

CPA FLIGHT LINES

Volume 21, No. 1

January 2004



Frank Niehus,
plane camping at
Marble, Colorado
flyin trip.

See our web page
for the whole story!

photo by Frank Niehus.

CPA WEB SITE
www.coloradopilots.org



President's Message

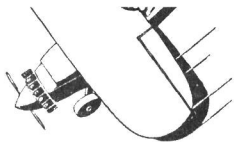
What is a Fly-In?

As I mentioned in my first try at a presidential message, fly-ins are one way in which pilots, their families, and friends can benefit from the Colorado Pilots Association. A fly-in to Pagosa Springs was my first introduction to CPA; it was a memorable experience that I will never forget. Fly-ins are a great way to meet other pilots and their families and to experience, first hand, the exciting benefits of being a general aviation pilot.

There is no such thing as an average fly-in. Some fly-ins are close to the front range of Colorado and pilots can fly there and back in a single day. Other fly-ins are in neighboring states and may take several days to adequately enjoy. Some fly-ins are to places with incredible scenic beauty while others offer museums, historical areas, or areas with an aviation bent. Some fly-ins include many or all of the above in one single trip. The one thing that fly-ins are not is boring. There is usually more to do than time allows; and there is usually something for everyone.

How are fly-in locations and dates set? There are so many things to do and so many places to go in general aviation aircraft that the determination of fly-ins becomes a weeding out process. In general, a fly-in committee meeting is held each January. Suggestions for fly-in destinations are discussed and members of the committee are chosen to set up the logistics for the fly-ins. During the early months of the year, fly-in locations that do not require flights into the mountains are frequently chosen. During the summer and fall months, the mountain and longer trips are often planned. Trips of both short and long duration are mixed up during the year so that pilots of rental aircraft as well as aircraft owners can participate.

Suggestions for trips are welcomed from any CPA member who knows of a good location, especially if he/she is willing to plan the trip. It is, however, important that these suggestions be provided to the committee prior to the committee meeting in January. I am always amazed at how much work goes



into each
fly-in and
how tough it
is to get

pilots from one place to another (like herding cats). It is important, therefore, that the trips be planned early and the times set. Usually by February, the proposed fly-ins will be posted on the CPA website and in the Flightlines magazine.

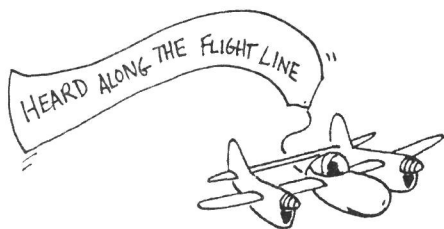
I encourage each of you to participate in at least one fly-in this year. I encourage you to meet your fellow CPA members and their families. Children are always welcome as are your non-flying friends. Please take part in one of the major activities that your Colorado Pilots Association offers you. If you are a pilot without an airplane or a medical, call the sponsors for the trip and arrange a ride with another CPA member. We would like all of you to attend. If you have a suggestion for a trip this year or would like to participate in the committee meeting, email me at johnmartyny@comcast.net. ###

Factoid—Feb. 2003

Question—There has been only one great international air race characterized by hotly contested annual or biannual competitions. What was it called? Which countries regularly participated? What were the long-term implications of this series?

CPA HOLIDAY PARTY
almost 100 people turned out for our annual holiday gathering. Gloria Baltz and Terry Barbo did a beautiful job planning and organizing the events. A huge thank you to all who were involved - it was a grand success!





HEARD ALONG THE FLIGHT LINE (January 2004) by WALT BARBO

FAILURE OF THE WRIGHT FLYER REPLICA TO GET AIRBORNE at Kitty Hawk on December 17 had to be a disappointment to the nearly 35,000 people gathered there in the rain and mud to see a reenactment of the first powered flight at the location a hundred years earlier.

As one reporter wrote, "A 100th-anniversary attempt to re-create the Wright brothers' first flight flopped Wednesday when a delicate, wood-and-muslin replica of their airplane failed to get off the ground and splashed into a mud puddle. The rickety Wright Flyer roared its engine and began the slow crawl down the 200-foot wooden launching track, rising just 6 inches for about a second before hitting the sand and splashing into the mud."

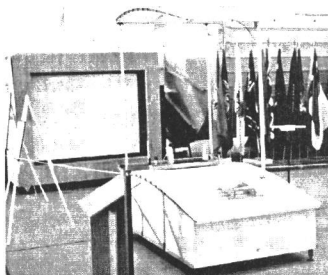
Some of the more philosophical noted that not every flight of an experimental aircraft will do what the designer, or pilot, or crowd would want. Yet, it had to be disappointing to the crowd, some of whom had made reservations for the historic occasion nearly a year in advance.

THE WINGS OVER THE ROCKIES AIR & SPACE MUSEUM IN DENVER NARROWLY ADVERTED THE SAME FATE with the Wright Flyer Simulator at its fund raising gala on December 17 . . . when the "high tech" wireless mouse and keyboard needed to control the simu-

lator failed to communicate with the wireless receiver on the computer. The Wright Flyer was grounded. Timing of the breakdown couldn't have been worse. After running perfectly during a shake-down period for at least a month prior to the gala, it failed the moment the doors of the event opened.

CPA member (and Museum volunteer) Don Welsh faced a real emergency. He had volunteered responsibility to operate and maintain the simulator . . . and had been challenged a number of times with operational problems since the equipment arrived at the Museum. But nothing like this. An equipment failure at the very moment a crowd was arriving to attempt flying this historic replica. Many of us expected to see Don sweat. Didn't happen! He was unflappable. Possibly influenced from his many years as an airline pilot where it is not uncommon to keep a crowd waiting over an aircraft mechanical problem. Or was it Don's emotional conditioning from his many years as a Marine fighter pilot. Anyway, Don took it all in stride.

Incidentally, the simulator problem was quickly resolved by substituting a "low tech" conventional keyboard and mouse in place of the wireless controls. After which it was normal operation for the flight simulator. Though hardly normal for those attempting to fly the simulator.



Wright Flyer simulator at the Wings Over the Rockies Museum

Most failed on the first attempt. Tough bird to fly! Drop by the Museum some day and give it a try.

THE WRIGHT FLYER SIMULATOR AT THE WINGS MUSEUM IS A FULL-SCALE REPRODUCTION of the controls Orville and Wilbur Wright used on their historic first flight at Kitty Hawk. It consists of a hand lever (for control of canard), hip cradle (for control of wing warping) and throttle connected to a PC running Microsoft Flight Simulator 2004.

A projector connected to the PC displays a virtual view of the flight on a large screen in front of the simulator. A participant lays on the hip cradle and operates the controls just as the Wright Brothers did a hundred years earlier. Push the throttle forward, sounds from the engine start to increase, and the aircraft begins its snail pace acceleration down the takeoff rail. Unlike the reenactment at Kitty hawk, the Museum simulator usually gets off the ground. Though it is challenging to keep it airborne.

The Museum's Wright Flyer simulator was built by the Experimental Aircraft Association in Oshkosh and acquired as a permanent exhibit at the Museum.

THE ARAPAHOE COUNTY PUBLIC AIRPORT AUTHORITY celebrated the anniversary of flight (December 8-19) with a modest but significant display of Wright Brothers artifacts in the Ashbrooke Room in the airport administration building. Artifacts included original cloth from the 1903 Wright Flyer, Orville Wright's autograph signed on the 25th anniversary of flight, the 1909 Congressional Medal commemorating the Wright Brothers' achievements, and a variety of memorabilia in recognition of their accomplishments. Much of the memorabilia will go on permanent display at Kitty Hawk. However, as a lasting tribute, airport management has renamed the Ashbrooke

Room the Wright Flyer Room.

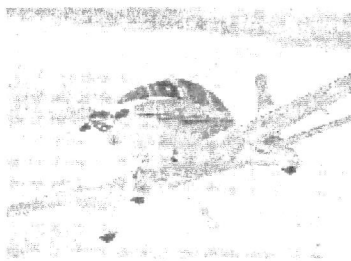
CENTENNIAL AIRPORT WILL BE SITE OF FUTURE WINGS OVER THE ROCKIES MUSEUM flight facility according to an announcement by Centennial Airport Manager Robert Olislagers at the Museum's December 17 Gala. Site of the facility will most likely be in a portion of the vacant area south of RW 10-28. Nothing to report on timing, however, it is certainly timely to be thinking about aviation requirements as we enter the second century of powered flight.

FRONT RANGE AIRPORT AUTHORITY MADE A MAJOR COMMITMENT TOWARDS THE FUTURE OF ITS AIRPORT when at a public meeting on December 5, 2003 the authority approved a 2004 Capital Improvement Budget of nearly \$7 million. Major development to be funded under the budget includes an air traffic control tower (estimated \$4,558,000 cost) and a pavement overlay to RW 17-35 (estimated \$2 million cost).

While much of the development will be funded from FAA sources, Adams County committed \$507,000 towards construction of the tower and an additional \$132,000 towards the pavement overlay. With an additional \$400,000 the county committed for FY 2004 operational costs, the county will have invested over \$1 million in 2004 towards the future of this airport.

During the meeting, Airport Authority Chairman Ted Strickland (an Adams County Commissioner who is term-limited in 2004) commented that he wanted the tower construction completed on his watch. Which was certainly one of the driving forces underlying the aggressive construction schedule. Though Strickland has always been a strong supporter of the airport. As has Elaine Valente (also term limited in 2004) and Larry Pace (newest member of the board who is also a CPA member and aircraft owner).

Shared Ownership Groups



We are in the process of forming a shared ownership company in the Denver metro area similar to ones you've read about in AOPA Pilot®, Flying®, Magazine, and other aviation publications. All airplanes in our fleet will be new fully equipped state of the art products. Initial aircraft are expected to consist of fully loaded Cirrus SR-22's. Our goal is to achieve a fleet of at least 6 aircraft based at Jeffco and/or Centennial airports within the next two years. If you have an interest in becoming a share owner, visit our website at www.sogroups.com & provide your contact information.

HEARD, continued from page 5

It is

an aggressive development schedule. Airport Manager Dennis Heap announced that a contractor for construction of the tower will be selected by March 4, construction started a month later, and completion by December 4, 2004.

NOT MUCH HAPPENING IN AVIATION LEGISLATION IN COLORADO THIS YEAR. Aeronautics Division Director Travis Vallin tells us that a minor change in funding authority would permit airports to contract for higher dollar amounts without the need to go through a Request for Proposals process. Airports are currently limited to contract amounts not exceeding \$10,000 without going through an RFP. The rest of the Colorado Department of Transportation has a floor of \$50,000 and new authority for airports would give consistency within CDOT. Travis was uncertain who would be carrying the bill if it goes forward.

CPA WEB SITE HAS A NEW FRESH LOOK. Starting with a new home page with a poster that reads "Fly Colorado With the Colorado Pilots Association." The site also has a new interactive capability in which members can maintain e-mail and snail-mail addresses, passwords, and other information within their personal information record without going through membership services.

The site also has a number of communication capabilities and will eventually be the principal source of information to our members. As of this writing, there are a number of links that need updating, such as the current Board of Directors and Area Representatives. The page on Mountain Flying also needs some work. Hopefully, these changes can be made before the next mailing.

HAVE YOU LOOKED AT THESE WEB SITES?

www.skygod.com/quotes opens with a statement reading: "Good morning and welcome to my collection of man's great thoughts on flying, airplanes, and being a pilot. From Armstrong to Wright, from balloons to rocket boosters to Richard Bach -- this is flight!"

The site has notable quotes in over 20 different categories and even includes a search capability of man's great thoughts on flying airplanes and being a pilot. For example, when inserting the words "surlly bonds" into search, the program gave two hits. The first was "We shall never forget them nor the last time we saw them, as they prepared for their mission and waved good-bye and slipped the surly bonds of Earth to touch the face of God." It was a quote by President Ronald Reagan addressing NASA employees following the tragic loss of Challenger 7.

The second hit was the infamous poem by John Gillespie, Jr. which starts with: "Oh, I have slipped the surly bonds of earth"

www.aerofiles.com is dedicated to aviation history, much of it on the humorous side. An opening statement on the home page reads, "AEROFILES is the Internet's most comprehensive, non-commercial, free-access web site dedicated to the aviation history of North America and the airplanes that have graced our skies for 100 years. There are no banners, pop-ups, java scripts, frames, applets, cookies, music or sound effects, or animations between you and 165MB of information!"

Enjoy!

Concerning Learning

Of Engines, Emergencies, and Expectations

By Ted Waltman as told to Dean Jaros

It was time for the annual. I had taken my Maule to an A&P whom I had not used before. The A&P was only able to work part time on the annual, as he had other A&P commitments at another airport too. As a result, it was almost two months before the plane was ready.

Of greater concern, I noticed several minor oversights—for example, a door-seal had not been properly refitted. None of these appeared to affect airworthiness, but these unfinished minor items caused me some anxiety. Were these all the A&P forgot? Could I be confident that every unseen castle nut had been cotter-pinned? Or that my new vacuum pump and oil cooler had been properly installed?

My first flights increased my suspicions. Prior to the annual, the Lycoming IO-540 had used very little oil. Now, a quart

disappeared every two hours, and most of it was on the belly. So I went to another A&P, one able to devote full-time attention to my plane (and my ultimate safety in the air). Sure enough, an oil-hose fitting had not been tightened.

Two days later, I was planning a trip from my home base at Aurora Airpark to Iowa. The minor squawks had been fixed and the airplane did not leak oil, but I was still concerned. Was some as yet unseen problem waiting to give me another surprise?

Our Friday morning departure was uneventful. There was some light rain and a front lay near our destination, but the outlook was for a perfectly reasonable IFR flight. We were in the clouds at 8,000 ft., eastbound, about 40 miles out when the trouble started. My engine analyzer showed a sharp temperature drop in cylinders five and six. After the previous A&P issues, my very first thought was, “What else did he miss?” I had already started down the wrong path on the analysis decision tree. With mounting alarm, I changed fuel tanks, turned on the auxiliary fuel pump, and adjusted the

mixture. All to no effect. The engine was running really rough now, and before long I could not maintain altitude.

I called Center, advised them that I needed to land at Front Range immediately (the closest airport with an ILS approach and emergency equipment), and did a 180 degree turn. Dropping out of the soup at around 7000 ft., I realized that I would not make it; I started looking for a good field for an emergency landing. Yes, if you have to set down off-airport, a Maule is the right airplane. Nonetheless, a forced landing can ruin your whole day. Center's question as to how many "souls" were on board caused me to reevaluate the potentially serious nature of my situation.

Then it suddenly hit me. Pull the carb heat! I had forgotten the most elementary emergency procedure that the greenest student pilot is supposed to know. Worse, I had a carburetor temperature gauge by my left knee—whose yellow arc simply did not get my attention. Fortunately, the ice build-up was still small enough to respond to the warm air and shortly the engine was

back to normal. I focused first—rightly so in IFR conditions—on flying the plane; perhaps 5 minutes total had elapsed since the first sign of trouble.

Relieved but very embarrassed, I called Center once more. Hesitantly, I told them I had solved my icing problem and requested a clearance back on course to Iowa. Later, when asked by Center for an update on the icing, I confessed all. No, it wasn't structural icing—I just failed to pull carb heat. The controllers were helpful and cleared me on my way. (By chance, a controller friend of mine was working that morning; he eventually told me that the Center staff was really quite understanding; they were relieved that nothing worse had happened.)

There are three lessons here. First, I had clearly fixated on the post-annual situation. The loose fitting and the resultant oil leak were firmly in my mind—this new problem HAD to be another result of the A&P. I had started and persistently continued down the wrong analysis path. This fixation somehow drove the more obvious emergency procedures

from my mind. The moral is clear: never, ever overanalyze an emergency situation. First, do what you have been taught to do—address the obvious. If you still have a problem, THEN start looking for more exotic explanations.

Second, I think I had fallen victim to Colorado complacency. In this climate, sustained IFR flight in damp clouds is relatively rare. Carburetor heat is likely to be far from our minds—unlike pilots in the Midwest or on the coasts. This was the first time I'd ever experienced carb ice! This is probably why it took so long for me to figure it out. Force-of-habit, as in pulling carb heat on approach, can be a powerful stimulus to do the right thing. But coupled with inattention, force-of-habit can be a deadly barrier *against* doing the right thing. Pilots need to cultivate their habits carefully.

Finally, my Maule is equipped with a multi-function engine analyzer. It is a wonderful addition and I rely on it a lot. But I think I had become over-dependent on it, to the extent that I subconsciously expected (or wished) it could supply more information that it really does.

In this case, the analyzer had lulled me into a small but important neglect: I no longer included the carb temperature gauge in my normal scan of the panel. If a pilot has an instrument in the cockpit, he/she should use it—especially when IFR.

Though this experience was somewhat humbling, I think I have learned these lessons well. Now, before every stage of flight—takeoff, cruise, or whatever—I try to work through a “what could go wrong” exercise. This is a simple and straightforward approach. Emergencies by definition are unexpected. My thinking really boils down to, “Expect the unexpected.” Though this is a cliché, I think it contains wisdom. Couple it with another old saw, “Pay attention,” and we have a formula to tilt the odds in our favor. ###

“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.”

FLYINS FLYINS FLYINS!!

We held our annual planning party the 11th of January, and Connie Hopkins and Cathie Martyny hosted the event. This was a potluck dinner, and afterwards we sat down and decided where some great flyin CPA trips will be, and who will be willing to help host the trips. If you want to suggest a trip, or be a part of this fun-loving group, please give them a call: Connie 303/494-1211; Cathie 303/449-6875.

We can always use people who are willing to help plan the trip, set it up, plan happy hour, find interesting things to do while we are there or any of the above - & Mary K Jones is willing to help with flyers; Terry Barbo is the one who gets them printed and stuffed in the mailers.

Just what does it take to host a trip? Two or more couples call for lodging reservations, plan activities, write up the info for the newsletter/web site - and do a flyer to be sent out in our newsletter for sign up. If you want to get involved in the Colo Pilot's Association, this is an easy way to do it.

Activities can be anything from visiting a local winery, to exploring a cave, to basking on a beach. We go for one day trips in Colorado, or anywhere else that you think would be fun.

Look for the new flyin calendar on our web site, and in our next CPA newsletter.

Factoid—Feb. 2003

Answer—The Schneider Cup races, exclusively for seaplanes, were held between 1913 and 1931. Jacques Schneider, a French government official, sportsman, and philanthropist, believed that the future of long-distance air commerce lay with seaplanes. This was a reasonable view in the early days of aviation, when harbors were ubiquitous but runways were few. Schneider hoped to promote the development of faster seaplanes through offering a large racing purse.

Things did not turn out as he expected. Attention quickly shifted from load-carrying flying boats to high-powered single seat float-planes. The Schneider race thus did not promote commerce, but it nonetheless had an important legacy.

While the French won in 1913, the race thereafter featured almost exclusively the United States, Great Britain, and Italy. In the years following World War I, US aviation, in most respects, was not as well developed as that in Europe. For example, the Wright-Curtiss lawsuits and their fall-out still acted as a brake on development. Despite this, the US won the Schneider in 1923 and 1925. The latter featured the impressive Curtiss R3C3, a converted land-plane racer. These victories were a great morale-booster and restored some confidence to the national aviation community. Moreover, the winning 1925 pilot had been Jimmy Doolittle. The fame thus gained certainly helped him on his way to crucial later roles in American aviation history.

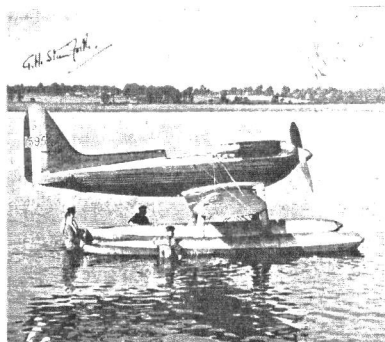
The British won the race three times in a row: 1927, 1929, and 1931. These consecutive victories gave Britain permanent possession of the cup and retired the competition. The star performer was the Supermarine S6 aircraft. In 1929, the S6 blistered the course at 407.5 mph. This was simply astonishing: it was the first time an airplane had exceeded 400 mph and it was unheard of that a seaplane, rather than an inherently less drag producing land plane, should hold the world absolute speed record. The S6 led to the development, ten years later, of the Supermarine Spitfire, a crucial weapon in the 1940 Battle of Britain. In parallel fashion, the S6's engine was the prototype for the Rolls-Royce Merlin, main-

stay of the Spitfire, Mustang, and other important Allied World War II aircraft.

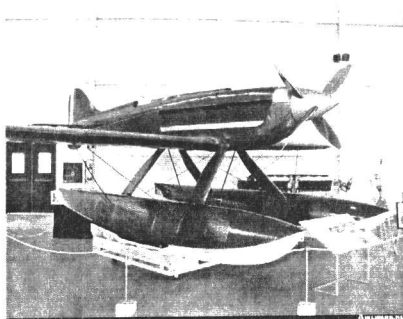
Italy won the race three times. But perhaps the most interesting Italian contribution was a racer that never actually competed: the Macchi-Castoldi MC72. It arrived a bit too late for the 1931 races, but it subsequently made a number of independent record attempts. The MC72 had a V-24 engine (essentially two V-12s coupled in-line to a single propeller shaft). An early version had so much torque as to be virtually uncontrollable. Accordingly, the MC72 was fitted with a revolutionary new development: a counter-rotating propeller. In 1934, the MC72 went on to establish the speed record for seaplanes of 440 mph. This stands as the world mark for propeller driven seaplanes to this day.



Caption 1: The Curtiss R3C3.
Image courtesy of Aerofiles.



Caption 2, The Supermarine S6.
Photo public domain.



Caption 3: The Macchi-Castoldi MC72.
Image courtesy of the photographer,

It's a boat! It's a plane! by Peggy Long

It's a boat! It's a plane! Well, yes. Technically you could argue it is a flying boat because the fuselage is a boat hull. With a wing span of 38' and a 200 HP IO360 Lycoming engine mounted on the top the LA4-200T Lake Buccaneer is a very unusual "plane" to be seen in Colorado. In fact, it is the only resident Lake Buccaneer in the state according to owner and new CPA member Carl Mattson.

Who can resist an opportunity to take a ride in such a "beastie"? I couldn't! As we cruised around 100 knots ground speed, I started asking questions like "What's this?" There is a bilge pump. The circuit breaker is wired such that it can't blow. "This is strange. Why?" I asked Carl. He explained that it is better to have your bilge pump burn up than to have your Lake amphibian sink. That makes sense. Carl continued to explain that there was also an anchor compartment near the same area on my Cessna 210 where you "add oil". He had removed the anchor to decrease the weight load.

The "mission" for this trip was to photograph the compass roses at Fort Collins and Longmont. Because of the way the cockpit is situated, high and forward compared to the C-210 I was able to get great shots of the two compass roses the 99s had painted in 2003. The Longmont compass rose is on the northeast end of runway 29. I had been on the 99s airmarking team when we painted the rose. But, we had been on the ground then. I was so confused as to where it was located as we approached the runway that it took minutes for me to recognize the site from the air. Because the rose was on our left side, the winds favored runway 11, Carl would make the photos and I would fly the plane. YES! Okay, you get the idea that this was the real reason for the trip as far as I was concerned.

What a surprise! The Lake was VERY heavy on the controls. Carl explained that the Lake didn't have the cable controls that I was accustomed to in my C-210. This plane is a mid-wing, not a high wing and not a low wing. This in itself was different than anything I had ever flown. Because I didn't have the engine in front of me and no flickering prop to ignore as I scanned in front, I felt as though I was descending. I continued to pull back on the yoke trying to get the "right" view that I expect to see in my plane. Carl quickly recognized what I was doing and I corrected but it was so automatic to try to achieve "the view". If I wasn't thinking about correcting I was pulling back on the yoke. This in itself was an excellent flying lesson for flying aircraft other than my own.

The Lake has a "backseat" and is considered a 4 place aircraft. It is also turbo charged with a RAYJAY turbo normalizer. Carl commented that it is a great fishing boat, airplane and camper. There is more than 6' in the baggage area for a sleeping bag and fishing gear. There is a "water rudder" which extends from the vertical stabilizer that allows the pilot to steer the "boat".

Why would someone buy an amphibian when there are no lakes in Colorado where it is legal to go "splash"? I asked Carl that question. Carl began by explaining that he had earned his seaplane rating about 25 years ago. He felt that if he had to spend the time and money to do the biannual flight review why not spend the effort on something new and different. Okay, I'll have to admit that the 737 he normally flies isn't in the

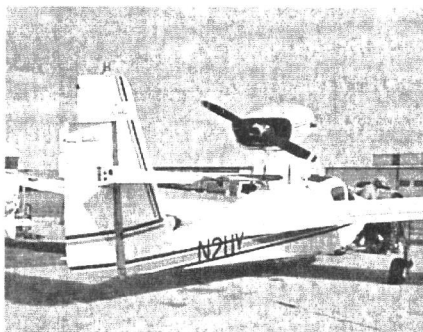
14 same league as a Lake Buccaneer.

During the time he bought the Buccaneer he had plans to fly to Lake Powell and "splash" with friends who had house boats there.

It's easy to fall in love with a plane - even when that plane isn't the perfect mountain flying machine that many Colorado pilots advocate (e.g. a tail dragger). Carl reminded me that it is turbo charged. The hard part of a romance with a plane is finding the time to spend with her. It's a challenge that most pilots face on a regular basis.

(Note: Do you have a private lake or access to one where Carl can "splash" on occasion? He would like about 5,000' of "runway". I expect he would be willing to take you along for the ride! Email him at CARMATT@aol.com or leave a message (303) 884-5884.)

*Lake "rear"
photo by
Peggy Long*



IT'S A MATTER OF SAFETY...

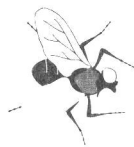
Question: When on an instrument approach, what are the visual references from the runway of intended use that a pilot may use to descend below the minimum descent altitude (MDA) or decision height (DH)?

Answer: According to FAR 91.175(c), at least one of the following visual references for the intended runway must be distinctly visible and identifiable to the pilot: The approach light system (except that the pilot may not descend below 100 feet above the touchdown zone elevation using the approach lights as a reference unless the red terminating bars or the red side row bars are also distinctly visible and identifiable); threshold; threshold markings; threshold lights; runway end identifier lights (REIL); visual approach slope indicator; touchdown zone; touchdown zone markings; touchdown zone lights; runway; runway markings; or runway lights.

from Bill Linenberger



Fly Mart



For Sale: Telephone salesperson wanted. General aviation knowledge required. Must have own Internet connection and some WWW skills. Previous sales experience desired. Work from your own (quiet) location, on paid commission basis with residuals. Part-time ok if available during some business day hours. Qualified leads provided if desired. E-mail resume to jobs@airbase1.com or call Rob Duncan at 970-921-3400.

For Sale to good Home: King KX-170B nav-com with tray works fine, 4-14-03. Denver yellow tag. \$625. Call Scott Morse at 303 841-2611.

Aircraft for Sale: 1949 Aeronca Champion 7CCM. Rebuild project, nearly finished. Lycoming 0-235, 25 SMOH with metal prop, new stainless steel exhaust system, all accessories, and STCs, Citabria gear. Cleveland brakes, Scott 3200 tail wheel, all new tires, and tubes, 5.5 gallon wing tanks, and 12 gallon cowl tank. Wings and tail covered through white. Fuselage epoxy primed with all new wood and Airtex envelope ready to cover. New windshield, complete instrument panel. Price: \$16,500. John Baker, 303-452-9568 or joye99@msn.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: jmarykathr@aol.com. Deadline is the 15th of each month, to appear in the following month. These ads run once unless you contact me by the 15th of the next month to be run again.

MEMBERSHIP RENEWALS

William Reed,
Denver
Paul McCoy,
Scottsdale, AZ
Jeffrey Ellis,
Centennial
Mike Jolovich,
Granby
Ron Knudsen,
Denver
Dean Jaros, Windsor
Kevin King,
Longmont
Jon Fullmer,
Gunnison
Larry Mack,
Burlington
Scott Cravens, Fort
Collins
Ralph Goulds,
Pagosa Springs
Marlys Marshall,
Aurora
Bill Marshall,
Aurora
Ace Avakian, Castle
Rock
Vanita Gallo, Aurora

Jim Miels, Loveland
Paul Glaser,
Englewood
Kathleen Bennett,
Castle Rock
Don Fredrickson,
Longmont
Chic Koran, Dillon
Perk Odell, Akron
Larry Smalley, Rifle
Larry Jones, Denver
Don Geddes,
Crawford
Lynn McCullough,
Monte Vista
William Gust,
Monument
Jerry Schofield,
Castle Rock
Bill Reeves, Salida
Jan McKenzie,
Windsor
Michael Percy,
Denver

WELCOME NEW MEMBERS

Gene Wilhelm
1328 Lenz Court
Sheboygan, WI
53083-4705

Kenneth G. Deal
19443 E.
Maplewood Avenue
Centennial, CO
80016-3874

David K. Siefkas
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