

CPA FLIGHT LINES

Volume 19, No. 9

September 2002



Back country flying in Idaho: this photo shows CPA pilots and planes that have landed at Moose Creek airstrip in Idaho. It's the lowest back country strip in elevation in Idaho, not heavily visited, and a paradise of green ferns and rain forest. Good place to visit if you have already been to Johnson Creek several times.

CPA WEB SITE
www.coloradopilots.org



President's Message

ENJOY COLORADO ONE SIP AT A TIME!

This is not the theme of my message . . . though many of us who participated in the Palisades/Grand Junction Fly-In on August 17 and 18 may have felt that way. Particularly after visiting a few of the dozen or so wineries located along the Colorado River in the Palisade area of the Grand Valley.

Of course, the fly-in was billed as a tour of Colorado's wine country. And wine tasting was the featured activity of the trip. But it was much more than that. It was also a chance to sample a completely different culture and an opportunity to fly over some of the most beautiful country in the world.

A flight that non-flyers can only dream about. Grand Junction has a lot going for it. It is beautifully centered with natural wonders in every direction, a complete cultural and climatic change from what most of us on the Front Range are used to, in addition to its recognition as one of the country's emerging new wine growing locations. And accessible in about an hour in the small planes that most of us fly.

am to see the greater emphasis this year on CPA fly-ins with Colorado destinations.

True, there is so much to see and do in the other states. However, there is also a lot to see and do in Colorado. And timely to do so in consideration that state tourism is down and FBOs are hurting.

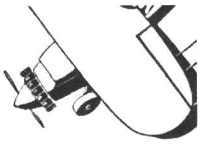
Nice opportunities for shorter stay-at-home vacations while helping the local economy.

In a prior message I wrote about how we needed local support for airports and how just showing up at local aviation events demonstrated the value of aviation to a community and helped gain that support.

I am now looking at the flip side of that message. The local communities need us equally as much as we need them. Particularly during this time of economic distress. And we can help provide that support by sharing with them a few of our recreational dollars.

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2 Which leads me to the thrust of my message. Which is how delighted I



Now that you have taken a CPA Mountain Flying Course, where can you use the new knowledge and skills while having fun?

....in Colorado's last remaining true mountain airstrip, located in Marble, Colorado.

This aviation jewel of the Rockies is privately owned by Bob and Patty Conger, but he is welcoming CPA members September 21 and 22.

Bob keeps the 3800 ft long grass sod runway in top shape. Located at 7700 MSL, the suggested approach to land is from the east, where you will need to see mountainside off either wingtip within the Crystal River Canyon between the Maroon Bells, and the Ragged Mountains, in order to be at the proper altitude for landing.

Takeoffs to the west are better to avoid rising terrain. The airport is not shown on any FAA map but you can use N-39.04'30" W-107.12'50" in your GPS.

This airstrip is not technically challenging nor does it require any special aircraft or equipment, but only if operated in a safe manner and within good mountain flying guidelines.

Use 122.9 to announce your intentions, and be especially aware of oncoming traffic as you depart from, or arrive at, the west end of the runway. As with many true mountain strips, a full pattern is difficult. If approaching from the north, the towns of Redstone and Carbondale make good position reporting points as the safest approach route. From the south/west, you can make a hard right at McClure pass, and be on a 4.4 mile final, but listen carefully for traffic. Bring your own tie-downs.

In the event that you have not received flight instruction or are uncomfortable in landing at Marble, arrangements should be made to meet a qualified CFI at either the nearby Paonia or Glenwood Springs airports.

For incredibly detailed info, plus photos of the landing strip – go to www.airbase1.com/cpa. From there go to flyin trips, and choose Marble. Rob Duncan has 6 pages of special information just for this trip. If you don't have a computer, or aren't handy with the internet, get a friend to pull up this site for you and print out the information. Rob Duncan and Bill Hamilton are just two of several people working together to make this a great CPA fly in experience.



ANOTHER TALL RADIO TOWER. This one near Colorado Springs. The FAA has just announced a "Determination of No Hazard to Air Navigation" for a 2,000 ft AGL radio tower near Colorado Springs in an airspace determination dated 8/13/02. The proposed tower would be located at N 38-35-50.9 Latitude and W 104-18-27.5 Longitude. A disappointing determination considering the wide opposition to the proposal from most members of the Colorado general aviation community.

The FAA determination was not unexpected for the reason that approvals tend to be rubber stamped if there is no significant impact to IFR arrival, departure, and en route procedures. That was the case in this proposal. Though the proposed site is in a VFR flight corridor and flight training area between Colorado Springs and Pueblo and considered a threat to aviation safety, impacts to VFR flight are rarely considered by the FAA in these types of determinations based on the logic that VFR traffic should be able to see and avoid a tower that is marked in accordance with FAA standards.

Fortunately, the FAA is not the final voice on airspace issue involving construction. Local government has the deciding voice and the next step in the process will be for

the proponent to seek local site and zoning approval. As part of that process, the proponent will likely be represented by a group of highly paid attorneys and consultants who will argue that the FAA is the ultimate authority on aviation safety issues and that the determination indicated their support for the proposal. While we in the aviation community are left to somehow prove them wrong. An uphill battle

TIRED OF ANSWERING THE PERSONAL QUESTIONS when making an "airmen query" on the FAA database. For those that haven't gone through the exercise, <http://faa.gov> will give you the FAA home page. Then, under General Info, select Airman/Aircraft Registry. On the page that comes up, select Airmen Certification. On that page, select Interactive Airmen Inquiry Web Site. A link will appear on this page to perform a query. Selecting the link will bring you to a new page that will not let you go further until you have answered a few questions about yourself. (Book marking this page will save you a bunch of time for future queries.) After you have passed the FAA quiz, the rest is easy. You can bring up certificate information for anyone in the database.

Or you can download a free copy of the complete "Releasable Airmen Database," about 500 megs worth of memory, if you wish. It is the same database that was previously available on CD-ROM . . . but

no longer available in consideration of the free download service. Though you should be fairly proficient in extracting information from databases should you wish to go this route.

But there is an easier way to obtain the same information. Simply log on to www.landings.com and open the database. A heck of a lot faster. And no quiz. Obviously, The Landings maintains a downloaded copy of the FAA database on their web site.

CPA MEMBER DAVE GORDON RESUMES CAREER AS AN AIRPORT MANAGER . . . at the Fort Collins/Loveland Airport behind former manager Fred Anderton who leaves for the position of operations manager at the Birmingham Int'l Airport in Alabama.

Dave is a real friend of general aviation and it is great to see him back in airport management. Maybe he will even find a way to sponsor an air show without the long delays encountered for those trying to reach "Air Show Colorado" held at the airport last July 27-28?

THE DENVER POST HAD SOME APPROPRIATE ADVICE FOR AIR SHOW SPECTATORS . . . on Sunday, the second day of the Air Show, when a Denver Post staff writer suggested it might be quicker to fly to it. Even if meant in jest.

Easy to point fingers as to

who was at fault. Obviously, a breakdown in traffic management, inadequate facilities and planning. Certainly, more people trying to get there than ever contemplated in the planning process. As many as 50,000 per day. In courtesy to the planners, however, there wasn't much time to prepare for the event. There would not have been an air show except that the Navy Blue Angels had a cancellation in their schedule and contacted FNL to see if the airport had an interest in having them appear here. Confirmation of the appearance was only a couple of months prior to the event. Which left the planners on a crash schedule to put together a number of acts to supplement the Blue Angels exhibition. With all of the pent-up demand to see an aviation event following 9/11, particularly the military flight team, a logistics disaster was inevitable.

In retrospect, I have to agree with the Denver Post writer's recommendation. It would have been far easier to get there by plane.

BACKCOUNTRY AIRSTRIPS ARE GETTING SOME VISIBILITY with our first major fly-in to the backcountry airstrip located at Marble, Colorado. The privately-owned strip is located at 7,800 ft MSL in the Crystal River Canyon between the Maroon Bells and the Ragged Mountains. Our webmaster Rob Duncan, who is also one of our credentialed mountain flying

instructors, describes the site as the “aviation jewel” of the Rockies.

ARBOLES AIRSTRIP ON NAVAJO RESERVOIR IS ALSO GETTING CONTINUED ATTENTION. Through appeals to Secretary of the Interior Gale Norton that she use the influence of her office to reverse an action by the local Navajo State Park Manager who closed the airstrip to aeronautical use last year. The park manager closed the airstrip for the principal reason that he felt the site more important for boat storage and related uses. Our CPA is joined by similar appeals from a group attending a mini-summit meeting on aviation related issues on July 25, 2002. These include appeals from the Colorado Airport Operators Association (CAOA), the Support Navajo Airstrip Preservation Association (SNAP), the Colorado General Aviation Council (CGAC), the Colorado Aeronautical Board (CAB), and the AOPA. The CPA appeal should be available for viewing on our web site by the time this newsletter is in circulation.

THE FALL MEETING OF THE CAO A IN ESTES PARK, OCTOBER 2-4, TO BE VENUE FOR MINI-SUMMIT ON LEGISLATIVE PROPOSALS. In a continuation of a cooperative effort initiated during the last session of the Colorado General Assembly in which key members of the aviation community joined forces in working out differences in views on pending legislation. And will use the venue of the CAO A conference to pool thoughts on legislative proposals for the next session of the Assembly. The Legislative Roundtable is scheduled for October 4, 9:30 – 10:30 a.m. in the Billiard Room of the Stanley Hotel.

DEVELOP BASIC “NAG” SKILLS. Calendar glitch caught by one of our sharp-eyed readers in our August Issue of CPA FLIGHT LINES. In the calendar item describing course objectives of the September 8, 2002, Pinch-Hitter Ground School held in Colorado Springs.

SIMPLISTIC DEFINITION OF DENSITY ALTITUDE: Indicated altitude is where you think you are. Density altitude is where the airplane thinks you are.

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from our AOPA rep: Bill Hamilton

SOUTH DAKOTA IGNORES ARGUMENTS AGAINST

STATE PILOT IDs The South Dakota Aeronautics Commission has rejected AOPA's alternative to the state's plan to issue pilot photo identification.

During a commission meeting last week, AOPA Regional Representative Bill Hamilton questioned the state's authority to issue the ID cards because it closely resembles the state licensing of pilots. Pilot licensing is a federal, not a state, responsibility. A state law passed this year directs the commission to develop means of providing a pilot photo ID.

Hamilton told the commission that AOPA's pending petition with the FAA to use an existing government-issued ID would be less burdensome and a more economical way for the state to implement the law.

AOPA, however, was able to get the commissioners to remove a requirement that would have allowed the state to close an airport that was not compliant with the pilot ID law. In addition, AOPA got last-minute clarification that pilots would not be required to display the photo ID on the outside of their clothing and that the law would not apply to visiting out-of-state pilots.

AOPA FINDS SIGNIFICANT CHANGES TO PRACTICAL TEST STANDARDS

Beginning August 1, applicants for private pilot, commercial pilot, and flight instructor certificates will have to meet newly revised FAA practical test standards during the checkride. AOPA's Aviation Services department has conducted a thorough analysis and strongly advises flight instructors and applicants to thoroughly read the new standards, paying extra attention to the "Introduction" and "Notes" sections.

If an examiner determines that a private pilot candidate did not complete a task, or the outcome was uncertain, the examiner may require the applicant to repeat the task, or portions of that task. "This is the first time that FAA has provided this guidance to examiners and it is a welcome clarification," said Melissa Bailey, AOPA vice president of air traffic, regulatory, and certification policy.

The new standards require commercial applicants to demonstrate two new maneuvers, a steep spiral and a power-off, 180-degree accuracy approach and landing.

Both private and commercial applicants will also be subject to more precise maneuvering standards during slow flight, power-off stalls and, in the case of private pilots, turns to a heading. ###

Concerning Learning

"Night, Noise, and Necessity,"

By an anonymous contributor

It all started at a short strip in Florida—let's call it Tangerine Acres. Its location was a little strange. It had once been a stretch of highway abandoned in favor of a new bypass around town, and that was the source of many hassles. Now it was nestled among older developments including several residential neighborhoods. It is only a slight exaggeration to say that one morning, the residents suddenly discovered that they had a new and totally unexpected airport in their midst. With perhaps more justification than is usually the case, they felt they had a noise problem.

Since I used this strip regularly, I was well aware of the frequent engine noise complaints, many of which, not surprisingly, cited night flying. Local pilots, aware of a potential bad situation, tried to be considerate; they flew the pattern as high as possible and, conditions permitting, landed on runway 15 and took off on runway 33—over some warehouses. They pleaded with visitors to take the same care. Over the years, I developed many friends here and I tried to follow their example.

One night, however, the winds were strong and clearly favored 33. I had no choice but to land to the northwest, directly over a packed trailer park which went right up to the end of the runway. Since TA was only 2800 ft., I was pretty low on approach, even with a healthy slip.

I had no sooner tied down in the completely unprotected and unmonitored transient area, than a very large and very drunk guy came staggering down the runway out of the darkness from the south. "You damned airplane wake me up," he slurred. "I musht go to work at shicks o'clock." I thought he was going to take a swing at me, but after a few choice obscenities and some vague comments about what an axe could do to a parked plane, he weaved off in the direction from which he had come.

A fine repayment for trying to be a nice guy! Morning came and fortunately nobody had vandalized the plane—though I must say that this incident sensitized me to issues of airplane security at small, unattended strips. But the last thing I wanted was to bring down more criticism on the heads of those based at TA, so I just resolved to continue to be a noise-responsible pilot. I thought then—as I think now—that it is smart as well as courteous to try to be quiet.

Some months later, I was once more flying to Tangerine Acres. Again it was night, but this time the winds were reported as light and variable. Easy landing on runway 15, I thought as I neared TA. No possibility of a noise complaint. But as I clicked the runway lights, I got a big surprise. Only about half the lights went on. Nothing on either side of the north half of the runway.

What to do? Diverting to an alternate would have been greatly inconvenient, and I believed I could somehow land safely at TA. The north half of the runway area

was well defined as a black rectangle within a busy a pattern of street lights, mercury-vapor yard lights, and illuminated parking areas—though the runway itself I knew to be a narrow band at the middle of this void. A landing on 33 would be easy as I would be down and well into the roll-out by the time I passed the last functioning runway light. I knew my taxi-light was well adjusted. But I thought of my pilot friends based at TA and how another late-night landing could again generate a noise complaint. Even though no one was with me, I felt real social pressure here; I did not want to cause trouble for others.

How about touching down mid-field on runway 15 between the first burning runway lights? Perhaps 1400 ft available—not enough at night with no good end lights available. So I decided I had to land to the south, touching down on the dark part of the runway. After all, I rationalized, what are landing lights for?

My left-hand pattern went well and I turned base over a gas station I had used as a check point many times before. On final, I lined up on the centerline as best as I could guess it from the few runway lights burning far away. Then I was descending into the dark pit where I knew the approach-end of runway 15 must lie. But I could not see it. Instead, off-airport lights created a weird pattern of illusions. I knew by timing that I had crossed over the threshold, but my landing light had not yet picked up the runway. Still, ground-light illusions were telling me I was too low.

Time for a missed approach. I climbed out to the left, took a few deep breaths, and set up to land on runway 33 directly over the trailer park. The landing was uneventful as was the aftermath. No staggering drunks, no vandalized airplane, no complaints the next day, no resentful local pilots.

And so here ends the tale, except for some after-the-fact thoughts, reflections, or realizations. First, this experience did nothing to change my belief that noise-responsibility and courtesy are good things for all of us to practice. Even though I was at one point treated very discourteously, responding in kind could only have made my situation, and that of my friends, worse. Pilots are a courteous group in a world increasingly discourteous. We should keep it that way. But, I am afraid, I took that principle almost too far. The social pressure I felt—not to do something which could cause problems for the local pilots at Tangerine Acres—almost led me to an unwise decision. My attempt to land on the unlighted part of runway 15 could have ended in disaster. Fortunately, at no point did I irrevocably commit to that landing. I was always prepared for the missed approach.

Like most of life, flying is often a balancing act. And balancing sometimes requires some pretty deep thought. Clearly, no matter how important a principle is, it cannot be allowed to compromise safety.

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 lenlyallparts@juno.com.

Calendar 2002

SEPT 14 - 15 **CPA MOUNTAIN FLYING - HIGH ELEVATION AIRPORT OPERATIONS GROUND SCHOOL**, Strand Flying Service, Walker Field, (GJT), 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

SEPT 21 - 22 **BACKCOUNTRY AIRSTRIP FLY-IN, Marble, CO.** 3,800 ft grass strip at an elevation of 7,850 ft MSL adjacent to Crystal River. Fishing and overnight camping. Site has tiedown capacity for approximately 20 aircraft. Access can be challenging for those not experienced in mountain flying. Optional stopover for those participating in the CPA Mountain Flying Program and who have aircraft with performance suitable for this type of airstrip. Owner requires hold harmless. North Fork Valley Airport (7V2) in Paonia, CO suitable alternate for those preferring to land on a hard surfaced runway and commute by ground to Marble. Ground transportation can be arranged. Info: Bob Conger 303/796-8220 or Rob Duncan 970/921-3400 or sales@airbase1.com

SEPT 21 - 22 **GRAND JUNCTION AIR SHOW**, Walker Field (GJT), Grand Junction, CO. Info: Wayne Handley 303/469-7479

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 gtobey@tobeytoro.com

SEP 28 - 29 **TELLURIDE, CO FLY-IN (TEX).** Sponsored by CPA. Fly to the Telluride Annual Fall Colors Fly-In at the most awe-inspiring and picturesque places in Colorado's San Juan mountains. Events include pancake breakfast, lunch, air show and static displays. For a real thrill try "four wheeling" up Little Bear or other scenic places. Info: Bob & Carolyn Doubek 303/771-8148 or idacrase@4dv.net

OCT 12 - 13 **CHACO CANYON, NM FLY-IN.** Sponsored by CPA. We will fly to Farmington, carpool to Chaco, tour the ruins and spend the night in a canyon (state park site) where the ancient ones used to roam. Bring your tents and sleeping bags, as this is a campout. The Jones will bring burgers and hotdogs, and we will potluck for the rest of dinner. Info: Bart & Mary Jones 719/488-0653 or jmarykathr@aol.com

OCT 24 - 26 **AOPA EXPO 2002**, Palm Springs, CA (PSP). Info: Bill Hamilton 970/887-2101 or 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. THIS DATE IS TENTATIVE at press time (March). Annual awards ceremony for inductees into the Colorado Aviation Hall of Fame. 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 william@winterparkweb.com

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

Fit to be tied (down)

From Charles Luce

Preparing for my first trip to Oshkosh, and facing the certainty of having to tie N3664U, our 1964 Skylane, down on grass, I started researching the best way to accomplish this. As usual, *Aviation Consumer* offered comprehensive guidance, including the advice that rope is superior to synthetic strapping (the buckles are the weak links), and that three-strand polyester is the best of breed.

"The best polyester product we found is American Cordage's three-strand twist/SSR-1200(1/2-inch), a combination of filament polyester and the company's proprietary Ultra Blue fibers, providing an average tensile rating of 7200 pounds." Ah, but where can such special stuff be found? Not at your local hardware store — and mine is McGuckin's. Do you really need something rated to 7200 pounds? Yes. The lift generated by a good wind gust or passing plane can rapidly approach 2600 pounds, and rope loses up to fifty percent of its strength when knotted. The local hardware store just doesn't have much call for that combination of size, durability, malleability and strength.

After some sleuthing, I discovered SSR - 1200 can be had for a piddling \$.30 a foot from R & M Sales Co Inc., 303.937.0574, 2737 W 2nd Ave., Denver, CO 80219. Tucked and hidden away just southwest of I-25 and Sixth Ave., R & M Sales is a real treasure for arborists, utility workers, rock climbers, and pilots. The nice young fellow who cut and cauterized my rope had been through the aviation program at Bear Creek High School, and was enthused to learn that the spools of cordage he sold had an aviation connection.

Tiedowns are not the most glamorous gear in flying. A new three-strand polyester just doesn't draw the same crowd as a new Garmin 295I, and that's as it should be. But a strong rope will help you sleep better when your bird's away from the hangar. And the nice folks at R & M sales will cheerfully supply all you need.

FACTOID for September

Question: What was the first U.S. use of aircraft in an actual combat situation? (Hint: It was not the air reconnaissance in support of General Pershing's 1916 hunt for Pancho Villa).



Fly Mart



For Sale: 0-200A. Basic ENGINE, no accessories.
4500TT 2250SMOH. Case has been converted to key starter.
Engine is at the Greeley airport. \$3,000. For info call Deanna Strand in GJT
at 970/243-4359 or ifly@strandflying.com.

Partner wanted. For 1987 A-36 Bonanza, based in Pueblo, CO. Very well
equipped, maintained, and hangared. Proficient owner/pilot only; as aircraft
very high performance. Call Raymond Randolph @719/948-3200 or email
randolph@codenet.net.

For Sale: Six used Millennium cylinders from I0-550B, 700 hours TT, 70+#
compressions & 1/25 oil consumption when removed. Complete in service
records. Call Raymond Randolph @719/948-3200 or email
randolph@codenet.net.

For Sale: Partner wanted for 1991 Maule MX7-235. 998 TTSN, IFR
equipped, Century 21 autopilot, Apollo GPS and long range tanks. Plane just
painted in May, in/out a 9/10, hangared at Everitt Field (grass strip) in Parker.
Extremely low fees and 1/3 partnership available for \$30,000 B.O. Call Bill
Woelpper @ 303-875-5144 anytime. Check out what you can do with a
Maule at www.mauleairinc.com

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.

Factoid Answer

Answer: In 1914, the political situation in Mexico was confused.
"Provisional" President Huerta was not friendly toward the US. He was
in the process of importing large quantities of German arms nominally
for use against "Constitutionalist" rebels—whose goals seemed more in
accord with US interests. In April, President Wilson ordered Naval and
Marine units to take the city of Vera Cruz. It was not easy. Over 6,000
troops were involved, later supported by an Army brigade. The
occupation lasted until Huerta resigned in November.

Four Curtiss seaplanes were among the Naval contingent. They flew
missions each day for two months. Service included general
reconnaissance (including aerial photography), searching for mines in
the harbor, and directing of artillery fire. Some rips were discovered
in the fabric of the seaplanes and these were interpreted as bullet
holes. Thus we have the first case of American aircraft coming under
enemy fire.

CPA MEMBERSHIP RENEWALS AND NEW MEMBERS

RENEWALS

Dan Dunning, Strasburg
Chuck Stout, Denver
Bart Jones, Colorado Springs
Eric J. Jensen, Longmont
Mark Brown, Littleton
Jim Alsum, Aurora
Jackie Bugg, Greeley
Roger Bates, Lakewood
Joel Kiester, Boulder
Rick Turley, Fort Collins
Tim Gallagher, Alamosa
Tom Luinstra, Denver
Jan Rutherford, Littleton
Spencer Matthews, Aurora
Richard Compton, Longmont
Pete Kelley, Boulder
Marilyn Taylor, Ft. Lupton
Bob Sannwald, Denver
Richard Dysart, Austin
Scott Noall, Evergreen
Vincent Lawrence, Littleton
Jerry Stooksbury, Fort Collins
James Potter, Denver
Ralph Hanson, Erie
John Collar, Broomfield
Wes Sugden, Longmont
Michael Fassi, Fort Collins
Neal Foster, Brighton
Mike Mann, Walsenburg
Alan Herring, Morrison
Hal Moore, Highlands Ranch
Richard Hanes, Colorado Springs
Lee King, Longmont
Jorge Rufat-Latre, Boulder
Sister Rosemary Fiori, Denver
Bruce Hamilton, Janesville, WI
Larry Bartlett, Pagosa Springs
Tim Gallagher, Alamosa
Glenn Channell, Loveland
Dick Jones, Littleton
Gregory Hine, Boulder
Raymond Randolph, Pueblo
Vernon Randel, Erie
Bert Farin, Westminster
Paul McCoy, Scottsdale, AZ
Raymond Miller, Colorado Springs
Charles Stone, Durango

WELCOME NEW MEMBERS

James Hauser
21488 E. 47th Avenue
Denver, CO 80249-8082

Ron Randel
1835 Reservoir Road
Greeley, CO 80631-6833

Robert Gutierrez
7656 Turner Drive
Denver, CO 80221-4232

Alice Borodkin
8101 E. Dartmouth Avenue, #112
Denver, CO 80231-4261

Steve Hennings
16700 N. Washington Street
Broomfield, CO 80020-8906

Hathorne A. Burnham
P. O. Box 1477
Golden, CO 80402-1477

Rodney Eisenbraun
2735 S. Braun Way
Lakewood, CO 80228-4954

Thomas M. Pianko
370 Deer Meadow Lane
Littleton, CO 80124-9712

James A. Perkins
8330 Loudon Circle
Fort Collins, CO 80528-9368

Karl K. Spielman
2609 NW Market Street
Seattle, WA 98107-4140

Andrew R. Gall
243 E. Fallen Rock Road
Grand Junction, CO 81503-1130

Daniel R. Thurlow
640 S. 12th Street
Grand Junction, CO 81501-3750

A. J. Romanelli
525 Sundance Court
Fort Collins, CO 80524-2093



CPA DIRECTORY

AREA REPRESENTATIVES BURLINGTON / EASTERN COLORADO

Larry Mack
719/346-7884 (H)
719/346-5352 (W)
sheree4@plains.net

CENTENNIAL AIRPORT

Bob Doubek
303/771-8148
idacrase@4dv.net

COLORADO SPRINGS

Bob Figgie
719/598-5111 (H)
719/338-8361 (W)
figgie921@prodigy.net

CRAWFORD

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

DELTA

Rick Reisman
970/323-0315 (H)
970/874-5181 (W)
rsreis1@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

FRONT RANGE AIRPORT

Bill Totten
303/364-5238
btotten@B707guys.com

GRAND JUNCTION

Deanna Strand
970/464-0723 (H)
970/243-4359 (W)
curtvdw@attbi.com

JEFFERSON COUNTY AIRPORT

Daril Cinquanta
303/423-9846
CQ7014@aol.com

KREMMLING / SUMMI CO

Ron Lewark
303/668-3089 (H)
303/668-3093 (W)
cl85guy@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 (H)
970/731-9552 (W)
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@earthlink.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)
maentz@starband.net

STEAMBOAT SPRINGS

Steve Green
970/877-5717 (H)
970/879-5717 (W)
sgreen@springsips.com

WALDENBURG

Mike Mann
719/676-2051 (H)
719/738-2050 (W)
airmannnav@msn.com

WESTCLIFFE / WET MOUNTAIN

VALLEY
Roger MacDonald
719/783-9421
skyhawk@ris.net

WRAY

Lucile Bledsoe
970/332-5143
lmbledsoe@plains.net

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Colorado Pilots Assoc
719/488-0653

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EDUCATION

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Terry Barbo (H) 303/367-0670

MOUNTAIN FLYING & HIGH

ALTITUDE OPERATIONS

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Peggy Long 303/733-7456

PUBLIC AFFAIRS

Mark Hopkins 303/494-1211

WEB SITE

Rob Duncan sales@airbase.1.com

SAFETY

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