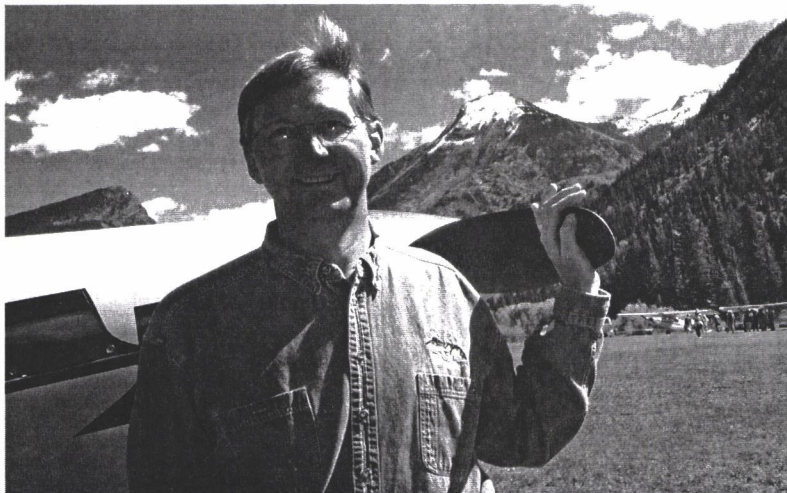


CPA FLIGHT LINES

Volume 20, No. 4

April 2003



Bill Meine, at Marble, Colorado fly-in. Spectacular scenery, wonderful hosts. Don't miss the upcoming 2003 fly-in to Marble this summer! Photo by W. Barbo.

Frontier Supports the Air Classic

For the third year in a row, Frontier Airlines has shown their support of the Air Classic by donating a round trip ticket for two to anywhere Frontier flies. As in the past, a silent auction will be held on the day of the Air Classic where you can place bids for the ticket. Proceeds from the auction will go towards supporting the race. This year's Air Classic will be held on July 12th – make your plans now to join us for this event. Hope to see you at Jackpot!

Robert Venohr
Air Classic Chairman

CPA WEB SITE
www.coloradopilots.org



President's Message by Eric Jensen

No flying since my last message. You might remember we had a bad cylinder on the way to Arizona in February. We made it home and since we had a Bahamas trip planned I asked my mechanics to thoroughly check the engine. They washed it down, checked fuel system, spark plugs, compression, etc. Everything looked good and they asked me to fly it. After a 20-minute flight we opened it up. Nothing real obvious but I noticed a little more oil wetness than normal. Looking hard Dan finally spotted a crack in the crankcase above the starter, a significant crack. So to shorten a long story, no Bahamas and I get to learn about engine overhauls. So far we found a good first run case, our crankshaft is OK, camshaft is not, four new cylinders on the way. Well I'm sure many of you know the joys of ownership. Note: the Bahamas trip went off fine without us. Four CPA couples made the round trip to Stella Maris on Long Islands.

What do you do when you can't fly but still think about it. Thank goodness for computers. What did we do before the Internet and the World Wide Web, such a great resource for information. When this engine project started I was able to get prices on Factory engine options plus quotes from five different overhaul shops in minutes rather than spending hours on the phone. All the Mooney service bulletins are available. And Lycoming has a lot of information on engine testing and break-in.

You can also spend time, often too much time, with the various web forums and mailing lists. I monitor the AOPA web board almost daily. These are available to members only for posting so you avoid some of the noise found on open forums. It takes awhile to learn to avoid the political threads and who is worth reading. After that there are very interesting discussions of instrument flying, mechanical/avionics problems, medical matters, teaching/learning and many other topics. There is a section called Late Blooming Aviators for folks starting flying later in life. Other CPA members

frequent these boards too. If you post a question, you'll most likely have a good answer within an hour. There are many other sites with good info and discussion. Too many to keep up with them all. I try to monitor Avweb (www.avweb.com) and the Mooney Tech list server (www.aviating.com/mooney/subscribe.html). Avweb has some great columnists and the Mooney list offers very detailed technical information on the care and feeding of our airplane.

Flight planning and weather briefing are also much easier for me with the computer. There are many ways to go, commercial and free. I use the CSC (formerly Dyncorp) Duats with the Cirrus Windows interface for every briefing when I can find a computer and phone line. The Cirrus software allows you to select a flight route on a map of most US airports and VORs. You can then ask for a flight plan and various weather products that are downloaded to your computer for study at leisure. The flight planner corrects for the wind and uses an airplane specific profile for speed and fuel. I've found them to be very good. It is very easy to check different routes and altitudes. You can also file either a VFR or IFR flight plan except for the plan required in the new Washington ADIZ. After checking a couple of other weather sites, weather.unisys.com and www.weather.com, I feel I have a pretty good picture for the flight. If there are still questions, I call Flight Service and discuss with a briefer. All this is free, DUATS provided by the FAA and the rest on the Web.

I hope none of our Front Range members had any major problems as a result of the 'Blizzard of '03'. And I very much hope that by the time you read this that the war in Iraq is over and people on both sides out of harm's way. The world is smaller but the human race still can't seem to find peace.

###

“Concerning Learning”

Saratoga Saga

By Bob Waldron as told to Dean Jaros

“Oh my gosh, the throttle doesn’t work!” These words still ring loudly in my ears eight years after a scary little adventure in a turbo Saratoga. In advance of a planned trip to the rainy Midwest, I had taken the afternoon off to practice some instrument approaches.

My preparations were all routine. I spent a little time reviewing the approach plate for the ILS at Greeley, my planned practice site. The pre-flight of the Saratoga, which I had on a shared lease arrangement, revealed nothing unusual. The weather was good. Take-off from runway 33 at Fort Collins-Loveland was uneventful. Careful not to overboost the engine, I established appropriate power for the climb to my cruising altitude of 7400 ft.

Reaching that point, I started to back off the throttle, aiming for a reasonable power setting. To my astonishment, nothing happened. The throttle just plain would not work and the Continental kept roaring along at the same manifold pressure. I did not panic, but my first reaction was to start shoving and yanking the throttle back and forth in the hope that it would somehow recover its function. After maybe half a minute of this with no effect, I regained a little composure. I forced myself to relax. I had no way of knowing what was wrong with the throttle nor could I predict what continuing to play with it would do. Too much power is better than none, I thought. I better leave well enough alone.

What to do? Declare an emergency? Prepare to land in the nearest suitable field? I well remembered these options from my training, but the calmer I got, the less appropriate they seemed. I had a stable

situation; it was difficult but, for the moment at least, not critical. Thinking positively would serve me better than a knee-jerk reaction.

Proceed to Greeley, the closest airport? With my breathing back to normal, I decided against this as well. Though heading for the nearest runway is often the best thing to do, I was more familiar with Fort Collins-Loveland and I could more easily count on potentially helpful people there. So, with a plan forming in my mind, I turned around and, at the outrageously high airspeed of 165 kts, headed home.

At such high power, I knew I would have trouble slowing down to the maximum gear extension speed of 129 kts. Speed brakes got me to the 150 kt range, but I had to climb steeply before I could drop the wheels.

As I approached the airport, I got on Unicom and explained my problem. I announced the rest of my plan: I would make a very long approach and when I was sure of making the runway, I would pull the mixture, kill the engine, slow down, drop the flaps, and dead-stick onto runway 15. Traffic cleared the approach for me. Some CAP folks on the frequency offered me help, but I did not see much that they could do. This was my show, and by now I was pretty confident.

At perhaps 130 kts rather than 90, it was tough to judge the approach, but I was able to touch down smoothly just beyond the numbers. Powerless, I coasted down the runway and came to a stop about 100 ft. onto the high-speed taxiway. Good job and pretty dramatic, I thought with a surge of satisfaction. I was almost beginning to enjoy this. The line boy, who had been listening on 122.7, was there to meet me with the tug. Ready to accept his admiration, I felt very calm and professional—



SB 03-124 ON POSSESSORY INTERESTS STILL ON HOLD. This is the bill that, with few exceptions, would amend the state Constitution to change the definition of property to provide that possessory interests are not "property" for purposes of property taxation. The issue is of significance to airports since the current interpretation of state law provides that leases on local government owned property at airports are a possessory interest and as such are subject to property taxation. The sudden attention to taxes on possessory interests is driven by a Colorado State Supreme Court decision a couple of years ago that stated such leases are "real property" under the state Constitution and must be taxed. Of course, the current financial dilemma of the state and local governments adds some interest in this potential new revenue source. Several local governments which own airports (including Jefferson County) have already imposed the tax. Others have yet to do so, but probably will.

Of significance to the aviation community, revenues from the tax do not remain at the airport. Rather, the revenues are diverted to the general funds of local government and, as such, would not be available for development and maintenance of airports. There is also a lack of a uniform policy on application of the tax and the potential that the combined effect of lease rates and the possessory tax may increase the effective costs for leased property to level exceeding market value. Obviously, enough of our legislators were of the opinion that the court opinion on possessory interests caused more problems then it was worth . . . which was likely the driving force behind the bill. However, there is also significant opposition to the bill. In a call to the office of State Senator Andy McElhany (a sponsor of the bill) on March 27 we learned that no action was taken since the bill was tabled in early February. Uncertain, at this time, as to

4 whether the bill has a chance of getting out

of committee.

MORE ON THE WARBIRD AND HISTORIC AIRCRAFT FLY-IN scheduled at Jeffco Airport on September 6. The event was initially proposed as a fundraiser in support of the Wings Over the Rockies Museum and the Colorado Aviation Historical Society as part of a series of historic programs celebrating 100 years of flight. It appears that the event has now evolved and combined with activities of the Jeffco Aviation Association and is now publicized as the 7th Annual Fly-In and Jeffco Airport Open House. The event will feature fly-bys and static displays with trophy awards in classic, contemporary, antique, homebuilt, warbirds and special interest categories of aircraft. Advertised time is from 7:00 a.m. to Noon with awards at 12:30 p.m. Check the Calendar of Aviation Events on our Web site for additional information.

FRONT RANGE AIRPORT AUTHORITY LOSES ONE CPA MEMBER AND GAINS TWO . . . with the retirement of CPA member Perry Miller from the Authority . . . and replacement by CPA members Karl Sutterfield and Larry Pace to the 5-member authority. Larry participates on the Authority as part of his responsibilities in his position as a newly elected County Commissioner of Adams County. Larry flies a Piper PA-28 which he bases at Boulder Municipal Airport. He is a retired science teacher and has been very active in aviation programs of the Fantasy of Flight Foundation. Karl and his wife Gretchen Jahn participate frequently in CPA activities. They base their Cessna 182RG at Erie Municipal Airport (formerly Tri-County). Great to see aviation (and CPA) types on these authorities.

SPEAKING OF FRONT RANGE AIRPORT . . . it looks like the airport could get an operational air traffic control tower as early as the middle of 2004. According to a presentation given at the Authority meeting

of March 12, 2003. Architectural plans and specifications are essentially complete and airport administration is in the process of soliciting bids. At an elevation of approximately 200 above ground level, it will be the tallest general aviation airport ATCT in the world. As an aside, I wonder if the administration could sell some antenna space on the top of the tower. Seems to me it could help subsidize the anticipated \$4.6 million cost of the tower . . . and possibly preempt some of the proposals for tall radio towers east of the metro area. Just a thought.

CPA MEMBER BRUCE HULLEY GOT THE SCARE OF HIS LIFE earlier this month following an instructional flight with one of his students at Front Range Airport. It was on March 3rd, the day of the last CPA board meeting. Bruce chairs the CPA Recognition & Awards Committee and was scheduled to attend the meeting. However, he admits to feeling somewhat ill during the flight . . . and did not feel up to attending the board meeting. Conditions worsened during the early evening hours to the extent that he checked himself in to the Medical Center of Aurora emergency room. Where he established residency for the next three weeks until he was released following surgery for a by-pass and a mechanical heart valve.

Bruce owns and operates Hulley Aero Training, a flight instruction and ground school business at Front range Airport. His biggest frustration now, other than a sore rib cage, is the delay he is faced with in regaining his medical certificate. In the interim, he plans to continue with the ground school portion of his flight training program . . . and limited flight instruction in cases that do not require he act as pilot-in-command. Not the best of all worlds. But as Bruce commented, the alternative to heart surgery was worse.

I'M SORRY, YOU ARE THREE POUNDS UNDERWEIGHT! AND YOU HAVE FLAT FEET! I don't typically share stories about myself. However, after all these years, this little secret about how I was able to pass the initial physical for the aviation cadet

program during WWII is worth sharing.

The story goes back a long way in time. To December 7, 1941 when Japan bombed Pearl harbor and I was a senior in high school in Mount Vernon, WA. An event that inspired me to be a fighter pilot and bring the war back to Japan. A few days later, I drove the sixty miles to a recruiting office in Seattle to volunteer as an aviation cadet in the Army Air Corps. Where I received my first rejection notice. As I recall, the minimum weight criteria for flight training was 125 pounds. During the preliminary physical, I was told that I weighed three pounds less than the required minimum. However, the medical examiner was very sympathetic and counseled me to go out and fill up on bananas and water and come back for a second try in a couple of hours. Can't believe I gained three pounds in two hours. Perhaps I didn't. Reflecting back, I suspect I passed the medical because they could see that I was so driven to become a pilot. In any case, I passed that part of the entry criteria. However, the examiner looked at my feet and counseled that I would probably be rejected later because flat feet would be a disqualifying condition for pilot training. For now, though, I was accepted.

Frankly, I had grown up on a farm and was used to doing a lot of walking and heavy chores. Never had a problem with my feet. It never occurred to me that flat feet could be a physical impediment. Guess I was a bit naïve also since I didn't even know I had flat feet until the medical examiner told me.

I didn't get called to active duty for several months following my acceptance at the recruiting office. In the interim, I found that I could conscientiously place my weight on the outer sole of my feet . . . and from all appearances, my instep was normal. So I used this technique during all of my subsequent physical examinations. And took special care when, for example, coming out of a swimming pool (or a shower) to always keep my weight on the sides of my feet . . . so that my wet foot imprint would not disclose my little secret. Now, everyone knows.

National GA Awards Announced

from Bill Linenberger

It is the stated goal of the General Aviation Awards Program steering committee, the Federal Aviation Administration and the awards program's industry sponsors that these outstanding aviation professionals receive the recognition they so richly deserve. We're happy to bring them to you.

In each of the past 40 years, the General Aviation Awards Program and the Federal Aviation Administration (FAA) have recognized a small group of aviation professionals in the fields of flight instruction, aviation maintenance, avionics and safety for the important role they play in aviation safety and education.

This awards program is a cooperative effort between the FAA and numerous industry sponsors. The selection process begins at local Flight Standards District Offices (FSDO) and then moves on to the nine regional FAA offices. Panels of aviation professionals within the various fields then select the national winners.

This year's national award winners are William Jeffery "Jeff" Edwards of Chesterfield (MO), named the Certificated Flight Instructor (CFI) of the Year; **Thomas E "Tom" Hendershot of Littleton (CO), who is the Aviation Maintenance Technician of the Year;** Allison John "Al" Ingle of Tallahassee (FL), 2003's Avionics Technician of the Year; and U.S. Air Force Maj. Dorward James "Jim" McDonald of Jacksonville (AR), the Aviation Safety Counselor of the Year.

FAA Administrator Marion Blakey will present this year's awards on Friday, Aug. 1, during EAA AirVenture 2003 in Oshkosh (WI). "These awards highlight the important role played by these individuals in promoting aviation safety and education,"

said JoAnn Hill, General Aviation Awards Committee Chairman. "The awards program sponsors are pleased that these outstanding aviation professionals will receive the recognition they so richly deserve before their peers in Oshkosh."

Tom Hendershot@FlyFrontier.com has airframe & powerplant certification with inspection authorization and has worked as an aviation professional for 47 years. The holder of FAA Bronze, Silver, Gold, Ruby, Diamond and Diamond Medallion AMT awards of excellence, he conducts professional training courses industry-wide and creates curricula for institutions of higher education.

While with Frontier Airlines, Hendershot has mentored all of Frontier's maintenance technicians through the FAA maintenance awards program. He has also continued his own professional growth and development well beyond FAA minimum requirements. Recently, he was elected to the Professional Aviation Maintenance Association (PAMA) Board of Directors. In addition, he is an active pilot and flight instructor with over 22,000 hours. He also finds time to serve as an Operations and Airworthiness Aviation Safety Counselor.

Organizations providing support and sponsorship for the awards program include the Aircraft Owners and Pilots Association (AOPA), the Experimental Aircraft Assoc (EAA), the General Aviation Manufacturers Association (GAMA), the National Air Transportation Association (NATA), and the National Business Aviation Association (NBAA) along with the Aircraft Electronics Association (AEA), the Aeronautical Repair Station Association (ARSA), the Federal Aviation Administration (FAA), the Helicopter Association International (HAI), the National Association of Flight Instructors (NAFI), the National Association of State Aviation Officials (NASAO), the Professional Aviation Maintenance Association (PAMA) and Women in Aviation International (WIAI).

Chairman JoAnn Hill noted, "As an interesting aside, all four of this year's national winners are flight instructors while three of the four are FAA Aviation Safety Counselors!"

until I got out of the plane. Then it hit me how close to disaster I might have been. I began to tremble and sweat as the release of pent-up tension swept over me. Not quite the cool hand I had imagined myself to be five minutes earlier! Humility returned in a flash.

The ending is basically happy. Yes, the turbocharger had been thoroughly trashed. The sudden change, on landing, from nearly full power to no power at all, led to extreme shock cooling. But it was quickly overhauled and there was no other damage to the airplane.

The cause of all this, though simple, is really quite disturbing. With the cowl off, we discovered that the throttle linkage was disconnected. The cable is fixed to the injector actuator arm with a bolt. The bolt, its castle nut, and the cotter pin which secures the nut were missing. Apparently at the recent annual (only one hour was on the tach) the cotter pin had not been re-installed. The nut thus eventually vibrated off the bolt which then slipped from its fitting. Fortunately, as I learned later, the system has a default mechanism that keeps the throttle open in the event of such a failure. Though we cannot personally tear down and examine every airplane we fly, this adventure surely confirms the wisdom of being cautious about recently annualized airplanes.

My own personal take on my Saratoga adventure is this. At first, the emergency caused me some agitation and uncertainty. Then, by some pretty explicit exercise of will power, I was able to get into a more positive frame of mind. Certainly I remembered my instructor teaching me about emergency procedures. But it also occurred to me that hasty and unthinking performance of emergency procedures can itself be a form of panic. Somehow, I grasped that I should keep flying the airplane, assess the overall situation, and then develop a plan appropriate to the circumstances.

Yes, some emergencies are critical, with disaster and death only seconds beyond their discovery. In these, we need good instincts and the quickest possible reactions. But most problems are not so dramatic; there may be options available. For these, there is no substitute for cool thinking. This lesson I have learned well. ###

"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."

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GA ACCIDENTS DOWN, ASF NALL REPORT SHOWS

The just-released 2002 AOPA Air Safety Foundation Nall Report shows that general aviation suffered only 1,494 fixed-wing accidents during 2001, lower than any year since record-keeping began in 1938. The total includes 298 fatal accidents. This year's report also contains surprising findings about takeoff and landing accidents, which in 2001 accounted for 58 percent of all pilot-related GA accidents. Among other things, it reveals that airline transport pilots suffer a higher proportion of takeoff and landing accidents than student pilots, relative to each group's percentage in the pilot population. This ASF Nall Report is the first detailed analysis of 2001 GA accident information, focusing on fixed-wing aircraft weighing less than 12,500 pounds. The Nall figures may differ slightly from the recently released NTSB data because the report is partially based on preliminary data... from Bill Linengerger.

A Telluride update!!

The decision was to study the matter of approval of the Telluride Airport safety improvements further. (Parenthetically, it should become increasingly easy to study this, since the design review process has been going on three years or more, and the original directive from the FAA to bring mountain airports up to current safety standards is now about six years old- each successive County Commission sees the same stuff each time the issue comes up. The issue has been tabled for further study uncountable times.) More letters of support would be helpful.

These should be very short, simple messages, as we have some very simple government officials in our county. A message like "I am a pilot who sometimes flies into Telluride. While I understand that runway safety improvements would do nothing to change the number or type of aircraft landing at Telluride, I believe that widening and leveling the safety areas adjacent to the runway could improve safety for both pilots and people on the ground. My experience as a pilot suggests that noise levels and traffic would not change significantly in any way."

Basically, the plan calls for much wider, unobstructed safety areas adjacent to the runway, a displaced threshold 600 feet longer on runway 27 in place of the current safety over run area, and removal of the 80 foot deep dip in the center of the runway. Gee, where will the challenge be once that has been done? As it now stands, the clear zones adjacent to the runway are too narrow to meet the standards required for the faster jets currently using the airport, and there are deep drainage ditches in the clear zones. The 600 feet longer displaced thresholds are really to accomodate the required start-stop distances of aircraft already using the airport. There are no current planes that would be able to take advantage of the extra distance that don't already come here. The newer large commuter jets would still require just a bit more distance than the mesa top can provide.

Since we have a bit more breathing room now, letters are best FAXed to the airport manager, Rich Nuttall at 970-728-4115, or mailed to him at Telluride Regional Airport, 1500 Last Dollar Road, Telluride Colorado 81435. This way we avoid the problem last time of some letters arriving, other returned, and still others just now filtering their way through the county office building.

Thanks again to everyone who already wrote- the letters did make a difference.

Fletcher Anderson

8 CPA Telluride Rep

Approved Data - what is it?

Approved data is data used to approve major repairs and major alterations, including the following:

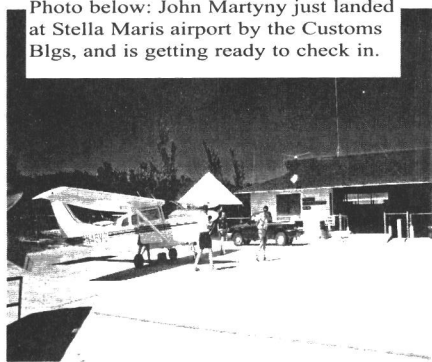
- Type Certificate Data Sheets (TC)
- Supplemental Type Certificates (STC)

What is Field Approval?

A field approval is the granting, by an FAA airworthiness inspector, of an FAA "approval" for a major repair or alteration. The approval is given only after conducting a physical inspection and/or after reviewing data. There are three different kinds of field approvals for which the local FAA inspector can sign off:

1. Examination of data only
2. Physical inspection, demonstration or testing of the repair or alteration
3. Examination of data only for duplication on identical make and model aircraft by the original modifier.

Photo below: John Martyny just landed at Stella Maris airport by the Customs Bldgs, and is getting ready to check in.



Bahama Mama, Goombay Smash and Yellow Birds

Pack a swimsuit or two, a cover-up, snorkel gear, suntan lotion, and bug juice. Flying to the Bahama Islands is an adventure to a special paradise. Bahama Mama, Goombay Smash and Yellow Birds? Not fish, drinks!

A group of CPA's flew to the Outer Islands of Bahama in March, and were lucky. We had tail winds the whole trip, and to make it even better, we were in a little window of perfect weather that came between major winter storms. Our destination was Stella Maris Resort, on Long Island, in the Outer Islands of the Bahamas.

The biggest conception pilots have about

flying to the Bahamas is the distance involved in getting there. If you take off from Miami, you can be over in just 20 minutes, without ever losing sight of land. We flew from Ft. Pierce, Florida, choosing to fly a more direct route over water, passing beside the Grand Bahama Island, flying over Nassau, and paralleling the Exumas, to end at Long Island, where we eagerly landed, ready to have "our day in the sun". Each island was different, and a marvel to see from the air.

Before we left, we checked several resorts and destinations on the internet, read guidebooks, and checked out the Pilot's Bahamas Aviation Guide before we made our plans. We decided that *Stella Maris Resort* sounded best to us, and we were right. It was close to the airstrip, had a wide variety of lodging available and a multitude of free activities changing daily, that were no extra charge.

They had fishing, kayaking, sunboat sailing, snorkeling, scuba diving, shelling, bicycling, caving, swim pools in addition to warm water beaches - we had a fabulous time. If we can make it in our little Cessna 170B, you can do it too! *MK Jones*

COLORADO CALENDAR OF AVIATION EVENTS - 2003

for more info go to our CPA web site please

APR 12 - 13 MINDEN, NE (OV3). Fly-in sponsored by CPA. Fly to Minden Saturday a.m., visit the Pioneer Museum that p.m. & Sunday a.m. The museum has a fantastic collection of memorabilia illustrating man's progress since the 1830's. Return home on Sunday p.m., April 13. Info: Bob & Carolyn Doubek 303/771-8148 or 970/887-3871 or idacrase@4dv.net

APR 19 LAFAYETTE FOUNDATION DINNER, Wings Over The Rockies Air & Space Museum, former Lowry AFB, Denver, 5:30 p.m. Fundraising dinner for the Foundation. First display of Red Barron memorabilia since 1918, plus Red Barron's Triplane on display. Corporate sponsorship - \$100/plate; individual - \$50/plate. Reservations required. Info: Andy Parks 303/667-4279.

APR 26 LA JUNTA, CO (LHX). Fly-in sponsored by CPA. This one day family event begins with lunch at the La Junta Golf Club, adjacent to the airport. Then we take a bus to Bent's Fort. A National Park Service administered historic site, we will be provided with a first rate private tour. This 1830s-1860s trading post was located on the Santa Fe Trail near the (then) Mexican border. It played an important role in the westward expansion of the US. Info: Jan McKenzie 970/206-5526 or jan.mckenzie@LSIL.com

MAY 2-4 ALBUQUERQUE, NM (ABQ). Fly-in sponsored by CPA. Visit a watershed period of American history - the story of the Atomic Age at the Atomic Museum. See the Sandia Nat. Laboratories National Solar Thermal Test Facility's Solar Power Tower. Check out the Sandia Mountain ski area with an aerial tour. Last but not least, tour of the new Eclipse Aviation Co which is building a 6-seat jet planned for use as a potential "air taxi." Dinners in Old Town - historic section of city. Info: Bart and Mary K Jones 719/488-0653 or jmarykathr@aol.com

MAY 5 CPA BOARD MEETING, Boardroom, JetCenter, Centennial Airport (APA), 6:30 p.m. Info: CPA Hotline 303/366-6226.

MAY 17 PUEBLO, CO (PUB). Fly-in / Drive-in sponsored by CPA. Visit Pueblo Weisbrod Aircraft Museum & International B-24 Memorial adjacent to the airport. Open 10:00 a.m. - 2:00 p.m. Over 20 vintage aircraft on outdoor display. Lunch on your own at Restaurant in terminal building. Info: Terry & Walt Barbo 303/367-0670 or OldFlyer@compuserve.com

JUN 2 CPA BOARD MEETING, Boardroom, JetCenter, Centennial Airport (APA), 6:30 p.m. Info: CPA Hotline 303/366-6226.

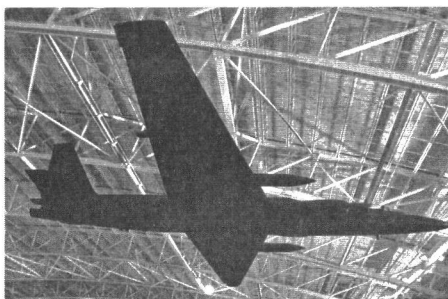
JUN 7 - 8 SAC MUSEUM, OMAHA, NE (OMA). Fly-in sponsored by CPA. Saturday tour of and dinner that evening in the museum. The Strategic Air & Space Museum, formerly the Strategic Air Command (SAC) museum, opened in 1998. It is a 300,000 sq. ft. building featuring a glass atrium that encases a Lockheed SR-71 Blackbird, two aircraft display hangars, an aircraft restoration gallery, and much more. Info: Sarah Dolliver 303/866-0289 or dollivs@hro.com, Peggy Long 303/733-7456 or peggy@fitzlong.com, or Bill Linenberger 303/918-6452 or lenlyall-parts@juno.com

JUN 14 VAN AIRE FLY-IN / DRIVE IN, Van Aire Airpark (CO12). Open House for CPA members and guests; hangar talk, classic cars; arrive 10:30 a.m., lunch at noon. Donation for lunch. Info: Everett Aden 303/659-4517

Erie Municipal Airport Open House and Fly-in May 17, 2003

The Erie Municipal Airport (48V) will be hosting a Fly-in and Open House on May 17, 2003. The activities will be held in conjunction with the Annual Erie Town Fair. The event will feature Young Eagles rides, ultralight aircraft rides, model aircraft demonstrations, and antique, experimental, and sailplane static display aircraft. For those who wish to learn to fly or just try their hand at the controls, Specialty Flight Training will be offering Discovery Flights. An early morning hot air balloon launch will take place ½ mile east of the airport.

For additional information, contact Dennis Moss, Airport Manager at (303) 604-0043, or email dmoss@ci.erie.co.us



Have you ever seen a plane like this?

It's the same model that Gary Powers was flying on May 1, 1960 over the USSR. On June 7th & 8th fly with us to tour the Strategic Air & Space Museum in Nebraska, midway between Lincoln and Omaha on I-80.

In 1959, the first plane in the collection arrived at Offutt AFB, Nebraska. General Curtis LeMay's vision of a Museum that preserved

historic aircraft had become a reality. The Museum is a 300,000 square foot building that features a glass atrium, two aircraft display hangars, a traveling exhibit area, a children's interactive gallery, a 200-seat theater, a Museum store, an aircraft restoration gallery, and a snack bar. The glass atrium is a breathtaking structure constructed of 525 glass panels that encase the awesome Lockheed SR-71 Blackbird. The two aircraft display hangars protect the aircraft collection and exhibits from harsh outdoor elements.

Look for a flyer in next month's newsletter for more details or call Sarah Dolliver or Bill Linenberger. *photo and writeup by Peggy Long*



Fly Mart

For Sale: 1978 T-210, 1/4 interest. 3450TT, 650SMOH, Collins/King, STEC 60-2, HSI, WX8, includes 1/4 hanger, engine reserve, tug. Based at APA. \$48,500.

Robert Venohr, 303-766-0742 or rkvenohr@aol.com

For Sale: Light Speed ANR head set model # 20XL. \$275.00 Frank Niehaus. 303/648-3461 h; 303/292-5080 w.

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.



"CPA MEMBERS SPEAK" by Penny Hamilton

Jerry Stooksbury in Fort Collins joined CPA in 1992 because a fellow pilot suggested he would benefit from being a member. Even when his business required him to move out of Colorado to another state, he maintained his membership. "I remained a member during those years for many reasons. The CPA FLIGHTLINES kept me updated. It was a great source of information to keep me up to speed on current Colorado GA issues.

"Also, the CPA legislative and local airport activities are important member services and benefits. I knew eventually I would be returning to Colorado so being a member of CPA was important to me."

Jerry is just one of the many members who believe that the work CPA does on behalf of GA pilots are reasons to join and support the organization. The other CPA committees and activities such as fly-ins are just added value.

According to Jerry Stooksbury, CPA membership is a great value.

Membership Renewals and Welcome To New Members

RENEWALS

Mary Jones, Colorado
Springs

Dr. Alan Dahms,
Denver

Michael Pierson, Fort
Collins

Jeffrey Cain, Denver

Richard Austin, Fort
Collins

William Hanson,
Longmont

Delbert Miles, Greeley

Wayne Henke,
Brighton

Walter Berger,
Highlands Ranch

Tom Shaw, Lakewood

Larry Pace,
Westminster

Zoan Harclerode,
Haxtun

J. C. Over, Mack

Chris Aldridge, Page,
AZ

Paul Chetham, Denver

Ronald Lowe,
Palisade

Brian Jones, Parker

Harold Steffens,

Monte Vista

Jim Custis, Denver

Charles Wendt, Iowa
City, IA

Wes Sugden,
Longmont

Peter Paul Luce,
Englewood

John Tedder, Castle
Rock

Mark Henrichs,
Nederland

Fred Gardner,
Lakewood

Gary Silence,
Monument

Ivan Kaiser, Bellvue

Lowell Andrews, Estes
Park

William Dernel, Walsenburg

Paul Pitkin, Payson,
AZ

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Maynard Kealiher,
Larkspur

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