

# CPA FLIGHT LINES

Volume 21, No. 12

December, 2004



New CPA 2005 officers: from left, Gloria Baltz, Bart Jones, and Sarah Dolliver. Peggy Long in photo insert.

CPA WEB SITE  
[www.coloradopilots.org](http://www.coloradopilots.org)



# President's Message

I'm delighted to be back with you as president of CPA for the coming year. Some of you may recall that I held this post about ten years ago. That recollection causes me to reflect on how our organization has prospered over the intervening years. With the clarity of hindsight I would have to say that the most important event over the years is the increased breadth and depth of talent which has brought strength and new capabilities to our organization.

The influx of new members who have made long term commitments to participate actively in the CPA has been a critical component of our growth. Our last several Presidents, typified by John Martyny, have been fairly new to the organization, as are many of our committee chairmen. These new people bring fresh ideas and renewed vigor to our programs as the greatly expanded fly in schedule would attest. In turn this extensive fly in schedule could not be managed without the skilled contribution of the likes of Rob Duncan, our web master, who designed our online fly in registration process and brought our web site into the 21<sup>st</sup> century.

These people continue to serve in other capacity's as well, thereby increasing the depth of our capability. For example, Peggy Long, who once served as our Programs Director, will take over the responsibilities as Treasurer.

The previous two Treasurers are still active in the organization thus preserving those skills. As another example, Mary Jones, your news

letter editor for the last five years, has smoothly transitioned those responsibilities to an equally talented member and professional desk top publisher, Bev Boecher.

And finally our highly acclaimed Mountain Flying Course has been under new leadership with Brian Jones for the last couple of years.

Equally important to our organization is the continued participation of our long term members who remain active at all levels and provide more than just year to year continuity but that all important corporate history.

We are strengthened by the contribution of many such people. Preeminent in this class are Walt and Terry Barbo who continue to provide the administrative glue that has held our organization together for more years than I know.

In summation I find our organization has increased in strength and vitality. With that knowledge I thank you for entrusting me with another year as your President and I look forward with enthusiasm to what we can accomplish in the coming year.

I hope to see you all at the Christmas Party, and at next year's fly ins!

***Bart Jones***

## Colorado Pilots Association Announces 2005 Officers

The results of the election were announced at the annual meeting. Bart Jones was elected President, Sarah Dolliver elected Vice President, Gloria Baltz reelected Secretary, and Peggy Long Treasurer. Congratulations and good luck to each of them.

On behalf of the entire CPA Association, we truly thank all the officers, board members, area representatives and committee chairpersons for the support and great job they have done for us not only last year, but throughout the years. There is a lot of behind the scene work that goes on, and these are the things that get little praise, yet contribute so much to the association. *We appreciate your work.*

### NOTAM Warning!!!

If you have not done so, please go to [www.faasafety.gov](http://www.faasafety.gov) and register. The FAA is suspending written materials and soon all communication will be via e-mail/ web site.

The website lists aviation happenings in our area as well as lists of FAA Safety Counselors so you can complete your "Wings" program, usually resulting in a lower insurance premium.

Thanks,  
*Bill Linenberger*  
*Safety Chairman*

Hi Everyone,

Several months ago, I sent you an e-mail to get you to sign up for this web site and to receive important safety information. As you can see, we have a long way to go to reach more Colorado pilots. I ask you to please sign up and to forward this message to other pilots or other aviation groups that you belong to.

Thank you and fly safe.

***Ed Huber***

Details: Registered Aviators in Colorado (10/01/04)

As of October 1, 2004, the FAA shows a total of 22,592 aviators (student, private, commercial, flight instructor, flight engineers) in Colorado. Of this local population, only 2515 (11.1%) are currently registered on the *faasafety.gov* website. The statistics are as follows:

- 22592 Total Pilots
- 16767 Total US Pilots
- 4917 Airline Transport Pilots
- 3511 Commercial Pilots
- 6244 Private Pilots
- 5 Recreational Pilots
- 2090 Student pilots
- 2687 Flight Engineers



# Concerning Learning

*December, 2004*

## "Double Trouble"

*By Walt Bell*

Back in the last millennium (winter of 1999) I was heading to Denver from Columbus, Ohio after spending Christmas with my nieces and sister. The weather was typical for that area of the country, 500-1500 overcast, scattered snow showers and howling winds aloft. To stay out of the worst of the winds I filed for 4000'. The first hour and half were pretty routine. The combination of a Sunday and crummy weather was keeping the traffic along the 40th parallel to a minimum. Somewhere between Dayton and Indianapolis I joined a Twin Comanche that was heading for St. Joe. He was at 6000' and seemed not be encountering gruesome winds. I was thinking about moving higher when Indianapolis approach turned me over to Hulman approach (Terra Haute).

What was about to happen was to again prove the old saying "that flying consists of hours and hours of boredom punctuated by a few moments of terror"—in this case two episodes at a time. I called Hulman and shortly the Comanche did the same. My call, however, interrupted Hulman Approach who was trying to reach a Cessna that had just departed a nearby airport but had not checked in. I still was thinking of asking for higher but decided to wait until the

controller had established contact with the Cessna. I was flying in-and-out of a broken cloud deck which was growing darker and more ominous. A moment or two later I noticed some ice forming on the windshield and wings. My T-210 had deice equipment so initially I was not much concerned. I turned on the propeller heat and also checked to make sure of pitot heat. The planned altitude change would probably take care of the problem even if it meant a lower ground speed.

Meanwhile, back with Hulman approach, it had become clear that the missing Cessna was in difficulty. Though radar contact had been established, voice communication was a problem. The Cessna could clearly hear Hulman, but neither Hulman nor any one else could hear the Cessna! Approach control hit on the solution of asking the Cessna squawk transponder ID in affirmative response to directions. In this way, Hulman vectored him back to the departure airport for an instrument approach. I guess that the pilot was very rusty or that the severity of the weather had him completely distracted.

Only a few minutes had gone by since the ice started to build on the T-210 but I quickly realized this was not rime but freezing rain. In these few minutes the windshield was opaque and water was running along the wing skin and freezing well back from the leading edge. After a build-up of about 3/8", I would cycle the de-ice boots but it was soon evident that the amount of ice broken off was but a small percentage of the total on the airframe.

The situation was not quite desperate but, while I still had viable options, it was time for action. The best choices seemed to be either an approach to Champaign, IL (CMI) or an immediate climb. A quick look at the plates for CMI gave me lots of confidence since it had an easy ILS. The ATIS was advertising 400' or so and the airport was 40NM away. The second option, the one I chose, was to get above the mess. The Comanche was nearby and not complaining so I decided to ask for 12,000' thinking I would find a top to the lower deck and hoping that temperatures would be warmer and /or that I would get above the precipitation.

I could still hear the approach controller struggling with the Cessna. He had taken off his controller hat and had put on CFII hat. Although controllers normally provide only separation, this one was not only issuing heading changes but advice (orders) on setting up radios and cross-wind corrections! I was impressed not only with his willingness to advise but also with the quality of the information. This was a situation that only controller with a CFII could have handled well. Very early in this episode, the Cessna pilot had lost all his options. He could only thank his lucky stars this particular controller was on duty.

I hated to interrupt this drama, but I broke in with, "Hulman approach 210VE needs an immediate climb to 12,000'."

"0VE, can't give you 12,000' without coordination with Center. Can clear you to 10,000'."

"0VE will take 10,000'."

The climb performance was reasonable at 500' fpm and by the time I passed 8000' the icing had ceased. My problem was pretty much solved. But the Cessna story was yet being played out. The Hulman Approach controller had directed the troubled Cessna back to its departure airport. The pilot, however, missed his approach. I do not know if it was due to low clouds or an iced up windshield, but then the controller started vectoring him for an ILS to Terra Haute. Again he calmly talked the Cessna through every heading and altitude change.

By 9000' I was between layers and could see 10,000' was going to be a good altitude. So at last I had leisure to look over the airframe. Just as one reads in regard to other freezing rain encounters, I found ice forms in lots of places, like on the wing tips, and in odd shapes. The water that had run back under the wing covered not only the bottom of the wing but some of the flaps and ailerons. I could see quite a lot of ice in the tail but it was hard to evaluate how thick it was. The aircraft performance was not as bad as it might have been. My cruise speed was off about 10 kts and the climb rate about 300' fpm less than normal. The controls seemed to respond normally. Cylinder and oil temps were elevated some but nowhere near redline. The winds had slowed me down so my fuel stop at St. Joe would be delayed. Actually, this was an advantage. It would allow time for the ice to sublimate. Although I first thought I would carry some all the way down, I was pleasantly surprised to

find that in 45 minutes all the ice was gone.

Back to the other story: the Cessna being vectored for the ILS at Terra Haute made a safe landing. How do I know? Just before I was turned over to Indy Center I heard the Cessna pilot—voice communications had been restored—speaking to the approach controller. He sounded like a person rescued from a drowning. Apparently, after takeoff he had forgotten to switch the microphone selector and was actually transmitting over the unicom frequency. On a better day someone would probably have heard the calls on unicom and let him know, but in bad weather few people are around the airport office. So whatever he said, it was unheard.

A few thoughts about this experience. First, the ATC controller deserves a huge “atta boy” for his extraordinary efforts. His skills saved a pilot and perhaps passengers. I hope his managers rewarded him for his effort. Second, everyone gets an occasional turn in the barrel. If you fly enough weather you eventually have to deal with some of the intense stuff. When this happens, consider the possibilities and ACT before the options run out!

I did not measure the time, but I would guess it took about 30 minutes for this event to develop and reach resolution. Only a moment in my 3000 of total time, but in retrospect an extremely important moment. ###

### **“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@digis.net](mailto:jarosd@digis.net) or 970 686-1233.”

**FACTOID Answer:** Between 1920 and 1945, Vincent Burnelli designed a number of aircraft. The signature design feature was a very wide, airfoil shaped fuselage. In effect, the fuselage was, in contemporary terminology, a "lifting body." Two engines were mounted side-by-side in the nose. This unusual configuration had a similar justification to that of flying wings: conventional fuselages only produce drag. Burnelli, however, claimed not only improved load carrying capacity, but better crashworthiness as well. Presumably the large box-like structure of the fuselage was stiffer and less prone to collapse than the conventional streamlined cylinder. At least six Burnelli designs were actually flown. Two were biplanes, the UB-1 made of wood and fabric and the UB-2, constructed of corrugated aluminum. The UB-20 and UB-14 were mid-1930s monoplanes designed for the same market as the Boeing 247 or Lockheed Electra. The OA-1 was a British-built variant. The 1946 CBY-3 was a beefier design, supposedly capable of dramatically outperforming the DC-3 on the same engines.

Though these airplanes generally had acceptable flying characteristics, only one copy of each was actually built. The failure to achieve production has been blamed on many factors. Reportedly, a planned production run of military cargo planes was cancelled when Franklin Roosevelt discovered that one of Burnelli's financial backers was a Wilkie supporter. Similarly, the "Military-Industrial Complex" is supposed to have suppressed the Burnelli program in order to defend conventional designs against competition.

Occasionally, some development supposedly justifying Burnelli's genius will occur. Boeing's reported exploration of a boxy, lifting-body fuselaged airliner, the 754, is taken to prove that Burnelli was right all along.

Even today, Burnelli advocates are very vocal. There is a web-site that offers page upon page in support of Burnelli's genius. This site uses such terms as "suppression," "official denial," "conspiracy," "corruption," and "treachery" to explain why Burnelli never achieved financial success or widespread recognition. Maybe such charges are true. Or maybe the Burnelli designs, despite their strong points, really weren't that appealing. The CBY-3 of 1946 was, after all, an unpressurized tail-dragger.

Closer to home is the case of Denverite Thomas Shelton. In 1935, Shelton designed and built the *Crusader*, a streamlined, twin engine, central pod fuselage, twin tail-boom, four place general aviation plane. It looked radically modern and reportedly achieved 230 mph on its 106 hp. Menasco engines. The *Crusader* attracted a lot of attention, so Shelton took it on a publicity tour. The aviation community as well as the general public was impressed. Reportedly, Howard Hughes offered to buy the plane.

Shelton wanted to produce the *Crusader* in quantity, and so he took out a design patent. But his discussions with various manufacturers required him to disclose the key features of the airplane. The result, say his defenders, was that Shelton was overwhelmed by big aviation companies. In the ensuing years,

CPA Honors long time member **Terry Barbo** for significant contributions



and dedication she has for our Association, at our Annual CPA November meeting. *Photo: Bruce Hulley, presenting Terry Barbo with a special awardplacque on behalf of CPA.*

Terry has given her heart and soul to the aviation community year after year,

working tirelessly behind the scenes. She is a special resource of club history, facts, and statistics, in addition to her constant work with membership and renewals, stuffing and distribution of the newsletters, attendance at board meetings, and more. This recongition is well deserved, and we all appreciate her efforts.

### **NEW CPA NEWSLETTER EDITOR!**

Starting in January of 2005, we welcome new editors for our Flightlines: Bev and Carl Boecher. Bev is a professional desktop publisher, and has received awards and recognition for her work. Carl is equally talented. We are very lucky to have them, and they are a huge asset to our organization. The deadlines for submission of articles/ads, etc will be the same; and in order to place an ad, you must be a member in good standing with the club (paid up membership), and we will only be accepting advertisements in the Fly Mart for general aviation materials, no cars, house-rentals, and so on. For now, Bev & Carl's email: N34552@totalspeed.net; it will be changing, and they will let you know their new "address".

On my part, it has been a true pleasure working on Flightlines, and for CPA. I'll still be involved with the club in different places that might be needed. Thanks to you all for the wonderful cooperation that you have always given me when asked for photos and articles. It is YOU who make our newsletter interesting, and worthwhile.

Mary K Jones

two other twin tail-boom aircraft appeared: the Lockheed P-38 and the Hughes XF-11. The former of course became outrageously successful.

Shelton's defenders do not directly accuse Lockheed and Hughes of stealing his design, but they do claim that the patents are very similar and that neither Lockheed nor Hughes acknowledged Shelton. They also note that the Crusader was for some months parked in a hanger adjacent to the Lockheed plant. Supposedly Shelton one day discovered a group of technicians, each in a Lockheed logo jacket, swarming over his plane with tape measures. And they suggest that Hughes was a little too covetous in his desire to own the plane.

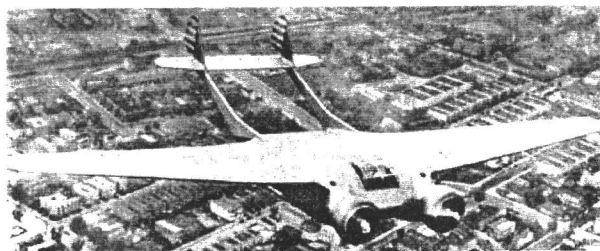
Reportedly, Shelton considered suing Lockheed but was worried about taking on a big defense contractor, especially in a time of wartime emergency.

Was Shelton really victimized? Perhaps, but it is also possible that the P-38 and the XF-11 did not owe anything to Crusader ancestry. What if the Crusader wasn't really that good? Timm Aircraft Corp. bought the rights to the plane but never put it into production.

—Dean Jaros

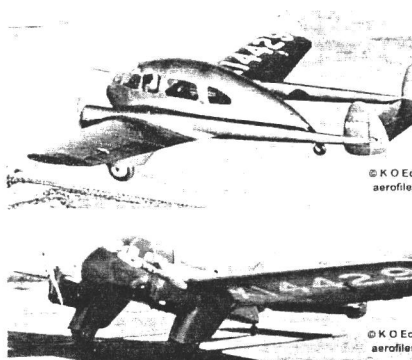
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“Burnelli UB-14. Photo  
Samoloty Web Site.”



File names *sheltoncrusader* AND *amer-gyro*:

“Shelton Crusader. Photo  
courtesy of Aerofiles.”



## Front Range Airmarking

On Sept. 11, thirty four pilots assembled at Front Range airport to lay out and paint a traditional 99s compass rose. The date made it a fitting memorial to the 9/11 tragedy and it also symbolized the continuing vitality of American general aviation. Our “art work” can be found at the run-up area of Runway 26. Thanks to Peggy Long’s well-timed write-up in the *Crosswind Chatter*, brochure at the Front Range Airport, and leaflet information in the *CPA Flightlines* newsletter, we had the largest airmarking group in Chapter history.

The morning kicked off with fresh pastries and coffee provided by Peggy. The group was among the most efficient we had ever seen, completing the blue and white 12-pointer in the record time of three hours. Local pilots and even Larry Pace, an Adams County Commissioner, joined in the painting and fun. The pinnacle of our royal treatment was a sit-down, multiple course lunch—again provided by Peggy Long and served in her hanger. She certainly set a new standard for Airmarkings! Her efforts were greatly appreciated by all.

Planning is underway for next year’s airmarkings, perhaps at Greeley, Jeffco and Granby.

*by Jan McKenzie*





## Leadership

There are four ingredients leaders have that generate and sustain trust:

### 1. CONSTANCY

Whatever surprises leaders themselves may face, they don't create any for the group. Leaders are all of a piece – they stay the course.

### 2. CONGRUITY

Leaders walk their talk. In true leaders, there is no gap between the theories they espouse and the life they practice.

### 3. RELIABILITY

Leaders are there when it counts. They are ready to support their co-workers in the moments that matter.

### 4. INTEGRITY

Leaders honor their commitment and promises.

## Something To Think About

*The paradox of our time in history is that we have taller buildings, but shorter tempers; wider freeways, but narrower viewpoints; We spend more, but have less; we buy more, but enjoy it less. We have bigger houses and smaller families; more conveniences, but less time; We have more degrees, but less sense; more knowledge but less judgment; more experts, but more problems; more medicine, but less wellness. We drink too much, smoke too much, spend too recklessly, laugh too little, drive too fast, get too angry too quickly, stay up too late, get up too tired, read too little, watch TV too much, and pray too seldom. We have multiplied our possessions, but reduced our values. We talk too much, love too seldom, and hate too often. We've learned how to make a living, but not a life; We've added years to life, not life to years. We've been all the way to the moon and back, but have trouble crossing the street to meet the new neighbor. We've conquered outer space, but not inner space. We've done larger things, but not better things; We've cleaned up the air, but polluted the soul; We've split the atom, but not our prejudice; We write more, but learn less; We plan more, but accomplish less. We've learned to rush, but not to wait; We have higher incomes, but lower morals; We have more food, but less appeasement; We build more computers to hold more information to produce more copies than ever, but have less communication; We've become long on quantity, but short on quality. These are the times of fast foods and slow digestion; tall men, and short character; steep profits, and shallow relationships. These are the times of world peace, but domestic warfare; more leisure, but less fun; more kinds of food, but less nutrition. These are days of two incomes, but more divorce; of fancier houses, but broken homes. These are days of quick trips, disposable diapers, throw away morality, one-night stands, overweight bodies, and pills that do everything from cheer to quiet to kill. It is a time when there is much in the show window and nothing in the stockroom; a time when technology can bring this letter to you, and a time when you can choose either to make a difference, or to just hit delete.*

Above from the Civil Air Patrol

# Fly Mart



**Wanted to buy: Cessna 150 with 150/180 hp engine.** Prefer conventional gear. If you are not selling, could I just go for a flight with you to see how a C150/150 performs? Tony Garrett, [home-spec@comcast.net](mailto:home-spec@comcast.net) or 720-746-0103.

**For Sale: Cessna 185 Belly (Cargo) pod**-never used. \$2249.00. Contact: Ricky Davidson, at [rickybindad@earthlink.net](mailto:rickybindad@earthlink.net) or 719 495 6705.

**For Sale: 1979 Mooney 231.** Beautiful local plane, always hangared. 3456 TT, 1087 SMOH. 815 SPOH Complete Mooney Service Center inspection in 2000. Recent overhauls: turbocharger, HSI gyro, alternator, magneto. New brakes. KFC-200 autopilot/flight director/HSIA. 4-place intercom. Merlyn wastegate. Oil sump heater, Excellent paint, good interior. Price: \$99,500. Contact Dean Jaros or Jan McKenzie 970 686-1233; [jarosd@digis.net](mailto:jarosd@digis.net).

**For Sale: 1987 Mooney 252.** 2200 TTSN, 1115 SMOH, full King panel, Storm Scope, Standby Vac, GEM engine Monitor, Speed Brakes, IFR certified, certified to 28,000 feet, 4-place built in Oxygen. Always hangared. \$180,000. Wayne Fry 303-988-3156.

**Partnership in plane:** Although we are incorporated for liability reasons, we are basically an extended partnership. We have only the one airplane, and we are looking for three more people to fly it. FLYING CLUB: 37 yrs Jeffco; 1976 Skylane, 80 gal tanks, 200 hrs on factory re-man engine, IFR, Dual 720 ch Nav-Coms w GS (1 King KX155), 3-lite MKRS, DME, ADF, XPDR, WX-900 Stormscope, autopilot, hangared; \$400 to join, \$300 refund on leaving; \$150/mo totally flyable at \$70/hr (dry) - drops to \$60/hr (dry) after dues are flown out; may accumulate dues to \$1400; min pilot reqmts: Pvt ASEL, 100 hrs. Call William Waite 303-499-9808.



**Fly Mart** is a free service provided for CPA members only. If you have a personal AVIATION related item to list, please submit the ad to the *Flight Lines* editor: Carl & Bev Boecher email: [N34552@totalspeed.net](mailto:N34552@totalspeed.net). 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.

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## FAA FSDO

## \*Publication Notice\*

Articles for CPA FLIGHT LINES are sought from members and other organizations. Stories and articles can include flying tips, rebuilding and restoration experiences, special trips, activities, etc. All articles & letters should be sent via e-mail to: Bev and Carl Boecher Editor, FLIGHT LINES. Phone: 303/697-5161. E-mail: n34552@totalspeed.net. Material for publication will be accepted up to deadline date, 15th of each month, which appears in FLIGHT LINES. FLIGHT LINES shall reserve the right to accept, refuse, or edit any material submitted. Publication of articles and opinions in CPA FLIGHT LINES is not an endorsement by the Association, nor does the Association assume responsibility for the accuracy of the information contained in FLIGHT LINES.

**Colorado Pilots Association**  
**APPLICATION FOR INDIVIDUAL MEMBERSHIP/RENEWAL**

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| Spouse _____                              |             |                  |
| Street Address _____                      |             |                  |
| City _____                                | State _____ | Zip _____        |
| Phone(H) _____ (W) _____                  |             |                  |
| E-mail _____                              |             |                  |
| Pilot Rating Held _____                   |             | Profession _____ |
| A/C Owned (make) _____                    | Model _____ | N # _____        |
| Principal airport based at or flown _____ |             |                  |

Applying for:

- ☐ Renewal or  
☐ New Membership  
☐ *General Aviation News\*\**  
☐ *America's Flyways\**

Check enclosed, payable to CPA, to cover membership & Flight Lines Newsletter:

- ☐ \$20 for 1 year membership  
☐ \$38 for 2 year membership  
☐ \$55 for 3 year membership  
☐ \$100 for corporate membership (includes 3 free 1/2 page ads)

\*\* Add \$25/one year only

\* Add \$8.00/year

**Mail to: CPA**  
**P.O. Box 200911**  
**Denver, CO 80220**

I am interested in serving as an Area Representative for the \_\_\_\_\_

I am interested in serving on the following committees:

- |                                        |                                         |
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