

CPA FLIGHT LINES

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November 2002



Bob Doubek, Walter Bell, and Official Camp Cook Dave Burke, who has secret recipe for gourmet burgers! CPA “campout” at Chaco Canyon, in Oct.

CPA WEB SITE
www.coloradopilots.org



President's Message from **ERIC JENSEN**

12/5/1995 C172 N6449J BJC-2V2-BJC; If someone had told me as I made this first entry in my logbook that in seven years I would be president of the Colorado Pilot's Association, well I would have wondered if they had escaped or were just released.

But here I am, and proud to be here. The last seven years have taken me from student to instrument rated pilot and aircraft owner. And the CPA has had a big hand in that. Deb and I have thoroughly enjoyed the social aspects of the Association and I know that club and volunteer organizations only thrive when members put back some of what they gain.

Last year when Bob Doubek asked me to run for vice-president I agreed. It was time to learn more about the other aspects of the CPA and I learned a lot. I hope it was enough, as I try to follow Walt Barbo's leadership.

Walt is a tough act to follow. Pretty wonderful to think he learned to fly before I was born. I'm not that young, the AARP will be sending me junk mail next year. I believe Walt leaves us with a healthy, functioning organization supporting general aviation in Colorado and sponsoring quite a bit of fun.

I hope the board of directors will be much the same and continue to add their experience. I will lean heavily on the long time members who know Colorado aviation inside and out, and hope to maintain much of what is in place, and add a thing or two, to continue building the CPA into the best general aviation association in the country.

I have noticed that many pilots especially students do not know about the CPA. And if they have heard the name do not know what we are about. I am looking for ways to increase our visibility at airports and flight schools. With the increase scrutiny of avia-

tion in the last year, I believe we have to find opportunities to become more visible to the non-flying public. The FAA website shows that as of 11/2/2002 there are only 636,878 pilots nationwide and 17,027 in Colorado. This is out of an estimated total population of 288,445,000. Our small population (0.22%) of pilots has much to lose if we do not stay vigilant and involved.

I am looking forward to the next year. Please feel free to contact me with any comments, concern, and ideas regarding the Colorado Pilot's Association. See you all at the Christmas party. *Eric*

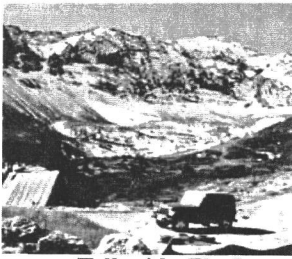
CPA Elected the following officers for 2003:

Eric Jensen, Pres
John Martyny, VP
Gloria Baltz, Sec
Bart Jones, Treas



Photo above: CPA members enjoying coffee hour before annual meeting held at the Frontier Airlines Headquarters.

This was an outstanding meeting, and a major thanks to Bill Linenberger, Peggy Long, and Sarah Dolliver, our CPA Programs committee, for setting up this well attended event. Thanks to Frontier Airlines, for the privilege of using this special facility. And another big thanks to Greg Feith, who put together an all new Safety program that was the major event of the day.



Telluride Fly-In

Sixteen aircraft and 39 participants enjoyed the Telluride Fly-In the weekend of September 28-29. Although the flying weather was somewhat squally, all aircraft negotiated the wx and arrived at the 9,078' high airport in time for the scheduled jeep and hiking tours as well as visiting the picturesque town.

The four wheelers negotiated the Imogene Pass trail to the Tomboy Mine ghost town while the hikers trekked to Bridal Veil Falls. The town visitors enjoyed the unique shops in Telluride and took advantage of the free gondola trip to the Mountain Village. The Aspen displayed their fall colors and added to the beauty of the canyon, as well as the flights over and return on Sunday. The Saturday cocktail party was well attended prior to dinner at the Smugglers Pub.

The Telluride Rotary Club provided the four wheel drive vehicles, drivers and hiking guides as a fund raiser. Many thanks to Sandy & Roger Wickham, Telluride residents, who made the arrangements. It is gratifying to note that in addition to Denver, other towns represented by participants at this event include Longmont, Ft. Collins, Granby, Kelly Airpark, Morrison, Rifle and Durango.

from Bob Doubek

New Crawford Runway *IF ALL MY NEIGHBORS WERE PILOTS, THIS PLACE WOULD BE AN AIRPORT*

I am happy to announce that our Crawford Airport, 99V, now has a paved runway. Although a public access airport, we are privately owned, and were unable to receive any funding for improvements from FAA, state, or local levels. After investigating several less permanent runway coating alternatives, the collective 25 adjoining residential property owners pooled their resources, took out a collective loan, and provided "sweat equity" to complete this Herculean and expensive effort on July 4. As a result, our annual airport maintenance fees were increased to \$600/year per household/lot. This is quite small when compared to the cost of new propeller blades.

The runway 7-25 is 40 feet wide for the eastern-most 4000 feet, 20 feet wide for the western-most 1100 feet, and is located at 6470 MSL. Due to the terrain and a 1.9% downward slope to the west, landings are usually done on Rwy 7 and take offs on 25. A 1800 x 40 foot grass strip parallels the main runway. The airport is on the the south rim of the Smith Fork canyon, so windy days require proficiency besides a thorough understanding of high altitude operations. All operations are done at the pilots own risk.

Crawford is located south of Paonia and north across the Black Canyon from Montrose. Surrounded by ranchers and farmers, the airport began in 1976 as "the old Lemon place" was purchased by Lynn French. Lynn

Continued on p 9



A HEROINE IN OUR MIDST. In early October, CPA member Emily Howell Warner was inducted into the National Women's Hall of Fame . . . where she joins other aviation notables including Amelia Earhart, Jacqueline Cochran and Bessie Coleman. Emily was recognized for her many "firsts" in aviation including first female pilot to fly for a scheduled U.S. passenger airline when hired by Frontier Airlines in January 1973, and the first female U.S. airline captain. Emily is now retired from commercial aviation and living in Granby, Colorado. Her logbooks document over 21,000 hours of flight time.

OTHER MEMBERS IN THE NEWS include Gregory Feith . . . when Aviation Technology Group of Englewood, Colorado announced at the AOPA Convention in Palm Springs last month that Feith was joining the Flight Safety and Design Integrity Board (FSDIB) of the firm. This is the group at Centennial Airport which is developing the new two-place Javelin executive business jet . . . which looks more like a jet fighter than an executive jet. A full scale mockup of the jet was on display at the AOPA Convention.

NOT TO BE OUTDONE, ADAM AIRCRAFT (ALSO LOCATED AT CENTENNIAL AIRPORT) INTRODUCED ITS A700 JET VERSION of the A500 twin-engine piston aircraft at the Convention. According to

company president John Knudsen, there is about 80% commonality of parts between the two aircraft. Which should keep development costs within reason on the new jet. And provide an easy transition to jets for those flying the A500.

There are dramatic differences between the Javelin and the A700. The two-place Javelin looks like a sports car of the air. While the six-place A700 suggests more of a utility role for jet access to close-in community airports. The one thing they do have in common is relatively low purchase price and operating costs.

DIDN'T PLAN TO TALK ABOUT BUSINESS JET AIRCRAFT AT THE AOPA CONVENTION, but it is worth mentioning that another Colorado designed business jet was also on display. Remember the Maverick which was originally designed and built at Fremont County Airport? Yes, the firm relocated later to somewhere in Florida. However, there was a copy of it on display at the Convention. Looked so small alongside the other aircraft. Made one feel you could wear one on each foot. And it looked even smaller with Bob Hoover standing along side . . . who I am told is a technical representative for the small jet. Also hear that one of our past CPA members is waiting for delivery on one of the aircraft.

AOPA STAFF PHOTOGRAPHER MIKE FIZER SHARED SOME OF HIS SECRETS ON PHOTOGRAPHING AIRCRAFT at one of the seminars. He is the guy who takes all of those cover photos that appear on the AOPA Pilot magazine, and the brochure photos for

several of the manufacturers. Too much information to repeat, but it is worth sharing that he plans, after this year, to convert entirely to digital photography. Because digital cameras now have the same capability as film cameras. And for the reason that digital images are easier to modify with computer graphics programs.

Some of his recommendations: Always shoot your air-to-air photos through an open door or window; use a speed that will not stop the propeller on the target aircraft (though for creative effects you may wish to shoot at a speed that shows partial movement of the prop blades); never position the target aircraft such that the line of the horizon touches any point of the image of the target aircraft (same principal applies on the ground as in the air); early morning or late evening shots give better depth and color to images than those shot with higher sun angles; shoot at low shutter speeds and high f-stops for greater depth of field (which requires use of a stabilizer mount on aerial photos to prevent movement of the camera). On the ground, Fizer always shoots with the sun behind him with the aircraft positioned at approximately 20 degrees (nose to tail) from the sun.

MY ONLY COMPLAINT ABOUT ATTENDING THE AOPA CONVENTION IS THAT IT IS A "LITTLE PRICEY." At \$45/day admission fee for exhibits and seminars, times two if you bring a spouse (or friend), plus the additional fees for luncheons and banquets . . . attending the convention can be downright costly. Real money when considering the cost for hotel accommodations and some of the highest priced

aviation fuel in the country. And it always bothers me to pay a high fee for the privilege of buying something. Though others must see it somewhat differently, since the Convention drew a record number of attendees.

DON'T EXPECT MUCH IN AVIATION LEGISLATION AT THE NEXT SESSION OF THE COLORADO GENERAL ASSEMBLY. Though there can always be a "pop up" bill at the last minute that could adversely affect general aviation. Things to watch for are overreactions to issues relating to home security. Count on your CPA Legislative Committee to keep a watchful eye.

At a session of the Colorado Airport Operators Association in Estes Park on October 3, it was recognized that some housekeeping legislation would be desirable to smooth out a problem in administration of the Colorado Aeronautical Grant Program. Currently, the Aeronautical Division must gain spending authority prior to issuing grants under the grant-in-aid program. Since fuel tax revenues to the trust fund come in at a random rate, there can be an administrative delay in redistribution of funds to grant recipients. Expect legislation that would facilitate this process.

There is also uncertainty in the definition of some Part 135 operations as to whether they should be classified as air carrier or general aviation. An important distinction since the air carriers have an exclusion from fuel taxes. Expect something in legislative proposals that would clarify this issue.

Heard, cont.

PAT WEISNER, OUR PILOT COMMUNITY REPRESENTATIVE ON THE COLORADO AERONAUTICAL BOARD, GAVE A "HEADS UP" ON HIS INTENT TO NOT SEEK REAPPOINTMENT . . . because of other priorities for his time.

I reported his position at the October meeting of the CPA Board. However, I am delighted to report that I received a subsequent message informing me that others on the Aeronautical Board had influenced him to reconsider and he now intends to seek reappointment. He should be a "shoe in." ###

THE WORD FROM GRANBY

Granby (GNB CO) has been awarded a \$47,222 grant from the CO DoT Aeronautics Division to assist the local community/airport sponsor in meeting the local matching funds required for the upcoming federal project planned for runway and safety projects.

NEW BOOK - "COLORADO AN AERIAL GEOGRAPHY OF THE HIGHEST STATE"

COLORADO *An Aerial Geography of the Highest State*, written by Tom Huber and **photographed by CPA member Jim Wark**, is a collaboration that gives you a fresh look at the unique geography (and history) of the many and varied life zones in our highest state.

Through stunning photographs and easy to read text, they show the dynamics of the plains country, the foothills, and the mountains of Colorado. Photographs

new book cont.

evolve from one page to another showing the gradual move from one ecological zone to another, as the history and shape of the state unfolds from the past into the present.

Indian ruins, mining operations, ranches and farms, water wars, power plants, and floods all leave behind unmistakable marks. Football stadiums, modern suburbs, giant dams show contemporary changes. And the theme of the rugged Rocky Mountains dominates over all, just as they do when we fly our planes over them, no matter what time of year.

You will love the story, love the pictures. All the photos were done by Wark, and most were taken at an altitude of about 1500 feet above the ground, with the lowest at 500 feet, and highest probably 3000 feet. The plane was slowed to about 70 mph for most work. More than 2000 photos and some one hundred hours of flying contributed to the final project. All the photos in the book were taken from the air.

Tom Huber is a professor of Geography and Environmental Studies at the Univ. of Colorado, Colorado Springs. He is a President's Teacher Scholar (highest award given to the faculty at the University of Colorado), spent six months on a Fulbright Fellowship to University College, Dublin, Ireland, and has traveled extensively in Asia and Europe.

Tom was also a pilot in the US Air Force. He has written several books on Colorado including *Colorado Byways - a Guide Through Scenic and Historic Landscapes*; *Colorado - The Place of*

Nature, The Nature of the Place, and others.

Jim Wark was a Naval Aviator, mining engineer, and real estate executive before pursuing his current passion of aerial photojournalism. He works alone from his A-1 Husky plane, a single engine 180 hp high-wing , bush-type aircraft. He has taken photos in all of the US states and Canadian provinces of North America, and much of Central America and the Caribbean.

He is associated with photo agencies throughout the world, written many magazine articles, and won many national awards with his aerial photography. This is his first full book of photography.

The 140 page hard cover book sells for \$50 at major bookstores and Amazon.com; or \$44 if you buy it through Jim Wark (this includes a nice box and shipping costs).

Contact Jim for email at JimWark@airphotona.com (Airphoto North America), or call him at 719/545-1051. To see more of Jim's photography you can visit www.airphotona.com. Color Photos. ###

FACTOID

Question: For the year 1910, which group had the highest mortality rate: 1) dynamite blasters in coal mines, 2) record-setting airplane pilots, 3) wild-west professional gunfighters?

2002 CPA Fly-ins

by Jan McKenzie

The 2002 CPA Fly Ins were kicked off with a meeting in Jan 2002 for planning. Eight separate trips were planned that crossed several states from TX to AZ, SD, ID, NM and several in Colorado. An additional mountain fly in was added later, which had excellent attendance.

We had canoe trips in small German towns, back country mountain flying, caves, wine tasting, jeeping across CO 14rs, Indian ruins and much more. A few of us even ventured off to Baja in Oct.

With all of the variety of activities and multiple geographic locations, there was a great turnout of members and guests at all the fly ins. Several of the trips had new faces with CPA members attending their first flyin.

We will start 2003 with another planning meeting in January.

Please contact Jan McKenzie with your interest in participating in and planning next years trips. Phone 970/686-1233 or email: jan.mckenzie@LSIL.com. ###



Baja beach view from Kathleen Bennett's beach house near Bahia de Los Angeles.

SAFETY & EDUCATION

Question: Is there any difference between airport identifiers that are all letters instead of letters and numbers? (APA , OR FTG VS 18V (Platte Valley) or 0V2(Salida).

Answer: According to FAA Order 7350.7A "Location Identifiers," there is a difference in the identifiers. It states that "three-letter identifiers are assigned as radio call signs to aeronautical navigation aids; to airports with a manned air traffic control facility or navigational aid within airport boundary; to airports that receive scheduled route air carrier or military airlift service, and to airports designated by the U.S. Customs Service as Airports of Entry." Some of these identifiers are assigned to certain aviation weather reporting stations. Public-use or private-use landing facilities that do not meet the requirements for identifiers in the three-letter series are usually assigned a letter/number combination identifier.

FAA REVISES OPEN-AIR EVENTS NOTAM

Relieving more than a year's worth of uncertainty for general aviation pilots, the FAA has issued a new notam, significantly revising the infamous Notam 1/3553 governing flight restrictions near large open-air events. The new notam includes limiting the airspace restrictions to major-league baseball, NFL, and NCAA Division IA stadiums, and major speedways (Nascar) seating more than 30,000 people. It limits the effective time of the restrictions from one hour before the scheduled start time of the event to one hour after and provides for arrivals and departures at airports within TFR airspace. The TFR dimensions remain unchanged and prohibit operations within 3 nm and 3,000 feet. Under this new notam, aerial advertisers will be able to obtain a waiver after passing an expedited security clearance. Check your local Flight Service Station.

TSA and FAA Issue 'Immediate' Picture Identification Requirements, Effective October 28

- 8 Beginning Monday, October 28, 2002, all pilots must carry photo identification along

with their FAA pilot certificate during flight operations. In a Federal Register release on Thursday, October 24, the FAA issued a [final rule \(Docket No. FAA-2002-11666\)](http://www.faa.gov/avr/arm/pir01023.htm) that changes Federal Aviation Regulation 61.3, Pilot Identification Requirements. Here are the specific changes:

FAR 61.3(a): Each person must carry a photo identification acceptable to the Administrator when exercising the privileges of a pilot certificate; and

FAR 61.3(l): Each person must present such photo identification when requested to do so by the Administrator, an authorized representative of the NTSB or the TSA, or a law enforcement officer.

The FAA expects the most commonly used photo ID will be a valid driver's license issued by a U.S. state, the District of Columbia, or a U.S. territory or possession. Other suitable forms of identification under the new rules are a valid federal or state ID card, a U.S. armed forces' ID, credentials that authorize access to airport secure areas, or other identification that the FAA accepts.

Finding that the security circumstances warranted immediate action, the FAA issued the final rule without prior notice or public comment. But with publication of the final rule the FAA asks for—and will consider—all comments in a comment period that ends on November 27, 2002.

On February 21, 2002, the Aircraft Owners and Pilot's Association (AOPA) petitioned the FAA to revise FAR 61(a) and (l) to require a pilot to carry, and present for appropriate inspection, a form of photo identification acceptable to the FAA Administrator. The rule published October 24 is a partial adoption of AOPA's request.

Go to their website for further info regarding how to submit your comments and more background on the change.

Info provided by Bill Linenberger

created a short dirt strip and used his attorney experience to acquire the zoning which created a residential subdivision. The next year, Don Geddes (Cherokee and Smith Biplane) bought the first lots with runway access for the astronomical sum of \$7500! During the next few years Don's surveying and grading talents were put to good use as they extended the runway westward, using rock and gravel taken from a quarry on the west end of the mesa that is now a beautiful "catch and release" fish pond jointly owned by Bob and Georgia Thompson (SNJ and T-210) and Kent and Gaye Taylor (Pitts S-1). In 1985 the Crawford airport held one of the largest EAA fly-ins in Colorado which required installing a temporary FAA control tower.

Besides powered aircraft and helicopter instruction, Crawford was also the site of major glider operations. A sailplane distance record was set once by flying to Cortez, Colorado, Green River, and back with an average speed of 72 kts. From that heyday with over 17,000 movements per year, we now have 15 permanently based aircraft, ranging from experimental aircraft, "spam cans", a 450 HP Stearman, an SNJ warbird and a fine old Aztec. One sole glider remains supported from a hangar ceiling as a testament of what was once done in the dirt.

Although we have some retired homeowners, most are still working full or part time. There are several A&P's, CFI's, and an IA here who help defray the expenses of aircraft ownership and keeping current. Besides the usual airport traffic expected of aircraft owners who can go flying without driving to their planes, we also have a couple student pilots from within

and outside our small community. Adjacent flight schools sometimes use our airport for mountain flight training, although the old gravel runway is now gone.

With strong common aviation interests bonding us, there is much more inter-neighbor contact than anywhere else I have lived, including those "intimate" town homes with common walls. Impromptu group barbecues, or a circle of friendly neighbors gathered within one hangar are common, especially as the the day winds down. The homeowner's association also maintains the access road, taxiway, and runway with each member taking their turn riding the community tractor, mowing the roadside lawns or plowing after the occasional snowfall. The airport community equipment also includes a roller, backhoe, trencher and and dump truck, all in CDOT orange belying their original ownership. These certainly come in handy when installing your sprinklers, etc. As a fuel co-op, we buy avgas in bulk and pass the savings to our members.

In summary I am thankful each day that my Internet-based job has provided the ability to live where each day ends with sunsets glowing off the Rockies, a night sky devoid of competing city lights and sounds, and each clear morning holds the possibility of a little flight around the patch before going to work. The friendly neighbors are just the frosting on this heavenly slice of life.

from Rob Duncan



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• **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@fitzlong.com If you have donations to share or door
• prizes, please contact the above and we will come pick them up, or you can
• bring them with you to the party. This is a fabulous party, and a lovely way
• to end the CPA programs for 2002. Send in your reservations now!
•••••

“Concerning Learning”

Wicked Winter Weather vs. Wonderful Wyoming Weekend

By David “Buc” Scherer as told to Dean Jaros

I go back to 1980 to relive one of the great defining experiences not only of my flying career, but of my whole life. I was all of 18 years old, with a relatively new private certificate and a lot of confidence. Life at Boulder airport was good. I had a 1947 Stinson with a 165 Franklin and I could go anywhere (mostly) any time (usually) that I wanted. I had a wonderful girlfriend, Trudy, who attended University of Wyoming and the Stinson really helped this long-range relationship along.

I was looking forward to a great weekend as I called FSS on a January Saturday. No apparent problem for a flight to Laramie. The ceiling was 12,000 scattered and the worst weather predicted was isolated snow showers after 1800 Z. I was airborne by about 9:30. The good weather was holding.

At this point, I had not yet made any big mistakes—but I had filed no flight plan and I had told no one the details of my schedule or of my somewhat indirect route. Moreover, the Stinson’s radio was out for repair so I could not contact Flight Watch en route. Nothing really dangerous here, but these factors didn’t tilt the probabilities in my favor.

And trouble was on the horizon. After I departed, the weather deteriorated fast. By the time I got to Ft. Collins, the ceiling was obviously coming down. A little further north, fog, mist, or haze crowded in on me. About half-way to Laramie, I began to feel boxed in and light drizzle began to fall. I could easily have done the 180 at this point, retreating to Boulder. But here I made the major error. I continued toward Laramie.

I knew I was getting in pretty deep when droplets began to freeze on the windshield and the headwinds became really fierce. I estimated my ground-speed at 45 mph. The defroster kept a tiny circle of the windshield clear and I could see out—after a fashion. But what I saw I did not like one bit. Serious ice was beginning to build up now. I still had not crossed Cheyenne ridge, the highest point on my route. The ground was coming up but even with full power I was descending at about 50 fpm.

I had few options left. In order to keep the lowest terrain, I had been more or less following US 287, the highway between Ft. Collins and Laramie. I knew there was a reasonably flat, straight spot in the road near the state line. It would be pretty much parallel to my course. Somehow I hung on until that stretch of pavement appeared

out of the blowing snow. At an airspeed of 100 mph and descending fast, I put the old bird down on center-line of the highway. Because of the high winds right on the nose, the touchdown was fairly easy.

Fortunately, in those days, traffic on this road was pretty light and no car or truck committed a “runway incursion” to disrupt my landing. In fact, I had to wait over a half-hour before I could flag down a north-bound semi. Plenty of time to push the plane off the road and securely tie it to fence posts.

Trudy was surprised that my arrival was by truck rather than airplane, but she was glad to see me nonetheless. Sunday dawned sunny and we drove out to the airplane. No neighbors, no curious onlookers; after all, this was—and is—a fairly desolate and unpopulated area. The only sound was melting snow dripping off the Stinson. Since I couldn’t think of anything else to do, I fired up the Franklin, took off on the same stretch of Highway 287 where I had landed, and completed my journey to Laramie.

Nothing more ever came of this. Neither the FAA nor the local police paid any attention. No one cared. And so the case was closed, except that I still think about it all the time.

First, continuing into radically declining visibility and drizzle was spectacularly dumb. Why did I do it? Was it because of the wild exuberance of youth? A rashness I would outgrow? No. I simply wanted to spend the weekend with my girlfriend. That was the only thing on my mind. It was a classic case of “get-there-itis.” As the sad statistics of airplane accidents show, this disease can affect any of us, regardless of age, gender, or education. I think, however, that this experience permanently cured me. I was really shaken by my close call and ever since, I have a different conception of time. I simply do not *have* to get anywhere. When I travel, I tell friends or family I will be there when I get there. Of course, as a successful business owner I meet my appointments and keep a tight schedule. But I resist “get-there-itis” fiercely. Perhaps it is only symbolic, but from that January day I have never worn a watch.

Second, this experience taught me that it is important to have a second line of defense against mistakes. I was lucky to have had a superb flight instructor—who eventually became the lead pilot for a nationally known aerobatic team. Among other things, he taught me a lot of self-discipline: 1) Always fly the airplane—no matter how bad things become, do not let them distract you; 2) Accept the inevitable and deal with it as best you can; 3) if you are faced with a forced landing, look for a straight-ahead option. At a couple of points in this wild ride, I felt discipline begin to slip. For example, I wanted to pull the nose up and try to climb away from the rising terrain. But this would only have exposed the undersides of the wings to ice accumulation and hastened the inevitable descent. Fortunately, my sense of discipline—or perhaps I should say my old instructor’s sense of discipline—held. I think this through again and again.

In summary, find your own personal cure for “get-there-it is.” Hopefully, it will not require as dramatic and dangerous an experience as I had. But against the possibility that you may some day in spite of everything succumb to “get-there-it is,” or that you may simply experience some big-time misfortune, assure yourself—through training, drill, or whatever—that you have the discipline to get out of it. ### 11



Fly Mart

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 at 9/10, hangered 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

For Sale 1978 T-210, 1/4 interest. 3450TT, 650SMOH, Collins/King, STEC 60-2, HSI, WX8, May annual, includes 1/4 hanger, engine reserve, tug. Based at APA. \$50K. Robert Venohr, 303/766-0742 or rkvenohr@aol.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.

Answer: Record-setting airplane pilots. The mortality rate approached 80% in this year. 1) Ralph Johnstone set the world altitude record of 9,712 ft., but was killed at a Denver airshow a few weeks later when he failed to pull out of a dive. 2) Arch Hoxey set the world altitude record of 11,474 ft. Not satisfied, he tried to break his own record a few days later at Los Angeles. Winds were high and he spun in to a fatal crash. 3) Georges Chavez, a Peruvian, was the first person to cross the Alps by air. At the conclusion of this dramatic feat, however, he suffered engine failure on final approach and crashed to his death. 4) John Moisant, first person to fly passengers across the English Channel and winner of the Belmont "Statue of Liberty" race, died at New Orleans while trying to set a world altitude record. By contrast, George Hamilton, winner of the \$10,000 New York-to-Philadelphia-and-return race, survived 63 documented crashes to die of natural causes. He had two artificial ribs, steel pins in his legs, and a steel plate in his skull when he succumbed to pneumonia at age 28. ###

"Concerning Learning"

FREE LUNCH—FREE MEMBERSHIP. Do you have a flying story with a lesson? Tell it to interviewer Dean Jaros over lunch or a late afternoon drink (Dean picks up the tab). If the story is accepted for publication in FLIGHTLINES, your membership in CPA will be extended for one year, free. Contact Dean at jarosd@lamar.colostate.edu or 970 686-1233."

MEMBERSHIP RENEWALS

Jim Meils, Loveland
 Dick Miller, Mesa, AZ
 James Martin, Lakewood
 Larry Sellon, Golden
 Steve Konieczka, Golden
 John Holody, Colorado
 Springs
 Brown Word, Austin, TX
 Scott Henderson, Boulder
 Robert Braun, Evergreen
 Donald Brand, Lafayette
 David Trebilco, Castle Rock
 Donald Click, Glenwood
 Springs
 Walter Bell, Denver
 Andrew Moffat, Delta
 John Huft, Pagosa Springs

Gilberta Jones, Denver
 David Sharp, Greeley
 John Cogswell, Buena Vista
 Nancy Reinhardt, Littleton
 Tom Newell, Falcon
 Bob Doubek, Littleton
 Homer Lyle, Aurora
 William Hessin, Lakewood

WELCOME NEW MEMBERS

Thomas W. Clements
 8245 E. Juan Tabo Road
 Scottsdale, AZ 85255-2853

 John Baker, M.D.
 9832 Alamo Drive
 Northglenn, CO 80260-6004

 David "Buc" Scherer
 305 Tuckaway Court
 Windsor, CO 80550-5748

 Karl Hipp
 131 Beaver Lane
 Redstone, CO 81623-7714

Fly-in camping trip to Farmington/ Chaco was a great success, with beautiful weather, wonderful people. Dave Burke outdid himself as a master chef at the barbeque, flipping hamburgers and sausages 'til we could eat no more.

The ranger talks about the ruins and history of the place helped us to visualize life as it could have been in the 1200s. What is now a dry and isolated canyon was once a booming metropolis. We missed just one thing: a flyover of

the site. This is a tough place to find from the air! Also have to say, Budget Car Rental took us to the cleaners, and we paid almost double what they quoted. Don't use them if you have another choice!

Thanks to all who brought food for happy hour and our potluck dinner. And who so very gracefully dragged their camping gear from one site to another!

from Mary K Jones



CPA DIRECTORY

AAREA REPRESENTATIVES

BURLINGTON / EASTERN COLORADO

Larry Mack
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