

CPA FLIGHT LINES

Volume 23, No. 9

September 2006



A raft containing CPA members on the Arkansas River.

The CPA Canyon City fly-in was spectacular.

How often can you fly, then raft a river in the same morning, enjoy a tour of a gold medal winning winery, followed by wine tasting in the afternoon, ride in a historic train through the gorgeous Royal Gorge Canyon, and enjoy a gourmet dinner served in an observation dome car in the evening, then skydive the next morning before you fly home?

This trip was sponsored by CPA members Mark and Leah Greksa owners of the Royal Gorge Route Railroad.

More photographs and an article can be found on page16.



www.ColoradoPilots.org

President's Message

by CPA President Bart Jones



Calendars do not always tell the story for me. I have been watching the sun coming up later each morning, that

makes me realize summer is waning and so is my tenure as your President. With that thought in mind, it was with satisfaction that I noted the ideas, energy and enthusiasm that were floating across the table at our last Board Meeting. Plans for the annual meeting and the holiday party are well underway and next year's events were being discussed. The individuals poised to take over the leadership roles are fully engaged with new ideas and long histories of service to your association. Clearly, a seamless leadership transition is underway and the future for our organization will be in better hands than ever.

The other half of the equation is our membership, which seems to be hovering around 700. While that is at the high end of our historical level that number needs to stay high for our organization to remain vital. I know there are many pilots and aircraft owners out there that could benefit from joining the CPA. Flying takes a passion and commitment. As pilots we need to support each other to help assure that the effort we put into earning our licenses continues to provide rewards and satisfaction. The fly-ins and other activities we

sponsor are intended to provide a venue to share that passion and to provide support and camaraderie among our members.

I have been gratified to see many new faces during this last year and there are still some interesting opportunities available on the activities calendar. If you see someone who is not using their plane as much as they would like or if you know someone who needs to exercise their license a little more, take this opportunity to invite them to join us and be a part of our group. To stay vital as an organization, we need them and they need us. *Bart*

**Please
Attend the
CPA
Annual Meeting
Saturday
November 4, 2006
9:00 am**

**Frontier Airlines
Center One
7001 Tower Road**



Niobrara River Ranch Fly-in

by Kathleen Bennett, Instrument / Commercial Pilot

Imagine calm winds, all planes landing on time, a slightly overcast sky to cool summer temps, and lazing a day away canoeing beside lush green canyon walls. This describes Saturday, August 5, 2006, and the start of the Niobrara River / Valentine Nebraska fly-in.

Saturday morn's calm wind was quite a transformation for those of us "early-birds" who flew into Valentine on Friday. All day Friday 25-35 knot winds blew unceasingly, making crosswind landings a challenge. Those who waited until Saturday morn to arrive could land in any direction and, amazingly, all nineteen CPA members and guests had their planes tied down on time. . . barely. Nebraska has two time zones: Mountain in the west and Central everywhere else. Several pilots (including our own CPA President . . . sorry to tell on you, Bart) looked startled when asked to expedite unloading their planes. Thinking they'd arrived a little over an hour early, in reality they'd squeaked in just minutes before the canoe trip.

Everyone agreed that the Niobrara River Ranch owner, Lee Simmons, and his staff could not have been more helpful! They were consistently on time, courteous, and evidenced that their number-one goal of the weekend was our happiness. Service just doesn't get any better than that.

The historic Niobrara River Ranch consists of 38,000 acres northeast of Valentine, NE. Much of the land encompasses the most scenic banks of the river. This is a working cattle ranch that, for the past ten years, has offered six cabins to visitors, along with a variety of recreational opportunities such as horseback riding, hunting, and canoeing.

By 10:00 a.m. Saturday morn, we were pushing canoes into the river to start our eleven mile journey. If you've ever watched couples boarding canoes, you can well imagine that some boarded gracefully and glided into the current unnoticed while screams, splashes and overturned canoes characterized the more dramatic entries.



The Niobrara River is not to be missed! From Valentine eastward, one of America's most scenic rivers flows through white-walled canyons. Thick vegetation lines the banks and good bird watching abounds. Canoeers' number one challenge is avoiding the rocks, sand bars and large floating parties of 20+ tubes tied together. As we paddled by, young people from these flotillas often queried, "Would you like to cool off?" If our replies were affirmative, they gleefully shot their huge water guns in our direction. These young river floaters were not only courteous, but some raced to help CPAers to upright tipped canoes.

After two hours on the river, we stopped for a picnic lunch at Berry Bridge. There's a snack bar and campground at



this stop but, alas, no picnic tables. This was to be our only experience of "roughing it". Another hour further on, we stopped for an ice cream break at a riverside concession owned by the Niobrara River Ranch. When the Ranch foreman asked how much

further we'd be canoeing, "All the way!" was the consensus. About twenty minutes later, we put in at Smith Falls. There we hiked to the towering and very impressive falls' viewpoint; some CPA members descended to the base of the falls for a refreshing shower. Back on the river we canoed for one last hour to the final bridge where Lee Simmons and staff awaited us.

The Niobrara River Ranch offers log cabins, with large decks, TV's, air conditioning, full kitchens and a bath (see<niobrarariverranch.com>), as well as an area to camp. Before the traditional CPA cocktail party, my son Troy and I enjoyed a long walk across the surrounding ranch land.

Evening dinner was a steak and chicken barbeque "down by the riverside" catered by the Ranch. While some played volleyball others continued with wine tasting. Lee Simmons grilled large tender steaks and chicken breasts to perfection. Fresh roasted corn-

on-the-cob, potatoes, garlic bread and a salad bar completed our evening feast. Back to our cabins after 9:00 p.m., allowed for stargazing with my son Troy. We were able to identify planets.

Sunday a continental breakfast was available to all, served in the South

Cabin kitchen. All too soon, Ranch vans and trucks arrived to transport us back to Valentine. Valentine Airport attendants were on-hand to help us fuel, and all planes were soon airborne. Thanks to all who attended and helped to make this another successful CPA fly-in.

Kathleen



September 2006 Factoid Question:

The Japanese attack on Pearl Harbor (1941) is often viewed as the debut of the aircraft carrier as an effective naval weapon. Prior to this time, most American naval strategists thought in terms of battleships and cruisers. Great surface battles, in their minds, would prove to be the key to naval victory in any future war.

When one views the spectacular success of American carriers throughout World War II, we can say, with the benefit of hindsight, that this view was dead wrong. But even before 1941, there was considerable evidence that carriers were soon to be vitally important. While much of the naval brass ignored or challenged this evidence, some progressive thinkers, fortunately, took note.

What were some of these early signs?

To find the answer see page 8.

Arguments, Against Accepting Any and All Advice

by an Anonymous Contributor as told to Dean Jaros ©2006

One of the best ways to learn about flying is to listen to what thoughtful and experienced pilots say, or even better to observe what they actually do while PIC. Similarly, one of the best strategies for a pilot to deal with a developing in-flight problem is to ask crew members, or other pilots for input. Other people's wisdom and knowledge can help us stay safe.

Sadly not all pilots are thoughtful, even experienced ones. Our companions in the cockpit may not be good "resources" An attempt at cockpit resource management (CRM) might generate wildly inappropriate responses.

In short, despite our best intentions, we can end up with potentially disastrous suggestions without realizing it. How can pilots tell good advice from bad, and helpful comments from dangerous nonsense?

In 1999 Susan and I were new pilots, each with fewer than 100 hours. We took every opportunity to fly, to enjoy our new skills, and gain valuable experience.

It was a beautiful fall weekend, an ideal time to view fall foliage from the air and log cross-country time. Renting a C-172RG at our local airport, we planned a day trip to Moab. We had relatively little actual mountain flying aside from our mountain checkouts. Because of low time over mountainous terrain we

asked a local flight instructor, Tom, to come with us. Susan and I took turns in the left seat while Tom offered advice. We had a lot of fun with a little supplementary instruction thrown in.

The out-bound trip was great, and good weather held. The 172RG, with which we were both fully familiar, performed flawlessly. Our fuel stop at Grand Junction went exactly as planned. The "scenic tour" of the Moab area was better than we expected, in fact, our reluctance to leave delayed our return trip.

As the day wore on into late afternoon, we became anxious about flying in darkness over the mountains. Sunset was going to be earlier than we had first realized! In any event, by the time we landed in Grand Junction for fuel it was late afternoon. We tried to make our stop as short as possible, pumping gas and finding a snack always takes longer than expected.

Then things got really dicey. The pre-takeoff run-up showed a left mag drop of about 200 RPM. I revved up the engine as much as possible and leaned it out, hoping to clear the fouled plug that I hoped was the cause of the problem. It wasn't; the drop on the left mag was still 200 RPM, now really uneasy, I was about to taxi back to the ramp when Tom intervened. "It's really OK," he said, although he didn't offer any explana-

tion of why. Confronted with the opinion of a respected authority figure (Tom, after all, had given me previous training), I turned the mag switch to "both" and took-off.

I said nothing, my anxiety level was pretty high. Yes, there was still sunlight on the west side of the Front Range, but it was severe dusk on the east. The Flatirons, prominent peaks right next to Boulder, were in darkness. I couldn't get the bad mag out of my mind.

We landed without incident. Tom departed with a casual comment that he would have an A&P check out the mag the next morning.

I couldn't shake the feeling of not doing the smart thing. So I asked others about it at a CAP meeting. I tracked down Steve, a pilot for whom I had great respect. He had lots of hours, plenty of mountain experience, and a reputation as being a helpful pilot. He was appalled at what we had done. "You should have stayed in Grand Junction," he said, "Mountains, nightfall, and a bad mag. That's three strikes right there. You're going to run out of luck, and CAP doesn't want to go out and search for your lifeless body!"

I talked independently to three other old hands at the meeting. They all agreed with Steve. The Moab flight and these follow-up discussions profoundly affected my whole attitude toward aviation.

Why had Tom given us such bad advice? Did he misread the tach? Did he think we were being overcautious? Did he have get-there-itis?

Tom did have lessons the next morning. He may have felt a strong obligation. We really don't know what he was thinking.

Obviously, it is difficult to go against an authority figure. Possibly at this early stage of my flying career I was sensitive to the many negative comments I received as a youngster. Since childhood, I had been told that flying was just too wild and crazy. I fought this idea tooth and nail, perhaps by 1999 I hadn't built-up enough self confidence. I was too deferential.

Since that day I have been very fortunate. Now I am a professional pilot. I have various ratings through ATP and type certificates for several jets. I have never stopped listening to thoughtful and experienced people, they have a great deal to teach.

Harking back to our flight with Tom, one can listen too much. It is necessary to evaluate what one hears. This requires a level of self-confidence, and a delicate balancing act. Excessive self-confidence, unchecked, can develop into self-centered arrogance, this just like excessive deference, has no place in aviation.

As a flight instructor, and sometime mentor to professional pilots beginning their careers, I hope to pass on skills, experience and wisdom. High on my priority list is the idea of balance. I learned it well in 1999. I hope others can do so without going through a potentially dangerous experience.

As told to Dean

September 2006 Factoid Answer:



The George Washington Parke Custis launches an observation balloon, c. 1861. Image US Naval Historical Center.

Union forces during the Civil War were the first to make systematic use of military observation balloons. Famous aeronaut Thaddeus S. C. Lowe quickly grasped the advantage of mobile launching sites for his gas bags, and so as early as August, 1861 an “aircraft carrier,” the converted collier George Washington Parke Custis, was brought into action at Hampton Roads. Important information on fortifications and artillery emplacements were telegraphed directly from the balloon. This “carrier” served with distinction throughout the war, particularly in the Potomac and York River campaigns.

Fifty years later, Washington Irving Chambers, Captain USN, saw that early airplanes could likewise be adapted to seaborne observation tasks. The Wrights were not receptive to the idea, but Curtiss test pilot Eugene Ely agreed to attempt a takeoff from and a landing on a ship. Chambers arranged for a wooden ramp to be constructed at the bow of the cruiser Birmingham which was then anchored off the Virginia coast. On Nov. 14, 1910, Ely, though a civilian, became the first “naval aviator” in the modern sense, he took off from the Birmingham and flew his Curtiss Pusher to a station on the shore.

Chambers and Ely followed with an equally brilliant complementary achievement. On Jan. 18, 1911, Ely left an airstrip at Tanforan CA and flew out to the armored cruiser Pennsylvania, whose stern had been equipped with a short flight deck Hooks on the plane caught lines stretched across the deck as Ely completed the world’s first carrier landing.



Eugene Ely lands his Curtiss Pusher on the USS Pennsylvania, 1911. Photo US Naval Historical Center.

Unfortunately, many flag officers, and perhaps more importantly, the Secretary of the Navy, were not impressed. Instead, naval aerial observation was to be handled by seaplanes which could be deposited in the water and retrieved by shipboard cranes.

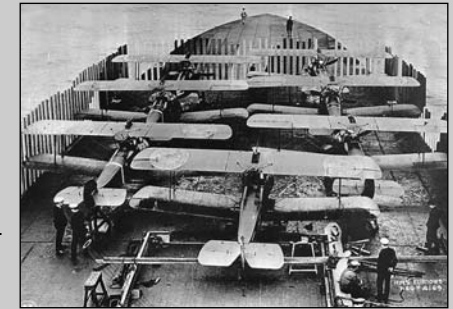
But naval aviation was soon to transcend a mere eye-in-the-sky role. One of the major innovations of World War I was the combat (as opposed to observation) airplane. Inevitably, forward-looking military thinkers would argue for their shipboard deployment. Not surprisingly, the British, with the world’s largest navy, would be at the forefront of this development.

In August, 1915, the HMS Ben-my-Chree carried six Short Type 184 biplanes to the eastern Mediterranean off the coast of Gallipoli. Equipped with the world’s first aerial torpedos, the Shorts attacked and sank two Turkish merchant ships. Though the Ben-my-Chree was a tender rather than a true aircraft carrier, and though the Type 184s were seaplanes, this event was monumental in its future implications. The British Grand Fleet Admiral was deeply impressed and planned similar raids of more than 100 planes against German fleet installations. Unfortunately, bureaucratic inertia deep-sixed this plan.

Slightly later, the British built the first true carrier, the HMS Furious.

Though small, it both launched and retrieved aircraft. In July 1918, the Furious was assigned to attack the German Zeppelin base at Tondern, far beyond the range of land-based planes. Seven Sopwith Camels, modified to carry bombs, made up the world’s first carrier air strike force.

They destroyed one giant hangar and two Zeppelins. In August, one of the carrier-based Camels shot down a Zeppelin in flight.



Sopwith Camels aboard the HMS Furious, 1918. Photo US Naval Historical Center.

Although the total damage done by these and similar World War I attacks was small, the handwriting was on the wall.

Some read this handwriting more carefully than others. The British continued an interest in carriers and maintained a few in commission. The Japanese studied the World War I events very carefully and as part of the up-grading of their navy launched their first carrier, the Hosho, in 1921. In the US, there was considerable opposition to the carrier idea among naval brass. But in 1921 Billy Mitchell famously sank several captured or obsolete vessels in a demonstration off the Virginia coast. Though Mitchell’s bombers were land-planes, they dramatically indicated the vulnerability of traditional capital ships to aerial bombing and thus indirectly enhanced the prospects of carriers. The first US carrier, the Langley, was launched in 1922.

During the mid and late 20s, the potential prowess of carriers was dramatically demonstrated, largely through the efforts of Rear Admiral Joseph Mason Reeves, USN. Using the Langley as a laboratory, Reeves greatly increased the speed with which planes could be launched and recovered. He also invented dive-bombing. In

Factoid continued from page 9

the 1926 fleet war games, Reeves' dive-bombers surprise attacked the flagship Pennsylvania. They scored several hits and escaped without even a shot in reply. In the 1927 war games, now with the new carriers Lexington and Saratoga, Reeves



*Chance Vought O2U-2s prepare for landing on USS Saratoga, c. 1930.
Photo US Naval Historical Center.*

secretly approached Hawaii during the night. At dawn, he attacked Pearl Harbor, completely surprising the defenders. Fourteen years later, carriers would deliver real bombs to Pearl Harbor rather than sacks of flour.

In the 1929 Panama war games, Reeves scored an even more outstanding success. As part of the Pacific "aggressor" fleet, Reeves' carrier, the Saratoga, steamed far to

the south of the Canal and thus out of sight of "defenders," who were concerned about surface attacks from the west. Reeves' seventy-plane raid from the south achieved complete surprise. Umpires ruled that the canal locks and all surrounding airfields had been destroyed. Moreover, an Army Air Corps counter-attack on the carrier was judged to have failed.

While Reeves' work did not convince all the die-hard naval traditionalists, at least it served to maintain a moderate pre-World War II interest in carriers and in training a reasonable number of naval aviators.

In November, 1940, the British were under heavy naval pressure particularly in the Mediterranean. The Italian fleet, based at Taranto, was especially menacing, so Fleet Admiral Andrew Cunningham determined to use his new aircraft carrier Illustrious against it. Twenty Fairey Swordfish, open cockpit biplanes of only 120 mph top speed, delivered a night attack. Some carried flares and others large 18 in. diameter torpedos. The attack was a dramatic success. The battleship Conte de Cavour was sunk and two other capital ships hopelessly crippled. All but two of the Swordfish returned to the Illustrious. The Italian navy was never again a major force.



*Fairey Swordfish, contemporary restoration.
Photo Fleet Air Arm, Swordfish Heritage Trust.*

A few months later Swordfish from the British Atlantic fleet carrier Ark Royal attacked and disabled the new German super-battleship Bismarck. Though it took a subsequent cruiser attack to

sink this behemoth, carrier aircraft had clearly played a major role in neutralizing Germany's surface navy.

All of these events were strong harbingers of the carrier's emerging dominance. But perhaps it was not entirely this evidence that convinced strategists that the day of the carrier had arrived. The Japanese attack on Pearl Harbor had sunk American battleships and cruisers but, fortunately, left the carriers untouched. If we were to fight back, there were few other weapons immediately available. So the carrier became dominant not only because of careful assessment of previous naval encounters, but also in part because of immediate necessity. *Dean*

Fly-Low **PUBLICATIONS**

A Special CPA Discount for A Limited Time Only

**When you Subscribe to Fly-Low
place CPA on your application
and receive two additional
months at no extra cost**

Regular pricing:

24 Issues \$19.95

12 Issues \$12

**CPA Bonus 26 Issues for \$19.95
or 14 Issues for \$12**

**Send check or money order to P.O. Box 3052
Russellville, AR 72811**

AOPA Type Category

Report by Bill Hamilton

Since flying affordability is a core AOPA concern (*along with getting more student pilot starts*), I am concerned about the artificial pricing of aviation fuels by government entities. If one looks at any of the fuel pricing survey web pages like airnav.com, it appears that the FBOs who want to be competitive price their fuels to attract more business, much the same way that department stores have sales. Often increased sales volume, due to competitive pricing, actually nets more revenue to the seller. But, if you look at airports where the fuel operation is city- or county-run, you see some artificially high prices.

Some officials with whom I've spoken try to defend the artificially or non-market prices by saying the airport needs to offset what the county or city expends to support the airport. Wrong. Those county or city costs are offset by the positive economic impact of having the benefit of a community airport. The CAB commissioned two excellent airport economic impact studies in 1998 and 2003, each one conducted by a different aviation consultant firm. Unfortunately, some officials are reluctant to appreciate or understand the studies. Could be they slept through Economics 101. Very few, if any, GA airports are self-supporting by on-airport sales. So, that's why the federal aviation trust fund and why state aviation trust funds were invented.

So, what roles might state pilot organizations play? Members can engage airport sponsors on the subject of how community airports benefit their local economies, citing the CAB-directed studies. Members can engage airport sponsors on the subject of government-set/artificially high aviation fuel prices. Members can use the Internet fuel price survey to find the best prices and then patronize and thank those providers. The marketplace described by Milton Friedman in his Nobel Prize winning *Free to Choose* is a wonderful mechanism. Members can let airport sponsors know that GA is highly mobile – able to fly away to find fuel at free-market prices – and that they do their airport or airports a disservice by imposing artificially high prices.

I want to thank CPA for putting out an early heads-up on the Phil Boyer AOPA Town Meeting to be held at 1930 hours on October 17, 2006. The PTM will take place in the brand-new Denver Marriott South at Park Meadows. If you have not seen this hotel, it is truly, truly nice. It's pretty close to the south end of the Park Meadows development. Actually, closer to Lincoln than County Line Rd. The road network was a bit tricky for Penny and me as we did a recon on the venue for the first time. Of course, the PTM is free and open to AOPA members and non-members, alike. Bring anyone who might be interested. We might even get some new student pilot starts. I think those

who are serving their airports as AOPA Airport Support Network Volunteers and/or may be active and/or want to be active in AOPA Project

Pilot may get a special invitation to something. But those kinds of details are not out yet.

Bill

Are you interested in taking an active part in the Colorado Pilots Association?

CPA is looking for a member to take over page layout and editing of the CPA Flight Lines newsletter in 2007. If interested please contact Beverly Boecher at 303 / 478 8628 or email N34552@wispertel.net

AOPA

Denver Pilot Town Meeting

Tuesday, October 17, 2006
with AOPA President
Phil Boyer.

Spread the word about this important general aviation event.

**1930 hours (7:30 pm)
at the Denver Marriott,
south of Park Meadows**

(This hotel is closer to Lincoln than County Line Rd.)

**Free and Open to AOPA
Members and Non-members**
*Bring anyone who might
be interested.*



John Unruh

4941 Allison St., Unit 11, Arvada, CO 80002
303-423-3009 • Fax 303-423-2889
sales@allegra-frontrange.com • www.allegra-frontrange.com

**Printing Mailing
Copying Services
Signage
Promotional Products
Graphic Design**



Fly Mart



Two Bonanza Wing Covers

Like new, Bruce's Custom Covers B36-202

Cordura Nylon covers for B36 Bonanza.

See <http://www.aircraftcovers.com/techsheets/b36.html> for details.

\$200 plus shipping. Janet at drjanet@lapp.com or (800) 435-2927

FOR SALE: 1965 Cessna 150E,

2550 TTSN, 10 hrs SMOH w/Millennium cyl's. 0-200 eng. and ALL accessories incl. prop overhauled. NDH, comp. logs & hist. since new. Auto gas STC, Edo-Aire (RT-563) NAV/COM. New VAL 760 VHF comm. (not installed), Paint-7, Inside-7

Jim Nelson, 303-347-1015. Cell 303 522-1165. \$ 27,000, jlann@msn.com

FOR RENT: One half, New hangar Platte, Valley Airport.

\$195.00 mo. 40'X40' & 2 years old, great elec. service w/10 outlets ceiling fans & ceiling heat (not installed) Jim Nelson 303 / 347-1015, Cell: 303 522 1165.

FOR SALE: 1980 Cessna Hawk XP II, N7588S,

210 HP, 3252 TTSN, 1487 SMOH, (KB = 2000 TBO), 475 SPOH, Horton STOL, KLN90B GPS IFR, KN-64 DME, Leather Seats, Skylights, Camera Port, Rosen,

New Annual with purchase, No Trainer, Hangared at FTG,

\$68,500. Call George Mercer, (303) 985-1107.

Dog Ear Protection for your flying friend

An interesting new product for pilots who fly with our pooches...

dog ear protection: <http://www.safeandsoundpets.com/index.html>

FOR SALE: Piper Comanche PA-24-250

COMANCHE 24-250- 1959 • \$90,000 € AVAILABLE FOR SALE

Complete History & Details Follow: ANNUAL & IFR INSTRUMENTS

COMPLETED--DECEMBER 2005!! This girl is beautiful, December 2005

ANNUAL, well maintained, always hangered, has new lower engine rebuilt and

new gears, new McCauley 3-blade, TACH = 4522.7 TOTAL TIME = 4522.7

SMOH = 1306.1 Owned since 1993 ENGINE & PROP & COMPRESSION

CHECKS, OIL ANALYSIS RESULTS, replaced or new parts with part numbers,

s/n, and price, Record of A/C Maintainece,

Record of a/c History, Record of a/c Owners VISIT MY WEBSITE:

<http://www.home.earthlink.net/~docoazz>

Contact Vernon E. Osborn

Loveland, CO USA • Telephone: 970-461-3666



Fly Mart is a free service provided only for CPA members.

If you have a personal AVIATION related item to list, please submit the ad to the *Flight Lines* editors: Beverly or Carl Boecher, via email to N34552@wispartel.net.

Deadline is the 15th of each month, to appear in the following month.

Your ad will run only once unless you contact an editor prior to the 15th of the following month and request the ad to run again.

Colorado Pilots Association Membership Changes

Welcome New Members

Louis Boyd

POBox 86
Loma, CO 81521-0086

Jasson Farmer

608 Stan Drive
Grand Junction, CO 81504-6086

Mike Brizee

402 One Half Rana Court
Grand Junction, CO 81503-1524

John Colwell

202 N. Avenue 321
Grand Junction, CO 815-1-7540

Dennis McGowan

P. O. Box 211
Kearney, NE 68849-0211

Bruce Carter

3085 Stagecoach Road
CO Springs, CO 80921-2055

Shawn Kenney

7336 W. 97th Place
Westminster, CO 80021-5409

Stephen Paul

1140 S. Corona Street
Denver, CO 80210-1704

John J. Feher

Box 1355
Castle Rock, CO 80104-1355

Linda Horn

14437 W. 32nd Avenue
Golden, CO 80401-1475

Phillip Parker

2340 Ridgetrail Drive
Castle Rock, CO 80104-7692

Jani Ziedins

P. O. Box 4224
Dillon, CO 80435-4224

Sascha Protzko

1715 Rosemary Street
Denver, CO 80220-1959

Jim Ivey

2036 Birch Street
Denver, CO 80207-3734

Thomas Cochran

5645 Cornerstone Drive
Fort Collins, CO 80528-9164

Donata Ziedins

P. O. Box 4224
Dillon, CO 80435-4224

Mark Connolly

1057 Eldorado Drive
Superior, CO 80027-8198

Membership Renewals

Hal Meyer, Littleton

John Kramer, Aurora

Jim Carey, Pagosa Springs

William Scaff, Aurora

Glenn Hooper, Colorado Springs

Thomas Moeller, Evergreen

Rick Reisman, Montrose

Chris Bentley, Denver

Bruce Ray, Boulder

John Cogswell, Buena Vista

John Pritchard, Lafayette

Douglas Humble, Pagosa

Spring

Daniel Olsen, Fort Collins

Gretchen Jahn, Kerrville, TX

Walt Barbo, Aurora

Terry Barbo, Aurora

Paul Foster, Monte Vista

Scott Seibold, Grand Junction

Jerry Kelly, Denver

Tom Harvey, Fort Collins

Gary Self, Littleton

Steve Konieczka, Golden

Jeffrey Lewark, Dillon

Ken Clausen, Denver

Chuck Mangan, Castle Rock

Thomas Barlow, Fort Collins

Richard Arnold, Telluride

New Corporate Member

WesternAir Flight Academy

Jim Burr

11915 Airport Way
Broomfield, CO 80021-2547

Corporate Member Renewal

Straight Flight, Inc.

Ernest Smith

Centennial Airport

*CPA received a \$1000 donation to the
CPA Scholarship Fund from
Judi and Dana Haglin, in memory
of their father, Milton Elmer Haglin.*

This special donation was presented to CPA during the August 2006
CPA board meeting.

Extreme Fun — Fly, Raft, Wine, Ride & Dine Aboard the Royal Gorge Railway

by your Flight Lines Editors Carl and Beverly Boecher

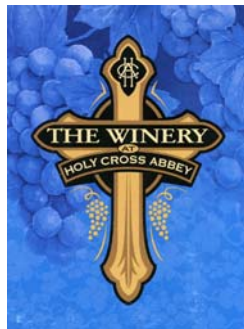


The Royal Gorge Route Railroad observation dome car with 360 degree views.

Arrival at the Canyon City airport was early with a departure for the Arkansas River by 8:30 am. The Echo Canyon River Expeditions (www.raftecho.com, 1 800 / 575 3246) provided a buss and driver for our weekend transportation along with rafts, wetsuits, safety equipment, and experienced river guides. Rafting was so much fun it was hard to pullout to allow time to visit The Winery at the Holly Cross Abby. We definitely want to return for a full day trip down the Arkansas River.

The winery was fabulous with a personalized tour of their manufacturing facilities and near by vineyard. Twelve of their medal winning wines, were available for tasting. The Winery of the Holly Cross

Abbey provided bread, cheese, and fruit to help clear our pallets between glasses. The park like area in front of the tasting room was ideal for relaxing while sampling the wines and enjoying the food. The wine was so good we couldn't resist ordering a case to bring home with us on Sunday. (www.abbeywinery.com or www.abbeyharvestfest.com) 719 / 276 5191 or toll free 1 877 / 422 9463



After a short break to freshen up at the hotel prior to our ride on the Royal Gorge Route Railway dinner train our driver delivered our group to the railway station. Because of a few fires in the canyon we had time to investigate the historic railway station prior to departure. With a special escort we boarded the train and climbed to the domed observation area of our car. The wait staff was terrific, the gourmet meal was delicious, and the new CPA members we shared our table with were great company.



After eating we took advantage of the open viewing car while the train paused under the suspension bridge deep in the canyon, listened to the sounds of the river so very close to the train, wonder at the beauty of the canyon, and enjoy the sparkling night sky so very high above. RoyalGorgeRoute.com or RoyalGorgeReservations.com 888 / 724 5748 or 303 / 569 1000



Extreme Fun continued from page 17

We returned late to our hotel rooms only to collapse into bed. A fun filled day with fresh air, exercise, indulgence, and pampering.



This trip was sponsored by CPA Members Mark and Leah Greksa Owners of the Royal Gorge Route Railway.

Carl & Beverly

A few CPA members arranged for tandem skydiving jumps Sunday morning to round out the weekend.



Note: The Dutch John Fly-in Scheduled in October is Cancelled!

The costs for making the trip were turning out to be over \$300 a person.

Instead we are doing a Moab, UT trip October 14 - 15.

Look for and sign-up for Moab, UT on the web, or with the flyer.



CPA DIRECTORY

Area Representatives

Burlington / Eastern Colorado

Larry Mack 719/346-7884 (H)
719/346-5352 (W)
lmack1@rebeltec.net

Centennial Airport - Bob Doubek

303/771-8148
idacrase@4dv.net

Colorado Springs - Bob Figgie

719/598-5111 (H)
719/243-2280 (W)
Travelaire921@earthlink.net

Craig-Moffat - John Ponikvar

970/824-2148 (H)
970/824-3496 (W)
jponik@amigo.net

Crawford - Rob Duncan

970/921-3400 (H&W)
sales@airbase1.com

Delta - Scott Morse

970/856-7453
badgergulch@att.net

Durango / La Plata County

Paul Staby 970/259-7577
jpstaby@compuserve.com

Erie Municipal - Jerry Schofield

303/663-3963 (H)
303/663-3973 (W)

Fort Collins - Downtown

Ron Zasadzinski
970/227-0489 (H&W)
ronz@flyron.com

Fort Collins - Loveland

Jan McKenzie 970/686-1233 (H)
mckenjn@yahoo.com

Front Range Airport - Bill Totten

303/364-5238
btotten@westernaero.com

Grand Junction - Deanna Strand

970/245-7289 (H)
970/243-4359 (W)
deanna3@bresnan.net

Jefferson County Airport

Daryl Cinquanta
303/423-9846 (H&W)
CQ7014@aol.com

Kremmling / Summit County

Ron Lewark 303/668-3089 (H)
303/668-3093 (W)
c185guy@aol.com

Longmont - Pat Spears

303/684-9626 (H)
303/774-1398 (W)
Patricia.Spears@comcast.net

Meeker / Rangely - Mike Brennan

970/878-4346 (H)
970/675-3284 (W)
mbrennan5@nctelecom.net

Montrose / Delta - Rick Reisman

970/323-0315 (H)
970/874-5181 (W)
sjfaster@aol.com

Pagosa Springs - Jim Carey

970/731-3694 (H)
tiger10@centurytel.net

Pueblo - Torry Krutzke

719/546-0888 (H)
torryk@mindspring.com

Rifle / Garfield County

Larry Smalley 970/625-3222 (H)
303/918-7220 (M)

Salida / Chaffee County

Bill Reeves 719/539-1185 (H&W)
reeves@amigo.net

San Luis Valley - Mike Entz

719/754-3165 (H)
719/754-2700 (W)

maentz@starband.net

Springfield- John Webb

303/796-7739 (H)
303/946-1874 (Cell)
n2534x@msn.com

Steamboat Springs - Steve Green

970/877-5717 (H)
970/879-5717 (W)

sbspsg@yahoo.com

Walsenburg - Mike Mann

719/676-2051 (H & W)
airmannav@aol.com

Wray - Lucile Bledsoe

970/332-5143 (H)
970/332-4955 (W)
lmbledsoe@plains.net

CPA Executive Board

CPA President Bart Jones

719/488-0653

CPA Vice President

Sarah Jane Dolliver
303/766-3819

CPA Secretary Vacant

CPA Treasurer Peggy Long

303/733-7456

CPA Flight Lines Publisher

Colorado Pilots Association, Inc.
719/488-0653

CPA Flight Lines

Circulation Manager Terry Barbo
303/367-0670

CPA Committee Chairpersons:

Airspace Walter Bell

303/488-9780

Air Classic Robert Venohr

303/766-0742 (H)

Back Country Airstrips

Bill Meine
303/795-2755 (H)

Education Torry Krutzke

719 / 546-0888 (H)

Fly-ins Eric Jensen

970/482-7160 (H)

Legislative Affairs Gary Tobey

303/699-7371 (H)

303/799-8600 (W)

Membership Records Terry Barbo

303/367-0670

Mountain Flying Brian Jones

303/841-1192 (H&W)

CPA Flight Lines, Editors

Beverly & Carl Boecher
303/697-5161 (H)

Public Affairs Mark Hopkins

303/494-1211

Recognition & Awards

Bruce Hulley

303/344-2843

Safety

Bill Linenberger
303/344-0183 (W)

Web Master

Rob Duncan
970/921-3401

CPA Liaison Chairpersons:

Flight Safety Foundation

Walt Barbo

303/637-0670

Angel Flight

Mark Kolber

303/694-2603

AOPA

Bill Hamilton

970/887-2101

Colo Aeronautical Board

Pat Wiesner

303/397-7600 (W)

Colo Airport Operators

Steve Lee

303/342-4200

Colorado Wing Cap

Colorado 99s

Sue Osborne

303/471-0665

Commemorative Air Force

Rob Duncan

970/921-3400

FAA Airports District Office

Scott Fredericksen

303/342-1263

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 and letters should be sent via e-mail to: Beverly and Carl Boecher Editors, *CPA Flight Lines*, phone: 303/697-5161 (H), email: N34552@wispertel.net. Material for publication will be accepted up to a deadline of the 15th of each month. *CPA 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 *CPA Flight Lines*.

Colorado Pilots Association, Inc.

APPLICATION FOR INDIVIDUAL MEMBERSHIP/RENEWAL

Name _____

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 from _____

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

- | | |
|---|--|
| ☐ Renewal or | ☐ \$20 for 1 year membership |
| ☐ New Membership | ☐ \$38 for 2 year membership |
| | ☐ \$55 for 3 year membership |
| Mail to: CPA, Inc. | ☐ \$200 for 1 year corporate membership |

P.O. Box 200911 (includes 2 free 1/2 page ads)
Denver, CO 80220-0911

I am interested in serving as an Area Representative for the _____ area.

I am interested in serving on the following committees:

- | | | |
|--|--|--|
| ☐ Airspace | ☐ Membership | ☐ Fly-In Planning |
| ☐ Flight Safety | ☐ Flight Lines Newsletter | ☐ Air Classic |
| ☐ Education | ☐ Public Affairs | ☐ Programs |
| ☐ Legislative Affairs | ☐ back country Airstrips | ☐ Other |

CPA MERCHANDISE

Caps (lt or dk beige) w/ CPA logo\$10
 Lapel Pins\$2
 CPA Decal\$1
 CPA Logo Golf Shirts\$25
 CPA Logo Denim Shirts, short sleeve\$25
 CPA Logo Denim Shirts, long sleeve\$30

Shipping and Handling:

Caps add \$2
 Pins or Decals add 39¢
 Shirts add \$4.00

For shirt information please call Terry Barbo 303-367-0670.

Mail you order to: **CPA, Inc., P.O. Box 200911, Denver, CO 80220-0911**

Newsletter Printed by

KIMCO
 O N D E M A N D P R I N T E R S
 4120 Brighton Blvd. Suite A21
 Denver CO 80216
 Phone: (303) 295-1172