non-aviation items just to stay in business. What company developed this to a fine art? What were the alternate products?" *Look for answer on page 17*

Membership Renewals

Harold Steffens, Monte Vista	Member)	George Thomas, Evergreen
Don Fredrickson, Longmont	Roger Hughes, Arvada	Ronald Lowe, Palisade
Lee Leshner, Colorado Springs	Don Welsh, Aurora	Brenda Sue Beltowski, Aurora
James Barrow, Lakewood		
Marie Mozden, Nederland	Tom Bein, Berthoud	George Mercer, Denver
Wayne Fry, Lakewood	Jim Hogan, Canon City	
Marisa Fay, Parkwest Air Tours, Palisade (Corporate	John Linz, Englewood	
	Robert Husted, Aurora	

Welcome New Members

Zoan Harclerode
318 N. Wallace Avenue
Haxtun, CO 80731-2664

William Hanson
12888 Waterbury Road
Longmont, CO 80504-1163

Yet another honor for Emily Howell

Warner who holds CPA Membership Number One, March 14, 2002 she will be inducted in the Colorado Women's Hall of Fame. Reservations for the Banquet and Induction Ceremony can be made by calling Leslie Karnauskas at 303 467-6250. The ceremony will be held in Denver at the Donald R. Seawell Grand Ballroom Denver Center for Performing Arts Complex at 14th & Curtis Streets. Reception begins at 5:30PM and reservations are required. Reservation deadline is March 1, 2002 for the March 14 event.

Factoid answer:

"Before the Big Bomber Boom, Bill Boeing Built Bootleggers' Boats and Beautiful Bedsteads Besides Biplanes."



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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.

Colorado Pilots Association

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Spouse _____		
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E-mail _____		
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A/C Owned (make) _____	Model _____	N # _____
Principal airport based at or flown _____		

Applying for:

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☐ *America's Flyways**

** Add \$25/one year only

* Add \$7.50/year

Check enclosed, payable to CPA, to cover membership & Flight Lines Newsletter:

- ☐ \$20 for 1 year membership
☐ \$38 for 2 year membership
☐ \$55 for 3 year membership
☐ \$100 for corporate membership (includes 3 free 1/2 page ads)

Mail to: CPA
P.O. Box 200911
Denver, CO 80220

I am interested in serving as an Area Representative for the _____

I am interested in serving on the following committees:

- | | |
|--|---|
| ☐ Airspace | ☐ Membership |
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| ☐ Legislative | ☐ Fly In |

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Caps (white) with CPA logo \$10	CPA Logo Golf Shirts \$25
Lapel Pins \$2	CPA Logo Denim Shirts, short sleeve. \$25
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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