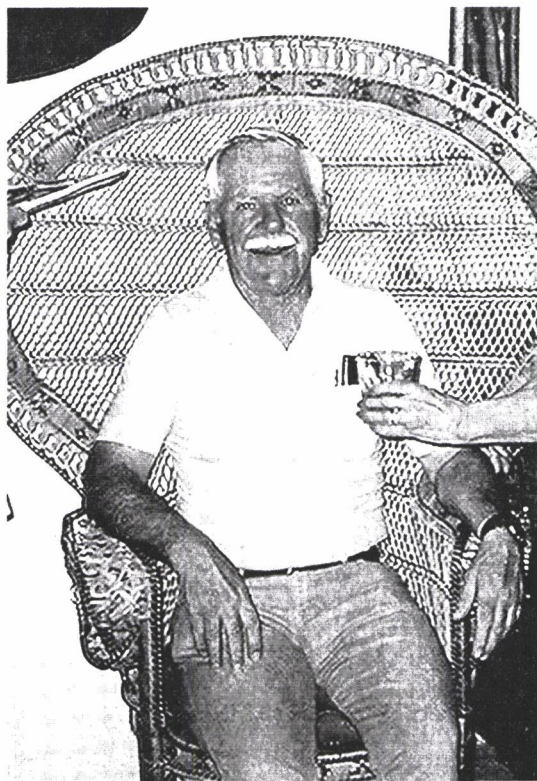


CPA FLIGHT LINES

Volume 24, No. 1

March 2005



Special Recognition for a Birthday Milestone
CPA Member Bob Doubeck

CPA WEB SITE
www.coloradopilots.org



President's Message, Savoring the Memories

By Bart Jones, 2005 CPA President

When it comes to user fees there is nothing like a trip away from home to reinforce an appreciation of the freedoms we have to use our airplanes in the unrestricted way that we do. We come and go as we please to destinations of our choosing. For us, flight plans are a safety service not a control device. There is no one greeting us at each stop to assess one fee or another. How different that picture could be.

Mary and I and a number of other CPA members have just returned from a flying trip through Mexico and Central America and I have seen the other extreme. Here the flight plan is a control device. You can't take off without it. At each stop it must be signed off by a number of different people, each one of which represents a different fee. To be fair some of these approvals and fees are related to customs and entry permits, which is to be expected when entering or leaving another country. The others fees are for landing and use of the airspace. While these fees add up in cost the bigger issue is the time on

the ground getting the approval sign offs. Don't plan on any quick turn-arounds. While everyone is polite and courteous it is a very controlled experience.

Flying in Canada is less onerous and I didn't think much about it at the time. There the flight plan really is a safety feature but it now occurs to me that it is also a control devise. You must file one. While there is no one to assess you fees at each stop you will receive a bill in the mail after you get home.

With this new experience I view the current discussion of user fees here in the US with fresh alarm. I can now see how this could easily turn into something far more onerous in the way of control, particularly when viewed in the context of Homeland Security. For me, if you take away that sense of freedom that I now enjoy you would take away much of what I cherish in flying. The next time I go to the airport I won't be taking that freedom for granted.

Bart

The 29th annual Air Classic will be held on July 9th 2005.

The committee will be meeting soon to discuss this year's event and would like to hear any suggestions that you may have.

Contact Committee Chairman Robert Venohr 303/766-0742 (H)

Que Le Vaya Bien, *Poem by Kethleen Bennett*

CPA's Nicaragua Farewell Fiesta

Granada Nicaragua,

I'll tell you a story
And assure you it's true
About some Colorado pilots—
To Nicaragua they flew.

We hiked a volcano
And boated on a lake.
We savored organic coffee,
We drank. . . and we drank!

We slept in the Black Forest
And climbed a few hills,
Sped on a Flying Canopy
Filled with howls and thrills.

We laughed through long bus rides,
Drank more beer and bought
 hammocks,
Entertained by Carl's humor
And Bob's joke about
 "Crack up".

Some danced late at discos
Sipping more beers and rum.
Never understanding
 "Cordobas".

Our tips rose to hefty sums.

Although clearing customs
Really was a lengthy bore.
We signed forms and paid tariffs
Till they opened Exit Doors.

Thanks to Julio's expert guidance,
Frank and Vanita's organization,
And Jamal's superb driving —
All deserve a standing ovation!

As pilots, we love flying,
Our airplanes and GPS's,
Full fuel tanks and tailwinds
Keep us on-course with fewer
 guesses.

Now it's homeward-bound we
 travel,
Hopefully with clear skies and
 fair weather.
I doubt none here will soon
 forget
These great times we shared
 together.

"Que le vaya bien!"

**Que le vaya bien is a traditional farewell
used throughout Mexico and Central Mexico.
Its literal translation is "May you go well".*

***Bob Doubek's joke about a Chinese
proverb. . . referring to the position CO Pilot
women found themselves in while hitched
onto the Flying Canopy.*

****Cordobas are the Nicaraguan currency
(approximately 16.4 Cordobas = \$1.00 US)*

2005 Fly-in Kickoff Party

By Bart Jones

These events take a lot of planning, time, and effort behind the scenes, to make these trips possible. Our kickoff meeting lasted 4 fun hours on January 30 with approximately 30 new and long time members in attendance.

The kickoff meeting is just the start of our members efforts toward successful flyins. Many phone calls will need to be made to FBO's, lodging facilities, and dining arrangements. Setting-up and finding activities for us all to do while we are there and making

contingency plans. Each volunteer trip coordinator is well appreciated - and a huge thanks to all who attended the Jan meeting. 2005 flyins will be better than ever, and hope you can find time to join us on these fun events.

We will be publishing the dates and events as soon as we can get those final dates set.

Thank you, Connie and Cathi Martyny for hosting our kickoff party.

Bart

March 2005 Factoid Question:

Explorers have always sought to reach previously unvisited, remote locations on the earth. With the advent of aviation, many saw an opportunity for faster and more extensive missions of geographical discovery. What was one of the most dramatic, tragic, and controversial episodes of early aerial exploration?

Find the Factoid Answer on page 8

"Concerning Learning"

FREE LUNCH and possible **FREE 1 YEAR 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 CPA FLIGHT LINES, your membership in CPA will be extended and free for one year.

E-mail Dean at jarosd@digis.net or call him 970 686-1233

Concerning Learning

“Fallacies of Fuel Figuring”, By Stan New as told to Dean Jaros

It was a fine fall weekend in 1998. I had just received my private certificate and I was anxious to use my new skills. What fun it would be to take my mother, brother, and niece back to the family homestead at Norton, KS. The round trip from APA, my first long cross-country flight, would take most of the day.

Conscious of my “beginner” status, I was extra-cautious in my preparations for the flight. For safety’s sake, but also as a matter of pride, I wanted to do everything right. So I started with the basic principles that my instructors had taught me.

First, carefully considering the size of my passengers and what they wanted to take with them, I did a weight-and-balance by the book. It was immediately clear that I could not carry full fuel with this load. No matter, I thought, Norton is not that far away. Knowing the mileage as well as the 182’s speed and per-hour fuel burn, I easily calculated how many gallons of 100LL would be needed. Happily, this total left us under gross weight — but with just barely adequate reserves.

As I inspected the plane, the needles showed each tank to be less than a quarter full — but I clearly recalled my first instructor’s insistence that Cessna gauges could not be trusted. “Always rely on graduated dip-sticks to measure your fuel,” was his

constant refrain. So I dipped. The graduations at the lower end of the stick were very fine, but looking carefully, I could record specific gallon figures. With this information, I knew exactly how much fuel to add.

As I went through these steps, I wondered if I wasn’t overly cautious. After all, fuel was available at Norton — if someone happened to be at the airport. Even if I couldn’t refuel at Norton, I could always stop at nearby St. Francis.

The flight out was pleasant and generally uneventful. We did, however, take time to do a bit of sight-seeing at Norton, primarily to give my mother an aerial view of the family farm. True, I had not considered this little adventure in figuring my fuel, but I was planning on getting gas at Norton or St. Francis — and anyway, the reserves would probably cover it.

We landed at Norton. Unfortunately, the pumps at the airport were locked up tight and there was no one around. No matter, I thought. There is always St. Francis. Besides, my initial dip-sticking had showed that we could get back to APA with the fuel currently on board. So without a care in the world, we went off to spend several pleasant hours with family.

We left Norton a little later than I had planned. Not wanting to fly at night, I resolved to make the fuel stop at St. Francis a quick one. I immediately started trying to raise the St. Francis FBO on the Unicom frequency. No luck. Probably there was no one there. A look at the "Flight Guide" indicated that attendance was irregular. I should have checked this out beforehand. I was mildly annoyed with myself, but I still thought we were perfectly OK for the trip back to APA.

We encountered a several knot headwind, but I blissfully assumed that my calculation of reserves adequately covered the extra time it would take to get home. It was only quite close to APA, with the fuel gauges both firmly pegged on "E" that I began to realize that I had cut things really close. But by then, it was too late. I had run out of options. There was nothing to do but cover the few remaining miles to APA and hope for the best. I kept my anxiety under control, and none of my passengers sensed that anything was wrong.

After landing and tie-down, I could not resist again dip-sticking the tanks — in the most casual manner of course so as not to alarm the passengers. In both left and right, the stick clanged against bare, dry metal at the bottom of the tank. We had really come close to disaster! My guts wrenched and I began to

sweat. But the sense of relief was overwhelming. We were all safe!

Although I had thought that my preparations for this flight were very careful, in reality I had made a long string of mistakes. First, it turns out that dip-sticks are themselves inaccurate. I foolishly thought that I could treat the fine graduations as exact measurements. But even if they had been accurate, I was still playing too close to the margin. Although this was a day trip, we had a fair amount of personal gear with us. If I had been really serious about making the round trip without refueling, I should have left some of this stuff behind for a few more pounds of fuel.

Similarly, I had treated the little sight-seeing trip much too casually. I got caught up in the enjoyment of it all, and I didn't even record how much time it took. So I really didn't realize how much it had eaten into my reserves. The same was true of the head-wind. How much did it slow us down? How did that translate into increased time aloft? At the time, it seemed so small that I never did the calculations. Careful fuel planning doesn't mean much if this kind of carelessness is piled on top of it.

More to the point, I should have made sure of my refueling options in advance. Simple phone calls would have let me know that neither Norton nor St. Francis was open for fuel sales. But probably one or both

of them would have supplied off-hour fuel on request. Failing that, I could simply have planned to land at an alternate airport with longer business hours.

I learned these lessons well! Some of my errors were the simple result of inexperience. But over and above this, I have become *really* fuel conscious. I now make all fuel calculations with a big margin of safety. When I fly, fuel is always on

my mind. I am very much into measurement redundancy. I strongly recommend installation of a fuel totalizer — as well as reading gauges, timing the flight, dip-sticking, looking in the tanks, etc. In fact, when I bought a new Cirrus, I had the fuel gauges thoroughly examined and specially calibrated to insure accuracy. I have absolutely no intention of repeating my close call of seven year ago.

Dean

**National Transportation Safety Board
2002-2003 U.S. Transportation Fatalities**

Highway	2002	2003
Passenger cars.....	20,569	19,460
Light Trucks and Vans.....	12,274	12,444
Pedestrians.....	4,851	4,749
Motorcycles.....	3,270	3,661
Pedalcycles	665	622
Medium and heavy trucks.....	689	723
Buses.....	45	40
All Other	642	944
Total.....	43,005	42,643
Grade Crossings	(357)	(329)
Rail		
Intercity		
Trespassers and nontrespassers.....	603	568
Employees and contractors.....	31	24
Passengers on trains.....	7	2
Light, heavy, and commuter rail.....	220	173
Total.....	861	767
Marine		
Recreational Boating.....	750	703
Cargo Transport.....	22	15
Commercial fishing.....	28	25
Commercial Passengers.....	9	16
Total.....	809	759
Aviation		
General Aviation.....	581	626
Airlines.....	0	22
Air Taxi.....	35	45
Commuter.....	0	2
Foreign/Unregistered.....	9	12
Total.....	625	707
Pipeline		
Gas.....	10	12
Liquids.....	1	0
Total.....	11	12
GRAND TOTAL.....	45,311	44,888

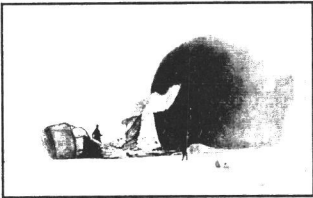
As of: 09/03/04 Source: NTSB

March 2005 Factoid Answer:

The attempt to reach the North Pole, a goal shared by seafarers, explorers, and aviators alike, was motivated by commerce, curiosity, science, and just plain adventurism. In the process, there was surely heroism, but also foolish arrogance and false claims of success.

It is hard to date exactly the early attempts to reach the Pole by surface means. Surely early Arctic explorers like Sir John Franklin, or even Henry Hudson, would have been delighted to reach it, but it was not an explicit goal until the late 19th century.

Proposals to go north by air, however, are well recorded. In 1876, a US Navy captain, George Washington DeLong, formally proposed to go to the North Pole by free balloon. Nothing came of it. In 1897, however, Solomon Andree, a Swedish engineer, actually put the idea into practice. His study of Arctic wind currents led him to believe that he could drift to the Pole and then float southwards toward more moderate temperatures. He and two crew members left Spitzbergen, Norway, in August. They were equipped with survival gear and weather instruments. But the mission failed and Andree and crew were lost. In 1930, a survey party discovered their camp along with skeletons, log books, and undamaged



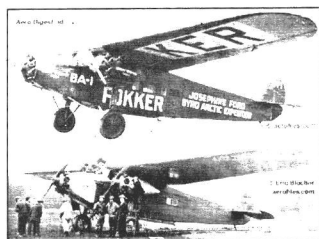
*Andree's balloon
(photo taken 1897, developed 1930)
Image courtesy Polar Flights Website.*

cameras. The photo was taken by the doomed crew immediately after the leaking balloon came down on the ice pack, but the film was developed only 33 years later. The logs tell us that the party walked south for many weeks over the ice before they finally succumbed.

In 1907 and again in 1909, an American journalist, Walter Wellman, announced plans to fly a small dirigible to 90 degrees north. He reached only 30 miles north of Spitzbergen. Many think that Wellman's efforts were publicity stunts, and not serious attempts at all.

As for surface exploration, in 1909 Frederick Cook and then separately Robert Peary returned from extremely arduous trips by sledge over the ice. Each claimed to have “discovered” the Pole. This news grew even more sensational as the two explorers bitterly challenged each other’s credibility. The National Geographic Society eventually accepted Peary’s evidence, but with the advantage of hindsight, it now appears unlikely that either party actually got there. So all of the reciprocal name-calling was for naught.

In 1925 Norwegian explorer Roald Amundsen, American promoter Lincoln Ellsworth, and a crew tried to reach the Pole with two Dornier flying boats. They set a record by getting as far as 88 degrees north, but they were forced down on the ice by bad weather. After several days, they packed everything and everyone into the least damaged Dornier and flew back to Spitzbergen, bringing a trove of valuable scientific data.

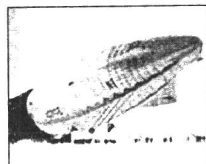


*Byrd's Fokker tri-motor (1926)
Image courtesy of Aerofiles*

One of the most famous polar claims came in 1926. Well-known explorer Richard Byrd and accomplished aviator Floyd Bennett headed north in a Fokker tri-motor on May 5. Although their departure point was more than 750 miles from the Pole, they returned only fifteen hours later, claiming to have reached their goal. The ski-equipped Fokker was not a 100 mph airplane, but Byrd avowed that they had strong tail-winds in both directions! Although most believed him at the time, almost certainly Byrd did not reach the Pole.

In the same year, Amundsen commissioned an attempt to reach the Pole by dirigible. The craft, called the “Norge,” was built in Italy under the direction of noted engineer Umberto Nobile. Ellsworth was a major organizer and financial backer. This trio left Spitzbergen on May 11 bound for Nome, Alaska. With Nobile as

pilot, they crossed the pole at 600' and proceeded to Teller, just outside Nome. En route, they collected new meteorological, magnetic, and ice-floe data which proved useful for decades afterward. Since both Peary's and Byrd's claims have been discredited, it seems likely that the crew of the Norge were the first people to visit the Pole.



*The dirigible
"Norge" (1926)
Image courtesy Polar
Flights Website.*

Though the evidence of success was definitive and unchallenged, this trip was still controversial. Nobile felt that he did not receive sufficient credit for his contributions and he bitterly accused Amundsen of dominating the publicity spotlight. In a fit of pique, Nobile organized a second dirigible assault on the Pole. In 1928, he apparently reached 90 degrees north again, but on his return trip to Spitzbergen, his dirigible crashed with the death of eight of his crew. Nobile and eight others were rescued, but some of the rescue teams themselves were lost.

The Arctic is unforgiving. Accordingly, over a forty year span, lives were lost and truth was stretched. Sadly, these seem in retrospect the result of carelessness and vanity.

On the other hand, a brilliant explorer like Amundsen did achieve both success and survival. He sought the input of experts from around the world. As a result, he was magnificently prepared. He knew how to temper boldness with caution — a good practice for explorers and pilots alike.

Dean

Flight Lines Needs Your Prints Slides or Digital Images!

*Please Provide photographs taken during a
CPA Fly-in or gathering.*

Contact Beverly Boecher at N34552@wispertel.net

2005 Colorado Calendar of Aviation Events

MAR 19 FLY-IN BREAKFAST/BRUNCH TO RUNAWAY INN, Joes, CO

Breakfast 8:30 am - 10 am, Available activities: skeet shooting, golf (9 holes), horseback riding and carriage rides; overnight accommodations, limited number of rooms. Info: Frank or Lynn Niehus, 303/648-3461

APR 12-18 SUN 'N FUN EAA FLY-IN, Lakeland, FL

Info: 863/644-2431 or www.sun-n-fun.org

APR 30 FLY-IN TO Trinidad, CO (TAD)

Visit an 1800s homesteaders home, now a museum, and eat some great Mexican food at a local cafe. Info: Mary Jones, 719/488-0653 or jmarykathr@aol.com

MAY 7 BREAKFAST FLY-IN, Fremont County Airport (IV6), Canon City, CO

7:30 am Frequency 122.8 Info: Jim Pinkerton 719/275-3123

MAY 21 - 22 FLY-IN TO WENDOVER, NV WWII Airbase Tour, Enola Gay Hangar

and more. Info: John & Cathie Martyny, 303/449-6875

JUN 4 CPA FLY-IN AND OPEN HOUSE, Frederick, MD

Fly in and visit AOPA's headquarters for seminars, aviation vendors, static display, and more. Info: 800/USA-AOPA

JUN 4 - 5 FLY-IN TO Guernsey, WY (7V6), Possible Ft. Laramie visit, BBQ

Info: John Martyny, 303/449-6875 or johnmartyny@comcast.net or Lynn Ferguson 303/651-0709 or willflycessna@msn.com

JUN 10 - 11 FLY-IN TO Delores Point, CO

Back country strip on BLM land; camping and hiking. Info: Bill Meine 303/795-2755

JUN 18 CPA MOUNTAIN FLYING - High Elevation Airport Operations Ground

School, Boardroom, Centennial Tower (APA), Englewood, CO 8:30 am - 5 pm 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 11 VAN AIRE FLY-IN / DRIVE IN, Van Aire Airpark (CO12)

Open House for CPA members and guests; hangar talk, classic cars; arrive 10:30 am, lunch at noon. Donation for lunch. Info: Everett Aden 303/659-4517

JUN 25 - 26 27th ROCKY MOUNTAIN EAA REGIONAL FLY-IN,

Front Range Airport, Watkins (FTG)

JUL 9 - 10 28th 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

JUN 25 - 26 FLY-IN TO Saratoga, WY (SAA)

Enjoy a float trip down the scenic North Platte River, golf, horseback riding, massage and hot springs; have dinner at historic Wolf Hotel. Overnight optional. Info: Carl and Freddie Talkington 303/460-8127

JULY 16 - 17 FLY-IN TO CRESTED BUTTE, CO (45U).

Wildflower festival, hiking, mountain biking. Info: Mark and Connie Hopkins 303/494-1211

JUL 16 KELLY AIRPARK FLY-IN BREAKFAST, Kelly Airpark, Elbert, CO (CO15)

Breakfast served 7:00 am - 10:00 am in Bruce Ravenel's hangar (NW side, N end of west taxiway (24872 Kolstad Loop); aircraft parking on grass NW side; traffic pattern east side of Rwy 17/35; UNICOM 123.05, AWOS 134.37, runway 3,8800 x 36 ft., elevation 7,050; bring your own tie-downs. Info: Ed Huber, 303/a648-3718, or huber1942@msn.com or www.kellyairpark.com

2005 Colorado Calendar of Aviation Events Continued

JUL 25 - 31 EAA AirVENTURE 2005, Oshkosh, WI. Info: eaa.org

JUL 30 - 31 FLY-IN TO Leadville, CO (LXV).

Fly to the highest airport and camp overnight; visit museum, bike or hike local trails; breakfast at campground, other meals on your own.

Info: Mary Jones 719/488-0653 or jmarykathr@aol.com

AUG 6 - 8 FLY-IN TO Silver City, NM (94E).

Historic mining town in SW New Mexico; hike in the Gila Wilderness, visit Gila Cliff dwellings and Western NMU Museum; Whiskey Creek Airport (94E) about 420 nm SW of Denver; Info: Scott or Kathleen Morse 303/841-2611

AUG 12 - 14 FLY-IN TO McCall, ID (MYL).

Northwest Family Fly-In; Wings weekend and more; CPA group, camping or motel.

Info: Bob and Carolyn Doubek 303/771-8148

AUG 13 CPA MOUNTAIN FLYING - High Elevation Airport Operations Ground

School, Boardroom, Centennial Airport Tower (APA, Englewood, CO 8:30 am - 5 pm)
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 13 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)

Fundraiser golf tournament for AWOS upgrade at KGNB; any golfer welcome to play, \$89/tournament/player; register at www.GrandElk.com or toll free 877/389-9333.

Info: Ricky Clark 877/389-9333 or www.GrandElk.com

AUG 27 - 28 AIRSHOW, Grand Junction (GJT), Blue Angels demonstration team.

SEPT 5 FLY-IN TO Grand Junction, CO (GJT).

Fly over for boxes of local grown fruit and vegetables; lunch at downtown restaurant.

Info: Eric and Deb Jensen 970/482-6160

SEPT 14 - 18 RENO AIR RACES, Reno, NV Reno/Stead (RNO).

CPA members planning to attend may want to join fellow CPAers in reserved CPA spectator section Info: Paul & Sheila Rossman 303/766-2724 or acscpaul@fishnet.com

SEPT 16 - 18 FLY-IN TO Buckskin Gulch, UT

Fly into Page Municipal Airport, AZ (PGA); slot canyon hiking and camping.

Info: Bob or Shawn Kinney 303/288-7371 or twinlake1@aol.com

OCT 14 - 16 FLY-IN TO Durango, CO (DRO).

Tour Rocky Mountain Chocolate factory and local microbrews; visit Indian ruins, ride the Durango to Silverton trail; lots of shopping, art galleries and river walk.

Info: Charles and Vicki Stone 303/554-1753 or charlieandvicki.com; or Eric and Deb Jensen 970/482-7160 or ericjens@aol.com

NOV 3 - 5 AOPA EXPO 2005, Tampa, FL Info: www.aopa.org

NOV ? 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

DEC 10 CPA HOLIDAY DINNER, DoubleTree Hotel, Aurora

Info: Gloria Baltz 303/499-0833 or gbaltz@mindspring.com

Membership Renewals

Private Memberships

John Meyer, Denver
David Trebilco,

Castle Rock

Robert Van Dalsem,
Loveland

Roger Hughes, Arvada

Sonny Elgin, Watkins

Jerry Schofield,

Castle Rock

Peter Paul Luce,

Englewood

Alex Hauzer, Golden

David Robertson,

Louisville

Doug Blake, Denver

Charles Koran, Dillon

Norm Avery, Denver

Stanley Specht,

Lakewood

Paul Reader,

Fort Collins

David Siefkas, Denver

Tom Shaw, Lakewood

Carl Williams,

Cherry Hills Village

David Allen, Elbert

Vern Foster,

Enid, OK

Bryan Johnson,

Lincoln, NE

Mark Greksa, Dillon

Harold Steffens,

Monte Vista

Gail Terry, Gardner

Joan Bubb, North

Royalton, OH

Welcome New Members

Private Memberships

Denis B. Godfrey

825 N. 4th Street

Montrose, CO

81401-3523

Douglas R. Stephens

500 Quentin Street

Aurora, CO

80011-8317

Tracy Perry

2149 Frontier Street

Longmont, CO

80501-0983

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Approved by board of the Colorado Pilots Association as of 1/13/04

¼ page or business card size

\$30

½ page

\$60

Full Page

\$120

Beverly and Carl Boecher, Editors, *CPA Flight Lines*

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