

CPA FLIGHT LINES

Volume 23, No. 10

October 2006



Penny Hamilton and Rudy Perez enjoy helping 5th grade students "control" Penny's Turbo Arrow.

The CPA and Wings Over the Rockies joined forces in Granby to introduce students to math, science, and aviation.

Additional photographs and the article can be found on page 3.

Please Attend!
CPA Annual Meeting
Saturday November 4, 2006 at 9:00 am
Frontier Airlines, Center One, 7001 Tower Road



www.ColoradoPilots.org

President's Message

by CPA President Bart Jones



A salute is in order to Mark and Connie Hopkins who planned the Hatch, NM fly-in so thor-

oughly only to have the weather wash it out. In Colorado Springs we were "up sloped" all day Saturday preventing us from going anywhere.

Weather does not stop our fly-ins very often but it sure did this time. Not to worry, the Chile Festival will be there next year. A group of folks followed Eric and Deb Jensen's lead and salvaged the Memorial Day weekend by flying north to Thermopolis, WY to soak in the hot springs. They reported a great time.

Mary and I opted for something more remote and left Sunday morning for Delores Point. The flying going over was gorgeous, bright and sunny with smooth air. I just love flying at this time of year. We set up our tent, did a good hike and enjoyed the solitude of this back-country strip. A great meal with good wine and a full moon made for a mellow evening. All this was just two hours away even in our slow plane. These things truly are magic carpets.

The next weekend was more back-country fun with our fly-in to the Marble airstrip, courtesy of Bob Conger, who owns the airfield. The weather at Marble was beautiful but it was a little challenging again getting out of Denver. The high mountains had their first dusting of snow, termination dust we used to call it in Alaska, and the fall colors were well on their way.

Fifteen or more planes made it in, including a 172 from Nebraska and a Luscomb from Glenwood Springs. More hiking for us, then happy hour, and dinner provided by the Marble Historical Society. It was a wonderful evening with a guitar and banjo leading us in folk singing and people enjoying themselves until much later than I could stay up. It was pleasantly chilly that night and Mary was glad she brought her heavy sleeping bag. The flight out the next day was one of those fall classics. Completely still air allowed us to fly close to the terrain as we weaved through saddles and ridges on a leisurely ride home.

There will be more weekends like these and I hope to take advantage of every one.

Bart



Barnstormer Tour instructor and EAA member Rudy Perez helps Granby 5th-grade students understand aerodynamics.

Barnstormer Tour Helps to Spread Student Wings at the Granby Airport

Local students "spread their math and science wings."

Forty-one fifth-grade students from Granby Elementary School, and teachers Molly Rankin and Cheryl Harrison, were at the Granby/Grand County Airport to take part in the Wings over the Rockies Air and Space Museum Barnstormer Tour with the CPA designed to: increase public awareness of the importance of aviation in Colorado, motivate young people to improved achievement in math and science, and to advance the Museum's mission through partnership with the aviation and education communities.

The Barnstormer Tour was led by CPA member and retired U.S. Air Force Colonel, Ed Huber. Assisting Colonel Huber was: Jill Bagdasarian,

the Museum's director of marketing; Jeff Franta, the Museum's flight simulator supervisor; and Darci Wert, the aviation educator for the Colorado Division of Aeronautics. Major logistical and teaching support for the event at Granby were provided by local the Experimental Aircraft Assoc. Chapter 1267 (EAA), the Friends of the Granby Airport, Inc. (FGA) and by the Aircraft Owners and Pilots Association (AOPA). AOPA has almost 11,000 members in Colorado.

The event began with a walking tour of the Granby Airport led by AOPA. The tour included a look at the exterior of the former Rocky Mountain Airways Airline Terminal, an explanation of the taxi-ways, the runway, landing lights, windsocks and visual approach slope indicator devices.

3 *Granby Barnstormer Tour cont. on page 4*

Granby Barnstormer Tour cont., from page 3

The event opened with an introduction of Colonel Huber by Fred Schroeder, from the local EAA chapter. Following Colonel Huber on the program were: Granby Mayor, Ted Wang, along with Grand County Road and Bridge employee, Gary Bailey.

Dr. Penny Hamilton co-holder of a world aviation speed record and resident of Granby, authored *Then and Now: A Brief History*. She showed students a model of the World War I-era "Jenny" aircraft. The type of aircraft that landed on the Granby Mesa (the current airport site) in 1921. Penny traced the "barnstorming" history of the airport, and quoted from 1948 advertising from a Granby flying service. She helped students make the connection with the former "Lindbergh Airstrip" now lying beneath the waters of Lake Granby's Arapahoe Bay.

Bill Hamilton, who has been flying for 38 years and the current president of Friends of the Granby Airport, Inc. and the AOPA Central Region Rep. explained to students how knowledge of math and science can lead to exciting careers in aviation. Glenna Cook, a new private pilot stressed the sense of achievement one gets from learning to fly and the many aviation career opportunities open to young women.

Walt Barbo, former World War II P-38 fighter pilot with his wife Terry participated with their Cessna Turbo Centurion. Walt Barbo, served in the Pacific in the 475th Fighter Group, the same group as the late Colonel Charles Lindbergh who was sent to

the Pacific by Army Air Corps General "Hap" Arnold to teach engine operating techniques to extend the range of the P-38. "I joined the squadron about three months after Colonel Lindbergh left," said Barbo; "however, the lessons the 'Lone Eagle' left behind enabled our P-38s to escort our bombers on longer missions and, no doubt, saved the lives of many a bomber crew."

Walt Barbo volunteers his time mentoring youth to greater interest in math, science and aviation. He is the "guru" who created computer flight simulation as the featured element of the Museum's aviation-based education program. Walt and Terry continue to serve on the CPA board of directors.

A proclamation by Colorado Governor, Bill Owens, was read by Colonel Huber making September 5th "Spreading Wings Day" at the Granby Airport. Governor Owens congratulated the Granby Airport for the creation of 39 jobs, \$984,000 in annual wages and a \$2.4 million-dollar annual impact on the local and State economy.

Students participated in a series of "hands-on" experiences that included a chance to "fly" using computer-based flight simulators on loan from the Museum's Fantasy of Flight. They were given the opportunity to look, and touch experimental aircraft under construction by members of the local EAA chapter. A "classroom" exercise to teach components of aircraft and why they are able to fly. Each student constructed a balsa-wood aircraft model and experimented with flying his or her model the

length of a miniature runway. Owners of two factory-built aircraft demonstrated how the control yoke, rudder pedals and power settings cause an aircraft to climb, dive, bank left or bank right.

Except for the flight simulators and the two factory-built aircraft, all the teaching "stations" were run by members of local EAA Chapter 1267. Their intimate "hands-on" knowledge of aircraft construction and aerodynamics made math and science come alive for the students.

EAA members who helped with the project were: Fred Schroeder, Jerry Teitsma, Larry Wergin, Rod Kauber, Darrell Herk, Gene Eggert, Jerry DeLap, Dave Cook, Glenna Cook, Rudy Perez and Mark Harrington

At the end of the exercises and the demonstrations, Colonel Huber

congratulated the students on their fine efforts and presented each student with a Certificate of Completion signed by Erik Lindbergh, the grandson of Charles Lindbergh. Due to a last-minute scheduling conflict, young Lindbergh could not attend.

After the students ate their brown-bag lunches and enjoyed cookies provided by the Friends of the Granby Airport, Inc. and AOPA, every child was invited to sit in the cockpit of Penny Hamilton's Piper Turbo Arrow III or Walt Barbo's Cessna Turbo Centurion and work the controls to experience how the cockpit controls cause the control surfaces of aircraft to move. The smiles said it all: the Wings over the Rockies Barnstormer Tour stop at the Granby Airport was a huge success!

Walt Barbo, Bill Hamilton, and Terry Barbo anticipate the arrival of 50 Granby 5th grade students in front of Penny & Bill's Turbo Arrow.



Barnstorming Tour Granby tour stop instructors with an Experimental Aircraft. Front row, l-r: Col. Ed Huber, Jerry Lapp, Gene Eggert, Walt Barbo and Fred Schroeder. Back row, l-r: Rudy Perez, Rod Kauber and Dave Cook.

AOPA Liaison Report, *by Bill Hamilton*

Speaking of GNB, the runway will be closed by NOTAM on September 18-23 while Grand County and the Colorado Division of Aeronautics have a super crack and seal coating applied. I am told it will be like the coating at Glenwood Springs that includes ground-up automobile tires in the mix. The idea is to hold the GNB runway in good condition until the "promised" complete rehab and widening, etc. are done in 2008.

My betters at Frederick, Maryland are very pleased that CPA is going to fly-in to Palm Springs for EXPO. Walt Bell is working with AOPA for cheaper fuel at Palm Springs; however, I have yet to hear the result of that. In the past, I have stopped for fuel, going and coming back from the west coast, at St. George, Utah.

User fees for GA continue to be a concern. Now Phil Boyer has to "educate" and win over, yet another, SECTRANS on the user-fee issue. Be sure to let elected officials know how CPA feels about user fees.

The C.A.B. will be holding its annual grant hearings at 9:30 a.m. on October 13th at the Embassy Suites out by DIA. Because CPA is the state pilot organization envisioned by the 1988 enabling legislation that created the C.A.B. and the Division of Aeronautics, it is always good to see a number of CPA members in the audience. As the former C.A.B. member representing pilots, I can tell you that a CPA presence is welcome and impressive.

Bill

Notes from Ed Huber, *Barnstormer Tour Coordinator*

Some of you, to include my wife, think I have left the country and may never come back. But I am doing good things for kids and have been working on this project (since Feb. 06) along with my state staff of seven and 17 communities -- each community with their staff, volunteers, teachers and their students. What a rewarding experience.

I thought I had done just about everything I could with aviation but now I am a Barnstormer. I started flying around Colorado on Labor Day and

will not be finished until Oct. 6. Check out the program schedule and the tour progress with photos at: www.wingsmuseum.org

The weather was so bad in Meeker on Friday that I had to leave my plane there and drive to Eagle. We hope to drive back Sunday and get it, if weather permits. I then hope to fly to Denver and exchange planes.

Mary Jones heard Paul Harvey on the radio talking about the barnstorming tour. He gave credit to the air museum, and to CPA!!!!

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How High Hypoxia?

by Linda Horn as told to Dean Jaros ©2006

Twenty-four years ago, I attended a Ninety-Nines meeting in Houston. Our officially planned activities included a tour of the NASA space center. Among the many attractions was the oxygen deprivation or hypoxia chamber. Essentially, this facility is a large steel tank inside of which ten or twelve people may occupy test stations. The amount of oxygen in the tank's air can be manipulated to simulate conditions at sea level, 30,000 feet or any elevation in between.

The purpose of this chamber is to train astronauts, high-altitude pilots, or others who may find themselves in oxygen-poor environments. Clearly, it is far better to learn how you may react to hypoxia while safely in this tank rather than while experiencing an actual emergency in an airplane or spacecraft.

All ten of us on the tour were invited to do a hypoxia test. I was delighted, not only because it would be a novel, interesting experience, but also because at the time I really was a bit concerned about my respiratory ability. Though I had flown my 180 hp modified Cherokee for many years without incident, I was at the time a smoker. I knew that smoking had the potential to reduce one's oxygen-processing capability. The results might have a lot to tell me.

All of us entered the chamber along with a trained instructor, who was from the outset equipped with an oxygen mask. According to a fixed

regimen, the oxygen content of the air was reduced. First we went to the equivalent of 8,000 feet, similar to that of a typical airliner cabin. That level was maintained for several minutes. Then we went progressively "higher." At each level, we were given simple tasks to perform, such as adding a column of figures or recognizing common words.

When a person could no longer complete these tasks correctly, or at the onset of other signs of incapacitation, they were given an oxygen mask. Each person's "score" was determined by the altitude, and elapsed time at altitude, at which this occurred.

I no longer remember my exact altitude or the length of time I endured it. But I survived longer without oxygen than most of my colleagues. I felt quite vindicated. I must have very good innate breathing ability.

So, I told myself, I do not have too worry too much about hypoxia. As long as I remained below FAA-determined altitudes, continued flying in the Rockies would be problem-free.

And so it was for seventeen years. Moreover, during that time I had stopped smoking, so I figured that my hypoxia resistance might even have improved.

Then, in 1999, Nancy Reinhardt and I decided to fly the Denver to Jackpot NV air race once again. The outbound trip was fun but completely

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Hypoxia continued from page 7

uneventful, even to the point of not winning anything. My Cherokee is not a stock airplane and so it never gets a good handicap, at least this is what I tell myself.

But the return trip was another matter. It was a hot early afternoon by the time we made our fuel stop at Rock Springs. To avoid having to fly through mountain passes, with turbulence, and heat, we determined to fly the remaining distance VFR at 11,500 feet. In retrospect, I realize that it had been about a year since I had been at this altitude for any sustained period.

Nancy was flying this leg while I, equipped with GPS and sectional chart, was navigating. I had planned a reasonably direct route home passing south of Medicine Bow Peak, crossing the Front Range north of Fort Collins, and then turning due south to Jeffco.

But soon I knew that something was amiss, although I did not mention this fact to Nancy. The GPS seemed to be giving me bad information. I peered out of the windshield and consulted carefully, I thought, the sectional chart. I was certain we were well south of where it was placing us. Believing my senses instead of the instruments, I edged us further north, away from the higher terrain that I imagined would soon loom before us. Had Nancy been familiar with the route, landmarks would have told her that I was grossly wrong. As it was, she dutifully followed my instructions.*

Without a clue and way off course, we continued east. Eventually we were clear of all the higher terrain and Nancy announced her intention to descend. I don't remember agreeing, but we started down. At a lower altitude, things started to look very different. It turned out we were nowhere near Medicine Bow or Fort Collins. Instead, I realized we were due east of Casper! Of course, this realization was confirmed by a now unclouded look at the GPS. Able to reason a little better, I set a new course for Jeffco where we arrived without further incident.

There was never any real danger. Nancy is a fine pilot and she was not about to fly into terrain or let us go until the tanks ran dry. But it is clear that in less benign circumstances, an error of this magnitude could have been disastrous.

At first, I was reluctant to accept that this had been a hypoxia incident. Were we not flying at only 11,500 feet? Had I not, in a sophisticated NASA test, demonstrated superior oxygen-deprivation response?

Two facts answer these questions. First, as I should have remembered from the hypoxia chamber, individual people vary in their susceptibility. There is nothing sacred about 12,500 feet. Many people will indeed give out at much lower levels. Second, and this I learned subsequently, people generally become more prone to oxygen starvation as they age. Like much else in human physiology, the body's O₂ processing equipment just runs down with time.

In short, on the basis of a 20 year old NASA test, I lulled myself into a false sense of security. Though this security worked for a time, the return trip from Jackpot was a far more relevant learning experience. The next week I went out and bought a portable oxygen bottle. Now, if I fly over 10,500 feet for more than 15 minutes, I use it. No exceptions. Admittedly this is a personal criterion, but it has kept me hypoxia-free ever since.

My advice to any pilot is straight forward. Does something seem not quite right at an altitude that was perfectly comfortable a year or so ago? Does a detail or two of a flight, even one below 12,500 feet, escape your memory? If so, accept that you are getting older, get out

the cannula and the tubing, turn on the valve, and breathe easy.

*This strong distinction between "pilot" and "navigator" turned out to be an example of poor Cockpit Resource Management (CRM). The original plan was for Nancy to pilot as we searched for lift to cross the Rockies while I was to keep track of our position. Nancy and I should have discussed the flight more thoroughly beforehand, including route, altitude, and prominent landmarks. In this way, we would have been more of a team with each knowledgeable of goals and planned procedures. Under such conditions, any errors of one are more likely to be recognized by the other.

As told to Dean

October 2006 Factoid Question:

During the 1890s, scientists, engineers, and inventors began seriously to explore heavier-than-air flight. While earlier research was largely computational and theoretical, this generation developed not only innovative experimental hardware, but it built at least partially successful flying machines. Aeronautical pioneers like Hiram Maxim, Otto Lillienthal, and Octave Chanute could point to real accomplishments. For example, during this decade "hang gliding" from hilltops was routine; flights of 350 ft at an altitude of 65 ft were common. Enough was known about lift and propellers to cause an 8,000 lb. test rig to rise briefly from the ground. Detailed knowledge of airfoils came from a fully operational, 12 ft. long, ducted, and baffled wind tunnel.

Samuel Pierpont Langley was an enthusiastic participant in this exciting milieu. Indeed, he made some important aeronautical contributions. But he is not one of aviation history's heroes. Ultimately upstaged by the Wrights, Langley is best known as a spectacular failure. Who was this man? What did he accomplish? How did he tarnish his reputation so badly?

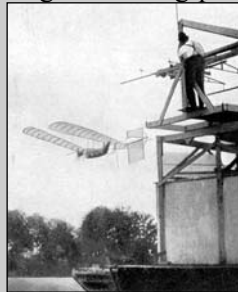
To find the answer see page 10.

October 2006 Factoid Answer:

During the 1870 and 1880s, Langley enjoyed a brilliant career as an astronomer. His fame as a man of science earned him the position of Secretary of the Smithsonian Institution, a very honorific appointment at the time.

In 1886, he attended a lecture on aeronautics. It changed his life. He was instantly addicted to solving the problem of powered heavier than air flight. Langley put his considerable scientific talent to work on problems of lift, drag, and engines. For example, by attaching test wings to rotating platforms, Langley learned a lot about camber and angles of attack.

Working out of the Smithsonian Castle on the Washington Mall, Langley designed an unmanned, tandem wing prototype model airplane. It had a span of 13 feet and was powered by a light, efficient steam engine. On May 6, 1896, he launched the model from a boat in the Potomac River. It flew perfectly for a minute and a half, covering about 3300 ft. Out of fuel, it then gently landed in the water without damage. Similar flights followed.



Langley's prototype model airplane begins its first successful flight, 1896. Photo Smithsonian Institution.

This was a huge new accomplishment: Langley had unequivocally demonstrated that stable, sustained, powered, heavier than air flight was possible.

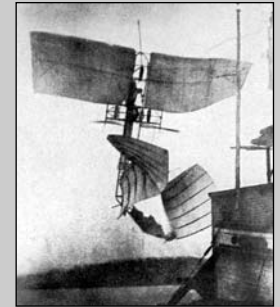
The response, especially in Washington, was very favorable. Persons like Alexander Graham Bell, Theodore Roosevelt (Then Secretary of the Navy) and President McKinley himself hailed Langley's work and encouraged him to work on a man-carrying airplane. The Army, the Navy, and private sources contributed research and development funds.



Octave Chanute flies a triplane glider from the top of a sand dune, c. 1895. Photo National Air and Space Museum.

But despite this dramatic success there were huge flaws in Langley's thinking. As he worked on the full-scale plane, some earlier mistakes were not yet visible, and some bad choices were yet to be made. The most blatant was the so-called "Langley's Law." On the

basis of his rotating platform tests, Langley believed that aerodynamic drag *decreased* with increasing speed. In fact, this is true only of induced drag (that resulting from the creation of lift) at low speeds. Langley never ran a test airfoil at a speed over 45 mph and so was unaware that parasite drag (just plain friction with the air), at anything over 50 mph, strongly *increases* with velocity. "Langley's Law" might work for a slow-moving model prototype, but it was a totally invalid principle for designing a necessarily faster full-scale airplane.



Langley's final Aerodrome breaks apart and crashes into the Potomac River, 1903. Photo Smithsonian Institution.

Langley's approach to the full-scale craft was basically to duplicate the 13 ft. model with all dimensions proportionately larger. Though he acquired an adequate engine for his new effort, this enlargement principle could not work for the airframe.

The end result was hopelessly weak. Rather than focusing on strength of materials and mechanical forces, Langley emphasized workmanship. That is, wood parts were well varnished and metal ones finely burnished, but they were structurally unsound.

After several disappointments, Langley attempted an ultimate flight on Dec. 8, 1903, just a few days before the Wright's dramatic first flight. Immediately after a catapult launch from atop a houseboat on the Potomac River, the main spar of the rear wing failed and the plane plunged tail first into the water.

Because Langley had enjoyed huge amounts of publicity and absorbed considerable funding, expectations had been very high. His fall from grace was thus very hard indeed. He died more disgraced than admired in 1906.

Added to Langley's aeronautical errors is an ironic one of nomenclature. Langley called all of his aircraft *aerodromes*, after an ancient Greek word that he thought meant "air runners." This is bad translation. The best meaning for *aerodrome* is "air field."

Indeed, it may seem that Langley could do nothing right. Posterity would have treated him much more kindly if he had stopped after his triumphs of 1896.

Dean



4th of July and Moose Creek Idaho

by Mary Jones



We flew to Moose Creek on the 4th of July holiday accepting the idea that this spot would probably be over-run with planes, but it is so beautiful, we didn't care. The airstrip lies deep in a narrow canyon in the Selway Bitterroot Wilderness area, where the Selway River and Moose Creek join. They get over 100 inches of snow in the winter, so the land is filled with giant trees, fields of lush ferns, and wonderful airplane only camping sites.

We didn't read the back country "bible" saying the temperature may get up to 100 degrees in the summer.

No wonder we practically had the place to ourselves!!! (3 other planes came in & left quickly). We stayed there 4 days, and hiked all the different trails we could find. There is a sportsman's camp near the ranger station, set up for people to come in for bear hunts. We explored the "bear" camp, and were impressed with the large tents for dining, bathing, lounging, and sleeping. Our campground was set up in the deep shade of a mature forest, not far from a bluff overlooking the river confluence below, which was adjacent to the SW edge of RWY 4. We filled our water containers at the



ranger station, and trekked back to our campsite, where we had a picnic table, a barbecue grill, and off in the distance, there were a couple of outhouses. We both regretted that we didn't make the effort to get Idaho fishing licenses, but there were no people fishing. The water was too warm!

Now, back to the 100 degrees. It was all of that, and after hiking each day we rushed for the river where we soaked, cooled off, and soaked some more. The water was cool, inviting, and Bart even managed to do his usual on these trips, fell asleep. However, sleeping in the water was a little unusual.



There are two suspension bridges across each river, and you can find out more about the history of the place at the Forest Ranger station. Their supplies are brought in by horses and mules. If you plan a short trip out for supplies, you might ask the guys that man the station if they could use anything, the pack train is a 22 mile trip made once a week. We

had it even better, one of the other campers flew out each day to explore other places, and on his way back picked up steaks and wine for us; we never opened any of our freeze dried stuff.

The landing strips are well maintained, and a favorite of people in early spring or late summer when the weather is cooler. The elevation of the strip is 2,454 ft.; you land on

runway 1 or 4, and depart runways 19 or 22 (downhill). Runway 1-19 can be soft in spring and winter, so use runway 4-22 early spring and late fall/winter when possible. Check out Galen Hanselman's *Fly Idaho!* which is the back-country flying bible for adventure in the Idaho back country. We have been to Johnson Creek several times, and in spite of the heat, like Moose Creek even better.

Mary & Bart Jones



HOLD THE DATE
CPA HOLIDAY PARTY
Sunday, December 10, 2006
More Info To Come



**Transportation
Security
Administration**

SECURITY ADVISORY **9/1/2006**

Recently, an aviation related incident was reported surrounding suspicious activities at flight schools. At this point there is no indication that this occurrence is terrorist related, however, we request airport managers, flight schools, flight training providers, and aircraft operators remain vigilant for suspicious behavior and activities.

TSA reminds general aviation aircraft and airport owners and operators to review the security measures contained in the TSA Information Publication, Security Guidelines for General Aviation Airports (available at http://www.tsa.gov/public/interapp/editorial/editorial_1113.xml), and the Aircraft Owners and Pilots Association's Airport Watch Program materials (available at www.aopa.org/airportwatch). In addition, general aviation aircraft and airport owners and operators are encouraged to consider the following:

- Secure unattended aircraft to prevent unauthorized use.
- Verify the identification of crew and passengers prior to departure.
- Verify that baggage and cargo are known to the persons on board.
- Where identification systems are in place, encourage employees to wear identification and challenge persons not wearing proper identification.
- Direct increased vigilance to unknown pilots and/or clients for aircraft rental or charters – as well as unknown service/delivery personnel.
- Be alert/aware of and report persons masquerading as pilots, security personnel, emergency medical technicians, or other personnel using uniforms and/or vehicles as methods to gain access to aviation facilities or aircraft.
- Be alert/aware of and report aircraft with unusual or unauthorized modifications.
- Be alert/aware of and report persons loitering in the vicinity of aircraft or air operations areas – as well as persons loading unusual or unauthorized payload onto aircraft.
- Be alert/aware of and report persons who appear to be under stress or the control of other persons.
- Be alert/aware of and report persons whose identification appears altered or inconsistent.

The theft of any General Aviation aircraft should be immediately reported to the appropriate authorities and the TSA General Aviation Hotline at 866-GASECUR (866-427-3287). In addition, persons should report any suspicious activity immediately to local law enforcement and the TSA General Aviation Hotline.



Fly Mart



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\$20,000 plus existing loan payment \$250/Mo.

“New” 315 HP Millennium engine with all accessories (turbo, mags, starter, alternator, etc) in 2003. Almost everything on the airplane (paint, interior, etc) new since 2001 or later. Buyer gets 15 hours of free instruction if desired. Hangered at Jeffco.

Email or call for complete description and photos.

home-spec@comcast.net or 720-746-0103 720-219-7445. Tony Garrett

FOR SALE: Comanche 260B (1966) N9129P

Clean and well maintained w. All Logs, All AD's Current. 4960 TTAF, 1650 SMOH, Prop 140hrs SOH, Fresh annual 6/06, Garmin 430GPS, Collins VHF-251/ VIR-351/ GLS-350, Collins TDR-950 (mode C), Garmin Audio panel (4 place), Collins ADF-350, King DME, Piper 2-axis nav. coupled. Always Hangered, Paint - 5, Interior - 7.

REDUCED TO \$74,900. Contact: Charles at BRUS, Inc.

charlesw@inav.net (IA)319-337-2288 (KCID).

FOR SALE: 1979 Cessna 172N Skyhawk, N6785E

160 HP, 9176 TTSN, 895 SMOH by Lycoming Factory.

Last annual June 2006. Solid engine with 79-79-78-78 compressions and low oil usage. 40 Gallons total usable fuel. IFR equipped with

dual Nav/Comms including King KLX-135A VFR

GPS/Comm with moving map, Loc/GS, ADF, MB,

and 4 place intercom. Exterior is an “8” with blue-on-white and blue interior also an “8” on a scale of “10.”

Includes Kenon wing and horizontal stabilizer covers.

Beautiful, clean plane. Asking \$48,900.

Contact Mike or Maria Myshatyn at (970) 454-9000 evenings

or via email at mikem4896j@what-wire.com



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@wispertel.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

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Alivia Dockery
17011 Lincoln Avenue
PMB 535
Parker, CO 80134

Robert Goubitz
PO Box 1887
Pagosa Springs, CO
81147

Corey Crawford
3305 Newland Street
Wheat Ridge, CO
80033

Jeffrey Hodge
1975 Mall Road
Estes Park, CO 80517

Thomas Koehler
21436 Indian Springs Rd
Conifer, CO 80433

Beverly Camden
16370 E. Berry Place
Centennial, CO 80015

Membership Renewals

Vincent Jehlik
Aurora

Lynn Ferguson
Longmont

Alex Pak
Aurora

Ron Lewark
Frisco

Taylor Albrecht
Denver

Membership

Renewals Contued

Loretta Wilson
Loveland

Lyle Muir
Hudson

Charles Luce
Boulder

Wayne Shelton
Basalt

Kevin Bunnell
Eaton

Mark Klapperich
Limon

Perry Miller
Brighton

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Advertisement Rates

CPA Flight Lines

Rates approved by the executive board of the
Colorado Pilots Association as of 1/13/05

1/4 Page Ad \$30
(or Business Card Size)

1/2 Page \$60

Full Page \$120

Send payment to CPA, Inc.,

P.O. Box 20091, Denver, CO 80220

Send artwork to Beverly and Carl Boecher,

Editors of CPA Flight Lines, N34552@wispertel.net

Area Representatives
Burlington / Eastern Colorado



Centennial Airport - Bob Doubek
303/771-8148
idacraser@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)
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