

CPA FLIGHT LINES

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Photo above: Walt and Terry Barbo visited the Palm Springs Aviation Museum during the AOPA Convention in Oct, 2002. Aircraft in background is a Ryan PT-22. The aircraft type Walt soloed, in gaining his Air Corps Wings during WWII. CPA is giving special recognition to Walt for his year as Pres at the Annual CPA Holiday party. We all appreciate the many extra things that Walt and Terry do for the club.

CPA WEB SITE
www.coloradopilots.org



President's Message *from Eric Jensen*

Happy Thanksgiving (and Merry Christmas by the time you read this.) Don't we have a lot to be thankful for? As we prepare to leave for Santa Fe and my sister's home, we are very thankful we have our own plane and can avoid both the highways and the big airports.

We recently returned from Socorro, NM and a visit to the 'Festival of the Cranes'. Four airplanes and ten folks went down on a Friday. We had to change the planned Sunday departure to avoid a early winter storm but it was still well worth the trip. Standing with Mark and John Saturday morning watching snow geese by the tens of thousands, I think we all realized about the same time how little we really know about flying. These creatures are so at home in the air. The cranes aren't quite as graceful. I told John they reminded me of a 210 taking off. A tailwind both ways, how often does that happen? We did get many chances to test it this year. As others have said and I'll repeat, it was a great fly-in year. None cancelled, great variety, new folks and we're going to try to beat it next year. Although a little more rain wouldn't hurt. Thanks Jan.

I encountered my first 'gas skip' by a pilot at Socorro. A Bonanza landing just ahead of John. I directed him to the pump and others helped him call the attendant. We then left. The next morning we heard that he had found the pump open and helped himself to 28 gallons of 100LL. He was taking off just as the attendant drove up. I hope he was just impatient and will call in payment later but it takes all kinds.

introducing AOPA President Phil Boyer at the Denver Pilot Town Meeting. Just a two-minute statement but it put CPA in front of 500+ pilots. Phil kindly worked in references to the CPA though out his talk. Hope we see a couple of new members. I was surprised that several folks came up afterwards and said they did not know there was a Colorado Pilot's Association. We'll have to do something about that.

Phil used a good variety of slides and video clips to help make his points and keep things light. There was a hilarious clip with Robin Williams and the 'upside down' AOPA wings. Phil talked about the post 9/11 challenges. He announced a new program Pilot Watch modeled after the familiar Neighborhood Watch. AOPA hopes this will help forestall security requirement that would force many airports to close. He also very strongly pointed out we have to get better at avoiding the TFR areas. The repeated violations of Camp David and Crawford are seriously hurting our image in Washington. We may be far from those two but we have one near Pueblo and Dick Cheney likes Jackson Hole. Plus we had all the fire fighting TFRs last summer. While not National security these are just as serious to know and avoid. AOPA, the EAA and other flying organizations are trying hard for us. Let's help them out by being conscientious pilots.

My final ramble for this month, let's be careful out there. We lost three members last year and another was involved in a fatal crash. Four incidents and seven fatalities, we can do better than that
Eric

Airmarking

By Dean Jaros

"Airmarking" was once very important to American aviation, both general and commercial. In the early days, virtually all flying was VFR.. With no electronic nav aids, landmark navigation was crucial. Understandably, getting lost was very common for pilots of the 20s, 30s, and 40s. To deal with this problem, a top racing pilot, Phoebe Omlie, proposed painting the names of towns and directional symbols on prominent rooftops, typically of warehouses, gymnasiums, or hangars, to be viewed by pilots flying overhead.

With the creation of NACA's National Airmarking Program in 1933, prominent yellow markers appeared atop structures everywhere. If one flew over Zilchville, there was no doubt as to where one was. Further, if one flew in the direction of the big arrow on top of the Zilchville Highschool gym, one was sure to come to Bigtown, 35 statute miles away. This operation, the first federal program to be directed and staffed exclusively by women, was a huge success. The international organization of women pilots, the Ninety-Nines, adopted airmarking as its special preserve.

While older members of the CPA will remember seeing leftover airmarks, the program lapsed during WWII. Revival after the war was limited, for the development of NDBs, VORs, and LORANs, eventually made landmark navigation far less important. The development of IFR sounded the

death-knell of this kind of airmarking.

The Ninety-Nines, however, have maintained the airmarking tradition in a different form. As a community service, they gladly paint the names of airports on ramps or taxiways. However, the Ninety-Nines' particular specialty is the compass rose. This airport symbol is both useful—taxi over one and check for magnetic compass error—and it is beautiful. Typically painted in blue and white, the 80 ft. design has a striking symmetry, especially when viewed from the air.

On Nov. 9, several members of CPA joined the Colorado chapter of the Ninety-Nines to paint a new compass rose at Ft. Collins-Loveland airport. Professional surveyors had already identified headings at 30 degree intervals, but those skilled with chalk snap lines and lumber crayons began at 8 AM to lay out the twelve compass points. Masking tape applications followed and painters with long-handled rollers were at it by 10. Highway paint (provided by the Airport) flowed well despite declining temperatures and 25 kt wind. Perhaps it was the chill, but the group of 26 volunteers worked at a speed that would have made any road crew foreman proud. By 1 PM, the precision painters were finishing the "99" symbol that appears at the center of the rose.

All then headed for the warmth of the now unused Ft. Collins-Loveland airport terminal for a quick burger lunch. It was really a fun time. It was

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WE ARE TRULY BLESSED Heard from one of the pilots attending the AOPA Annual Convention in Palm Springs in October that we are truly blessed to be among the fortunate few included in the group of active pilots in this country. To have the freedom to get into our little airplanes and fly to any of nearly 13,000 airport locations. A very exclusive and distinctive group with a membership of approximately 625,000 pilots. Which amounts to less than one fourth of one percent of the population of the United States. And a sobering thought when considering the challenge of protecting pilot rights and interests in the face of an overwhelming majority that don't share our interests. Like pushing policy issues with a rope.

THANKS TO ORGANIZATIONS SUCH AS CPA AND AOPA, WE DO HAVE AN EFFECTIVE VOICE. As illustrated at the AOPA Town Meeting in Denver on November 14. Over 400 from the local pilot community turned out to hear AOPA President Phil Boyer report on the organization's current efforts . . . including the new "Airport Watch" program. Airport Watch is similar to the very successful Neighborhood Watch anti-crime program. It is designed to help maintain aviation and airport security as a substitute for a new layer of government (with new user costs) to perform the task. The Airport Watch program was scheduled to become operational on December 1, 2002.

AWOS SYSTEM FEEDBACK SOLICITED BY AERONAUTICS DIVISION for systems on Monarch Pass and Niwot Ridge (Corona Pass). The Monarch Pass AWOS had an interference problem from other electronics equipment

also located at the AWOS site. And a nearby hill blocked signals from the Niwot Ridge system. CDOT airport engineer T. K. Gwin announced that the two systems have been reconfigured with antennas raised to a higher location with connection cables designed to minimize signal drop. T. K. needs our feedback on distance from the AWOS systems we can get a useable signal. He can be reached at 303 261-4418 or tk.gwin@dot.state.co.us.

LAMAR MUNICIPAL AIRPORT WAS RECIPIENT OF CPA OUTSTANDING AIRPORT AWARD FOR CY 2002 . . . at the CPA Annual Meeting on November 2, 2002. The citation read, "in recognition of its contribution to general aviation safety as exemplified by the responsive and courteous service provided to one of our members following an airborne emergency situation, an emergency response that included assistance from the local FBO, Lamar Police Department, Sheriff's Department, Colorado Highway Patrol, four fire vehicles, an ambulance, and an A&P, all typical of its responsiveness and concern for aviation safety at the airport. And in recognition for its efforts in promoting aviation and community support for the airport through programs such as its Annual Planes to Plains Airport Open House and Fly-In."

THE GERMANS ARE COMING! THE GERMANS ARE COMING! Five of them! German World War II Me 262 fighter aircraft from a manufacturing plant (Building 221) located at a remote site on Paine Field (PAE) in Everett, Washington.

The Me 262 first appeared in combat in late 1944 . . . too late in conflict to make a significant difference in the outcome. It was the world's first turbo jet aircraft. Over 1400 were built (though only 300-400 ever saw combat). With a speed of over 100 kts faster than the P-51

Mustangs, had they been on the scene earlier the outcome of World War II could have been different.

Not that the project is intended to be secretive. It is highly publicized as the Me 262 Project . . . the brainchild of the late Stephen L. Snyder of Classic Fighter Industries. Launched in 1993, the single objective of the group was to build accurate, flight-worthy examples of the Me 262. Initial work on the project was started in a small factory located in Fort Worth, Texas. Following Snyder's death in an F-86 accident in 1999, the project was transferred to an owner's group and relocated to Paine Field. One of the birds is about ready for its first flight. See the organization's web site at <http://www.stormbirds.com/> for latest information on the project.

NO CAMERAS PERMITTED . . . was posted on several signs in the Me 262 Project site. Which, for some reason I didn't see when I visited the manufacturing plant during late November. Until after I had exited the facility.

Strange visit. A sign on the visitor entry to Building 221 advised that the facility was open to visitors if the door was unlocked. Which it was. But there was nobody around. Entry to the hangar bays where the manufacturing was taking place was down a narrow corridor, up a flight of stairs to what appeared to be an office area, then down another flight of stairs and a right turn into the factory. There were several individuals working on the aircraft, each so busy that they paid no attention to me. I had a digital camera with me and proceeded to shoot a dozen or so images. Strange feeling. As if I had stepped into a German manufacturing plant during World War II. As a spy.

Terry was waiting for me out in our rental car. So I didn't spend much time in the plant. After completing my photo mission, I reversed course and went back out the way I had come in . . . and saw nobody on the way out. Only the sign, which I saw for the first time, that said NO CAMERAS PERMITTED. Though I don't feel I committed a federal offense. After all, anyone wanting photos of the project need only look at the project web site.

ANOTHER HISTORIC AIRCRAFT UNDER RESTORATION AT PAINE FIELD. A De Havilland DH-106 Comet jet airliner. Significant since it was the first passenger jet placed in service . . . at least seven years before the first Boeings.

Restoration is taking place at the Seattle Museum of Flight restoration center at Paine Field. Along with a couple of dozen other historic aircraft. Exceptional visitor friendly facility that even permits visitors to stroll among the aircraft under restoration. With courteous and knowledgeable volunteers who took the time and effort to explain what was taking place. No fences or partitions separating visitors from project aircraft.

Incidentally, the Comet was abandoned at Paine Field over 40 years ago and was parked outside for all of the intervening years. One can imagine what the salt and humid air did to the aircraft. It is currently a 5-year restoration project after which it will be transported for display at the Museum of Flight in Seattle.

PET PEEVES IN LIFE. Heard from one of our pilot associates: "Wet toilet seats, stale coffee, and people who think they can fly better than me."

RUNWAY SAFETY

from Bill Linenberger

On the Web

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

This website, a project of the FAA's Western-Pacific Region's Runway Safety Program, furthers the Region's mission of educating pilots to prevent runway incursions and surface incidents.

The site offers several handouts for pilots, such as best-practices tip sheets in PDF format, with recommendations that include knowing airport signage, using proper radio phraseology, and referring to NOTAMs to find out if there are any runway closings at your destination airport. The site also includes a downloadable sign-and marking-recognition test, so pilots can test their knowledge.

One of the more helpful tools for learning why runway and surface incursions occur is the Hot SPOT diagram of the region's major airports. Those diagrams depict where incursions have occurred in the past, and what each airport has done to correct the situation, as well as a textual description of local procedures.

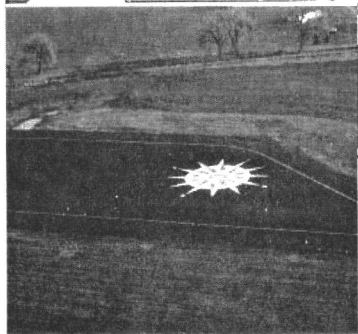
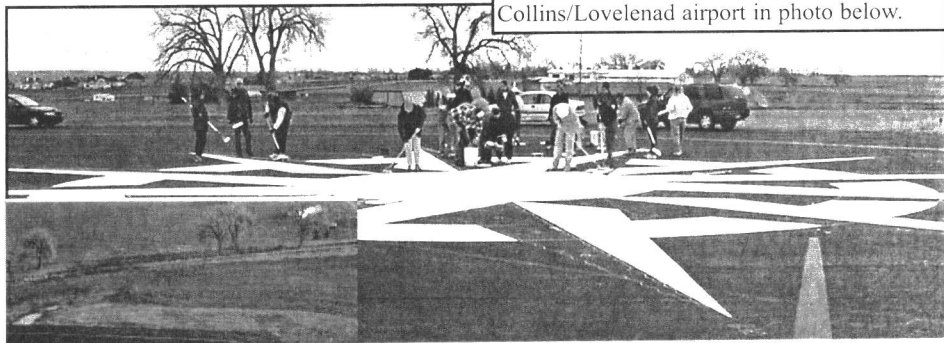
An online Power Point presentation about Phoenix's Sky Harbor Airport further discusses how and why incursions occur, including controller, vehicle operator, and pilot error. For pilots in the Arizona, California, and Nevada region, the site also includes a schedule of upcoming safety seminars.

With the number of incursions and incidents listed that include single-engine aircraft, it's clearly important for general aviation pilots to learn more about navigating the paved surfaces of heavily used runways, not just the airspace above them. This is a good place for instructors to go with their students to start that conversation.

great to see CPAers and 99s exchanging business cards and generally forming new bonds. While there has been a formal organizational connection between CPA and the 99s for many years, it was clear that new friendships will now strengthen our alliance. This can only be good for the cause of aviation in Colorado. The 99s were very gracious, and their thanks to the CPA was heartfelt and genuine. What a great example of working together!

Fly over FNL and check out their work. Other recent 99 compass roses can be seen at Fremont County and Erie –Tri-County. According to the grapevine, other airports in Colorado are envious and want beautiful compass roses of their own. The 99s are likely to be very busy! ###

Volunteers working on Compass Rose at Ft Collins/Loveland airport in photo below.



Aerial photo by Jan McKenzie of Compass Rose at Ft. Collins/Loveland airport to left.



In photo to left:
Volunteer Marcus Laine discusses Angel Flight with CPA members Sara Jane Dolliver and Vern Foster at the recent AOPA Pilot Town Meeting (PTM) held at the Denver Tech Center near Centennial Airport.

AOPA Pilot Town Meeting Success

Phil Boyer, AOPA President, recently informed a large crowd of over 500+ on the most recent issues impacting general aviation at an AOPA Pilot Town Meeting (PTM) held at the Denver Tech Center Hilton on November 14. Attendees came from all over Colorado to hear Phil Boyer. CO Senator Lew Entz from Hooper and Corinne Nystrom, President of the CAO and CAB Member from Grand Junction were recognized by CPA President Eric Jensen, who introduced Phil Boyer to the packed ballroom. Because the Airport Support Network is an important AOPA project to protect and promote GA, Phil Boyer had a private meeting prior to the PTM with AOPA ASN Volunteers within a 50 mile radius to discuss their challenges. AOPA ASN Volunteers attending were Ed Cutler, Bob Doubek, Phil Ecklund, Paul Hansen, Jack Horn, Karl Moran, Bill Marshall, Taylor Stephens. *by Penny Hamilton*

CONCERNING LEARNING

Flying South, Flying Safe, and Flying Savvy

*By an anonymous contributor as told to Dean
Jaros*

In January, 1995, five single engine aircraft and fifteen people set out for Costa Rica. We were to visit friends who had recently built a retirement home there. We all expected it to be a fun adventure. Some of us had been there before, some of us spoke a little Spanish, and all of us were familiar with the paperwork complexities that often plague Central American bureaucracies. The possibility of problems was far from our minds.

All five planes overnighted at Chetumal, Mexico. This turned out to be a wonderful experience, as the Aero Club of Guatemala (ACG) had flown there for its annual fly-in. They invited us to join them and we “hangar-talked” late into the night.

Delighted to meet pilots from another country, the ACG urged us to fly down to their next annual meet in February 1996; we would be their special guests. The friendship among pilots, that special bond we all feel, extends across all different countries. We should do all we can to further this international spirit, for it benefits all of us. I still correspond with some of the ACG people we met that evening.

The next morning, Jan. 29, we prepared to depart Chetumal. Two planes were to go direct to San Jose while the three
8 shorter range Cessnas were to stop in

Tegucigalpa, Honduras, for fuel. Here was the first glitch: it was Sunday morning (Super-bowl Sunday, actually) and the Tegucigalpa FBO was closed. It was the Lord’s day, we were told. Somewhat ironically, a gringo missionary eventually sold us fuel from his private stock. He was flying back from his remote parish about the time we arrived and he took pity on us.

This was a “technical” stop—that is, we were strictly transients who would not officially enter Honduras. We thus avoided customs, but we were also denied access to the terminal—and facilities like restrooms.

It took some negotiations in Spanish to get us special toilet privileges. Here was an important point: try to learn about practices in foreign countries to which you fly. Things may be very different and the more you know in advance the more likely you can avoid some hassles—or at least be prepared for them.

We departed Tegucigalpa but decided to over fly Flamingo Beach, Costa Rica, en route to take some photos. Approaching San Jose, we found ourselves over a thin but extensive layer of cloud. Then two problems developed almost simultaneously. First, ATC advised that customs at Pavas, our general aviation airport of destination, would close in 15 minutes, at 5 PM. We would have to land at San Jose International instead.

I cursed the delay caused by our photo excursion and again resolved to be more diligent in researching beforehand the practices at and schedules of foreign airports. But I didn’t have much time to berate myself over this when gyro instru-

ments began to fall over dead. My vacuum pump had failed.

We were essentially VFR on top so there was no immediate danger, but I knew I eventually had to penetrate the cloud deck. My thought was to stay visual with the other two planes, descending through the murk in formation. But then ATC gave us specific individual turning maneuvers in order to facilitate positive radar identification. So I was alone and in clouds with only needle, ball, magnetic compass, and airspeed. Fortunately, I practice partial panel IFR on occasion and I was able to get down and land without incident. Our luck seemed to be improving: although San Jose customs were not expecting three small aircraft, we were quickly parked under the wing of a Boeing 747, escorted through the terminal and allowed to return the next morning to complete the formalities.

Now we were ready for a pleasant week of visiting our friends and being tourists. That evening, since our hotel was a gringo hang-out, there was a big Superbowl party. News of my vacuum pump failure circulated in the crowd and eventually a gringo pilot who lived in San Jose came to offer assistance. He had a hangar at Pavas and I could leave the plane intact for our vacation week. He was certain there was a vacuum pump around and his A&P could surely install it. What fine generosity and what good luck!

The next morning, with customs quickly completed, we made the five-minute flight to Pavas. Everything seemed perfect. There was a hangar, a used vacuum pump, and an A&P. Returning a week later, the plane was ready. Charges were a seemingly reasonable

\$300. In retrospect, I should not have been surprised at what happened next. One hour into our return flight north, the vacuum instruments began to wind down. The replacement pump, like its predecessor, had died. After a few choice comments, I resolved in future to deal only with reliable vendors and shops—but upon reflection what choice did I have in the middle of Central America? Fortunately, the weather remained good and we reached Laredo with nary a cloud in the sky.

The next morning, parting from the other four planes and still without gyro instruments, we headed for Kerrville to visit relatives. A front had moved in but it seemed to be well above minimums for the NDB approach to runway 30 at Kerrville. In fact, however, when we got there the soup was thick, with tops at 6,000 ft. and turbulent; we were in it long before we got to the initial approach fix. Trying to shoot an NDB in these conditions turned out to be much harder than passing through the thin layer at San Jose.

The compass seemed wild. I struggled to recall acceleration-deceleration error, northerly and southerly turning error, etc. The handheld GPS kept us reasonably close to the approach course, but at the decision height of 713 AGL I only glimpsed some scrub mesquite trees. A second approach revealed nothing at decision height. ATC assigned us 4,000 ft. in the soup all the way and gave us radar vectors to San Antonio where the ILS seemed easy compared to what we had just been through. In retrospect, I should have requested a no-gyro approach which would have made things easier still.

The next day I asked at several shops but, amazingly, no vacuum pump to fit my Cessna was immediately available in San Antonio. On to our real destination of Kerrville via rental car. Surely there would be vacuum pumps aplenty in the hometown of Mooney aircraft. Alas, there were, but none with the correct rotation for my bird. Was this worse than Central America or what? By this time I had had enough partial panel IFR so I waited several days for sure VFR conditions and happily, if a trifle belatedly, flew home without the luxury of auto-pilot, D.G. and artificial horizon.

I did several things as a result of this trip. First, I tried to find some additional sources of information on airports, facilities, and available services south of the border. There are several available and I strongly recommend as complete as search as possible. This does not guarantee that you will not encounter unpleasant surprises, but at least it improves the odds in your favor. Second, I got some new equipment. I installed a vertical card compass. This is much easier to read and interpret in tough, turbulent conditions; it is a great back-up for difficult IFR. Second, just as a precaution I bought an annunciator panel light which indicates vacuum failure. In future, I want to be absolutely sure of what difficulty I am facing.

Finally, I now practice partial panel IFR a little more frequently. This experience showed me the importance of, e.g., compass turns. It is not necessary to achieve super-precision, but any pilot should practice standard rate turns to the point that they *really* are 3 degrees per second. My new vertical card compass

is not a way to avoid this; in fact in my mind it is a specific symbol that instrumentation is no substitute for knowledge.

On my next trip south, to the 1996 fly-in at Iztapa, Guatemala, I had a much happier time. I had no equipment failure, but most important I was more confident. I had learned a lot in 1995. I was much better prepared—and relaxed enough to truly enjoy the great GAC hospitality. ###

“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.”

FACTOID

Colorado contributions to general aviation Part #1

Question: What company was the first to manufacture general aviation aircraft in the state of Colorado? What airplanes did they produce?

Answer:

Alexander Industries, of Englewood, was a big-time producer of movie short subjects in the 1920s. J. Don Alexander, CEO, decided to build airplanes as well; he started a factory on the same site as his sound-stages and the two enterprises co-existed for many years.

The most successful product, introduced in 1926, was the Alexander Eaglerock biplane. Though a conventional two-place open-cockpit design, it did offer superior performance at high elevations. After a disastrous fire destroyed the factory, Eaglerock production was resumed in Colorado Springs. Several variants (A-1 through A-15) reached at least the testing stage. These variously featured long or short wings, and one of several engines from 90 to 260 horsepower. Different records give different figures, but it appears that as many as 895 Eaglerocks may have been produced. A beautiful example of the type hangs as a display in Concourse B at DIA.

In 1929, Alexander Industries developed the Bullet. In some ways ahead of its time, the Bullet was a three-place, low-wing monoplane with fully enclosed cabin and retractable landing gear. Further, the wing was cantilever, with no

external struts or brace wires. It was very fast, but there were significant stability problems. Two test pilots died during the certification program and two others saved themselves only by bailing out. Understandably, the Bullet never really caught on and only 12 were produced.

In 1931 the company introduced the Alexander Flyabout, a two-place side by side seating high wing monoplane. Offered with engines from 40 to 130 horsepower, the flyabout failed to achieve success in the face of the great depression. About 25 were manufactured.

At least one other "modern" design was attempted, the eight passenger Alexander Transport. It was not successful and the company, like so many others during this era, got out of the airplane business.

SEE NEXT ISSUE FOR RELATED FACTOID.

AOPA Ed on-line

AOPA Air Safety Foundation has Pilot Aviation Education on-line. Try the Take off and Landing Clinic from the comfort of your lap top or desk top. A member service to promote aviation and pilot safety.

Dear Friends,

As most of you know I am a pilot and flight instructor. One of the organizations to which I belong, *Aircraft Owners and Pilots Association*, has a web site for **non-pilots**. I recommend that you all take time to view the site as it is interesting and will give you much information about General Aviation (little airplanes and non-airline airplanes). Also, why not book mark the site so you can come back to it when the need arises. I will not give you a speech here but please look at the General Aviation web site. The address is: <http://www.GAServingAmerica.org>
Thank you for your support of General Aviation.
Bill Marshall



Fly Mart

1/6 Partner Wanted: M35 Beech Bonanza. Proudly taxi into any FBO with this award winning "V" tail. 0 TSFRM; IFR; 160 kts; Beautiful paint 10; Nice interior 8; Hangered BJC; Tip tanks; Great partners; Very open schedule; On line scheduling; Collins audio; KN 62 DME; KX 125 nav/com; Narco AT 150 xponder; Collins nav/com; KX 85 ADF; \$12,950; Fly complex, high performance for much less—\$100 per month fixed/ \$60 per hour wet. Contact Bob Kinney for pictures or to answer questions: 303-288-7371 or email twinlake1@aol.com. I'd love to talk with you about this airplane!

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.

2003 CPA FLY-INS

If you wonder where our fly-in calendar just might be, it's not here because we still need to meet and set up a new year of special places, interesting tours, fun things to do.

We have whispers of lots of exciting ideas and possibilities, and WANT YOUR INPUT!!! Call our Fly-in Leader, Jan McKenzie, if you have suggestions, or want to join the planning committee, where we make our decisions, set up our 2003 events. Phone 970/686-1233. We will be meeting in January.



We'll manage your money.

But, as far as the weather goes you're on your own.

Photo: Jeff J. Dore, Tucson, AZ

MANAGEMENT ADVISORY SERVICES PLANNING

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Membership Renewals and a big Welcome to New Members

RENEWALS

Carl Jensen, Littleton	Evergreen Larry Camden, Centennial	Gregory H. Cox 4975 Oro Blanco Place
Habib Nasrullah, Louisville	Wendel Kent, Colorado Springs	Colorado Springs, CO 80917-3735
Peter Grey, Arvada	Michael Jolovich, Granby	Robert A. Koelbel 6548 S. Niagara Court
Karl Sutterfield, Eastlake	Rich Roberts, Fort Collins	Englewood, CO 80111-4615
Gretchen Jahn, Eastlake	Marlys Marshall, Aurora	
Paul Glaser, Englewood	Bill Marshall, Aurora	
Lee Porter, Pueblo West	Harry Young, Pagosa Springs	
Martin Prater, Bailey	Walt Giffin, Pueblo West	

James Kemper,
Lakewood
Donald Wods,
Cherry Hills Village

Joline Esposito,
Telluride
Gregory Reedy,
Franktown
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Westcliffe
Dean Jaros, Windsor
Bob Resling,
Golden
Don Boyle, Boulder
Edward Haase,

WELCOME NEW MEMBERS

Donald L. Coleman
395 Baron Court
Erie, CO 80516-
8113

M. Todd Stanson
7620 Lebrun Court
Lone Tree, CO
80124-9766



CPA DIRECTORY

AAREA REPRESENTATIVES

BURLINGTON / EASTERN COLORADO

Larry Mack
719/346-7884 (H)
719/346-5352 (W)
sherec4@plains.net

CENTENNIAL AIRPORT

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

COLORADO SPRINGS

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

CRAWFORD

Rob Duncan
970/921-3400
sales@aairbase1.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@LSLL.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 / SUMMIT COUNTY

Ron Lewark
303/668-3089 (H)
303/668-3093 (W)
c185guy@aol.com

LONGMONT

Pat Spears
303/684-9626
Patrick.Island@juno.com

MEEKER / RANGELY

Mike Brennan
970/878-4346 (H)

970/675-3284 (W)
mbrennan@flattops.net

PAGOSA SPRINGS

Larry Bartlett
970/731-2489 (H)
970/731-9552 (W)
lbflyer@frontier.net

PUEBLO

open

RIFLE / GARFIELD COUNTY

Larry Smalley
970/625-3222 (H)
303/918-7220 (H)
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

WALSENBURG

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

WESTCLIFFE / WET MOUNTAIN VALLEY

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

WRAY

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

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Colorado Pilots Assoc
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Peggy Long 303/733-7456

PUBLIC AFFAIRS-

Mark Hopkins303/494-1211

WEBMaster

Rob Duncan at sales@airbase1.com

SAFETY

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