

CPA FLIGHT LINES

Volume 21, No. 7

July 2004



CPA flyers arriving at Craig airport in time for a hanger breakfast that was a huge success for our Craig Steamboat CPA flying trip June 12th and 13th.

CPA WEB SITE
www.coloradopilots.org



President's Message- John Martyny

Aviation History

This weekend Cathie and I went for an anniversary trip to California. We enjoy the wine country and so we flew into Healdsburg in Sonoma Valley and stayed at a great bed and breakfast. We then flew to a bed and breakfast that is located on an old Army Air Force blimp base in Eureka, CA. We love to fly in to the Samoa Bed and Breakfast because the beach is at the end of the runway and I love to combine my love of walking on a beach with my love of airplanes. While at the B & B I read through many of the old accounts of the servicemen that had served at the base as well as stories of other pilots that had flown in WWII.

All of this had been planned but what happened next was not really planned and is another example of how general aviation can provide new and different experiences at every turn. On the way home, we had one of those rare tailwinds and were making better time than normal. I had planned to land at Elko, Nevada and refuel but found that I was making such great time that I decided to fly a little further to Wendover. I thought that I remembered that this airport was an old Army Air Force Base and on approach that was very evident with many different runways from which to choose. As we landed, I saw several old military aircraft on the tarmac and noticed the old buildings but I still did not know what I had in store.

I went in to get fuel and remarked that this looked like an old base. That was all the FBO personnel needed to hear! They quickly put on a video tape that pictured the history of the base and then they led me into the small museum that they put together on the base. The personnel also indicated that many of the old buildings were still present and that I was welcome to look around. It

seems that Wendover Airfield was at one time the biggest airforce base in the world. It had over 3,500,000 acres and housed 20,000 people at one time. It was primarily used as a bomber base to let crews become proficient prior to entering the war. It is also the base where Col. Paul Tibbets trained the 509th Bomber Group to deliver the A Bomb to Japan. I had not realized that the bombs were so big that they had to build a pit in order to load the bomb into the B-29.

Since Wendover Field is located in such a dry area, many of the original buildings are still standing. Many of the hangers are still present as is the hospital, the squadron buildings, the dining halls, etc. The bunkers where ammunition and bombs were stored are still present as well as the original tower and the safes where the Norden Bomb Sights were kept. There was so much history present that we asked what steps were being taken to preserve the base. There is a small group that is attempting to preserve as much as they can. There has been very little help from the military, even though the base played such a prominent role in history. This seems to be the case for many of these old bases where history is rotting away and being torn down at a rapid pace. We must all remember that once this history is gone, it will be gone forever with only pictures remaining. For me touching history is better than just seeing pictures and I hope that some of these bases are saved. Next year I hope that we can plan a fly-in to Wendover as I sure that many pilots would love to see this base. They indicated that they would love to provide tours of the base and there are a number of casinos nearby for nightly libations. For those that would like to find out more, the website is: www.wendoverairbase.com. They do take donations. ###

AVIATION ENTHUSIASTS PLAN A GRAND ESCAPE

Granby, Colorado- August 21, 2004 is Aviation Day at the Grand Elk Golf Course in eastern Grand County, Colorado. The Grand Elk Golf Course is a newer Heathland-style course. Featuring open, gently rolling land dotted by natural shrubs, grassland and water habitats recalling the undulations of the classic courses of the Scottish Highlands.

Single players and teams are welcome to join in the fun at only \$89 per player which includes the full round of golf, cart, and all the special tournament benefits, prizes and fun. Early registration before August 11 is encouraged by calling Grand Elk Golf Course Toll FREE at (877) 389-9333 or email rclark@grandelk.com. Learn more about the Grand Elk Golf Course at www.grandelk.com.

If flying in to join the tournament fun for the 9:30AM shotgun start, Grand County/Granby Airport (GNB) is only five minutes from Grand Elk Golf. GNB has 24- hour self service Jet A and Avgas. Field Elevation: 8203MSL, CTAF: 123.0. Learn more about GNB at www.granbyairport.com Transportation to the tournament will be provided by airport volunteers.

The Friends of the Granby Airport, Inc. will benefit from tournament funds for upgrade of the AWOS-I at GNB. Currently, the FAA-certified weather information is available at 119.925 or by calling (970) 887-1803.

Plan now to take a Grand Escape to

Grand County, Colorado on August 21 or spend the weekend enjoying cool High County adventure.

Notice, Sept/Oct newsletter will be combined, and deadline for this issue is Aug 14th please! Editor going to Spain for a 6 week trek.

Factoid-July 2004

Brazil's contributions to aeronautics

Question: When Brazil and aviation are mentioned together, many would think of the Embraer series of small airliners. A turboprop "commuter" was produced in the 1980s and production of efficient regional jets continues today. But there have been earlier aeronautical contributions from Brazil. Who was involved? When did they occur? (Answer #1 appeared in June, 2004 FLIGHTLINES. Answer #2 is found in this issue.)

Flying In The Real World

#10.. — By Vern Foster

Mixture Mischief — Fact or Fiction ?

Should we lean the mixture when operating below 5,000 MSL when the POH says "Lean the mixture when operating above 5,000 MSL"?

The answer is Yes -Lean the mixture anytime it will make the engine "happy"—which is any time the proper fuel/air mixture is attained. That means almost anytime, such as, in the traffic pattern at a low elevation field or over Iowa while cruising at 2,000 to 2,500 Ft. MSL. The old "Above 5,000 Ft. MSL" instruction is archaic and not universally applicable. This was put into the POH to allow the manufacturer to say "we told you so" in case the aviator tried to operate at a high altitude with the engine being chocked down with excessive fuel flow. The notice could just as well have read "Above 2,857, 4,278 Ft." or some other number. There is nothing magic about the 5,000 Ft. number except that it represents a fairly good guess at the maximum altitude for running an engine with the mixture control set at full rich.

A power failure can be caused by excessive fuel flow/overly rich mixture at altitudes above about 6,000 ft. MSL. Thus if descending from 10-12,000 ft. MSL and planning to land at a field with an elevation of 5-6,000 ft.

MSL — it would be wise to question a landing checklist which calls for—MIXTURE—FULL RICH which will usually be taken to mean anytime/any situation.

Most GA airplanes were manufactured at elevations of less than 1,500 ft. so the pilots operating these machines in higher elevation areas were rather ignored as far as accurate mixture management is concerned. A good idea is to revise the landing checklist to read—MIXTURE—AS DESIRED.

Several years ago a flat land pilot was making a straight in approach, to runway 2 at Santa Fe NM, elevation 6348 ft, in a high performance single engine retract. He was descending from a high altitude. He called the tower on a long final and was cleared to land. When about 3 miles out he reported an engine failure. He continued the glide but impacted the terrain well short of the runway. The result was a seriously injured aviator and a nice airplane beyond repair. Accident investigators found the mixture control in FULL RICH just as the before landing checklist had specified!

The mixture should be adjusted to the best fuel/air mixture "sweet spot" wherever you are. To do otherwise puts the aviator in the position of "making lead" buildup big time. In the early 1980's I had a nice Cessna 152 on a rental program at an outlying airport. CFI's and students ignored the written, on the ground, leaning instructions and as a result I spent about two hours a week

removing the cowling, chipping the lead out of the spark plugs and re-installing the cowling. In frustration I removed the plane from the program and sold it!

It is well worth mentioning that Pilots Operating Handbooks and associated procedures may be influenced by legal considerations or unfounded personal preferences. These will work out O.K. in "normal" situations. When things "Turn Off the Well Traveled Road" we may then need to utilize operational logic and move on. The POH does not cover the details of every operating situation. Flying In The Real World will occasionally "require thinking outside the box" Fly Safely !.

FACTOID

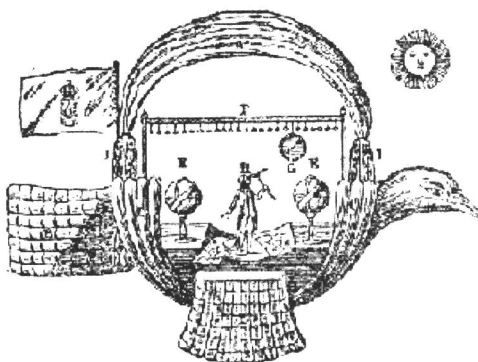
Answer #2. A Brazilian Priest, Bartolomeu Lourenco de Gusmao (1685-1724) was apparently the first person to fly a balloon. He was reportedly a brilliant engineer and a visionary. Because of his abilities, and because of family connections to various royal houses of Europe, he was given an appointment to a "think tank" in Portugal. Inspired by floating soap bubbles, Gusmao conceived of a balloon capable of carrying humans. He called it Passarola (great bird) and made drawings.

John V of Portugal, himself a technology nut, funded Gusmao to construct a prototype. On Aug 8, 1709, Gusmao flew a small hot air balloon in the Royal palace. The blue-chip audience, including King John, Princess Isabel (future

Empress of the Hapsburg domains), Infante Francisco (Future Pope Innocent III), and many other notables present for the event, were completely astonished. Subsequent outdoor flights were also successful. Gusmao achieved Europe-wide fame, probably because Archduke Leopold II of Austria promoted the stories to Vienna newspapers.

Despite this promising start, nothing more came of Gusmao's efforts. He died impoverished and alone in Toledo in 1724. Why did not clear initial success and backing by powerful elites lead to additional developments? One possible answer is the Inquisition. Gusmao probably achieved the first sustained flight of an artificial object in history. This was unimaginably new and thus, to many, suspect. Who could be sure that such things were not the work of the devil? The Tribunal apparently knew about Gusmao's balloon and expressed curiosity. What they did about it is unknown.

"Early drawing of Gusmao's Passarola. Illustration courtesy of the Air Force of Portugal."



*Concerning Learning, July,
2004*

The Gasless Go-Around

*By an anonymous contributor as told
to Dean Jaros*

I was a typical new, young flight instructor—I had 500 hours of total time, I was strapped for cash, and I was hungry to build hours. I did my instructing at Suburban Airport near Gotham City and at night I worked as a dispatcher for an air ambulance service based at Gotham International.

One cold January day, a great time-building opportunity came along. A pilot (let's call him Nick) with new commercial and instrument ratings needed an additional fifty hours of IFR time to qualify for a particular job in a foreign country. Not supremely confident, he asked if I would fly with him from Gotham to sunny southern California. Only expenses would be covered, but I would log about fifty hours at no cost—and I would escape the chilly north for a few days.

We scheduled an 8:30 AM departure from Suburban. Nick would handle all the preliminaries including filing the flight plan. I would just be finishing up at air ambulance dispatch, but the night shift had not been very taxing. Things had been slow lately, and I thought I would be well rested. Besides, at that age, who needs eight hours of sleep?

Then things started to go awry. It

turned out to be the busiest night I had ever experienced. Everybody needed ambulance service. I was exhausted and tense by 7AM. Then another surprise. My car, which I had loaned to my sister, failed to start. The cold was extreme, and the old battery just couldn't handle it. At last she arrived. But the cold weather was snarling traffic everywhere—the drive from International to Suburban was very slow and very uncomfortable. Bottom line: we were able to take off about noon, three and a half hours late.

After an en-route fuel stop, we had filed to Smallville, a non-tower but ILS airport at the end of a 700[?] NM leg. This was a bit of a stretch in a Cessna 172, but we had long-range tanks and could do it with the required fuel reserves. Moreover, conditions there were predicted to be good so we expected no weather delays. Further, we had hotel reservations, and we did not want to give them up. So despite being way behind schedule, it was on to Smallville.

Then came another potential problem, though we did not recognize it as such at the time—Smallville went IFR. Not what we had foreseen in our original plan. But no real problem. We will just shoot the ILS as Smallville. Besides, we told ourselves, it will be good training for Nick. But, as the fuel gauges neared "empty," each clear airport we overflew this side of Smallville looked increasingly inviting.

Our en route course was roughly 230 degrees. The ILS was for runway 5 so

we knew we would have to fly outbound beyond Smallville and then turn back to the north-east for final. Fuel was getting a bit tight as we requested the ILS, but we did not feel any sense of urgency. Then things really got dicey. Center gave us vectors that seemed indirect and circuitous. Finally, we were sent on a very long downwind to the south-west. It seems that a commuter airliner had been assigned a back-course approach to runway 23. For some reason—perhaps there was a problem—the controllers wanted to give him a lot of clearance. I swear the downwind was about 35 NM. We were using up gas and both of us began to sweat.

Inbound, we realized that we had been on ILS vectors for more than 30 minutes. At 600 ft., we broke out just as we expected. But what a surprise! There was the airport all right—we could see the beacon. But no runway lights. I looked at Nick. Neither of us had clicked the mike to turn on the lights. Too late now—we have to go around! The few minutes that the new approach took were the longest of my life. Every second I expected the engine to quit. Our calculations had us running out of fuel several minutes ago. But it didn't quit. We landed safely.

How much gas was left? I didn't want to know. All I cared about was that we were safe. So I told the line boy NOT to top off the tanks, just fill about three-quarters full. Maybe this was just denial of how close to disaster we had come, but it had the added advantage of arousing no suspicions when we turned in the fuel slips to the club which owned the airplane. A bill for more gas than

the POH usable amount would have raised an eyebrow.

Even though the rest of our trip, and the return, went exactly as planned, this was not the end of the story. This was the only time in my [?] hour aviation career that I have really been scared and I learned a lot.

It is often said that pilots can usually solve one problem and continue flying safely. But when multiple problems pile one on top of the other, they can combine to zap you. I could not agree more. In this case, Problem #1 was insufficient sleep. Was it because of fatigue that I forgot to click on the runway lights? Problem #2 was the delayed departure. This clearly led to unexpected weather delays at our destination. The changed weather was Problem #3. Problem #4 was the long and time consuming ILS approach. It was odd, yes, but one can not ignore the possibility. Problem #5 was the missed approach.

What should one do about a big string of problems? One obvious answer is try to anticipate them. For example, Nick and I, strangers at the beginning of this ride, could have spent a little up-front time in team-building. How shall we share cockpit responsibilities? What is the basic plan in case of an emergency or unusual situation? If we had formed even basic answers to questions like these, perhaps one of us—fatigued or not—would have turned on the runway lights.

A second obvious answer is awareness: to take careful account of developing problems and do something rather than

ignoring them. This does not necessarily mean terminating the flight—although we could have done this by landing earlier at an en route airport. But perhaps our biggest blunder was not telling Center about our fuel situation. We could have asked the controllers to get us on the ground ASAP and they probably would have bailed us out.

Now, older and wiser, I really try to anticipate what could go wrong and to devise provisional solutions. I am very sensitive to any development which could become a problem. Not surprisingly, fuel is always on my mind. As a professional ATP, I am always very suspicious of dispatchers who urge minimum fuel loads. Yes, it costs money to carry excess fuel around in an airliner, but as a captain, I always supply a strong dose of my own judgment about how much is in the tanks.

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“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.”

REMINDER PLEASE!!

OUR MEMBERSHIP ROSTER IS FOR THE USE OF THE MEMBERSHIP ONLY. ANY COMMERCIAL USE IS PROHIBITED!! If you receive phone calls, emails or letters of a commercial nature that has come from our list, we would like to know about it. Please call Terry Barbo with your information! Thanks.

FLYIN TO CRAIG & STEAMBOAT

Thanks to our two CPA area reps in *Craig* - John Ponik, and in *Steamboat* - Mike Forney, the arrangements and work they did to make our flyin trip there a huge success. It started with a wonderful hanger breakfast in Craig, and from there we toured the town, and saw a Western Museum that had one of the best collections you could find of cowboy artifacts. Don't miss it if you get a chance to be in the area. Also stop at their local town park - where the wood carvings from dead tree trunks get artists competing from around the world to come once a year for caving competitions.

From Craig we all flew to Steamboat, and spent the day viewing kayaks, museums, the downtown area, and dodging rain-showers. We toured the air ambulance facility, and did our usual happy hour. Great trip; our area reps made it happen.

homebuilt helicopter - Craig, CO



group photo Craig/Steamboat trip

VACATION MODE FOR THE E-MAIL SUBSCRIBERS

Hey guys and gals, it is flyin' time again....so what do you do? You tell the postman to stop bringing your mail, but how do you keep your e-mail inbox from overflowing as well? Read on...

Our e-mail "robot" has recently been having a field day unsubscribing those of you who go on vacation and let e-mail accumulate in your inbox. Most ISPs have a fixed limit of email they will hold, and once full, any further messages are simply "bounced" back to the sender.

Our simple-minded robot receives these bounces and is unable to determine if they are bounced 'cuz you are simply on vacation, or because you are no longer using that ISP for e-mail as you found a cheaper service elsewhere. In any event, if too many bounces are received, the robot simply "unsubscribe" you. It does e-mail you a notice that you have been unsubscribed - but guess what, your ISP will likely bounce that one too.

So if you have not been checking your e-mail for a while (for any reason), and suddenly it "seems a little quiet" out

there (e.g. no [ColoradoFlying] e-mail received for a while), you might just try sending a new "subscribe" request to the robot. If you are already a subscriber, you will get a courteous "already subscribed" note from the robot. Otherwise you will be subscribed again and be receiving all those wonderful hints, advice, and few opinions! See the www.ColoradoPilots.org website for "subscribe" instructions.

Alternatively, you can tell the robot to temporarily stop sending e-mails to you while you are gone. Our multi-lingual, but still simple minded, robot understands several commands to accomplish this - "holiday", "suspend", and "postpone". Simply send a one line command message e-mail to robot's address

(lists@airbase1.com - note the "s") with "suspend coloradoflying on" when you want to stop receiving e-mails, and "suspend coloradoflying off" when you ready to resume. Of course you can use any of the previously mentioned synonyms for the word "suspend". And you can always use the "unsubscribe" command before you go on vacation, and "subscribe" again when you return.

There are several other commands the e-mail robot understands, and these will be e-mail to you if you send the one line command message "help coloradoflying" to the robot's e-mail address as given above. Note that if you meant to send a command message to the robot, but sent it to the main list instead, you won't be the first, nor the last, to give the other subscribers a small chuckle. Just send it again to the right address to get the desired result.

I am always happy to answer any computer questions you may have. If at a CPA event, or other fly-in, just look for the stupid-looking guy with the biggest brown dog there. That would be me. See ya! *Rob Duncan*

Calendar 2004

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

SEE MORE EVENTS ON CPA WEB SITE

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

AUG 10 CPA BOARD MEETING, Boardroom, JetCenter, Centennial Airport (APA), 6:30 p.m. Info: CPA Hotline 303/366-6226.

AUG 21 CPA MOUNTAIN FLYING - HIGH ELEVATION AIRPORT OPERATIONS GROUND SCHOOL, Boardroom, Centennial Airport 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

AUG 21 COLORADO 99s COMPANION FLYER COURSE, Aspen Flying Club, Centennial Airport (APA). Course designed for passengers, the "non-pilot companion," to promote knowledge of aviation concepts and procedures aimed to ease anxiety and improve comfort levels; offers hands-on experience. Info: Peggy Long 303/755-1102 or peggy@fitzlong.com

AUG 21 AVIATION DAY AT GRAND ELK GOLF COURSE, Granby, CO (GNB). Golf Tournament shotgun start at 9:30 a.m. on this Classic Heathland course; \$89.00 fee includes 18 holes, cart, range balls, prizes and more. Transportation to and from airport provided. Additional information: www.grandelk.com or www.granbyairport.com or Bill & Penny Hamilton 970/887-2101

AUG 27 - 29 RED LODGE FLY-IN, MT. Sponsored by CPA. Situated at the foot of Beartooth Mountains and over "Yellowstone's Highway to the Sky" (legendary Beartooth Mountain Pass) is the historical old west town Red Lodge. Bluegrass festival, sightseeing, hiking, shopping, fly-fishing, pig racing. Planning rental cars and motels — **need to book early**. Info: Lynn Ferguson 303/651-0708 or willflycessna@msn.com

AUG 28 PLANES TO PLAINS - 5th ANNUAL FLY-IN, Lamar Municipal Airport (LAA), CO, 6:00 a.m. - 3:00 p.m. Food and beverages available. Info: Bill Thraikill

719/336-1303 or bill.thrailkill@ci.lamar.co.us

SEPT 14 **CPA BOARD MEETING**, Boardroom, JetCenter, Centennial Airport (APA), 6:30 p.m. Info: CPA Hotline 303/366-6226.

SEPT 10 - 12 **MARBLE BACKCOUNTRY FLY-IN**, Marble, CO. This airstrip is located east of McClure Pass and requires mountain experience to use. A reservation and a hold harmless agreement are required to participate. Camping on the field, accommodations in the area, and a community dinner Saturday evening. Additional information, registration and hold harmless form can be found at www.coloradopilots.org/marble.asp or Ed Huber, huber1942@msn.com

SEPT 16 - 19 **RENO AIR RACES**, Reno, NV, Reno/Stead (RNO). CPA members planning to attend may want to join fellow CPAers in reserved CPA spectator section. Tickets available. Info: Paul & Sheila Rossman 303/766-2724 or acscpaul@fishnet.com

SEPT 24 - 26 **BRYCE CANYON FLY-IN**, UT (BCE). Sponsored by CPA. CAMP or enjoy the comfort of the lodge at Ruby's Inn, located 1/2 mile from entrance to Bryce Canyon National Park. Activities include hiking, horseback riding, country rodeo or relaxing by the pool. Info: Deb and Eric Jensen 970/482-7160 or eric-jens@aol.com

SEPT 25 **"FOUNDATION FLY-IN"**, sponsored by Colorado Civil Air Patrol Foundation, Front Range Airport (FTG), 8:00 a.m. - noon. Educational activity spotlighting the many aviation-related activities of the Colorado Wing of the CAP. Info: Gary Tobey 303/799-8600 or gtobey@tobeytoro.com

OCT 12 **CPA BOARD MEETING**, Boardroom, JetCenter, Centennial Airport (APA), 6:30 p.m. Info: CPA Hotline 303/366-6226.

OCT 15 - 17 **SIERRA VISTA FLY-IN**, AZ (FHU). Sponsored by CPA. Opportunity to visit the recently opened BIG ROOM of Kartchner Caverns; also visit beautiful Ramsey Canyon, old mining town of Bisbee and enjoy the Helderado Days in Tombstone. Trip limited to first 30 to sign up as Cavern reservations for groups are six months out. If interested and want to get on the list, call Dave and Sue Burke 303/989-1014

OCT 21 - 23 **AOPA EXPO 2002**, Long Beach, CA. Info: www.aopa.org

NOV ??? **COLORADO AVIATION HALL OF FAME BANQUET**. Date

and location TBA. Annual awards ceremony for inductees into the Colorado Aviation Hall of Fame. Info: Bea Wilhite 303/697-4775

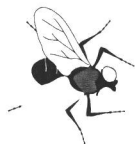
NOV 12 - 14 **DEATH VALLEY FLY-IN**, CA (L06). Sponsored by CPA. This 2003 scheduled fly-in had promised to be one of the most popular fly-ins ever; however, California wildfires and weather forced cancellation. We're going to try to resurrect it

MESSAGE FROM THE HAMILTON'S IN GRANBY ---

The Greater Granby Area Chamber of Commerce has teamed up with KRKY radio to found The Granby Fund which is dedicated to helping Granby rebuild. Donations should be sent to The Granby Fund c/o Liberty Savings Bank PO Box 587, Granby CO 80446. The airport and personnel have played a significant part in this story, when they brought in a SWAT team to help with fighting the bulldozer and it's destruction.



Fly Mart



For Sale: 1968 Mooney Ranger (20C) 3300TT, 1300SMOH, one owner last 25 years, always hangared, IFR due 4/06, Garmin300XL, KX170B w GS, KN65A DME, AT50 w enc, KR86, Intercom, 8 speed mods, (143-145KTS @9.5GPH) \$55,500 CO (970) 259 7577, E-Mail jpstaby@compuserve.com. Paul Staby

TWO RENTALS – SPECIAL DEALS FOR PILOTS ONLY

BAJA BEACH HOME for rent in beautiful Bahia de los Angeles (Baja CA MEX). Runway 1 km from home. Enjoy kayaking, diving, fishing, exploring islands, or relaxing on the large veranda. Special weekly/monthly rates for CPA members! Contact ekbpilot@hotmail.com; phone: 970/586-5629.

ESTES PARK historical home for rent on acre near Rocky Mountain National Park entrance. Sleeps 6+. Woodstove, enclosed porch with Long's Peak views! Enjoy abundant wildlife, birdwatching, walks into the national park; fine restaurants nearby. Contact ekbpilot@hotmail.com or phone: 970/586-5629.

NOTICE - this is ahead of time, but we are looking for someone to take over the job for TREASURER for CPA please, starting in October. If you would be willing to accept this job, please let John Martyny or Terry Barbo know asap!!! THANKS!

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

Tony Wodishek, Pueblo	Lakewood	John Hollstein, Littleton
Dr. John Schnackel, Fort Collins	Dr. Ronald Hanawalt, Fort Collins	Randy Rothe, Colorado Springs
Pat Beauchamp, Centennial	Bain White, Hayden	Richard Merring, Elbert
Marilyn Allison, Estes Park	Henry Dittmer, Westminster	Michael Baldwin, Evergreen
Rockwell Swanson, Encinitas, CA	John Mellema, Littleton	Michael Fassi, Fort Collins
Colleen Back, Grand Junction	Stuart Burden, Niwot	Richard Janitell, Colorado Springs
Tony Pierce, Denver	Loretta Wilson, Loveland	Chuck Kellerman, Aurora
Jack Cronin, Denver	Richard Orr, Denver	Robert Bledsoe, Wray
Michael Shaw, Denver	Michael Conway, Fort Collins	Don Nelson, Arvada
Lothar Klingmuller,	Amos Dolliver, Pueblo West	Mike Mann, Rye
	Frederic O'Neil, Lakewood	

Welcome New Members

Robert William (Bill) Cherry 512 East County Road 30 Fort Collins, CO 80525-9303	Dale C. Larsen, D.D.S. 410 E. Lagoon Street Roosevelt, UT 84066-3018	Thomas O. Lawson 5024 W. Lake Avenue Littleton, CO 80123-6723
Walter Kowalski P. O. Box 1358 Castle Rock, CO 80104-1358	Todd Richmond P. O. Box 3936 Basalt, CO 81621-3936	P. J. Pinel 12662 - 2900 Road Hotchkiss, CO 81419-7505
Gail Schipper 403 Collyer Street Longmont, CO 80501-5520	James Awalt 1909 Lohmans Ford Road Lago Vista, TX 78645-9730	Mark Patton 11101 E. Wesley Place Aurora, CO 80014-1748
Craig Kozak 4101 Harbor Walk Drive Fort Collins, CO 80525-4855	Clay Taylor 9647 North 63rd Street Longmont, CO 80503-9089	Edward J. Cook 4048 North 57th Street Boulder, CO 80301-3022
	Cary Alburn III 1035 West Oak Street Fort Collins, CO 80521-2408	



CPA DIRECTORY

AREA REPRESENTATIVES: AREA REPRESENTATIVES BURLINGTON / EASTERN COLORADO

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