

CPA FLIGHT LINES

Volume 24, No. 7

July 2007



Chet & Cindy Jewell had planned to fly their V35 Bonanza to Bartlesville, OK to the fly-in there on June 1. When the event was cancelled due to weather they diverted to this remote location in Wyoming.



www.ColoradoPilots.org



President's Message

by CPA President

Sarah Jane Dolliver

What I like about preparing the President's column is that I can write about anything I want. What a concept! I asked Emit Hurdelbrink, our Public Affairs Chairman, what he'd like to see addressed this month. Emit told me he would like the membership to know more about the Board's involvement on GA's behalf – and I think he had a good idea. The CPA Board represents YOU and you probably would appreciate knowing more about that representation!

You and I have previously discussed the FAA Reauthorization Bill. Your CPA Board members, Board Liaisons, and Area Reps have been actively working to stop the passage of this funding Bill. We have written and submitted a position paper - you can access the paper on CPA's web site - go to the "Public Info" button on the left side of the home page. In addition, CPA and many of its Board members have joined Alliance for Aviation Across America. I hope after my last column that you will have joined also. In addition, we have been in contact with Colorado's Senators and are continuing to fight the Reauthorization Bill and hope that you are able to also.

Your CPA Board is at its most active at the state level. The Board was very active in the dispute surrounding Centennial Airport and the 380 acre Tanterra development project. We very recently have been working with the Governor's office to fill a vacancy on CDOT's Aeronautical Board; and have given our input against the decommissioning of the Robert VOR at Steamboat Springs. The Board, through its Airspace Committee and Chairman Walt Bell, continually monitors and reviews the notices for new towers and when necessary, fights the construction of those new towers at the FAA level and state and county levels. CPA has been, and will always be, on the alert when there is a threatened airport closing. CPA responds quickly and assertively, often in conjunction with AOPA through CPA's AOPA Liaison, Bill Hamilton.

On a fun note, you will always see the CPA booth at airport open houses. Hopefully you will have dropped by to say hello.

Each CPA Board member, Liaison and Area Representative is hard at work on GA's behalf, and therefore, on your behalf. Please feel free to contact any one of us. Give us your thoughts, concerns, and suggestions. After all, we are here to represent YOU.

Blue Skies –
Sarah

Bartlesville Biplane Expo (Worlds Largest)
And CPA Safety Seminar
by
Scott Morse

Bob and Shawn Kinney assembled a wonderful few days of events and lodging for eleven planes and 23 people, if you count Vern's 1939 Luscombe. Regrettably, only seven appeared. Vern Foster said, "Where are all the real pilots," then quickly said, "They were smart not to come." Perhaps due to perceived risk of seeing newbie Vern actually fly a Luscombe above their heads.

The World's Largest Biplane Gathering normally attracts 75-125 biplanes and around 300 total aircraft. This was different, maybe 40 biplanes, (23 actually observed the first night) in beautiful weather, no other planes within 50 miles, a grand total of 5 non-biplanes in their parking area.

Cautioned to arrive before noon by the Kinneys, we did the night before, making up for when we use the just in time approach. All was in perfect order on the field. Tents, booths, etc. During the night, most pilots awoke to rain, then wind, then shears, shrieks and torrents. Just north of the field 70 mph gusts reported, rather above biplane stall speeds. Order declined.

Happy Hour Friday evening was poorly attended, just the Morses, but the company was good. Dinner in the Phillips Hotel, restored within an inch of its life, (the Hotel), was excellent. The Gallos, Marshalls, incredibly brave, arranged to be ferried to Bartlesville by Vern Foster in his Dodge, having chosen Big Bird over Do It Yourself Airlines. With the accumulated two or three years of aggregate navigation and PIC experience in that car, one wonders if the armrests were torn out by pilots attempting to steer a Dodge. No credible report is available.

The Dodgers arrived the next morning. The huge dining tent rather resembled the Hindenburg, after its last landing. Runways and apron were dry, the rest, well...Folks were in reasonable spirits; the organizers had stiff lips, upper and lower, and did smile. Maybe a little thinly.

A well named 1930 Fleet Biplane slipped its moorings, evidently its 77 years of tie down experience greater than its current owner's, and raced about a hundred yards to the rear of the little used biplane tie down area, where it wisely settled in a bog, burying its wheels in mud, earth and water, as experienced backcountry planes are wont to do in the face of big winds. It's owner was delighted to find it spent the night, quite alone, without a scratch, grumpy maybe, but alone. Bilge pumps should be required equipment in vintage Cessna 206 airplanes...It should be noted a 1940 Waco from Montrose did make it, though with a reported major effort over the hill.

We toured the Biplane Museum, which while interesting, is not huge, three or four planes in captivity, lots of memorabilia. Other biplanes are evidently smart enough not to be caught and still fly. A few more bipes arrived, total 40-50 maybe; those not scared

off by fuel prices and sunshine. Rides and brats sold, stories told. A few more, maybe 30, late model planes showed up for the day. Mssrs. Marshall, Gallo and Foster more or less broke into the Micco Aircraft factory, recently escaped from Florida weather patterns, maybe not a smart move, and the President of the company showed us the place, allowed us to sit in planes, and invited inexperienced pilot Foster back for a demo ride since he truly knew so much about the plane. It appears no orders were placed, yet, by CPA members, but Vern says it's a great plane. Vanita, used to big iron, thought the cockpit small. Tiny Frank and Vern thought it great. HmMMM. Go figure.

The grumpy 1930 Fleet, airborne, demanded a new cylinder in its Warner Engine, in the Micco shop, before further flight. Quickly changed, it was back in the air. Bartlesville, in large measure, still equates to Phillips; family, oil company, labs, mansion, ranch, etc. Our distilled group of seven, rooms not ready for the Dodgers, toured the bipes, (walked the line, maybe minced the line) with Vern pointing out which had sacrilegious speed cowl additions or other unsavory mods. When Vern refused the chance to be lowered by crane into a 1940 Waco, which he said he could easily fly, we spent the rest of the weekend having a truly great time visiting (Vern on visit four,) the Phillips Woolaroc Ranch and Ranch house both quite unforgettable, and the Woolaroc Museum, which is a must see if EVER you are close, it is that good. Natural History museum, effectively, of Oklahoma, or the west, with artifacts from everywhere, a Wiley Post aircraft, and a minimum of two days of exhibits we toured in a few hours. The planned CPA requisite, Group Happy Hour, was far better attended than the previous night, dinner was a strolling one at the Summerfest outdoor town picnic. Due to the customary moral backsliding of the group, and non-existent navigational prowess, we stumbled over and sat out a mild squall at Maggie Magoo's Ice cream parlor, increasing our gross weight while dealing with the ongoing quiet laughter of Marlys Marshall. She may need help.

The next day we toured the Frank Phillips mansion learning there were actually two extremely successful competing brothers, and the Frank Lloyd Wright designed Price tower which we gave mixed reviews. If you like small oddly shaped spaces in an ugly tower, this is the place for you.

Happy Hour was held in Hotel room 421 with a 100 per cent turnout followed by dinner at Aromas Italian restaurant, a private room no less, in the absence of the scheduled pasta buffet. All 23 of us would have fit easily. We did try to adhere to the pasta concept, Kinneys. We did not make the candle factory or Red Dirt Soap Factory tours, blown out or washed out....

As we left, the owner of the last bipe, with a side fuselage crank style inertia starter, was losing weight dealing with his overhumidified engine. It may still be there. With him in the mud.

Shawn and Bob, fun fly in folk for sure, weren't there, nor the rest of the gang. Fly in folk are fun, dead CPAers generally aren't. PIC is just that. The Kinneys were right to cancel; with authority, comes responsibility. The weather screens, good earlier in the week, were ugly.

Thanks Kinney's for a well planned outing, those of us lucky to make it had a great time!

CAF MARKS 50 YEARS WITH OPEN HOUSE AT GRAND JUNCTION AIRPORT

The Rocky Mountain Wing of the Commemorative Air Force (CAF) will participate in the CAF's International Celebration of 50 Years of Patriotism by hosting a free OPEN HOUSE on Saturday July 14th, at the Grand Junction Airport. The open house will include guided tours of the Wing's historical museum, plus static displays of dozens of aircraft, both historic and contemporary.

The Rocky Mountain Wing will display its World War II TBM-3E Navy Torpedo Bomber, plus the Naval NE-1 Observation Aircraft (J-3 Cub.) Many other aircraft and military vehicles will also be on display. The free open house will run from 10 a.m. to 4 p.m., Saturday, July 14, 2007. The CAF invites everyone to join them as they celebrate 50 YEARS of patriotism while honoring those who serve our country.

For more information on the event at 780 S. Heritage Court (the CAF ramp and museum) at the Grand Junction Airport, on July 14, please contact Collin Fay, Rocky Mountain Wing public relations coordinator, at (970) 254-0444.



Lockheed Martin
Denver AFSS
7300 South Peoria Street
Englewood, CO 80112
June 25, 2007
To Whom It May Concern:

Denver Flight Service officially reopened June 18, 2007. Our building has been refurbished and the new FS-21 equipment has been installed. Our goal is to provide the best service possible to the aviation community. I would like to extend an invitation to you to visit our facility and see the system for yourself.

We are open 24 hours a day instead of 16 hours a day until further notice. The new system is designed so everyone calls a national number to receive service. Facilities no longer have local numbers. The following numbers are provided to receive service:

Weather Briefing Services	1-800-WX-BRIEF (1-800-992-7433)
Receive Clearances	1-888-766-8267
Airport Management to Issue NOTAM	1-877-4-US-NTMS (1-877-487-6867)
	NOT A FAX!
Telephone Information Service (TIBS)	1-877-4-TIBS-WX
	1-877-484-2799

In closing, if you have any problems receiving service, please contact myself at 720-873-2701 or the Prescott AFSS Hub Supervisor at 928-583-6154.

Sincerely,
Janet L. Cook
Operations Manager

Colorado Air Safety Foundation Announces Winners of Annual Scholarship Awards

Scholarships of \$2,000 each were awarded to Kennedy Alexa O'Brien of Colorado Springs and to Tyler Stephen Zachmeier-Kean of Denver. Each of the students will seek aviation related degrees through the Aviation and Aerospace Department at Metro State College of Denver. As promised, a photo of Tyler-we didn't have one in time last month.



Announcements

Ultra runner Essie Garrett and Women With Wings will travel 600 miles pushing and pulling a 300-pound Ed Link Trainer Simulator to raise money for Women in Aeronautics. Essie will leave Atchison, KS birthplace of Amelia Earhart, and is scheduled to arrive at Front Range Airport (FTG) Main Terminal on July 22, 2007 at 4PM. Local Emily Griffith School students built the trailer used in this project!

For more information, call Katrina 720-423-4775 or 303-757-4986

The Morgan Adams Foundation is celebrating it's 5th Anniversary with a Concourse in Denver on August 25th, 2007 at Centennial Airport. Please refer to the website www.morganadamsconcourse.org for more specific information.

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:

Blanche Cohen Editor,
CPA Flight Lines, phone: 303/755-1525 (H),
email: blanche@acm.org

Please do not send formatted material, send only plain text. Any photo format is fine. 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.

Grants, NM Flyin by Bob Jones

Prior to proposing a CPA Fly-In to Grants, New Mexico, I spoke with a Grants High School friend of mine about a possible fly-in. "Who'd want to visit Grants", was his response. Of course that raised a question I'd have to answer before making a proposal. It seems you get so caught up in living life while growing up that you have a tendency not to recognize the richness of your surroundings. Although I'd grown up in Grants, I'd never visited Acoma Sky City, El Morro and Inscription Rock were distant memories and El Malpais didn't exist as a National Monument. Answering the question would hinge on the adventurous nature of our CPA members.

To my pleasant surprise, 11 aircraft and 21 people signed up and arrived at the Grants/Milan Municipal Airport on Saturday, May 26th. We were greeted by the Airport Manager and members of the Airport Advisory Board with a bountiful luncheon, which they call a "burger burn". The burger burn turned out to be a three course luncheon. A former park ranger entertained us with an overview of the three venues we planned to visit.

After the luncheon, we traveled in rented vans to the Grants Mining Museum that also houses the Chamber of Commerce. The Executive Director gave us a "boom to bust" overview of the uranium mining industry Grants experienced from the early 1950s to the late 70s. We were also given a "goody bag" full of mementos and then sent "underground" via a modern elevator to tour an authentic representation of a uranium mine, complete with original equipment used in the day to day mining experience. The mock mine was designed and constructed by several local retired uranium miners.

We then proceeded to our motel for check-in and departure for our tour of the Acoma Pueblo. "Sky City" is believed to be the oldest continuously inhabited city in the United States. Perched atop a 375-foot mesa, we were provided a panoramic view of the surrounding area including 11,000-foot Mt. Taylor. The tour included a visit to the 300-year-old Church of San Jose, which was the center of activity for the Pueblo. Our guide explained how the local inhabitants practiced both their native culture and the religion introduced by Spanish missionary priests.

We returned to our motel for some leisure before departing for dinner at "La Ventana Steak House". The restaurant owner is a pilot and aircraft owner, so we were treated to some special attention.

Sunday morning greeted us with another beautiful New Mexico day. We loaded the vans and traveled to El Morro to tour Inscription Rock National Monument. Hispanic culture was first experienced during Coronado's expedition in 1540. Don Juan de Onate's expedition left their names inscribed on the sheer rock cliff walls in 1605. The National Monument, established in 1906, also chronicles the

travels of both the Spanish explorers and "white" settlers that began inhabiting the area. After hiking we enjoyed lunch at the Tinaja Café. Several CPA members reported that the chili was "tasty", "testy" and warm to the palate. Those that chose to eat the chili were seen having pie a-la-mode to temper some of the chili heat. I'm also told that some ordered an ice-cream cone to go--you can use your own imagination.

El Malpais (pronounced el-mal-pie-EES) translates as "the badlands". The national monument, which was created by Congress in 1987, provided us a scenic opportunity to hike in the aftermath of volcanic activity in the area dating back thousands of years.

Our Sunday was tiresome, but not enough to dissuade some of us from attending the First Annual Grants Jazz Festival. We were told that the Festival had been planned months before our arrival, but the date was set to coincide with our fly-in. Those that chose not to attend the Festival remained at the motel and began the obligatory Happy Hour. Monday morning again greeted us with great weather for our departure. The airport manager/wrangler herded several cows off the runway to ensure our safe and orderly departure.

I believe I speak for all attendees by saying the fly-in was very enjoyable and would answer my initial question by saying all were pleased they had visited Grants, New Mexico.



CPA at the Rocky Mountain Metropolitan Airport Open House

(but you'll always be Jeffco to me)



Bill Linneberger, Sarah Dolliver, Lucia McConnell and Terry Barbo are hiding behind those RayBans or perhaps the new CPA Blues Band?

AWARDS, AWARDS, AWARDS

Bruce Hulley, Awards Committee Chairman

Summer has arrived and you will be flying into Colorado's great airports. The Awards Committee selects one or two airports based on your letters for the Best Colorado Airport. We need your letter. The Award is made at the Annual Meeting.

We have not awarded the Member of the Year Award for a few years, far too long. No letter, No Award. We have many deserving outstanding members. Write a letter to nominate someone for this award. As with the Best Airport, the Annual Meeting is the time for this recognition.

The deadline for the award letters is one month before the Annual Meeting. Send your letters *NO LATER than November 8, 2007* to the CPA mailing address:

CPA, Inc
Attn: Awards
PO Box 200911
Denver, CO 80220-0911

Colorado Pilots Association Welcome New Members!

George Walter
5211 Mt. Audubon Street
Frederick, CO 80504-3411

Greg Fehr
1040 Iris Street
Broomfield, CO 80020-1861

Chris Verbil
1414 Marinovich Way
Los Altos, CA 94024-5736

Craig Kozak
1140 Trappers Point
Fort Collins, CO 80524-8335

Michael Buehner-Coldrey
12417 E. Amherst Circle
Aurora, CO 80014-3305

Robert Swanson
525 Moline Street
Aurora, CO 80010-4709

Chuck Clemen
4771 Cathy Lane
Erie, CO 80516-9039

David Fuchs
1349 S. Zuni Street
Denver, CO 80223-3324

Brian Reiter
17344 W. 158th Street
Olathe, KS 66062-6355

Ed Binkley
5610 W. 32nd Street
Greeley, CO 80634-8524

Bill Payne
12151 E. Briarwood Ave., Ste. 120
Englewood, CO 80112-6701

Heather Bulk
1630A 30th Street, Ste. 593
Boulder, CO 80301-1045

Philip Towns
28 Mt. Moriah, PO Box 322
South Fork, CO 80054-0322

Tim Bulk
1630A 30th Street, Ste. 593
Boulder, CO 80301-1045

Bill Gargano
445 Poplar Avenue
Boulder, CO 80304-1059

Arthur Mott
8522 Bonds Grove Ch Rd
Waxhaw, NC 28173-8343

Fairfax O'Riley
5610 NE County Line Road
Erie, CO 80516-9310

David Zimmerman
11371 E. Ida Court
Englewood, CO 80111-4135

Jim Burke
8107 W. 71st Place
Arvada, CO 80004-1838

Robert Rotruck
4665 Charing Court
Castle Rock, CO 80109-7910

Austin Stevens
1800 Lawrence Street, Apt. 204
Denver, CO 80202-1800

Ron Duren
18737 E. 51st Place
Denver, CO 80249-8285

Charles Custer
1904 Ashford Circle
Longmont, CO 80501-9534

Colorado Pilots Association Renewing Members

Kevin Condroski, Broomfield
James Potter, Denver
Michael Conn, Highlands Ranch
Larry Lewark, Frisco
Joseph Judge, Bailey
Jim Flohr, Parker
Wayne Munson, Louisville
Joe Stephenson, Sedalia
John Pohly, Berthoud
Roger Beard, Fort Collins
Patricia Spears, Longmont
John Webb, Springfield

Mark Hopkins, Boulder
Brian Lewis, Belleville, MI
Loretta Wilson, Loveland
Walt Barbo, Aurora
Frank McLaughlin, Denver
Fred O'Neil, Lakewood
Robert Venohr, Aurora
Deanna Strand, Grand Junction
Robert Bledsoe, Wray
Marilyn Long, Denver
Michael McGuire, Golden

GUARD LAUNCHES SEE AND AVOID WEB SITE

There is now a one-stop Web site (<http://www.seeandavoid.org>) for information on special-use airspace where military pilots practice their craft. The See and Avoid site, designed by the Air National Guard with input from aviation groups, allows pilots whose route might take them through a military practice area to get all the information they need about flying safely in that area.

"The mission of SeeAndAvoid.org is to eliminate midair collisions and reduce close calls with good flight planning," the site says. "By promoting information exchange between civilian pilots and the military flight safety community, we hope to help all of us safely share the skies."

Newsletter Printed by

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4120 Brighton Blvd. Suite A21
Denver CO 80216
Phone: (303) 295-1172



Fly Mart



FOR SALE: 1930 Waco RNF, TT1607

125HP Warner engine 93 SMOH, ground adjustable Hamilton Standard Prop, complete ground up restoration finished in 2004, Toe Brakes. wind driven generator, Scott tail wheel, electric starter, concord battery

Asking \$89,900.00 OBO or trades

Contact: Dick Janitell

719-596-7324 or email: snj5d_@aol.com

FOR RENT: 40' T-Hangar at APA With Electricity and Compressed Air

Contact Rod at (303) 913-7158

FOR SALE: Cessna T-210M Centurion; great performance, great price

\$110,000; outflies singles costing four times as much and many light twins; TT

3180, STOH 441, Robertson STOL, intercooler; at APA;

Contact: Gary Tobey at 303-799-8600 or gtobey@tobeytoro.com



Fly Mart is a free service provided only for CPA members. If you have a personal AVIATION related item to list, please submit your ad to the *Flight Lines* editor Blanche Cohen,

via email to blanche@acm.org

Deadline is the 15th of each month, to appear in the following month. Your ad will run only once unless you contact the CPA editor prior to the 15th of the following month and request the ad to run again.

**Uh, Explain that to me again?
(from your Editor)**

I visited the Airlines' website - the one advocating user fees, among other things - and asked why this was needed. The contact there, Dave B, responded with the financial argument we keep hearing over and over. I wrote back that I had spent 4 years back in the mid 80s working on the National Airspace System (NAS) that was eventually "unfunded" by Congress in 1993, after \$9Billion was spent with marginal results. Here's the response from Dave B:

"I wish it was only \$9 billion. Since 1984, FAA has spent \$38 billion of airline passengers' money on the ATC system. This is one of the reasons why we believe that the ATC user community should have a role in determining how funds are spent. "

Now, how many people see the logic - or lack thereof - in this response?

Flyins for July/August/September

Always check the CPA website or contact the INFO person for any updates or changes.

JUL 7 - 8 31st ANNUAL DENVER-TO-JACKPOT, NV, AIR CLASSIC
(O6U). Sponsored by CPA. Departs Rocky Mtn Metro/Jeffco Airport (BJC) for an approx. 528 sm route to Jackpot/Hayden Field (06U). Overnight at Cactus Pete's. Aircraft handicapped by manufacturer's published maximum speed. Cash prizes. Event open to all interested pilots.
Info: Dana & Judi Haglin 303/673-9381 or eriehaglin@aol.com or Steve Harless 303/659-8648 or Belin2@aol.com

JUL 28 - 29 BIRD CITY, KS (5KO). Attend the antique steam engine and thrasher show in Bird City. Airport is two grass runways. Camping allowed on field. Fly either Friday evening or Saturday morning; visit the show and festivities and camp on field either night. Might be possible to make it a day trip.
Info: Frank & Lynn Niehus 303/648-3461 or flniehus@aol.com

Aug 11, 2007 CPA Mountain Flying - High Elevation Airport Operations Ground School (APA)
Englewood, CO APA Tower Building, 8:30 a.m. - 5:00 p.m. Course designed to prepare pilots for flight over mountainous terrain and into high elevation airports. Fee: \$185 CPA members; \$200 nonmembers (incl. course materials). Optional cross-country 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 or Email: TBarbo@comcast.net

Aug 25, 2007 12th Annual Parkland Chili Cookoff & Fly-In Parkland Airpark (7CO0)
Erie, CO 10:00 a.m. - 1:00 p.m. Lots of award-winning homemade chilies, cornbread and fix-ins; inside first hangar on your left on Taxiway E; aircraft parking along taxiway. UNICOM 122.9 Right traffic Rwy 8, Left traffic Rwy 26.
Info: Gail Lewis 303/828-3549 or Diana Black 303/828-0379
Email: dgblackco@comcast.net

Aug 25, 2007 Fly-In to Grand Junction (GJT)
Fly over for boxes of local grown fruit and vegetables. Lunch at a downtown restaurant.
Info: Eric & Deb Jensen 970/482-7160 or Email: ericjens@aol.com

Air Fair and Fly-In at Rifle, Colorado

Friday & Saturday – August 3rd & 4th
Friday 4pm – 11pm Saturday 9am – 6pm
• Aerobatic Performances by Patty Wagstaff and Don Nelson Air Shows
• Flour Bombing Contest
• Sparky Imeson Hosting FAA wings seminar
Contact: 970-625-1091 or www.garfield-county.com/Index.aspx?page=96

International Conference of the 99s in Colorado

by Peggy Long

The 2007 International Conference of the Ninety-Nines will have a number of sessions open to the public. This is a unique opportunity to meet and hear successful writers talk about aviation and their books. One of our own famous members, award winning photographer, Jim Wark will give a talk on Thursday, September 13th at 4 pm entitled Flying To Alaska.

Jim, a Pueblo resident and an active CPA member, flies his Aviat Husky all over the country taking the most marvelous aerial photographs of our land. Over the last few years he has donated a number of his books to raise money for our scholarship fund.



After his presentation at the Omni Hotel during the 99s Conference Jim will be available to autograph his books and frankly, if you have no other book of air-to-ground photography, any one of his books would enchant for years to come (and make coveted gifts).

Jim will talk about:

- Ports of entry and customs procedures
- Canada flight rules
- Different routes
- Weather & climate
- Clothing & survival stuff
- Bugs, bears & wolves
- Situations and places to avoid
- Things & places to see
- Bush & backcountry flying
- Taking pictures

If you are interested in flying to Alaska you will want to take advantage of Jim's experience with customs, flight rules, routes and weather.

Listening to Jim is wonderful – you can visualize everything he says so easily. And you even do not have to visualize that much either for his pictures evoke awe and wonder at this great and glorious country we have right here on this continent. Do NOT miss this slide show of his Alaska photos!

September 13th, 4pm, Omni Interlocken Resort off US36 near BJC. The 99s request a \$5 donation to offset hotel facility charges if you are not a registered conference attendee.

CPA DIRECTORY

Area Representatives

Boulder - Robert Braun
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**Meeker / Rangely
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Springfield- John Webb
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Steamboat Springs - Steve Green
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970/879-5717 (W)
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**Telluride
vacant**

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CPA Executive Board

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303/766-3819 (H)

CPA Vice President Bob Kinney
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CPA Recorder Dean Jaros
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CPA Treasurer Peggy Long
303/733-7456 (H)

CPA Committee-Chairs:

Airspace Walter Bell
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