

CPA FLIGHT LINES

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May 2002



CPA members paddling 12 bright red canoes down the Guadalupe River about an hours drive from Fredericksburg. It was almost like a jungle setting with plenty of birds chirping as we cruised down the river. Can't print photos of turnovers, rock bumping and ripple/rapid running spills.



CPA WEB SITE:
www.coloradopilots.org



President's Message by Walt Barbo

*EULOGY – Tom and Phyllis Bein
lost in plane crash April 12, 2002*

Each of us from the aviation community is likely to have a few favorite memories of their flying experiences with Tom Bein. It is my pleasure to share a few from my associations with Tom, and his wife, Phyllis.

We all remember them both as willing to support any aviation cause and to participate in any fly-in. Particularly if there was any kind of a party involved. They were always available and ready to join in with the work.

I am not certain where Tom gained his love for aviation. Many of us in the aviation community learned from exposure to the military. Which was unlikely in Tom's case . . . since his only association with the military was as a sailor during the later part of WWII. It was not a career he would have chosen. I am told he was drafted and selected the Navy as the lesser of evils. While on his first cruise, he suffered an appendicitis attack and was taken off the ship in Hawaii for surgery. While there, his ship sailed without him, the war ended, and his brief military career came to an end.

On second thought, his brief tour with the Navy may have influenced his interest in aviation. Flying was certainly faster than travel by ship. And the tour probably influenced his lifetime lust for travel.

Tom left the Navy at first opportunity after the war and acquired his first aircraft, a surplus Stearman trainer . . .

which he learned to fly at Stapleton Airport. That was way back during the mid 1940s when Denver encouraged flight schools at the airport. He later moved the aircraft to Boulder . . . which was a mistake . . . since the aircraft tried to fly on its own during one of the high winds so typical in Boulder. The aircraft was destroyed and Tom's emerging flying career was put on hold. With loss of his aircraft, Tom took a long sabbatical from flying to get on with the rest of his life.

Tom didn't return to flying until the late 1970s. And he returned with a passion. He bought a Cessna Skylane, joined about every aviation group that existed, and participated in any and everything they had to offer. Among his aviation affiliations, the Colorado Pilots Association, the Aircraft Owners & Pilots Association, the Flying Farmers, and a small group of flying buddies called the Gringos.

I first met Tom at a Pilots Bash Fly-In in Albuquerque in about 1980. It was a party and a fly-in. And have known him as a close friend for all of the intervening years. During the years I learned a number of things about Tom. Tom was a very private person and rarely talked about himself. I share some of the few things I learned.

Tom never missed a fly-in or an opportunity to fly somewhere. On all of these fly-ins, he was always the first to register. Typical of Tom! And for some reason, it was important to him to be the first to arrive at the destination. This created some challenges since he did not have a high performance aircraft. For

cont. on p 7



More INFO for Custer Flyin scheduled for June 1 and 2

To add a little more depth to our trip planned to Custer: Centrally located in the Black Hills of South Dakota, Custer is the oldest city in the Black Hills. Custer has a population of 1,750 and its elevation of 5,318 feet makes it the highest city in the Black Hills. The weather is sunny, warm and dry. Daytime temperatures climb into the 70's and 80's. Early mornings and evenings are cool and thunderstorms are possible in the afternoon and evenings. Custer's location makes it an ideal spot for visiting its national renowned attractions which are conveniently nearby.

Crazy Horse - Crazy Horse was born on Rapid Creek in the Black Hills in about 1842. Crazy Horse defended his people and their way of life and the sculpture in his honor is to be carved not so much as a likeness, but more as a memorial to the spirit of Crazy Horse - and to his people.

This is the 17th annual Crazy Horse Volksmarch. The 10K (6.2 miles) hike is the most popular event of its kind, drawing up to 15,000 participants. In 2001 the Volksmarch drew 8,400 people in spite of rainy weather. This year's Volksmarch weekend is also the fourth anniversary of the dedication of the face of Crazy Horse and the 54th anniversary of the 1948 first blast on the mountain.

The hike's turn-around point is on the outstretched arm of Crazy Horse, which is directly in front of his nine-story-high face. The horse's head, when finished, will be 22-stories high. Work continues on the rest of what will be the largest sculpture in the world.

While you are there, tour the Crazy Horse center and the large visitor complex. Don't

miss the short film *Dynamite and Dreams* in the Welcome Center. The sculptor and his wife explain why the mountain is being carved, and the film features many dramatic blasts on the mountain.

Mount Rushmore - This epic sculpture features the faces of four exalted American presidents, George Washington, Thomas Jefferson, Theodore Roosevelt, and Abraham Lincoln. The Black Hills provide the backdrop for Mount Rushmore, the world's greatest mountain carving.

The Avenue of Flags leads from the new renovated visitor center to the Grandview Terrace. The museum at the visitor center explores the stories behind the making of Mount Rushmore. Rangers provide interpretive walks and talks, including the Evening Sculpture Lighting Ceremony which is a must see event.

Custer State Park - Custer State Park encompasses 73,000 acres of spectacular terrain and an abundance of wildlife. Favorite outdoor activities include hiking the 7,242-foot Harney Peak, mountain biking, horseback riding or just plain sight-seeing.

The park's scenic Needles Highway twists and turns its way past towering rock formations and through narrow tunnels. At the end of one tunnel stands the Needles Eye, a granite spire with a slit only 3 to 4 feet wide but reaching 30-40 feet in the air.

Don't be surprised if you encounter a roadblock of grazing bison. A herd of 1,500 bison roams freely throughout the park, often stopping traffic along the 18-mile Wildlife Loop Road. *from Deb Jensen*



by Walt Barbo

IF READERS OF THE APRIL ISSUE THOUGHT THE COVER PICTURE OF WALTER GIFFIN'S THORP T-18 LOOKED AN AWFUL LOT LIKE A VANS RV-4, they were correct. Our apologies to Walter, who is the owner/builder of both the RV-4 and a Thorp T-18, which he bases in his hangar at Fremont County Airport. (See photo on page 11).

AND ANOTHER CORRECTION TO MY APRIL COLUMN. IN MY REPORT ON HB 2-1212. The bill, also referred to as the United Airlines Relief Bill, defeated in the House Finance Committee, would have reduced fuel taxes paid by the air carriers by an amount of about \$3 million annually. Aeronautics Director Travis Vallin shared with me that the communities actually testified against the bill.

I SHOULD HAVE KNOWN BETTER ABOUT COLORADO SPRINGS.

Since that community seems to be bucking the trends on aviation activity. In a recent news release, the airport reported a 36 percent increase in airline activity, to 60 departures and arrivals per day, in the last six months...driven by the area's dynamic economy and an aggressive attitude for growth. The release also reported demolition began on a major section of the old airport terminal to make room for new GA projects, such as hangars and FBOs. Good news for general aviation. And little reason for the community to support an airline relief bill.

ADVOCATES & FOES OF CENTENNIAL AIRPORT JOIN FORCES IN A

PLAN TO PROVIDE INTERIM LOCAL FUNDING FOR NEEDED AIRPORT DEVELOPMENT. Recall the airport lost federal funding about four years ago, which had been averaging approximately \$1.8 million per year, when the airport refused to permit operations by scheduled carriers with aircraft of 30 seats or less. With a loss of this magnitude, things were destined to fall apart in a hurry. To where some of the pavement surfaces were no longer safe.

However, the airport is recognized as too valuable of an asset to lose over a difference in views. Cooler heads prevailed and came together with a plan that would provide local funding from a variety of sources including an increase in Arapahoe County property taxes (which would require voter approval for a special mil levy on the November 2002 ballot), and interim financial support from Douglas County and local communities. Under the plan, the proposed tax increase would have a sunset provision with restoration of FAA funding.

THE FAA NON-COMPLIANCE DETERMINATION was driven by provisions of legislation and agreements under which federal funding was granted to the airport for capital improvement projects. Under provisions of the agreements, the airport agreed to permit access to any and all types of aeronautical uses. Which, by the definitions, would have included operations by air carriers.

Under federal regulations, air carrier aircraft of 30 seats or more are not permitted to operate from airports that are not certified. Since there is no

federal requirement for an airport sponsor to certify its airport, the sponsor can, in effect, deny service to carriers operating aircraft with more than 30 seats. But cannot deny service for aircraft with 30 or less seats. This is where the 30 seat standard comes from. It gives local authorities nearly a complete say in decisions relating to air carrier service at airports. It does not, however, remove a local concern that once the door is open, changes in policy at a later date could result in a transition to carrier operations by larger aircraft.

ARAPAHOE COUNTY DID ITS DAMNEDEST TO GET THE FAA NON-COMPLIANCE RULING REVERSED. In a legal challenge that went all the way to the U.S. Supreme Court. At a probable cost of millions of dollars in legal fees to fight a losing battle.

The approach taken was to change the law to require airport certification for carrier operations with aircraft of nine seats or more rather than 30 seats or more. Based on the probable logic that a carrier operating with no more than nine seats could never be economically viable. (From an overview standpoint, it is unlikely that carrier service with aircraft of 30 seats or less could be economically viable either.)

GETTING THE LAW CHANGED, HOWEVER, DID NOT RELIEVE THE AIRPORT'S COMPLIANCE PROBLEM WITH THE FAA. Since it is necessary for the agency to first develop implementing regulations before changing the standard on aircraft passenger seats from 30 to nine. Which it has yet to do. Even though the

legislative change was made a couple of years ago. So the FAA requirement for airport certification remains at 30 seats.

The change in the law to nine seats would probably have removed much of the opposition to accepting carrier service. Obviously, regulations to accommodate Centennial Airport's compliance problem does not have the same priority as some of the airport security issues it now faces. Or as some of us in the pilot community probably feel, not as high a priority as the sport pilot certification program.

THE \$1.8 MILLION PER YEAR LOST BY CENTENNIAL AIRPORT WAS NOT A LOSS TO COLORADO. Funds lost to the airport simply went to other airport locations in Colorado. As reported to us by a representative of the FAA.

AT OTHER AIRPORT LOCATIONS, TENANTS AT FRONT RANGE AIRPORT TURNED OUT IN MASS when airport management proposed to increase county-owned hangar rates to an amount more consistent with rates by commercial operators on the airport. The proposal was defeated following extensive testimony on deficiencies in the hangars which did not make them comparable (primarily problems related to poor drainage). Ironically, airport management proposed the increase in rental rates following a complaint by commercial operators that the management was unfairly competing with private operators because of its low fees. Living example of how group action can affect airport policy.

HAROLD PATTON RETURNS TO COLORADO AERONAUTICAL

BOARD replacing Jeff Price, former manager of Jefferson County Airport. Harold, from Englewood, is one of two Eastern Slope representatives on the seven-member board. The board also includes two members representing the Western Slope, one representing a statewide association of airport managers, one representing a statewide association of pilots, and one member at large. For contact information and access to the various programs and services provided by the Aeronautics Division, see <http://colorado-aeronautics.org>.

JEFF PRICE IS NOW A CONSULTANT WITH AVIATION CONSULTING MANAGEMENT GROUP in Englewood, Colorado. A position he accepted following his resignation from the position of manager of Jeffco County Airport and board member of the CAB. As a member of that group he wrote one of the most thorough and comprehensive articles I have seen on general aviation security and what to expect in the wake of 9/11. The article appears starting on page 33 of the April issue of the Centennial Aviation and Business Journal. Must reading for the serious aviation enthusiast.

SELECTIONS MADE IN COMPETITION FOR THE ANNUAL COLORADO AVIATION SAFETY FOUNDATION SCHOLARSHIP AWARDS. Of the 28 applications for financial assistance under the program, a \$2,000 grant will be awarded to Stephany Jerman of Aurora, Colorado and a second grant of \$2,000 will be awarded to Jeremy Frost of Cedaredge,

Colorado.

Stephany is a senior at Hinkley High School in Aurora and will seek a degree in the School of Aviation Technology at Metro State College towards a career as an air carrier pilot. She already has over 50 hours of flight time in a Cessna 172. Jeremy is a senior at the Cedaredge High School and plans to pursue a career in aviation mechanics through courses at Colorado Northwest Community College.

The Colorado Air Safety Foundation was created as a 501(c)(3) organization for the sole purpose of funding an annual aviation related scholarship program. The scholarships are limited to tuition costs only and are payable (in behalf of the student) to any of the four educational institutions in Colorado that offer degrees in aeronautical programs. Currently, the only schools qualifying under the criteria are Metro State College in Denver, Emily Griffith College in Denver, Aims in Greeley, and Northwestern Community College in Rangely. The principal source of funding to the Safety Foundation has been Colorado Pilots Association and AirPower West. Though other contributors are encouraged. ###

Answers:

Voisin Brothers, of France, started factory production in 1907.

Short Brothers, of England, produced six copies of the same design starting in 1909.

Glenn Curtiss sold a plane, apparently based on the the "White Wing" and "June Bug" designs, to the Aeronautical Socieity of New York on June 26, 1909. Price was \$7,500.

this reason, he always chose to leave well ahead of the rest of the pack. But leaving early also caused an occasional problem. As for example, when a fly-in was cancelled at the last minute...and Tom was the only one to arrive at the destination.

Among the other things I learned was that Tom could not stand noise. In Mexican restaurants, for example, if Mariachi bands played too loud, he would complain, leave the table, and sometimes even leave the restaurant. However, aircraft noise never bothered him.

Nor could he stand local brewed coffee when traveling. To avoid local coffee he always carried his own personal coffeepot and brewed his own. We once heard his wife Phyllis comment, "If it came to a choice between me and the coffee pot, I know which would be left behind."

If there were no flying activity scheduled, Tom would create one of his own. Such as the annual picnics they held at their home in Estes Park to host their many friends from the aviation community.

Among the small Gringo group, which derived its name from frequent trips to Mexico, he was known as Gringo 9. The group occasionally took a much longer flight...such as the time they decided to fly to Costa Rico to participate in a housewarming party for friends who had built a residence there. As was characteristic of Tom, he used the opportunity to extend the trip into Panama. It was on the Costa Rico trip that Tom finally accepted the fact there was no way he could get up early

enough to keep ahead of the high performance aircraft on long trips. Soon after he got back, he traded his early model Cessna Skylane in for a new turbo-powered version. A model that could fly higher and faster than anything he had ever flown. With the new aircraft, flying truly became a passion and Tom and Phyllis flew frequent trips everywhere they could.

In Oct he and Phyllis celebrated a quiet wedding at their cabin, and invitations were in the mail for their annual summer party. But Tom never changed his habit of always wanting to be ahead of the rest. What a shame they left us so early. We

Tom and Phyllis Bein at a CPA flyin trip to Pioneer Village, in Nebraska.



FREDERICKSBURG, TX FLY-IN

29 people flew to Fredericksburg May 12-14 to see the bluebonnets, and take an "easy" canoe trip down the Guadalupe River. 12 canoes dropped down a three foot waterfall, threaded their way through barriers of ugly rocks sticking up in fast running water, and tried to keep from hitting other canoes as they looked at upcoming challenges around the next bend in the river - our first lesson was there is no easy river canoe trip. Loosing the Beins made the trip bittersweet; and our thoughts were with them constantly.

Stormy weather came and went on this flyin. We were lucky as our activities fell just between storms. Scott Morse receives the banner of recognition for coming up with the canoes. It took him many phone calls to find them, but his old Boy Scout training took charge, and sure enough, a Texas Boy Scout found us the Guadalupe Canoe Livery. Thanks Scott & Kathleen; great job. mk Jones.

Concerning Learning

"I Was Saved by Two Wise Pilots Who Weren't Even With Me" Anonymous Contributor

It was a fine spring day in the Virginia piedmont and I had several days off. It had been a long time since my parents, living in Florida, had seen their granddaughter. Time to strap three-year old Judy into the old Cessna 170 for a long, slow VFR flight to Ft. Lauderdale.

Mom and Dad were delighted when I called to tell them we were coming. Judy was excited to see her grandparents again. I felt I was a considerate son and a caring parent; I too was happy as a clam.

We took off and headed south over the rolling countryside. Smooth air, warm sunshine, reassuring but monotonous drone of the engine. After a couple of hours, Judy was getting a little drowsy. I unbuckled her from the front seat and let her sprawl out on the back bench. Soon she was asleep; a glance back at her peaceful figure only served to reinforce my feeling of happiness and well-being.

Trying to avoid headwinds at higher altitudes, I cruised along at 1500 ft. Then, somewhere over South Carolina, a sour note in the normally beautiful music of the (recently overhauled) Continental: suddenly, the engine just quit. Instant alert! Complacency, happiness, well-being, all forced out of my mind by potential trouble. What popped into my mind was the whole emergency routine my first instructor,

Sam Wiggins, had drilled into me. Carb heat, change tanks, mixture rich, set up the best glide, start looking for a field. Then the engine re-started. New hope! But it lasted only about ten seconds. Then the engine went dead as a door-nail.

This is it. I'm going down. Not much altitude and thus not much time to get organized. Worse yet, I am over a city and there is little available open space. I remember thinking that this reduced the odds, but I still kept listening to old Sam Wiggins. Now actually choose the best field, shut fuel valve off, switch master off, perhaps most important maintain best glide speed all the way to the ground-I could practically hear him insisting that I do this right.

I spy a clear area-only a square block with no houses in an otherwise built-up subdivision. But it will have to do; there are no other choices. Actually, it doesn't look too bad. Maybe a little muddy, but no visible ditches or piles of rock. No trees along the descent path.

Realization! Judy in the back seat! To protect her, I have to set down as close as possible to the approach end of my impromptu runway. If I hit the fence at the far end, it has to be a slow, soft collision. I slip off a little altitude. Looks like I will touch down right at the end. Almost a sigh of relief. With Sam's remembered discipline, I will get out of this.

Then another shock. Power lines across the approach end! Right in front of me! Slim poles, only six or eight thin wires-completely invisible from altitude. I know that my speed is close to stalling

and that I cannot pull up to go over them.

Again remembered wisdom saved me, though this time it was not Sam's. Only a few months earlier, we had given a dinner party for some of our pilot-friends. Among the guests was a wily old aviator, Amanda Olson, with many hours and much experience. At one point in the evening's conversation, she had anticipated this very situation. "If you come face to face with power lines on an emergency final, go under them."

Now, in South Carolina, it was the only option. As confidence returned once more, I clearly remembered Amanda's advice-in fact, her actual words were pounding in my ears. So under I went. The touchdown was three-point right at the stall; Judy would be OK.

But we weren't out of it yet. The field was really wet from rains the previous five days. As the 170 rolled out, the wheel pants filled with soggy clay, applying brakes just as surely as if I had stomped on the pedals. The tail came up, the prop went into the mud, we balanced on the nose, and ever so slowly we went over onto our back.

Light as a feather, Judy fell from her belt first to the floor, then to the back of the front seats, and finally to the top of cabin. What a rude awakening from a nice nap! But she was fine and so was I. Discipline still prevailed and, thinking of possible fire, I got us out of the plane as quickly as possible.

In the aftermath, people were wonderful. A nearby house-owner offered comfort and an understanding, even helping in the

eventual recovery of the airplane. The local Flight Service Station people were great. Judy's fondest memories are of hanging around the FSS and eventually buying out everything in their candy machine. My father-in-law flew in and took us the rest of the way to Florida.

The probable cause of this incident was fuel contamination, but that is not the most important point.

Here is the real moral of the story: I did nothing heroic or courageous that day in South Carolina. I followed procedures that had been ingrained in me; I recalled advice of people wiser and more experienced than I was.

We all can and should do just that. Start at your next BFR. Don't go for the easy, ho-hum kind of review.

Choose a CFI who is likely to offer some thoughtful criticism-pay attention to what he says.

At the next hangar-flying session, ignore the blowhards but listen to the pilots whom you know to be experienced and responsible. Think about what you have heard. Then think some more. A little learning and a little discipline go a long way.

Do you have a flying experience with a lesson? Please submit it for possible inclusion in a future Flightlines. Contact Dean Jaros at jarosd@lamar.colostate.edu or Bill Linenberger at linenlyallparts@juno.com.

COLORADO CALENDAR OF AVIATION EVENTS - 2002

MAY 11 FAA "WINGS" SAFETY SEMINAR. Sponsored by CPA. Signature Flight Support, Centennial Airport (APA), 9:00 a.m. - 12:00 p.m. Safety Lessons To Be Learned From Crash Investigations, presented by Gregory Feith, Aviation Safety Consultant and former NTSB Senior Air Safety Investigator. Info: Bill Linenberger 303-344-0183 (W), 303/918-6452 (C) or lenlyallparts@juno.com

MAY 18 CARBON AERO MANUFACTURING PLANT TOUR, Centennial Airport (APA), 10:00 a.m. - Noon. See construction of the new centerline thrust piston twin under development by Adams Aircraft. TOUR LIMITED TO 20 - registration required. Registration & Info: Walt Barbo 303/367-0670 or OldFlyer@attbi.com

MAY 18 PLATTE VALLEY AIRPARK SPRING FLY-IN, Platte Valley Airport (18V), Hudson, 9:00 a.m. Fun, food, and lots of flying! Lafayette Foundation WWI aircraft and history presentation; war birds, vintage and classic airplanes and much more. Info: Marilyn Taylor 303/536-0380

MAY 18 - 19 FLY-IN & ERIE TOWN FAIR, Erie/Tri-County Airport (48V), sponsored by Specialty Flight Training Inc. Hot air balloon launch at 6:30 a.m. WINGS Program, FAA P.A.C.E. program, Young Eagles Flights by EAA Ch. 43 for kids 8-17, DC-3, T-6 and other war birds, aviation exhibits; breakfast, lunch and after-hours beer garden. Info: Specialty Flight Training Inc. 303/665-3267 or www.specialtyflight.com

MAY 25 - 27 SIERRA VISTA, AZ FLY-IN(FHU). Sponsored by CPA. This is a great triple-header. Kartchner Caverns provides a tour of a wet "live" cave where calcium carbonate features are still growing, including one of the longest soda straw stalactites in the world. The next day, we are above ground to hike Chiricahua National Monument, viewing natural bridges, balanced rocks and "organ pipes". Monday, your choice of touring Bisbee copper mines, roaming the historic streets of Tombstone, AZ or flying home. Info: Dave and Sue Burke 303-989-1014 or coloburke@aol.com

JUN 1 - 2 CUSTER, SD FLY-IN (SD01). Sponsored by CPA. Hike up to the Crazy Horse Carving, see Mount Rushmore, visit Custer State Park or Jewel Cave National Monument. Fly home past Devils Tower. Info: Eric & Deb Jensen 970/482-7160 or ericjens@aol.com

JUN 8 CPA MOUNTAIN FLYING - HIGH ELEVATION AIRPORT OPERATIONS GROUND SCHOOL, 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 (inc. 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, OldFlyer@compuserve.com, or CPA Website at coloradopilots.org

JUN 8 BARBEQUE AT KREMMLING, Mc Elroy Field (20V), Kremmling. Free barbeque for CPA members and guests at Alpine Wings FBO, courtesy of Donna & Ron Lewark of Frisco, at 11:00 a.m. Rain date: June 9. Info: Ron Lewark 970/668-3089 or C185guy@aol.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

JUN 22 FLY-IN TO LA JUNTA, CO (LHX). Sponsored by CPA. We will start with lunch at the golf course, which is adjacent to the airport. Then on to a tour of Bent's Old Fort, which has a colorful past which played a significant part of United States history. This privately owned trading post was located on the Santa Fe Trail and the Mexican border. Then back to the airport and a quick flight home. A great one day event for the family! Info: Jan McKenzie 970/206-5526 or jan.mckenzie@LSIL.com

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 semi-

nars, Fly Market, exhibits, judging of aircraft, demos and workshops. Info: JoAnn Hill, 303/485-8136 or twohillsaviation@aol.com, or RMRFI at www.greeleynet.com/eaaregional
JULY 4 - 7 IDAHO BACK COUNTRY FLY-IN (3U2). Sponsored by CPA. Meet us at Johnson Creek for camping, hiking, fishing one of the most magical places you can fly and experience the back country airstrips of the Frank Church Wilderness area. All airstrips are non-paved. Info: Lea or Brian 303/841-0346 or leablohm@aol.com

JUL 6 ANNUAL KELLY AIR PARK FLY-IN BREAKFAST, Kelly Air Park (CO15), Elbert, CO. Free -- All CPA members invited to attend. Plenty of parking. Bring tiedowns. CTAS 123.05; Monument AWOS 134.7 on the field. Info: Frank & Lynn Niehus 303/648-3461 or flniehus@aol.com

JUL 6 EAA CHAPTER 1267 FLY-IN, Granby Airport (GNB), 7:30 a.m. - 11:00 a.m. Breakfast, Young Eagle flights, adult introduction to flights, experimental aircraft display, drawings for prizes. Info: Art Wilson 970/887-2283 or awilson@winterparkweb.com

JUL 13 HIGH MESA MAGIC AIR SHOW AND FLY-IN, Hopkins Field (6V6), Nucla, CO. Friday night Blue Grass concert in hangar. Pancake breakfast 7:00 a.m. Sat.; lunch 11:30 a.m.; air shows at 10:00 a.m. & 2:00 p.m. Flyovers by AirPower West; aerobatics by Bob Carlton in Skybolt & glider. Info: Reed Mitchell 970/865-2244 or ReedMitch@aol.com

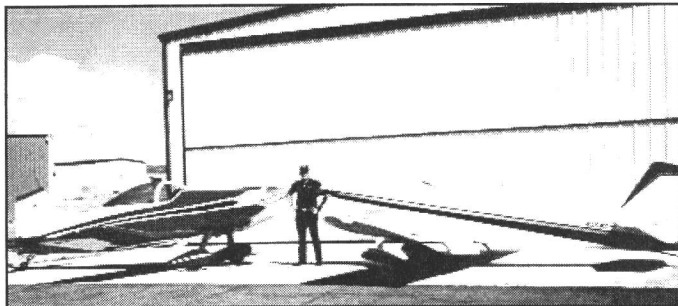
JUL 13 - 14 26th ANNUAL DENVER-TO-JACKPOT, NV, AIR CLASSIC (O6U). Sponsored by Colorado Pilots Association. Departs Jeffco Airport (BJC) for an approx. 528 sm route to Jackpot/Hayden Field (O6U). Overnight at Cactus Petes. Aircraft handicapped by manufacturer's published maximum speed. Cash prizes. Event open to all interested pilots. Info: Robert Venohr, Air Classic Chairman 303/766-0742 or rkvenohr@aol.com

JUL 23 - 29 EAA INTERNATIONAL FLY-IN CONVENTION, Oshkosh, WI.

AUG 10 CPA MOUNTAIN FLYING - HIGH ELEVATION AIRPORT OPERATIONS GROUND SCHOOL, 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 (inc. 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, OldFlyer@compuserve.com, or CPA Website at coloradopilots.org

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 sueav8s@qwest.net

AUG 17 - 18 PALISADE, CO FLY-IN (GJT). Sponsored by CPA. Tour Colorado's wine country, including such vineyards as Canyon Wind Cellars, St. Kathryn, and Grand River. No trip to the western slope would be complete without a visit/tour of one of the many fruit orchards. Plus there will be opportunity for some hiking and biking. Info: Mark & Connie Hopkins 303/494-1211, mshopkins@qwest.net or John & Cathie Martyny 303/449-6875, johnmartyny@attbi.com



John Giffen and his two planes - one of these is an RV-4, which was on the cover of the April issue. The other he built in 1972, and is a T-18. This picture is poor, you should see it in color. Plane on the left is his RV-4. Photo taken at Freemont airport.



Fly Mart



FOR SALE: Just a reminder that we still have a black leather 3rd seat for a Turbo 210 which needs a home. Call Bill or Penny Hamilton, 970/887-2101.

FOR SALE: 1956 Piper Tri-Pacer PA-22-150, 4225 TTAT, 1365 TSMOH-Lycoming 0320. All AD's complied with. Updated inst. panel. NARCO 12D flip-flop w/glide slop D/C intercom, boom mic, mode C, EGT Vacuum gauge on panel. Fresh annual, new tires, and new #2 cylinder. IFR certified. Hangared at Meadow Lake (oov). \$27,000. Call Ray Miller 719/495-2470.



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.

Question: Do you know that CPA has a "hot line" phone number? It is 303/266-6266. Try it out!

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. Fall Service. Fall Stop.

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