

CPA FLIGHT LINES

Volume 21, No. 5

May 2004



*Do you know
where this
landing strip
in Colorado
is located?*

*answer on page
16*

CPA WEB SITE
www.coloradopilots.org



President's Message

Ask not what aviation can do for you but rather what you can do for aviation.

During the last several President's Messages that I have written, I have tried to point out many of the advantages of being a general aviation pilot and many of the things that we can do that most individuals can only dream about. Most pilots with whom I come into contact are aware of these great advantages that we enjoy and try to preserve the privilege of flying. Once in a while, however, I read of a pilot (not a CPA pilot) that decides to fly an airplane into Crater Lake or do a buzz job down a beach or skim over a neighborhood to let someone know that they are home from a trip. It might seem that pilots should be able to fly where and when they want but sometimes relations with the rest of the public must be considered.

I have always been amazed at how few pilots there are in the U.S. A recent publication from the FAA indicated that, at the end of 2003, there were a total of 625,011 pilots in the U.S. down 8,000 from 2002. The number of private pilots was only 241,045 and the number of commercial pilots was only 123,990. To me this does not sound

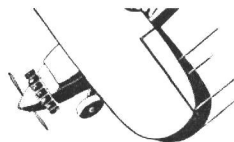
like a large number of people. The population of the City of Denver proper (566,000) is only slightly less than all of the pilots in the U.S. and the population of Boulder County (291,288) is slightly higher than the entire private pilot population in the U.S. Some of the general population considers general aviation pilots to be rich people who go out on the weekends and make a great deal of noise. In fact, I am surprised that more airports are not in danger of being closed and that general aviation enthusiasts continue to have as much freedom as we do.

Because of the relatively low numbers of pilots, I believe that it is our responsibility, as pilots, to do everything that we can to promote general aviation to the public and to assure that we are perceived by the public in the best light possible. I think that this can be accomplished in many ways. Participating in charitable endeavors such as Angel Flight shows not only the goodness of pilots but also the advantages of small airplanes that can get into and out of small airports. Work with groups such as the Civil Air Patrol that provide not only search and rescue for airplanes but also lost campers, stranded motorists, etc. as well as helping with Homeland Security and other national

endeavors benefits our image. Participation in the Young Eagles Program of the EAA introduces flying to a great number of young people that may someday join our ranks. There are many other groups that pilots can join to help provide service and, at the same time, benefit the image of pilots.

For many pilots, one of the largest impacts that they can have on the perception of general aviation stems from how they fly their airplanes. Pilots that intentionally limit their impact on the environment by practicing good noise abatement procedures, by staying high over noise sensitive areas, and by limiting their time near areas that are environmentally sensitive do much to maintain our image. In addition, pilots that are friendly at airports and quick to answer the questions of interested bystanders do much to promote general aviation.

Regardless of how you choose to make a difference, it is to your benefit to make sure that the public image of general aviation is as good as possible. Remember, there are very few of us, and our numbers continue to dwindle. In addition, the interest that we have in common does create noise and distraction to many of the public and, although it is likely more transient than the neighbors stereo, we need as much support as we can get. *John Martyny*



Crested Butte Fly-in CANCELED!!! Look again for next year

The fly-in to Crested Butte has been cancelled for this year but hopefully it will be a destination for next year.

For people who are interested in flying to Crested Butte for the Wild Flower Festival, the Festival begins July 12 and ends on July 18. For more information about the scheduled activities and classes, check out the Crested Butte web page. There are several B&Bs in town and we found a nice moderately priced lodging facility – The Old Town Inn for \$89.00 with a hot continental breakfast.

Important - Be aware there is a very limited car rental service in Crested Butte. Also Mary Kay was notified there are some issues around the FBO - one of the problems this summer is that there is going to be a great deal of activity in regard to installation of infrastructure and some question as to whether the airstrip will be available.

Mark and Connie Hopkins

**Concerning Learning, May,
2004**

Pitfalls of Professional Pilot Pride

By Donna Miller as told to Dean Jaros

Like most pilots, I really enjoy learning to fly increasingly complex airplanes. Throughout my career, I always looked forward to the next step up. As an older adult, I decided to be an airline pilot. Mastering a 737 was indeed as big a kick as I had expected—nothing at all like being able to handle a Cessna 152. As a young professional pilot, however, I may have let these emotions run a little too far.

I was flying charter out of El Paso. The company owned Cessna 210s, Cessna 400-series twins, and Lear 25s. Much of our trade involved the auto industry: parts from Detroit, parts to a plant in Chihuahua, seat upholstery from Mexico to Detroit, and various stuff to and from assembly plants in Canada. When I had accumulated about 800 hours with the company, I moved up to the Lear. I was thrilled with the prospect of flying a jet.

I knew a number of pilots at

about the same stage of career. All of them shared the same joy of moving up the ladder to jets. But some of them, I found, had an additional reaction. They became almost contemptuous of the kind of flying they had once done. One, in fact, sneered at general aviation pilots as a lesser type of human being. To him these were the unfortunates who didn't have the "right stuff" to make it in the big time.

I did not (nor do I now) share such an extremist view. I think it is an ungrateful rejection of one's roots. But a certain amount of pride is inevitable.

Flying as part of a flight crew is a really nice experience. Today, the left and right seats get along with each other pretty well. Yes, we have all heard stories about captains with delusions of imperial grandeur. There are tales of submissive first officers who, fearing to call attention to the pilot's errors, have knowingly allowed the plane to crash. But this is mostly in the past.

"Cockpit Resource Management," (CRM) is reality. Cooperation is the rule. It is fun to be a member of an effective team and teamwork is part of our professional

Good CRM is immensely valuable. It makes for safe flights and way less pilot fatigue—to say nothing of being just plain pleasant. But there is a potential downside. Members of a good crew need to know that they can rely on each other. But it is possible to rely too much.

I learned this through two real-life lessons. In one case, I was a brand new first officer in a Lear 25. We were holding over Lethbridge in bad weather, waiting for clearance into Calgary. This airplane is always very thirsty so fuel management is especially crucial. As the circling continued, I asked the captain when we would have to abandon going to Calgary and head for our filed alternate destination instead. To my dismay, he informed me that we had already passed that decision point. There was not enough fuel to reach the alternate. It was now Calgary or nowhere.

My first reaction was anger at the Captain. How stupid to endanger us in this way! But the more I thought about it, I too was at fault. I had assumed too much. Someone else on this wonderful

crew, I had reasoned, would handle fuel management; it really was not my own individual personal responsibility. But of course this is faulty thinking. As first officer (brand new or not) I should have been fully aware of fuel consumption and of the time required to reach our alternate. As the critical time approached, I should have said something like, “Captain, if we are to reach our alternate with the required reserves, we need to break out of the Calgary hold in five minutes. I’ll get the necessary plates now” Though this captain clearly had his faults, I have no reason to believe he would have rejected this advice.

In fact, everything turned out well. We were cleared in plenty of time to land at Calgary, but I was left with the profound feeling that I had shirked my responsibility.

The second lesson involved changing back and forth between the bigger planes and the company’s single pilot Cessna 210s. As one pilot, alone in the airplane, it is very clear where the buck stops. After being part of a crew, I found that it was hard to re-acustom myself to having all

the responsibility for the flight. I had not forgotten any flying *technique*. It had not been long enough to become rusty in that sense. But I had surely gotten out of the habit of complete awareness.

Without doubt, when one flies with others, there is a tendency to abandon responsibility to them. I suspect this is true not only for multi-member crews, but also valid for any situation with a frequent passenger or co-pilot in the right seat. That is, I think we should all—general aviation pilots included—be conscious of this potential danger.

Although I am now a first officer with another charter company, having been furloughed from my 737 job, I make a real effort to fly alone. Just as an exercise in single pilot responsibility, I rent a 172 out of Centennial. So I am back to my general aviation roots. Not only is it fun, but it makes me a better commercial pilot. Of course, flying alone occasionally is something we can all do. For our own safety and that of those who fly with us, I highly recommend it. ###

“Concerning Learning”

FREE LUNCH—FREE MEMBER-SHIP. 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, May 2004 **Early Airliners.**

Question: The first generation of airliners—airplanes specifically for the purpose of carrying paying passengers—appeared before 1920. Both Igor Sikorsky (See March, 2003 **FLIGHTLINES**) and Alfred Lawson (See May 2003 **FLIGHTLINES**) had built and flown large, multi-engined, fabric covered biplanes. Though brilliant technical accomplishments, neither was a commercial success. At this early date, the airliner concept just did not catch on.

A decade later, a second generation of airliners appeared. What were these planes like? How successful were they?

Answer: During the 20s, mail plane designs often included a few seats for passengers. The idea was to supplement the income from postal contracts with an occasional fare. But by the end of the decade, more people were interested in flying. Both the Boeing and Curtiss companies dusted off the Sikorsky/Lawson vision. Their new airliner designs, however, were not exactly at the cutting edge of aeronautical technology. Both were still multi-engined, fabric covered biplanes.

In 1929, Boeing announced the Model 80, a tri-motor. It appeared in two versions, one for 12 passengers and one for 18, very large for the time. Though it had attractive passenger amenities, previous era design features like a bulky fixed landing gear limited its speed. The open cockpit of one Model 80 variant made it seem even slower than it actually was. Boeing was not really interested in a mass market for this machine. On the contrary, it was only to equip an in-house operation known as Boeing Air Transport. In was hoped that exclusive possession of the then huge Model 80 would make Boeing Air Transport

wildly profitable. This restrictive business strategy failed and the small number of tri-motors actually produced fell into disuse by 1933.

In 1933, Curtiss introduced the twin engined Model T-32 Condor. This was a totally new design, but it had a generally old-fashioned configuration similar to the 1926 B-2 Condor bomber. Unlike the Model 80, it had retractable landing gear, variable pitch propellers, and cabin sound-proofing. These features made it reasonably attractive and 45 copies were sold to airlines like American, Eastern, and Swissair. Also, the T-32's design flexibility partially compensated for its inherently low speed: it could be fitted with up to 12 sleeping berths. Snoozing passengers on long flights did not mind a slower journey. T-32 Condors thus remained in night service long after they had been retired from premier schedules.

Oddly, the most widely used fabric covered biplane airliner was also the most technologically primitive. The twin engined DeHavilland Dragon Rapide made its debut in 1933. It was an 8 passenger, single pilot craft

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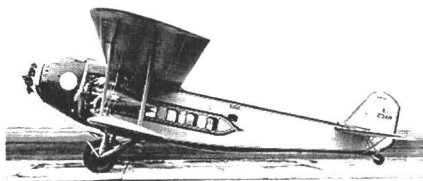
with no creature comforts. With no aeronautical refinements (except flaps on some later versions), its small capacity, short range, and low speed, it would have been of limited use in America. But in Britain, the Dragon Rapide was a huge success.

The short distances between population centers and the infrequency of major airports made raw speed less important and instead conferred value on ability to land on short grass strips.

Small airlines, like Hillman's, Alderney, Jersey, and Railway Air Services, all found the Dragon Rapide to their liking. Even British European Airways used a fleet of them for their routes to various off-shore islands. Some 205 copies were delivered to airlines prior to the outbreak of war in 1939.

Production of military versions continued to 1946, bringing the total Dragon Rapide output to 731.

Many were placed back in passenger service after the war and some flew with the scheduled airlines until the 1970s.



Boeing Model 80 (note open cockpit). Photo courtesy of Aerofiles.



Curtiss T-32 Condor. Photo courtesy of Aerofiles.



DeHavilland Dragon Rapide. Photo courtesy of Claude Malet.

GRAND CANYON STOPOVER

photos & story by Kathleen Bennett

Returning recently last March to 00V (Meadowlake) from Kingman AZ, I discovered I had 3 days remaining during spring break. Where could my C 182 take me to enjoy those remaining 3 days to the fullest?

A quick survey of the Albuquerque sectional revealed that the Grand Canyon Airport was almost directly between Kingman & Farmington NM, my route back home.

Mid-March was a super time to visit the Grand Canyon: perfect weather, available accommodations, and limited crowds.

Landing at the Airport's 8999' x 150' runway was a "piece of cake", and there was no charge for a tie down. I phoned the National Park to verify that campsites were available at Mather Campground.

There were, and camping cost only \$4/night (the "hiker-biker" rate since I had no car to park). The Grand Canyon Scenic Air Services' office, in the airport, phoned a Xanterra taxi to take me into the park.

As a solo passenger, I paid \$10; cost is less per person when there are more passengers. Without a National Park Pass, entrance into the Park was \$8.00.

Visiting the Grand Canyon National Park without a car is not a problem, as most places in the park are accessible by shuttle bus only. For 3 glorious warm sunny days and star-filled nights, I hiked the Rim, hiked midway down the Canyon to Indian Gardens, attended Ranger programs about condors and the Colorado River, and ate very well at the Park's numerous restaurants.

Saturday night, while dining at the Yavapai Lodge, I even met a Polish tourist who had dated my best friend during Peace Corps service in Poland 1994-96. Small world!

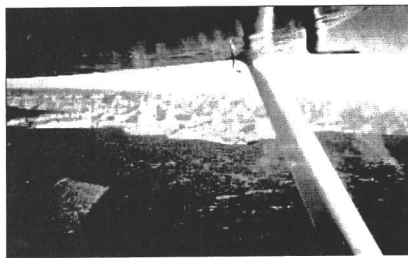
Sunday morning, when it was time to head home, I phoned for a taxi ride from Mather Campground to the Grand Canyon Airport, and departed northeast toward Farmington.

Without "invading" the protected airspace over the Canyon (which can be flown along 5 specific headings and altitudes), this direction provided spectacular views into the Canyon.

The only negative news was that upon landing in Farmington, hopeful for breakfast at the airport restaurant, I learned of its closure 3 months ago!

However, the FBO was quick to offer a courtesy car to drive 2 miles into Farmington for breakfast there. Air time in my C182 was about 4 hours from Grand Canyon to 00V, making this an accessible fly-in destination for a 2/3 day weekend.

See ya in the sky! ###



Grand Canyon heading 62degrees off GCN to FMN



K Bennett at head of Bright Angel Trail at Grand Canyon in March



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www.FADRS.org

Website Changes

Observant CPA members will notice a few subtle changes to the website, but are likely unaware of the "behind the scenes" efforts. The pages that display the Board of Directors, Area Representatives, and CPA-approved Mountain Flying Instructors are now linked to the online roster database. This means that if you are shown as a participant on any of these pages, you can maintain your own e-mail contact information by using the normal method of personal information maintenance.

Since all CPA members can now maintain their own personal information online, I thought this would be a good time to review this. 1) Click the "Log On" button found at the bottom of the navigation buttons on the CPA website. 2) Fill in your e-mail address and password. If you don't know your password, you can have the website e-mail to you IF we have your e-mail correct. 3) Once logged in, you can change your own password, e-mail address and other information. One item I note is not

often used is the "bio" area where you can tell us a little about yourself. 4) When all changes are completed, click the "Submit" button at the bottom of the page. If anything is placed in the "bio" area, a small magnifying glass will appear wherever your name is found on the website so other can take a peek at you! You can also modify the aircraft you own with this same method by clicking on the round, red "+/-" next to your airplane.

Some upcoming changes include "spider-proof" e-mails and online registration for CPA Fly-Ins and events. Those who used the online form for last year's Marble event will confirm how easy this was to do.

As the airshow season approaches, you may check out our "ColoradoFlying" e-mail list where you will be notified of scheduled events, and be among the first to know about fast breaking aviation news events, without waiting for the next "FlightLines". Just click the "Communications" -> "Email List" and follow the simple instructions shown.

See you on the web!

Flying Boat: Part II

by Peggy Long

Prior to this past month I had been aboard a plane landing on water, only twice -- once in the Dry Tortugas and once in Key West. The plane was a Cessna with pontoons attached. I can't tell you the model. I wasn't into flying then and it was 20 years ago while on vacation in Key West. I was so totally absorbed in "rubber necking" out the window at shark, giant turtles and stingray that could be clearly seen from our flight which was no more than 1000 feet above the water, that I scarcely remember being "in" a plane.

Earlier this month I enjoyed my first "splash" in a flying boat -- the Lake Buccaneer that I described in the January issue of Flight Lines. This boat/plane is NOT a floatplane. It has a boat hull. The engine is on top and "pushes" (prop on the aft side). It has retractable gear and midwing floats that are called sponsons.

Carl Mattson, the pilot and owner of N2UY and I left the Andalusia-Opp Municipal Airport (79J) around 11am. Using dead reckoning we flew northwest to Gantt Lake, approximately 4 nm (grin here). I suggested that we find my boathouse, located on the largest section of the lake. Sporting a red metal roof it is easy to spot. A bridge to the south and a lot of twists and turns below the bridge made the lower portion of the lake unattractive for "splashing". The preceding week I had asked my cousin (yes, everyone in Alabama is related - somehow) to secure permission to land on the lake. When he reported that we were "approved" I was hopeful that the planned "splashing" would occur but as this is not an IMC sport I recognized the need for an alternate plan.

Carl flew several "passes" over the

big water looking for boaters, logs, debris and anything that he considered a hazard. When this section of the lake had passed his inspection he started a long, shallow approach. We were inches from the water for minutes. I could hear my instructor from my private training days saying "hold it off, hold it off". I'm not sure what Carl was "hearing". I was waiting for the splash. Nothing, no splash, no squeak, just a shhhhhhhing sound and then a fine spray of water. Throttle back. Carl turned to me and grinned. What a hoot! The water wasn't glassy but very, very calm with just a small ripple to demonstrate that there was wind.

After several "splash and goes" Carl pulled the throttle to idle. We motored about like a respectable motorboat. Because of the heat (yes, it is in the 80s in Alabama) we opened the gull wing-like canopy. I couldn't resist. I reached out and touched the water about 10 inches down. HOW can I record this in my logbook I wondered? What a thrill to think that I had just landed in front of my lake house in Alabama. I had just reached out and touched the WATER!

Analysis of a Splash and GO. The approach is as shallow a descent rate as the terrain will allow. It's about 200 feet per minute and long before touch-down it is averaging 100 feet a minute. Hold it off, hold it off, and hold it off... Listen for the squeak. No squeak, no splash, just a shhhhhhhh as he water begins to spray along the sides of the hull. The plane begins to sink like a boat when the engine is pulled to idle. She "sits" down in the water just like a ski boat. She slows down immediately. This could be called a STOP and GO.

Full throttle, the RPM climbs, the Buccaneer reacts like a motorboat plowing through the water. Carl is holding the yoke as far back as it will

go, flaps are down. As I watch and listen, Carl moves the yoke to the full forward position for a few moments and then back to a normal 5 degree nose up attitude. We are now "on the step" as Carl explains. The hull of the Buccaneer is on top of the water and no longer plowing through it. At this point the plane begins to accelerate rapidly as the drag from the water is greatly reduced. As the speed increases Carl eases back on the yoke and we are flying -- literally.

Carl offers me a taste of the controls. I was eager to try but too timid. There are just too many things that are unfamiliar. First, you must check that the gear is UP before splashing. Even a partially extended wheel could cause the boat to flip when it touched the water. I am in the right seat. The throttle is overhead. The trim is the on floor between the seats. Although there is no UNICOM and no traffic in the air to add to the workload, fishing boats wandered about with as much commitment to direction as a chicken along side a road. I really appreciate the offer and especially the vote of confidence BUT it's simply too much for this low time pilot to absorb.

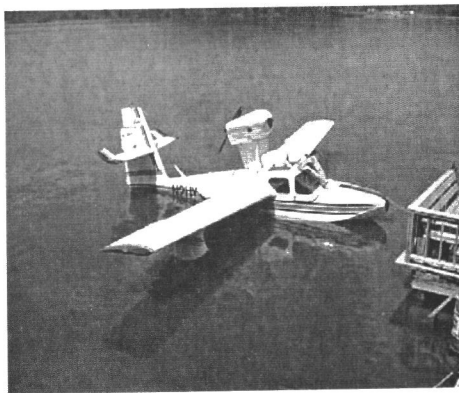
Who has the "right of way"?, I asked. "It doesn't matter." replied Carl. Just stop when they (the boats on the lake) try to intercept or race the airplane. Takeoff speed is about 55mph. The boats and jet skiers seem to want to race and when they get ahead they always seem to cross in front of the seaplane's path. The wake that they create can launch the plane into the air at or below the stall speed. The result is the same as a very hard bounced landing on wheels. The airplane may come back to land (or water) nose first. In the case of a seaplane the aircraft becomes a submarine. If the point of impact is forward of the forward limit of the CG the airplane will water loop or flip over. Carl added that the upholstery would get wet and all of the avionics would probably stop working and greatly

reduce the resale value of the plane.

"There's no wind sock!" I worried. "How do you determine the direction you want to land?" Carl started telling me about "the signs" - smoke, flags, patterns on the water, patterns or lack of them near the shore - smother there, ripples further out. I'm impressed. Carl has been flying for more than 30 years. Will I ever fly with the same skill that I have just witnessed? Hopefully, I'll be flying for the next 30. Will I ever fly with as much skill as Carl demonstrates? Probably not. But, I'm sure that I'll be able to achieve the same, if not greater, level of enjoyment!

My Advice: Should you be fortunate enough to get a "ride" in the Lake Buccaneer GO! Don't miss the chance to go splashing. It's a hoot! You buy the fuel and lunch and Carl will take you splashing! Give him a call: Carl Mattson (303) 884-5884.

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COLORADO CALENDAR OF AVIATION EVENTS -- 2004

MAY 29 - 31CARLSBAD CANYON FLY-IN, Carlsbad, NM (CNM). Sponsored by CPA. Carlsbad Cavern has one of the largest underground chambers with countless limestone formations. Tour cavern; evening bat flight with park ranger guide. Also available for more adventurous a guided tour of adjacent "wild" cave. Info: John or Cathie Martyny 303/449-6875 or johnmartyny@comcast.net

JUN 8 CPA BOARD MEETING, Boardroom, JetCenter, Centennial Airport (APA), 6:30 p.m. Info: CPA Hotline 303/366-6226.

JUN 12 - 13CRAIG & STEAMBOAT FLY-IN, Colorado (CAG / SBS). Sponsored by CPA. Breakfast, visit Gunslinger Museum; then on to Steamboat to hike, bike the river trail, float the river, fish, wander through delightful shops. Group dinner, spend the night at a downtown motel, with optional soak at Strawberry Hot Springs pools. Info: Bart or Mary Jones 719/488-0653 or jmarykathr@aol.com

JUN 19 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

JUN 19 CPA MOUNTAIN FLYING - HIGH ELEVATION AIRPORT OPERATIONS GROUND SCHOOL, Boardroom, Centennial Tower (APA), Englewood, CO 8:30 a.m. - 5:00 p.m. Course designed to prepare pilots for flight over mountainous terrain and high elevation airports. Fee: \$120 for CPA members, \$145 for nonmembers (inc. course materials). Optional flight portion of course may be taken at pilot's discretion, and cost, at a later date. Qualifies for FAA Wings Program and Biennial Flight Review. Info: Terry Barbo 303/367-0670, tbarbo@comcast.net or CPA Website at coloradopilots.org

JUN 26 - 2726th ANNUAL ROCKY MOUNTAIN REGIONAL EAA FLY-IN, Front Range Airport (FTG), CO. Pancake breakfast 7:00 a.m. each day. Safety seminars, Fly Market, exhibits, judging of aircraft, demos and workshops. Info: 303/442-5002 or www.rmrfi.org

JUL 3 100th BIRTHDAY - NUCLA, Hopkins Field, Nucla, CO (6V6). Fly-in, dinner and dance. Info: Robert Johnson, Airport Manager, 970/864-7111

JUL 10 GRANBY PANCAKE BREAKFAST, Granby Airport (GNB), 8:00 - 10:00 a.m., \$5/adults; sponsored by Middle Park E.A.A. Info: Bob Doubek 303/771-8148, 970/887-3871 or idacrase@4dv.net

JUL 10 - 11IN THEIR HONOR AIRSHOW, Colorado Springs Airport (COS), 9:00 a.m. - 5:00 p.m. each day; aerobatics 11:00 a.m. - 3:30 p.m. Active military displays, antiques, experimentals, Big Kids Zone, food, beverages, onsite parking. Cost: \$10/adult; \$5/child; \$7/senior and military. Additional info: www.csairshow.com or John O'Donnell 719/635-8803.

JUL13 CPA BOARD MEETING, Boardroom, JetCenter, Centennial Airport (APA), 6:30 p.m. Info: CPA Hotline 303/366-6226.

JUL 17 AIRSHOW / PANCAKE BREAKFAST, Alamosa (ALS), breakfast 7:00 - 10:00 a.m.; airshow 9:30 a.m. - 12:30 p.m.; airport closed during airshow. Lunch also available. Ten gallons free fuel to first 20 experimental aircraft to arrive prior to airshow. Free admission. Info: Paul Foster 719/852-9860.

JUL 17 - 1828th ANNUAL DENVER-TO-JACKPOT, NV, AIR CLASSIC (O6U). Sponsored by Colorado Pilots Association. Departs Jeffco Airport (BJC) for an approx. 528 sm route to Jackpot/Hayden Field (O6U). Overnight at Cactus Petes. Aircraft handicapped by manufacturer's published maximum speed. Cash prizes. Event open to all interested pilots. Info: Robert Venohr, Air Classic Chairman 303/766-0742 or rkvenohr@aol.com

JULY 24 KELLY AIR PARK FLY-IN BREAKFAST, Kelly Air Park (CO15), CO, 7:00 a.m. - 10:00 a.m. Frank Niehus' hangar. Arrival procedures: www.kellyairpark.com Location Page; traffic pattern is east side of Rwy 17/35, UNICOM 123.05, AWOS 134.37, runway 3800 x 36 ft, elevation 7050. Parking in grass on NW side. Bring your own tiedowns. Info: Ed Huber 303/648-3718 or huber1942@msn.com
 JUL 30 - AUG 1 WEST YELLOWSTONE FLY-IN, MT (WYS). Sponsored by CPA. Two wonderful evenings CAMPING under the Montana sky within 'spitting distance' of your airplane. Montana's Aeronautics Board maintained campground in forest boasts free firewood, hot showers, free mountain bikes, fishing and lots of wide open spaces; town of W. Yellowstone's less than 10 mins. away. Info: "Buffalo Bob" or "Straight Shootin' Shawn" Kinney 303/288-7371 or twinlake1@aol.com
 JUL 27 - 8/2 EAA INTERNATIONAL FLY-IN CONVENTION, Oshkosh, WI. I
 JUL 31 AIRPORT DAY/FLY-IN/AIRSHOW. Hosted by Gunnison/Crested Butte Regional Airport (GUC) for Gunnison Valley Community and Colorado Aviation Community. Visit www.gunnisonvalleyaviation.com for additional information or Ed Huber at huber1942@msn.com
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FAA GOING PAPERLESS IN 2 YEARS

Hi Everyone,

As a FAA Safety Counselor, I attended my annual Safety Counselor meeting last night at the Denver FISDO. One of the important topics discussed was that the FAA is going paperless within two years. This means that important information that you are not receiving from the FAA (safety sensitive information, notices of seminars and so on) will be sent electronically. Additionally, the FAA web site has lots of useful information that pilots should be aware of.

I have been asked to contact all the pilots that I know. Please take a moment and visit this website to register your e-mail address. By doing so you can begin receiving safety sensitive information for airman via the Internet. It is a simple process and takes only a moment of your time. Please pass this on to other pilots that you know. <http://registry.faa.gov/amsvcs.asp>.

Thank you. *Ed Huber, Kelly Air Park*



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or

Digital Terminal Procedures

info thanks to Bill Linenberger

Photo on front page is an aerial photo of the Crested Butte landing strip. Gunnison airport is undergoing runway work, so you might be using this strip instead this summer.

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