

CPA FLIGHT LINES

Volume 24, No. 8

August 2007



An unexpected late entrant into the Jackpot Air Race, Tim Roberts' substitute navigator and emergency engine. Very low fuel requirements, doesn't care about density altitude, never needs an engine overhaul or paint, only flies day VFR. Perfect co-pilot - no arguments. For more photos, check inside!



www.ColoradoPilots.org



President's Message

by CPA President

Sarah Jane Dolliver

The 31st Annual Colorado Air Classic from Rocky Mountain Metro Airport (Jeffco) to Jackpot, NV, flown July 7, 2007, was a huge success, as usual – and it was through the hard work and effort of all the Air Classic Committee Members and the Committee's Co-Chairs Judi Haglin and Steve Harless. (I believe this is CPA's largest committee – I know they seem to have the most fun too!) You'll read about the official results (who won what class, and who won the fuel and time estimates) but I wanted to make sure everyone knew about our terrific sponsors for the Air Classic.

Our cash prizes were sponsored by several individuals and companies. Vern Randel, owner of American Roofing Supply, for the third year has sponsored a large portion of this year's passenger cash. Ernie Smith, on behalf of Straight Flight, sponsored the Class A-Fixed Gear category for the third year in a row. Daedalus Aviation, also a third year sponsor, sponsored the Class B-Retractable Gear category; and Jason and Rochelle Hurd of Vector Air, second year sponsors, sponsored the Turbo-Class C category. The Lewarks (Ron and his sons) have been long time supporters of the Classic and have donated cash prizes for the Time Contest for the last three years – in addition to those great Texaco die-cast airplanes for more years than we can remember. Dana Haglin, for the last two years, had donated cash for the Fuel Contest through the "Lost But Not Forgotten" sponsorship.

Then we had numerous individuals and companies donate prizes (several of which do so year after year): Adam Aircraft, Aerographics, Alpine Wings, AOPA, Aviator Café, Aviator Hotline, Barnstormer Restaurant, Centennial Airport Pilot Shop, Flower Aviation, Front Range Airport, Haglin Automotive, Harless Aviation Services, Jetter Aviation, Jim Hollis, Ken Aero Supply, Len Lyall Chevrolet, Lewark Texaco, NAPA Auto Parts, Peak Flight Support, The Perfect Landing Restaurant, Precision Propeller Service, Siegel Oil, Solos Restaurant, The Spitfire Grill, Sporty's Pilot Shop, Steamboat Springs, Steel City Aviation, Trade-A-Plane and West Star Aviation.

The Committee also had donations for the Silent Auction – our thanks to Frontier Airlines for 2 tickets, Southwest Airlines for 2 tickets, American Roofing Supply for Rockies tickets, Haglin Automotive and Siegel Oil for Broncos/Chargers tickets; and to Dana and Judi Haglin for the framed Spitfire print.

You can see – with all these wonderful sponsors – why the Classic is such a success. I urge you to please be a patron of these businesses and let them know how much we appreciate their support of the Air Classic.

Then, my last and most heart-felt thank you is to each of the Air Classic Committee Members. Each of you has, yet again, done a superb job and I can't put into words how much we all appreciate your efforts. Special thanks to Linda Harless for her great

work on the prizes, Bill Dunn for the weather briefing, Kevin Bunnell for timing at Jeffco, Bob and Shawn Kinney for timing at Rock Springs, and the tremendous job of the support crews at Jeffco, Jackpot and Rock Springs. I hope I haven't slighted anyone or left anyone off my list - if I have please forgive me.

We're looking forward to next year – and again – MANY, MANY THANKS TO OUR SPONSORS AND AIR CLASSIC COMMITTEE MEMBERS.

Blue Skies, Sarah

A special Sponsor Thank You goes to those major Colorado Air Classic Sponsors this year.

Class A - Sponsor-Straight Flight located at Centennial Airport,
Class B - Daedalus Aviation located at Front Range Airport
Class C - Vector Air located at Erie Municipal airport.

The Lewark's Texaco for sponsoring the time estimates
Vern Randel with American Roofing Supply for helping with the passenger cash
Dana Haglin and Sarah Dolliver for donating on behalf of the "Lost but not Forgotten" for their parents

When you need repairs please visit one of our sponsors and say thank you to them whenever you run into them.



Chris proves he really did register! Yup - that's my name and N number right there..



The Banquet!

Would have listed everyone in the photo (including the waiter) but someone forgot to take roll.

Next year.



Class A Winners

1st place John Huft 2nd place Bob Venohr, 3rd place Jim Hollis



Class B Winners

1st place: Arthur Mott, 2nd place: Dana Haglin 3rd place: Bill Linenberger



Class C Winners

3rd place: David Robertson 1st place: Ernie Smith, 2nd place: Chris Verbil



Fuel Competition Winners

2nd place Dana Haglin, 1st place: Vern Randel 3rd place: Chris Verbil



Best BJC-RKS Time
Dan Dunning



Best RKS-06U Time
David Robertson



'Waaaay to much fun at registration...

Colorado Air Classic: More than just a “Race”!

Judi Haglin – Co-Chair Colorado Air Classic

This year’s classic started from the Rocky Mountain Metro Airport (Jeffco) with a wonderful continental breakfast. Each pilot received a pilot pack full of goodies, including t-shirts, a Trade-A-Plane, a 2007 planner, stuff for oil changes and munchies for the way there or on the return flight. Then everyone stopped at the poker run table, passengers and pilots alike, to get their poker hands and talked about what cards they were going to turn in at the ramp party.

After pilot check in and the briefing everyone was headed off to Rocksprings for the mandatory check point. Some flew by, others stopped and fueled the bird. While waiting to fuel at Jackpot, everyone brought out their Ramp Party hors d’oeuvres, and drinks and the party began. And then we had rain, didn’t stop our group from finishing up all of the food and waiting for our last arrival, the Lake. Finally the day was ended with great social time with food and drink at the awards banquet. Cactus Pete’s did a very elegant job on the dinner and dessert. There were over \$2000.00 in prizes, \$2850.00 in passenger cash and Class winners. This year we had 5 silent auction items; Frontier and Southwest tickets for 2, Rockies and Broncos tickets and a framed spitfire print.

The winning stats are pretty amazing this year. 13 pilots estimated their time for each leg within 1.5 minutes, but our winners did it within 16 and 26 seconds, way to go Dave Robertson and Dan Dunning. Our fuel competition was even closer. First place, Vern Randel came within 0.023 gallons with a second at .116 gallons. Our class winners were all up there with 96% of their handicap even with the 5-10 knot headwind. Congrats to all those that participated, what an event.

The best part of the Colorado Air Classic is everything that goes around the actual race because you get to see people that you may have not seen for a year, meet new pilots and see everyone’s airplanes cleaned and polished. So remember to keep an eye out for next year’s event, it might look a little different, we might go to a new place, but it guarantees to be a great time had by all.

Colorado Air Classic would like to say thank you!

Judi Haglin and Steve Harless

This year’s classic had a committee of 15 and over 25 ground crew supporting the event. They timed us at BJC, RKS, and 06U, dealt poker run hands, greeted us at the door, took our pilot check in information, gave a pilot briefing and weather discussion to keep us safe, filled our planes at Jackpot, calculated our results and presented the winners. Behind the scenes, they hosted 2 committee meetings of 16-20 plus people, they were both fly-ins on their own. Hunted down over a hundred prizes, organized pilot packs and the list goes on. Each year this event gets better because of everyone’s help and love of the event. So once again we say THANK YOU to all that helped make this year’s Classic not only fun, but safe.

Jackpot Air Classic From the middle looking up! by Bob Kinney

Have you ever wondered what goes on at Rock Springs Airport during the Colorado Pilot Association's Jackpot Air Classic? This is the mid-point of the rally. It's where those who need a fuel or other pit stop can pull over and catch their breath on the long haul to Jackpot, Nevada. Many don't realize that there's a mini-control tower overlooking the field with several CPA volunteers timing the arrival and, in some cases departure, of all the Classic's participants. It's a dramatically hectic facility. Even though there are a few early and late arrivals who can be timed at leisure, the vast majority of participants arrive at this checkpoint within a few minutes or even seconds of one another. They're doing their high speed timing run over runway 21. That's when the blood pressure spikes in. . . "THE TIMING ROOM".



Left to right-Shawn "Cookie Woman" Kinney, Ken Thielen, John Thielen, and CPA Vice President Bob Kinney

One 10 minute period during this year's Classic was a classic in its own right. In this short period multiple arrivals announced their positions on both the airport's frequency (monitored in our make-shift tower) and the Jackpot Classic's frequency. These transmissions required acknowledgement from the timing crew. The times of each aircraft had to be accurately written down and cross checked. There was a twin engine turbo-prop airliner in the pattern for a landing. There were two non-CPA, transient aircraft announcing their intentions. The airport's operations radio was belching fire, demanding to be answered by someone. It wasn't going to be our staff! The airport's main phone line was ringing off the hook, and melting on the desk. Plus, we had a visit by one of the Jackpot Classic committee members interested in seeing how things were going at that exact moment.

The four timer/spotter/radio folks couldn't even take the time to offer a welcome for fear of missing a time or not catching an "N" number.

Generally, a great time was had by the four folks who volunteered for this hazardous duty. New CPA member John Thielen and his pilot brother, Ken Thielen, worked the two timer's positions, Shawn Kinney was spotter, aircraft identifier, and airport radio frequency monitor. She also baked a batch of her "world famous" chocolate chip cookies which were available to all who landed at RKS. Bob Kinney handled logistics, organized the group, handled "Jackpot Classic's" radio acknowledgements, confirmed aircraft identification and forwarded the recorded times to the finish line in Jackpot. Was it worth the effort? You bet! We'll be there next year, ready to go.

Hat's off to Walt and Terry Barbo for their many years of dedication for manning this demanding position. We'll miss you guys! There will always be a spare pair of binoculars with your names on them waiting for your return if you ever have the hankering.



Corona Pass from
Dana Haglin's
Cessna 210. Photo
by Judi Haglin.

Just because it's a
great shot.

Publication Notice

The Incredibly Tiny, Fine Print

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.

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Best Estimated Speed

Class A -
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PLACE	N#	MAKE	YEAR/TYPE	H'CAP PILOT	TOTAL SPEED	AVERAGE TIME	% OF SPEED	H'CAP
CAT A								
1	184JH	Vans	2002 RV-8	John Huft	180	2:37:55	173.64	96.46%
2	878RV	Vans	2006 RV-8	Robert Venohr	182	2:39:48	171.59	94.28%
3	182JV	Cessna	1960 C-182C	James Hollis	135	3:37:38	125.99	93.33%
4	9247X	Cessna	1962 C-182E	Bill Totten	133	3:48:30	120.00	90.23%
5	185SW	Cessna	1977 C-185F	Keith Serkes	141	3:39:18	125.03	88.68%
6	34552	Cessna	1973 C-177B	Carl Boecher	120	4:45:06	96.18	80.15%
CAT B								
1	8282U	Beech	1994 BE-58	Arthur Mott	193	2:26:42	186.91	96.85%
2	3731Y	Cessna	1964 C-210D	Dana Haglin	162	3:00:54	151.58	93.57%
3	7390P	Piper	1961 PA24-250	Bill Linenberger	151	3:14:09	141.23	93.53%
4	6688U	Beech	1980 BE-V35B	Tim Roberts	175	2:49:52	161.42	92.24%
5	755T	Beech	1972 BE-V35B	Vern Randel	171	2:54:37	157.03	91.83%
6	38200	Piper	1977 PA28R-201	Alex Hauzer	145	4:04:04	112.35	77.48%
CAT C								
1	759FE	Cessna	1977 C-182Q	Ernie Smith	140	3:27:42	132.02	94.30%
2	20GF	Socata	1986 TB21	Chris Verbil	159	3:05:25	147.88	93.01%
3	8758Q	Cessna	1976 T-206F	David Robertson	144	3:32:54	128.79	89.44%
4	1162D	Mooney	1983 M20K	Michael Frank	170	3:03:52	149.13	87.72%
5	6863R	Cessna	1967 T-210G	Dan Dunning	164	3:15:26	140.30	85.55%
6	2UY	Lake	1975 LA-4-200	Carl Mattson	117	5:56:01	77.02	65.83%

BEST FUEL ESTIMATOR

The fuel estimated category is for the pilot who estimates his/her fuel consumption closest to his actual consumption. The top three with the lowest and closest estimate wins

PLACE	CAT	N#	MAKE	YEAR/TYPE	PILOT	FUEL EST	FUEL RKS	FUEL 06U	TOTAL FUEL PURCHASED	FUEL DIFF
1	B	755T	Beech	1972 BE-V35B	Vern Randel	57.510	0.000	57.542	57.542	0.032
2	B	3731Y	Cessna	1964 C-210D	Dana Haglin	61.730	0.000	61.614	61.614	0.116
3	C	20GF	Socata	1986 TB21	Chris Verbil	53.000	0.000	52.412	52.412	0.588
4	A	9247X	Cessna	1962 C-182E	Bill Totten	56.710	25.300	30.523	55.823	0.887
5	C	8758Q	Cessna	1976 T-206F	David Robertson	58.200	0.000	59.610	59.610	1.410
6	B	38200	Piper	1977 PA28R-201	Alex Hauzer	43.000	0.000	41.525	41.525	1.475
7	B	6688U	Beech	1980 BE-V35B	Tim Roberts	90.700	30.000	62.447	92.447	1.747
8	A	184JH	Vans	2002 RV-8	John Huft	31.200	0.000	28.698	28.698	2.502
9	A	185SW	Cessna	1977 C-185F	Keith Serkes	46.000	0.000	49.104	49.104	3.104
10	B	7390P	Piper	1961 PA24-250	Bill Linenberger	65.810	0.000	61.089	61.089	4.721
11	A	878RV	Vans	2006 RV-8	Robert Venohr	34.500	0.000	29.463	29.463	5.037
12	C	2UY	Lake	1975 LA-4-200	Carl Mattson	72.400	27.800	38.920	66.720	5.680
13	C	1162D	Mooney	1983 M20K	Michael Frank	43.000	0.000	36.682	36.682	6.318
14	A	182JV	Cessna	1960 C-182C	James Hollis	75.600	30.000	52.475	82.475	6.875
15	A	34552	Cessna	1973 C-177B	Carl Boecher	44.500	24.500	27.276	51.776	7.276
16	C	6863R	Cessna	1967 T-210G	Dan Dunning	51.500	0.000	60.447	60.447	8.947
17	C	759FE	Cessna	1977 C-182Q	Ernie Smith	41.300	0.000	58.357	58.357	17.057
18	B	8282U	Beech	1994 BE-58	Arthur Mott	79.990	0.000	97.054	97.054	17.064

BEST SPEED ESTIMATOR BJC-RKS

The best speed estimation is for each of the 2 legs of the race BJC to RKS and RKS 06U

PLACE	CAT	N#	MAKE	YEAR/TYPE	PILOT	TIME EST	TIME DEP BJC	TIME ARR RKS	TIME ACTUAL	TIME DIFF
1	C	6863R	Cessna	1967 T-210G	Dan Dunning	1:35:00	8:15:46	9:50:20	1:34:34	0:00:26
2	A	184JH	Vans	2002 RV-8	John Huft	1:15:00	8:32:51	9:46:55	1:14:04	0:00:56
3	B	755T	Beech	1972 BE-V35B	Vern Randel	1:23:10	8:11:22	9:35:38	1:24:16	0:01:06
4	B	3731Y	Cessna	1964 C-210D	Dana Haglin	1:24:13	8:10:06	9:35:31	1:25:25	0:01:12
5	C	8758Q	Cessna	1976 T-206F	David Robertson	1:38:07	8:26:27	10:05:58	1:39:31	0:01:24
6	B	8282U	Beech	1994 BE-58	Arthur Mott	1:10:45	8:33:51	9:46:12	1:12:21	0:01:36
7	A	182JV	Cessna	1960 C-182C	James Hollis	1:39:00	8:10:37	9:52:07	1:41:30	0:02:30
8	A	878RV	Vans	2006 RV-8	Robert Venohr	1:19:00	8:07:35	9:22:50	1:15:15	0:03:45
9	A	185SW	Cessna	1977 C-185F	Keith Serkes	1:42:00	8:21:43	10:08:25	1:46:42	0:04:42
10	B	38200	Piper	1977 PA28R-201	Alex Hauzer	2:05:00	8:17:42	10:17:56	2:00:14	0:04:46
11	B	6688U	Beech	1980 BE-V35B	Tim Roberts	1:16:00	8:07:12	9:28:19	1:21:07	0:05:07
12	C	1162D	Mooney	1983 M20K	Michael Frank	1:20:00	8:25:19	9:51:02	1:25:43	0:05:43
13	A	9247X	Cessna	1962 C-182E	Bill Totten	1:53:00	8:23:01	10:10:04	1:47:03	0:05:57
14	C	20GF	Socata	1986 TB21	Chris Verbil	1:18:00	8:54:20	10:20:03	1:25:43	0:07:43
15	C	759FE	Cessna	1977 C-182Q	Ernie Smith	1:24:00	8:27:28	10:02:18	1:34:50	0:10:50
16	B	7390P	Piper	1961 PA24-250	Bill Linenberger	1:45:26	8:31:56	10:06:07	1:34:11	0:11:15
17	A	34552	Cessna	1973 C-177B	Carl Boecher	1:55:00	8:19:40	10:30:14	2:10:34	0:15:34
18	C	2UY	Lake	1975 LA-4-200	Carl Mattson	3:35:00	8:20:40	10:56:39	2:35:59	0:59:01

BEST SPEED ESTIMATOR RKS-06U

PLACE	CAT	N#	MAKE	YEAR/TYPE	PILOT	TIME EST	TIME DEP RKS	TIME ARR 06U	TIME ACTUAL	TIME DIFF
1	C	8758Q	Cessna	1976 T-206F	David Robertson	1:53:07	10:05:58	11:59:21	1:53:23	0:00:16
2	A	185SW	Cessna	1977 C-185F	Keith Serkes	1:52:00	10:08:25	12:01:01	1:52:36	0:00:36
3	C	2UY	Lake	1975 LA-4-200	Carl Mattson	3:21:00	11:25:12	14:45:14	3:20:02	0:00:58
4	B	38200	Piper	1977 PA28R-201	Alex Hauzer	2:05:00	10:17:56	12:21:46	2:03:50	0:01:10
5	C	759FE	Cessna	1977 C-182Q	Ernie Smith	1:51:15	10:02:18	11:55:10	1:52:52	0:01:37
6	C	20GF	Socata	1986 TB21	Chris Verbil	1:38:00	10:20:03	11:59:45	1:39:42	0:01:42
7	C	1162D	Mooney	1983 M20K	Michael Frank	1:40:00	9:51:02	11:29:11	1:38:09	0:01:51
8	B	3731Y	Cessna	1964 C-210D	Dana Haglin	1:37:20	9:35:31	11:11:00	1:35:29	0:01:51
9	A	182JV	Cessna	1960 C-182C	James Hollis	1:59:00	10:35:37	12:31:45	1:56:08	0:02:52
10	B	8282U	Beech	1994 BE-58	Arthur Mott	1:17:15	9:46:12	11:00:33	1:14:21	0:02:54
11	B	6688U	Beech	1980 BE-V35B	Tim Roberts	1:32:00	10:02:46	11:31:31	1:28:45	0:03:15
12	A	184JH	Vans	2002 RV-8	John Huft	1:30:00	9:46:55	11:10:46	1:23:51	0:06:09
13	A	878RV	Vans	2006 RV-8	Robert Venohr	1:33:00	9:22:50	10:47:23	1:24:33	0:08:27
14	B	755T	Beech	1972 BE-V35B	Vern Randel	1:38:50	9:35:38	11:05:59	1:30:21	0:08:29
15	C	6863R	Cessna	1967 T-210G	Dan Dunning	1:50:00	9:50:20	11:31:12	1:40:52	0:09:08
16	B	7390P	Piper	1961 PA24-250	Bill Linenberger	1:28:33	10:06:07	11:46:05	1:39:58	0:11:25
17	A	9247X	Cessna	1962 C-182E	Bill Totten	2:20:00	10:59:26	13:00:53	2:01:27	0:18:33
18	A	34552	Cessna	1973 C-177B	Carl Boecher	2:10:00	11:25:50	14:00:22	2:34:32	0:24:32

Colorado Pilots Association Renewing Members

Paul Fedec, Centennial
Michael Conway, Fort Collins
William Sampler, Centennial
Daniel Lann, Denver
Tim Roberts, Aurora
Chuck Spaur, Aurora
Randy Clark, Denver
Alan Sparks, Englewood
Roger Bates, Lakewood
Jerry Knievel, Aurora
Collin Fay, Grand Junction
Keith Serkes, Erie

Don Dolce, Longmont
William Powell, Highlands Ranch
Roy Schutt, Fort Collins
Steven Hickman, Lone Tree
Donald Piermattei, Carr
Doug Sutton, Littleton
John Hollstein, Larkspur
Stephen Ducoff, Colorado Springs
Dick Maurer, Denver
Lee White, Franktown
Don Fredrickson, Longmont

Colorado Pilots Association Welcome New Members!

Rosolino Giamanco
1126 Patricia Drive
Loveland, CO 80537-6680

Brian Fagerlund
1928 43rd Avenue
Greeley, CO 80634-3308

Michael Smith
9738 Sierra Drive
Arvada, CO 80005-4067

Bill Venohr
4057 S. Sable Circle
Aurora, CO 80014-5177

Rod Lueck
12383 W. Stanford Drive
Morrison, CO 80465-1721

Paul Yoon
110 South 5th Street
Lamar, CO 81052-2708

John Branson
972 Coneflower Trail
Ft. Worth, TX 76131-4120
Rick Schein

P. O. Box 2323
Silverthorne, CO 80498-2323

Scott Grieve
1809 Willow Springs Way
Fort Collins, CO 80528-6203

John Thielen
5976 Braun Way
Arvada, CO 80004-3700

Anthony Wagner
19071 E. Cottonwood Drive, #523
Parker, CO 80138-8593

Sama Blackwell
774 Grant Place
Boulder, CO 80302-7413

Tom Milam
P. O. Box 18759
Oklahoma City, OK 73154-0759

Harold Naiman
703 Downing Street
Denver, CO 80218-3428

A Gathering of Writers, Speakers and Pilots

by Peggy Long (Colorado 99s)

On Saturday, September 15th at the 99s International Conference you can spend an hour or the entire meeting well known writers and hearing them talk about their books. and a new film about searching for the MIAs of Palau. This is a special invitation from the 99s to those interested in aviation to attend seminars and meet these authors.

* Janet Conner opens the first session with the book, ***Capt. Jepp and the Little Black Book: How Barnstormers and Aviation Pioneer Elrey B. Jeppesen Made The Skies Safer for Everyone*** by authors Flint Whitlock and Terry Barhart

* Bruce McAllister, speaker and author of many books will talk about his most popular book, *Wings Over the Alaska Highway*.

* Sandi Sumner author of ***Women Pilots in Alaska*** will talk about her book, the first biographical history of women pilots in Alaska.

* CarolAnn Garrett, speaker and author of ***Upon Silver Wings*** flew around the world in her Mooney.

* Michael Maya Charles, author of ***Artful Flying*** and well-known writer for AOPA magazine, AVWeb, Pilot Magazine, and Flight Training, helps you wake up and really see what flying aircraft can be.

* Sheila Bauer, FAA representative will be speaking on FAA's Aviation and Space Education Programs, what they do, how they are "making the magic."

* Our own local celebrity and 99s member, Emily Warner will talk about her book ***Weaving the Winds*** which chronicles her professional flying career as the first woman airline captain.

* Greg Feith, popular crash analyst who appears regularly as a guest aviation safety and security expert on NBC and MSNBC will be speaking on *"Lessons Learned"* from crash analysis.

The final "session" of the day at 4:30 is the movie **Last Flight Home**. It documents the story of Dr. Patrick Scannon's work searching for and finding missing World War II aircraft and the MIAs associated with them in Palau. It was a ferocious battleground nearly forgotten by history, yet more than 200 US aircraft went down on and around the islands. Almost half of those with crews are still listed as Missing In Action. Over the generations these families have refused to forget and refused to stop waiting for an answer, for their return, for some clue as to what happened. Jennifer Powers and Daniel T. O'Brien invested 6 years, 7 expeditions, and 230 hours of footage in creating this documentary.

Place: Omni Interlocken Resort Hotel off US36 near KBJC. The 99s request a \$5 donation to assist in offsetting hotel charges for the conference space. Sept. 15, 2007. Times are tentative. Speakers will be available for questions, comments and autographs for thirty minutes after each seminar. Please check the schedule on www.colorado99s.org the week of the conference for updates.



Fly Mart



FOR SALE: Meyer Hydraulics A-6 High Wing Jacks. Two jacks with extensions and a tail support stand. Seldom used.
Call Roger or Sandy Wickham at 970.728.9425

FOR SALE: 1979 Cessna 172N
Dual Nav/Comms including King KLX-135A VFR GPS with moving map, LOC/GS, ADF, MB and 4-place intercom. 160 HP factory overhauled Lycoming engine with 659 hours. Fresh annual June 2007. Airframe total hours 9278. Blue/white exterior is an '8' and blue interior is an '8' on a scale of '10.' Beautiful, clean, well maintained, solid airplane. Asking \$48,900.
Contact: Mike or Maria Myshatyn at (970) 219-1560

WANTED: Pilots and Former Pilots that are interested in forming a five person joint ownership in a LSA, Flight Design's CTSW. I am looking for four more partners to purchase one to fly out of Centennial or Front Range. Contact: Bob Rotruck @ (303) 317-4295 or rrotruck@comcast.net for details.



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 to run again.



The mob waiting for the race to start.

Flyins for August & September

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

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

Sep 1 thru 3, 2007 Santa Maria, CA (SMX) Fly to Santa Maria over Labor Day weekend. Santa Barbara county wine tasting, try some of the best wines of the Central Coast. Friday arrivals will have an extra day to visit local sites and beaches. Saturday arrivals will make it for the wine tour on Sunday followed by a Santa Maria style BBQ.

Info: Eric & Deb Jensen 970/482-7160 or Email: ericjens@aol.com

Sep 7 thru 9, 2007 Fly-In to Marble, CO Conger Airstrip (Pvt)

This beautiful grass airstrip is located east of McClure Pass and requires mountain experience to use. Many activities, camping on the field, and accommodations in the area.

Info: Bill Meine 303-748-4588 or Email: wmeine@comcast.net

Registration: coloradopilots.org/registration.asp?event_id=marble2007

Sep 13 thru 17, 2007 Reno Air Races Reno, NV (RNO)

CPA members planning to attend may want to join fellow CPAers in reserved CPA spectator section.

Info: Paul & Sheila Rossman 303/766-2724

Email: Paul@ArapahoeSecurity.com

Sep 22 thru 23, 2007 Fly-In to Alamosa (ALS)

Train ride to La Veta for lunch and shopping on the Rio Grande Scenic Railroad (<http://www.alamosatrain.com>). Return for a nice evening in Alamosa. Plan on early arrival Saturday to catch the 0900 train or come over the night before.

Info: Greg Reedy 720/201-8097 or Email: gregeagle1@hotmail.com

With unfounded rumors that Garmin introduced a new handheld GPS at OSH with all the features of the 486 but adds a touch screen controls, I'm still holding out for drag and drop weather control where you put a cursor over the weather that is in your way and then do a drag to move the weather clear of your flight path. :-)

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