

CPA FLIGHT LINES

Volume 21, No. 8

August 2004



Walter Bell (right) flew his new Mooney Bravo to 1st place in the turbo equipped Class "C" category. **His speed of 198.8kts was the fastest of all aircraft entered in the competition and 114.92% of handicap speed.** David Robertson (left) took 3rd place in his Cessna T206 at 107.55% of handicap and Dave Burke was 2nd at 109.78% of handicap in his Mooney M20K.

CPA WEB SITE
www.coloradopilots.org



President's Message, *John Martyny*

Those Valuable FBO's

Several days ago I received a message from Bob Kinney relating an experience that had happened to him on a trip to West Yellowstone last year. It seems that upon landing he had requested to have his aircraft refueled with some fuel but the aircraft was inadvertently topped off. Bob recounted that he had told the FBO of the problem but had indicated that it was not a big problem and he would just pay for the fuel. The FBO manager indicated that he would only have to pay for the fuel that he wanted. Bob waited until she left and paid for all of the fuel and assumed that it was a done deal. Much to his surprise, when the bill came it was only for the fuel that he had ordered and not for all the fuel that was put into the aircraft.

Stories similar to this are reported frequently by general aviation pilots. I am sure that many of you out there can relate stories about FBO operators that have gone well out of their way to help you, while asking very little in return. I once stopped in Vicksburg to spend the night on a trip home from the Bahamas. When I stopped I asked if they had a suggestion for a hotel and a place to eat. The operator immediately called a hotel, got me a great price and two free drink coupons (much needed I might add) and gave Cathie and I the keys to the courtesy car. In a flash we were on our way for the night with a place to stay, transportation, a great suggestion for dinner, and free transportation. Cathie did ask me if the car was supposed to have smoke coming out from under the hood and I just indicated that it was an

airport courtesy car and yes it was supposed to have smoke coming out from under the hood.

The next morning we returned to find that the fuel truck had not yet arrived. Being very thankful for all of their help, we decided to wait for the truck but when it still had not arrived after an hour or so, we apologized greatly and indicated that we needed to head out. The FBO operators were actually apologetic for not having the fuel and bid us a great farewell.

When I take non-pilots flying, especially on long trips, they are all amazed at how well we, as general aviation pilots, are treated by the FBO operators. In general, the operators will do almost anything to help you. They will find you a hotel, get you transportation, hanger your aircraft, tie down your aircraft, and anything else that might help you. In Grand Junction a year or two ago, the people at Timberline Aviation pre-heated our airplanes and got the frost off at no charge. That was after providing us with a courtesy car for the night and hotel rooms close to the airport.

I guess that I am not totally sure why FBO operators are so quick to please. I know that they make money on the fuel that we buy, but I don't think that they make that much. Indeed, I have been treated with less attention after buying a \$25,000 automobile than after buying \$100 worth of avgas. I believe that FBO's and FBO operators are a major part of general aviation flying. They are

a group of individuals that we should support on our home airports and at visiting airports. Bob Kinney indicated that he always tries to buy fuel when he stops at an airport to support the FBO's and I think that is a good idea. I think that we should also thank FBO's and their operators on a regular basis for being there and supporting GA. They are great folks that we could not do

without. If you have great experiences from FBO's in Colorado, please feel free to write about them and send it to Flightlines. I am sure that we would be happy to pass on any kudos that you might have.

Until next month, keep the dirty side down and make sure that landings equal takeoffs. ###

YOU ALL COME!!

Bryce Canyon, Utah

September 24-26,

2004

Enjoy the comfort of Best Western Ruby's Inn or camp at Ruby's campground. Located ½ mile from the entrance to Bryce Canyon National Park, Ruby's is a busy tourist hub for the Park. Activities include hiking, horseback riding, ATV rentals, or relaxing by the pool.

Bryce Canyon airport, BCE, is a short two miles from Ruby's. The motel will pick up. We don't need cars for this fly-in. Plan on arriving by 2 PM; early and late arrivals will not be a problem. The airport has 19 tie-downs and will reserve enough for us. Late reservations may have to use their own tie-downs. Overnight fees are waived with gas purchase. Gas is priced as low as possible so no further discount. Price in July was \$2.65. Airport personnel are friendly and looking forward to our visit.

Friday afternoon will allow us time

to check in and take the Park shuttle for an orientation ride. Please bring your National Parks Pass if you have one. Entrance fees are \$20 per family for up to 6 days. Friday night happy hour starts at 4 PM followed by dinner at 6 PM at the Bryce Canyon National Park Lodge. Entrée prices range from \$15 to \$25.

Saturday we will ride the shuttle into the Park. Activities include hiking, walking the rim or scenic road tour. Sunday morning depart for the airport. An option for breakfast is a short flight to Goulding's Lodge in Monument Valley. Monument Valley (UT25) is a 4100' dirt strip with 900' paved at one end.

See the flyer for more info.

Oct 14 in Denver at 7:30PM,
AOPA President Phil Boyer will
be hosting a Pilot Town Hall
meeting with all aviation enthusi-
asts invited. Let's show our
support to this important FREE
event which is always super. Look
for flyers telling you where.

28TH ANNUAL DENVER TO JACKPOT AIR CLASSIC JULY 17, 2004

The Jackpot Air Classic Committee wishes to thank the following organizations and individuals for their generous donations in support of the 28th Annual Denver to Jackpot Air Classic:

AOPA
Cactus Petes
Colorado Pilots Assoc.
Denver Avionics
Frontier Airlines
Haglin Automotive
Len Lyall Chevrolet
Ron's Texaco
Town of Erie

The committee also wishes to thank the Administration at Jefferson County Airport, the controllers at Jeffco Tower, Gary Valentine at Rock Springs Airport, and Bill Dunn and Denver AFSS for their help in this year's race.

Thanks to the following committee members and helpers: Leonard Adler and Gail Ross, Babette Andre,

Walt and Terry Barbo, Kevin Bunnell, Sarah Dolliver, Sonny and Darlene Elgin, Steve and Linda Harless, Rick and Carla Harless, Bill and Marlys Marshall, Brian and Sharon McKay, Tim Roberts, Paul and Sheila Rossman, and Dave Walcher and Linda Cassidy. The Air Classic ran smoothly largely due to their efforts and assistance.

We would also like to thank Peggy Long for making the Air Classic posters that were displayed at area airports.

Due to bad weather in the Denver area, the Air Classic began at Rock Springs rather than JeffCo. A special thanks goes out to Sue and Dave Burke and the crew at Rock Springs in getting the participants and their planes fueled and airborne in a quick fashion.

As always, your comments and suggestions on the race are welcome.

We look forward to seeing you next year for the 29th Air Classic! **Robert Venohr**
Air Classic Chairman
(303) 766-0742

**2004 DENVER TO JACKPOT AIR CLASSIC
TIME ESTIMATE RESULTS - ROCK SPRINGS TO JACKPOT**

	CAT	N#	MAKE	YEAR/TYPE	PILOT	TIME EST	TIME ACTUAL	TIME DIFF
1	C	231WB	MOONEY	1980 M20K	DAVE BURKE	1:23:16	1:23:06	0:00:10
2	A	1464S	CESSNA	1976 C-182	TOM LAWSON	1:56:00	1:54:36	0:01:24
3	B	7390P	PIPER	1961 PA24-250	SARAH DOLLIVER	1:36:30	1:35:05	0:01:25
4	C	6863R	CESSNA	1967 T-210G	DAN DUNNING	1:32:00	1:30:25	0:01:35
5	B	9645X	CESSNA	1961 C-210B	PEGGY LONG	1:35:00	1:37:50	0:02:50
6	B	7463N	BEECH	1968 BE-V35A	CHET JEWELL	1:28:20	1:24:42	0:03:38
7	A	9247X	CESSNA	1962 C-182E	BILL TOTTON	1:56:00	1:47:55	0:08:05
8	B	91VP	BEECH	1969 BE-V35A	HOMER LYLE	1:30:20	1:22:10	0:08:10
9	B	6688U	BEECH	1980 BE-V35B	TIM ROBERTS	1:30:00	1:21:42	0:08:18
10	A	182JV	CESSNA	1960 C-182C	JAMES HOLLIS	1:58:26	1:49:54	0:08:32
11	B	1784R	CESSNA	1978 C-182RG	DANA HAGLIN	1:26:43	1:36:26	0:09:43
12	B	755T	BEECH	1972 BE-V35B	VERN RANDEL	1:35:20	1:25:13	0:10:07
13	B	941Y	MOONEY	1980 M20J	CHRIS OLSEN	1:42:35	1:32:05	0:10:30
14	C	2UY	LAKE	1975 LA-4-2	CARL MATTSON	2:20:00	2:09:29	0:10:31
15	C	63FM	MOONEY	1999 M20M	WALT BELL	1:31:15	1:18:28	0:12:47
16	A	56LK	VANS	2001 RV-6A	LOTHAR KLINGMULLER	1:41:05	1:27:10	0:13:55
17	C	8758Q	CESSNA	1976 T-206F	DAVID ROBERTSON	1:54:00	1:40:02	0:13:58
18	B	234MP	MOONEY	1968 M20F	ERIC JENSEN	1:55:00	1:37:48	0:17:12
19	A	184CB	VANS	2002 RV-6	CHUCK SPAUR	1:42:00	1:24:14	0:17:46

2004 DENVER TO JACKPOT AIR CLASSIC FUEL ESTIMATE RESULTS

	CAT	N#	MAKE	YEAR/TYPE	PILOT	FUEL EST	TOTAL FUEL PURCHASED	FUEL DIFF
1	A	182JV	CESSNA	1960 C-182C	JAMES HOLLIS	28.80	27.83	0.97
2	B	6688U	BEECH	1980 BE-V35B	TIM ROBERTS	50.10	48.94	1.16
3	B	91VP	BEECH	1969 BE-V35A	HOMER LYLE	28.15	29.37	1.22
4	C	8758Q	CESSNA	1976 T-206F	DAVID ROBERTSON	38.00	36.63	1.37
5	B	941Y	MOONEY	1980 M20J	CHRIS OLSEN	35.70	33.68	2.02
6	C	6863R	CESSNA	1967 T-210G	DAN DUNNING	55.10	57.43	2.33
7	C	2UY	LAKE	1975 LA-4-2	CARL MATTSON	32.00	29.07	2.93
8	A	56LK	VANS	2001 RV-6A	LOTHAR KLINGMULLER	18.50	15.45	3.05
9	A	9247X	CESSNA	1962 C-182E	BILL TOTTEN	27.75	24.62	3.13
10	B	9645X	CESSNA	1961 C-210B	PEGGY LONG	44.60	48.07	3.47
11	B	234MP	MOONEY	1968 M20F	ERIC JENSEN	24.00	20.42	3.58
12	A	184CB	VANS	2002 RV-6	CHUCK SPAUR	22.00	26.03	4.03
13	B	45VC	CESSNA	1964 C-210D	JOHN MARTYNY	32.00	26.56	5.44
14	B	755T	BEECH	1972 BE-V35B	VERN RANDEL	52.40	46.95	5.45
15	C	63FM	MOONEY	1999 M20M	WALT BELL	44.50	38.95	5.55
16	B	6103S	CESSNA	1980 C-182RG	GRETCHEN JAHN	53.20	47.63	5.57
17	C	231WB	MOONEY	1980 M20K	DAVE BURKE	32.35	26.66	5.69
18	B	7390P	PIPER	1961 PA24-250	SARAH DOLLIVER	56.30	49.99	6.31
19	A	99PZ	VANS	2000 RV-6A	GARY ZILIK	20.00	27.79	7.79
20	B	1784R	CESSNA	1978 C-182RG	DANA HAGLIN	45.55	55.84	10.29
21	B	7463N	BEECH	1968 BE-V35A	CHET JEWELL	47.50	36.48	11.02
22	A	1464S	CESSNA	1976 C-182	TOM LAWSON	18.50	50.55	32.05
23	B	7164Y	PIPER	1964 PA-30	SONNY ELGIN		57.65	57.65

2004 DENVER TO JACKPOT AIR CLASSIC SPEED RESULTS

	CAT	N#	MAKE	YEAR/TYPE	PILOT	H'CAP SPEED	TOTAL TIME	AVERAGE SPEED
1	A	9247X	CESSNA	1962 C-182E	BILL TOTTEN	134	1:47:55	144.5559846
2	A	182JV	CESSNA	1960 C-182C	JAMES HOLLIS	133	1:49:54	141.9472247
3	A	184CB	VANS	2002 RV-6	CHUCK SPAUR	175	1:24:14	185.1998417
4	A	56LK	VANS	2001 RV-6A	LOTHAR KLINGMULLER	171	1:27:10	178.9674952
5	A	99PZ	VANS	2000 RV-6A	GARY ZILIK	173	1:26:36	180.1385681
6	A	1464S	CESSNA	1976 C-182	TOM LAWSON	137	1:54:36	136.1256545
1	B	7164Y	PIPER	1964 PA-30	SONNY ELGIN	167	1:24:41	184.2157056
2	B	941Y	MOONEY	1980 M20J	CHRIS OLSEN	154	1:32:05	169.4117647
3	B	9645X	CESSNA	1961 C-210B	PEGGY LONG	145	1:37:50	159.4548552
4	B	91VP	BEECH	1969 BE-V35A	HOMER LYLE	174	1:22:10	189.8580122
5	B	7390P	PIPER	1961 PA24-250	SARAH DOLLIVER	151	1:35:05	164.0666082
6	B	6103S	CESSNA	1980 C-182RG	GRETCHEN JAHN	153	1:34:06	165.781084
7	B	7463N	BEECH	1968 BE-V35A	CHET JEWELL	171	1:24:42	184.1794569
8	B	6688U	BEECH	1980 BE-V35B	TIM ROBERTS	178	1:21:42	190.9424725
9	B	755T	BEECH	1972 BE-V35B	VERN RANDEL	171	1:25:13	183.0627811
10	B	234MP	MOONEY	1968 M20F	ERIC JENSEN	150	1:37:48	159.5092025
11	B	45VC	CESSNA	1964 C-210D	JOHN MARTYNY	162	1:30:49	171.7746375
12	B	1784R	CESSNA	1978 C-182RG	DANA HAGLIN	154	1:36:26	161.7697891
1	C	63FM	MOONEY	1999 M20M	WALT BELL	173	1:18:28	198.8105353
2	C	231WB	MOONEY	1980 M20K	DAVE BURKE	171	1:23:06	187.7256318
3	C	8758Q	CESSNA	1976 T-206F	DAVID ROBERTSON	145	1:40:02	155.9480173
4	C	6863R	CESSNA	1967 T-210G	DAN DUNNING	164	1:30:25	172.5345622
5	C	2UY	LAKE	1975 LA-4-2	CARL MATTSON	117	2:09:29	120.4788261



Bill Totten (on the left) won the Class "A" speed category at 107.88% of handicap speed in a Cessna Skylane. James Hollis was 2nd in another Cessna Skylane and Chuck Spaur finished 3rd in his RV-6.



Sonny Elgin (left) took 1st place in Class "B" flying his Twin Comanche at a smoking 184.2 kts and 110.31% of handicap speed. Chris Olsen took 2nd place in a Mooney M20J followed by Peggy Long in a Cessna C-210B for 3rd place.



Air Race pilots from Left, Peggy Long, Sarah Dolliver, Bev Sinclair, and Babette Andre make the best of a weather delay at Front Range airport as they wait for the upslope conditions to clear for the annual CPA Jackpot Air Race. photo by Walt Barbo



Three Aces won Cindy Jewell nearly \$900 in the Poker Run Contest on the Denver to Jackpot Annual CPA Air Race. photo by Walt Barbo.

***CPA FLYIN Trip set for Oct.
15th, 16th and 17th***

to Sierra Vista Az

This is one of the first opportunities to visit the BIG ROOM of Kartchner Caverns. This part of the cave just opened to the public and is said to be spectacular.

This weekend is also Helldorado Days at Tombstone their biggest event of the year. Trip is limited to the first 30 to sign up as cavern group reservations are 6mo. out or more.

Fri. plan to arrive by noon. We will pick up rental cars at the airport and leave directly for the caverns. We will furnish a box lunch and drinks at the caverns picnic area.

Sat. We will have 7 cars and will split up in groups to take in the activities that best

pleases the group. We will meet back at the hotel at 5:00 for cocktails and depart for dinner at 6:30.

Sun. We will turn in cars at the airport and depart for home (or bus to El Paso for the ones going to Copper Canyon.)

We blocked 15 rooms at the Windemere Hotel. We have a special rate of \$69 and includes full American breakfast and free cocktails. Make your own reservations and tell them you are with the Colo. Pilots. Rooms will only be held till Sept. 15th so don't wait. Call 520-459-5900 or 800-825-4656.

Dave and Sue Burke always do a fabulous job when they sponsor a trip. Don't miss this one!

For more info, see flyer, or CPA web site.

*Circling Approaches and Their
Conduct During Instrument
Proficiency Checks*

By: Mike Brown, AFS-840 - *sent
to CPA by Bill Linenberger*

As part of an ongoing effort to improve regulatory compliance, clarity, and safety, the Federal Aviation Administration (FAA) occasionally finds it necessary to implement changes to existing policies and guidance.

While such changes are typically very effective in achieving their desired safety goals, clarity (and with it compliance) may not always fare as well. This recently became evident when the FAA published the new *Instrument Rating Practical Test Standards (PTS), FAA-S-8081-4D*. Effective October 1, 2004, version "Delta" has raised questions concerning the requirement to conduct circling approaches as part of the instrument proficiency check (IPC).

Specifically, this latest version of the PTS includes a new paragraph (page 16, following the Rating Task Table) that states in relevant part, "...The person giving the check shall use the standards and procedures contained in this PTS when administering the check."

Some viewed this language as mandating tasks that were voluntary under the current PTS, version "Charlie."

While this (current) version lacks the explicit text cited above, the FAA always intended for the table to be used in the conduct of IPCs. Of course "intent" lacks the precision to which we aspire, so the latest version "Delta" was modified to clarify existing Flight Standards policy. In short, the FAA always expected instructors to conform to the task table when conducting IPCs, and version "Delta" now makes that clear.

This brings us to the main point of contention. Similar to its predecessor (issued in 1999), version "Delta" of the Instrument PTS contains a task table that includes a column for the IPC. While some of these tasks vary between versions "Delta" and "Charlie," both specify circling approaches under Area of Operation VI.

However, because some flight training institutions consider circling approaches to be a new requirement, they are concerned they may no longer exclusively use FAA-approved Flight Training Devices (FTDs) to conduct IPCs.

Again, the PTS change poses no

Flying In The Real World

- #11. *By Vern Foster*

In These Metal Benders— Where's The Logic ?

To begin with—I see NO logic. Read on. The practice of touching down on landing and immediately reaching for the flap switch/handle to quickly retract the flaps to “get the weight on the wheels for better braking” is non-productive and hazardous. Each year hundreds of planes are needlessly damaged or totaled because the aviator lost directional control in the process of carrying out this foolish task. Why do this? Did some CFI recommend this because someone recommended it to him/her ? Is this perpetuated by thoughtless hangar talk? This old time worn and risky practice has been passed on and on and on from pilot to pilot as long as I have been flying and retractable gear aircraft have been around.

Let's look for any logic in this “old wives tale”. At high elevation airports (up to 7,000 feet MSL) the requirement for landing distance is as follows: Fly the approach at 1.3 times stall for the flap setting being used and aim for a point 500 ft. in from the runway threshold. Next— with average technique the touch down will be at approx. 1,000 ft. from the runway threshold. Now add an ample

amount of additional runway for gentle braking —believe it or not 1500 to 1700 ft will work with no strain on the brakes or nerves. The resulting “NEEDED “ runway is approx. 2,700 ft. so why take the risk of damaging an aircraft or getting someone hurt by resorting to this foolish practice.

I have never seen any creditable evidence that this practice lessens the landing roll! If the need arises for landing on a surface shorter than 2500ft. at a high airport – get some recent short field practice with a high time CFI. Use the runway threshold as the aim point and fly the approach at 1.15 to 1.20 times the stall speed for the flap configuration.

The key to a safe and professional touch down and roll out is:— As you come over the fence all attention should be on the best landing one can muster. Next, keep hand on the throttle until exiting the landing runway and while steering for the runway centerline. When clear of the landing runway stop and THEN— wing flaps UP, cowl flaps (if any) OPEN. and transponder OFF. It can't get any easier, safer or more professional than that! It is the way the PROS do it!! Land safely and steer for the centerline with all your attention until clear of the active and slowed to a stop.

Fly safely and enjoy.###

additional burdens on flight schools, instructors, or pilots. The FAA never envisioned, nor has the FAA ever approved, the use of FTDs and other similar devices for a complete instrument proficiency check.

Flight Training Devices need not contain a visual system, and those that do lack the visual cues necessary to replicate a circle-to-land procedure (circling approach). As a result, it is inappropriate to credit a complete IPC in such a device absent supplemental flights in an actual aircraft.

As a practical matter, it is difficult to imagine that any ground-based training aid, short of a full level-qualified flight simulator approved for circling approaches, could substitute for instruction received during actual flight operations. That is not to say FTDs have no place in the pantheon of instrument flight instruction, or for that matter IPCs. In fact, many of these devices serve as excellent procedure trainers, and are a proven means of evaluating certain piloting skills. However, as with all such resources, it is important they be used in a manner consistent with their design and limitations.

And finally, for those who say circling approaches are too dangerous and shouldn't be emphasized, consider these facts. Currently there are over 1,100 instrument approach procedures with only circle-to-land minima.

Combine this with literally thousands of other approaches with published circling minima, and it's clear that an instrument pilot needs to possess such skills to be a complete aviator. Moreover, the skills needed to transition from instrument to visual flight while maintaining precise aircraft control are critical...At least as critical as those required to execute a hold or recover from an unusual flight attitude.

Again, circling approaches provide for the maintenance of these skills. Also, it should be noted that most accidents involving circling approaches were attributed to poor piloting technique and failure to maintain the requisite visibility and cloud clearances for a given procedure.

This fact alone provides a clear and compelling incentive to make circling approaches a part of any instrument training and proficiency regimen, thus the FAA's rationale for their inclusion as part of a comprehensive IPC.###

CPA Calendar 2004

AUG 21 **7th ANNUAL JEFFCO AVIATION ASSOC. FLY-IN**, Jeffco (BJC), Broomfield, CO. 7:00 a.m. - 12:00 noon; trophies awarded in nine classes; drawing for free flight in T-6 owned by Dick Jones. Info: Daril Cinquanta 303/423-9846

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

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 11 **9TH ANNUAL FLY-IN & CHILI COOKOFF**, Parkland Estates Airpark (7CO0). Lunch 11:00 a.m., sample chili dishes and cast your vote; aircraft parking available, bring tie downs. Info: Jan Bogan 303/828-3711; Shirley Chessman 303/929-8807, or Cheryl Randel 303/828-0701

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

SEPT 16 - 19 **RENO AIR RACES**, Reno, NV, Reno/Stead (RNO). CPA members planning to attend may want to join fellow CPAs 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 ericjens@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

OCT 30 **COLORADO AVIATION HALL OF FAME BANQUET**, sponsored by Colorado Aviation Historical Society, Officers Club, Air Force Academy, Colorado Springs. Annual awards ceremony for inductees

into the Colorado Aviation Hall of Fame. Info: Bea Wilhite 303/697-4775
 NOV 19 - 21 **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 by visiting the world famous Furnace Creek Resort & Ranch. Info: Bob or Shawn Kinney 303/288-7371 or twinlake1@aol.com
 NOV 20 **CPA ANNUAL MEETING**, Location and time TBA. Info: Gloria Baltz 303/499-0833 or gbaltz@mindspring.com
 DEC 4 - 6 **SAN ANTONIO FLY-IN**, TX (SAT). Sponsored by CPA. See lighted boats float along the lighted and decorated River Walk; visit The Alamo; possible trips to San Antonio Missions National Historical Park, Mission Concepcion, Mission San Jose, or San Juan, or Espada; visit busy Market Square's many shops and Mexican market. Info: Homer or Joyce Lyle 303/755-3271
 DEC 12 **CPA HOLIDAY DINNER**, DoubleTree Hotel, Aurora. Info: Gloria Baltz 303/499-0833 or gbaltz@mindspring.com

COLORADO CALENDAR OF AVIATION EVENTS is compiled by the Colorado Pilots Association for the benefit of its members, and in the interest of creating an awareness and support for aviation activities in the state of Colorado. NOTE: To ensure that an event date has not changed or has been canceled, please contact the event information person.

PARKLAND ESTATES INVITES YOU TO FLY IN FOR A VISIT

Parkland Estates is a private airport community consisting of 91 lots ranging from 2.5 acres to 6.0 acres with an additional 40 acres dedicated to common areas such as runways, taxiway, fuelling area, hangar sites and future recreational sites. Located just 5 miles northeast of Erie Municipal Tri-County Airport, you can find Parkland Estates (7CO0) on your BJC (115.4) VOR at 019R/11 DME. Announce your arrival to "Parkland Traffic" on multicom 122.9.

Our flight pattern is limited to the south of Parkland, making runway 8 a right-hand pattern and runway 26 a left hand pattern. Be aware that there is a NOAA Tower immediately southeast of Parkland and in extremely close prox-

imity to our flight pattern.

Parkland's main runway (8-26) is a paved 4200' x 50' strip. The crosswind runway is a paved 1305' x 30' strip to the south of the main runway. Ten paved taxiways allow most of our homeowners' direct access to the runway. For those who do not have taxiway access, a common hangar area is located by the fuel pumps. Owners may build a hangar here or use it as a tie-down area. The fuel pumps are not commercially available to visitors, but are operated on private key accounts held by Parkland residents.

Approximately 80% of our homeowners are pilots or aircraft enthusiasts. We boast a variety of aircraft on the field ranging from factory models such as Cessna, Cirrus, Beech, Piper, Pitts, Christen Eagle II and Mooney to kit planes and experimentals such as Fly

Parkland Estates cont.

Baby, Delta Dyke, Skybolt, RV's, Libelle, Pober Super Ace, and classics such as Fairchild, a T-33 (T-Bird), Stearman and North American SNJs. Occasionally you may spot a Bell Ranger helicopter or even a Cessna Citation coming through.

The operations and activities at Parkland are managed by an all-volunteer Board of Directors with the help of several volunteer committees. Annual activities include our spring Flight Discovery Day/EAA Young Eagles program (we welcome our immediate neighbors to experience and understand our enthusiasm for flying), spring clean-up day, our summer picnic for residents only, and in the fall we host a Fly-in and Chili Cook-off.

Please feel free to join us at our next open activity, Parkland's annual Fly-in and Chili Cook-off, slated for September 11, 2004 (with a rain date of September 18). We welcome all light aircraft to join us for the afternoon to appreciate each other's planes, exchange stories and eat some GREAT chili!

You may even win some cash. Donations will be accepted throughout the afternoon, and guests will have the opportunity to vote for their favorite chili concoction as well as the People's Choice award for favorite plane of the day. The donations will be equally divided between the Chili Cook-off winner and the People's Choice Award.

Look for our flyer announcing our Fly-in and Chili Cook-off in this issue of CPA Flightlines!!



These photos were taken at the 2003 Parkland Flyin and Chili Cook-off by Kim Hughes. The photo of the pilot in the SNJ is Parkland resident Mike Hainey.

**REMINDER, OUR SEPT
AND OCT ISSUES OF
NEWSLETTER WILL BE
COMBINED, AND DEAD-
LINE FOR ALL INFO IS
AUG 14 PLEASE!**

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