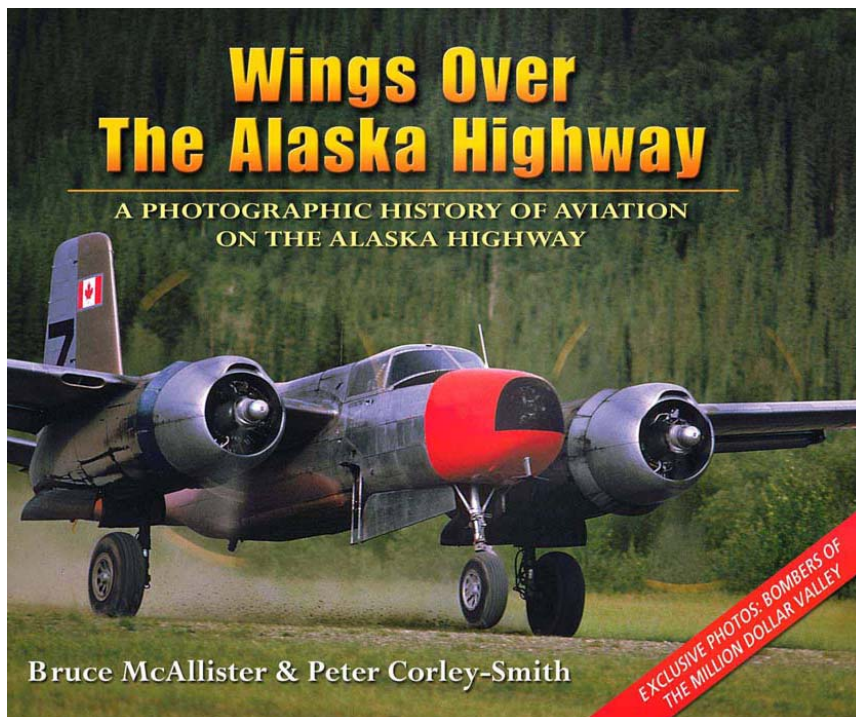


CPA FLIGHT LINES

Volume 24, No. 9

September 2007



Bruce McAllister, speaker and author of many aviation books will talk about his most popular book, *Wings Over the Alaska Highway* at this years 99s International Conference in Broomfield..



www.ColoradoPilots.org



President's Message

by CPA President

Sarah Jane Dolliver

I find it incredible that summer has flown by and we're already into September! Hope you all had some good summer flying days – but now vacations are over, school is back in, and we still have one big fight to finish!

Thank you for allowing me to talk to you last month, via email, about the FAA Reauthorization Bill and your ability to write your Senators and Representatives utilizing the links on Alliance for Aviation Across America's web site. I know I'm preaching to the choir, but this is my last shot to get the information out to all GA pilots before the September 30th deadline.

At this writing there are 3 bills floating around: The FAA's bill, the Senate's bill (S.1300) and The House Committee on Transportation and Infrastructure's bill (H.R. 2881.) The basic thumbnail descriptions as I see them are: the FAA's bill would include huge fuel tax increases for both piston and turbine driven aircraft (263% and 221%, respectively), horrific user fees, would give a huge tax break to the airlines, and would cut airport improvement funding by nearly \$1 Billion. The Senate bill would keep the fuel tax at the current rate of 19.3¢ per gallon for piston aircraft, it still includes a \$25 per flight user fee to be paid by non-airline turbine aircraft, would institute a 125% fuel tax increase for turbine aircraft, would still give the airlines a huge tax break by eliminating their 4.3¢ per gallon tax, and would introduce an industry board of directors dominated by the airlines to oversee the air traffic control system. An additional hitch here is that newer user fees could be added to other taxes.

The House's bill contains no "user fees." Although it would introduce modest fuel taxes that haven't been adjusted for cost of living increases since 1990 - to 24.1¢ per gallon for piston aircraft and 30.7¢ per gallon for turbine aircraft - it would make the airlines retain their 4.3¢ per gallon tax, ticket tax and segment fees and would increase airport improvements by \$200 Million over the current amount and then a \$100 Million increase annually. H.R. 2881 preserves our efficient "pay at the pump" system and does not unfairly target small businesses and communities that rely on small aircraft, nor does it require another level of bureaucracy to collect new fees and taxes.

Please use this last bit of precious time to let your Senators and Representatives know that you support H.R. 2881. If you have not done so already, go to www.aviationacrossamerican.com and use the links to write your letters in support of H.R. 2881.

Blue skies
- Sarah

Bird Aviation Museum & Invention Center

By Bob Kinney

While on the recent fly-in to Sand Point, Idaho the group was asked if we'd like to go to the Bird Museum. Since many of us are naturalists and love the great outdoors we thought it would be great. Lynn Ferguson, the fly-in's able bodied sponsor, had happened across this museum via a recommendation by one of the "locals". Shoot, he's a veterinarian, he could probably shed some light on the various intricate workings of the bird world. So, why not?? Let's go look at a bunch of stuffed birds.

Wow! We had a remarkable surprise. The museum is one of those "gems", no, it's a "diamond" set in the back woods of northern Idaho. This place isn't about the aviary world at all. It's one of the finest private general aviation museums in the world. 86 year young, Forrest Bird and his wife Pam built this new 16,000 square foot addition to the Sand Point area with their own funds. It houses Forrest's pristine collection of 18 airplanes and three helicopters. Forrest flies them all on a regular basis. This isn't your typical private collection of warbirds. . .it's truly general aviation at its finest.

Our day began with a private tour of the museum conducted by Pam Bird. The museum was slated for its grand opening the following weekend. We'd snuck in the back door. This wonderful tour was followed by our introduction to Dr. Forrest Bird who then amazed us with a detailed presentation of the portion of the museum dedicated to his inventions. .namely the Bird Medical Respirator/Ventilator. "Dr. Bird is to the pulmonary industry what Bill Gates is to Microsoft" says Pam. In addition to his work are the inventions of many other noted mental giants with "a vision". Dr. Bird's classmates in the National Inventor's Hall of Fame. This area of the facility highlights the accomplishments of America's inventors including Dr. Hoff who invented the computer microprocessor, Bob Smith who developed the Smith ski goggles, Phillip Bart the father of the Cabbage Patch Doll, Robert Parker who invented the digital thermometer and the battery charger tester just to mention a few. Innovation-it's what makes our modern world modern.

When we finished exploring every nook and cranny of Dr. Bird's private wonderland we were treated to home made cookies and gallons of beverages. These folks truly enjoyed hosting the Colorado Pilot's Association and spent a good part of their glorious, sunny day making our Idaho trip an experience none of us will ever forget.

Obviously, one could fill many pages of "Flight Lines" describing this once-in-

a-lifetime experience. Go to **www.birdaviationmuseum.com** and see what you're missing. Take a couple of days out of your schedule and head to northern Idaho. The Bird Aviation Museum and Invention Center awaits you. It's brand new and calling to your aviation inner self. You won't be dissappointed!



The grand opening of the Bird Museum was shortly after the CPA flyin. For the full story of the opening and many more photos, check out the August 2007 issue of the Centennial Aviation & Business Journal.

And a Thank You from Bird Musem!

Hi Bob,

I had responded to your e-mail but since I didn't hear back from you I wanted to make sure you received it. First off, the visit from your group was wonderful. All of the pilots were so nice and understanding of the timeliness. The museum looks great as a lot happened in the final week--imagine the final week of a wedding--all is accomplished at the last minute.

The Grand Opening was fabulous. As a surprise to Forrest, Patty Wagstaff did an airshow. The ribbon cutting consisted of Forrest and I standing 40 feet apart across the runway holding a pole with a ribbon across stretching 20ft high. Patty flew her plane and came in UPSIDEDOWN an uphill runway, as you

know, and cut the ribbon with her engine. Her body was about 10-15 feet from the ground - upsidedown!

Our website is **www.birdaviationmuseum.com**. You can copy any info and pictures off of it--that's fine. Also, for additional info on Forrest see- **www.percussionaire.com**. You will find info as that is our company and **www.independentinventor.com**. I think there is a bio on this on (it is my website) of him as well. The first two will probably give you the most info.

Forrest and I really appreciated your group passing the hat. We were so impressed that we have kept the money aside as it is like opening a small businesses and keeping your first \$10. Thank you. That was very kind and generous of your group.

We hope you come back for another visit as you are always welcome.

Thanks, Pam and Forrest

Cessna is Aging Well at 80

by
Scott Morse

Cessna Celebrated its 80th anniversary June 17th. It was a blast - beyond first rate.

As you know, Cessna has operations at two factories, Independence and Wichita. Pawnee and Strother Field are closed. The Independence, IDP factory was built in 1995-96, employs 1100 people and builds the single engine line and the new six seat twin jet engine metal Mustang, a small sort of Citation. Cessna has made over 150,000 singles.

Wichita, ICT, with 9,000 employees, builds the various Citations including the 600 mph plus Citation X and the Caravans of various sizes. Maybe three and a half million square feet under roof on a campus-like setting.

You sensitive types may have noticed weather has been a bit stirred up lately. We went as members of the CPA: the Cessna Pilots Association from Indianapolis to Wichita. Leaving IND, we made 125 kts. Enroute we continued slid through 110, 100 to 80 kts, in a vintage C-206. No, Martyny, it was not due to excess gear. A 182 reported 28 kts....

Short final at Wichita Wednesday was interesting. 140 kts airspeed, 81 kts GPS ground speed. Then there was the cross wind and turbulence. Taxiing to Yingling, Dennis the FBO manager and four linemen tackled our plane and held it down while we hog tied it. Yingling, parts, service, fuel, etc. is a class outfit, top to bottom, impressive. Another couple, long term members, in their late 70s, in a 182 requested to exit to a certain taxiway reported to have responded, “NO, I haven’t finished wrassling this thing to the ground.” Later, a senior Cessna exec, whose office window overlooks the runway, said “We are all pilots in the exec offices, I had work to do, couldn’t look and couldn’t stop looking at you guys landing. No one fouled up. I was impressed.” (And perhaps sad at no replacement sales chances.)

Rooms at the Hilton (no doubt arguably augmenting Paris’ legal fees) [Ed. note: The only Hilton relative still on the board is Barron Hilton, Paris’ grandfather, who serves as Co-Chair of the Board. Blackstone Investments is about to purchase Hilton Hotels Corp, the holding company. Probably her trust is paying the tab. But to keep this aviation related, BT is and has been an avid pilot his entire life. Check out the details at http://en.wikipedia.org/wiki/Barron_Hilton].

Good service, right on the field with a short walk to Yingling. Top floor “Control Tower bar” in the hotel, overlooks the control tower, closed due to 911 concerns. Security clearance, private parties only.....sadly.

Reception/light lubrication around the indoor pool for members. 101 planes expected with a little over 200 people. Due to unsettled and typical Midwest weather, (see Tom Horne’s Weather Flying) there were about 65 planes and 130 people, including a certain vintage 66 Cessna P206B. Thursday, the fly in to Independence for the factory tour. Cessna, probably the exec offices, noting recent weather, sprung for a bus for the two hour drive to the factory, perhaps not wanting test flights stopped by aluminum sprinkled around runways, a result of what was called 30-40 mph air conditioning. 60 people took them up on a Chamber of Commerce Kansas tour by an IFR pilot, the rest flew, uneventfully.

Arriving in the spotless “Customer Delivery Hangar” we were greeted by a small herd of smiling and friendly Production Test Pilots, execs, marketing, customer relations folk and tables of fruit, etc. The hangar included new single engine craft open for inspection. We had a very complete plant tour, closer to the Mustang assembly lines than single engine but could see all, escorted by knowledgeable people in groups of ten, in our case by an IA/Test Pilot CFII Customer Training special programs guy. We were on a walk way above the

floor and on the floor could and did walk right up to a singles and parts or assemblies, and through their customer simulator intro training area. Sharp, clean facility. Kathleen noted no robotics-all hand assembly. We learned volume, though high, is not enough to justify cost of robotics. We also learned nearly all parts are manufactured in Columbus, GA though some may be trimmed to fit perfectly on site. 172's take 3 to 4 days start to finish, 182's 4-5 days, 206's about 8 days, Mustangs longer. John Frank advised Cessna alone provides parts for "legacy aircraft"

Lunch was a good one in the Delivery Center and served by the local high school dance troupe. Then an excellent talk and power point show by the General Manager. This was followed by a hands on demo of Cessna single concerns, back at the Yingling FBO, issues and ideas, using two 210 examples, (so, where were our retired Presidents Barbo, Jones and Martyny?) by Pilots Assn reps. Flight Safety tour and sim time, (I landed a Conquest II about ten feet low, don't ask) followed by a BBQ paid for by Sporty's in the same clean hangar with Hal Sheevers appearing in his Citation to join us.

Friday gave us – good tech sessions by reps, fuel systems, Cessna parts systems (with a lot of strong questions and some weak answers,) Turbo systems with build a watch detail, an excellent talk/powerpoint by Marv Nuss of the FAA General Aviation Directorate, a former Lockheed engineer, on the FAA view on aging aircraft, which all but endorsed the strength of single engine Cessna's as long as you keep an eye on things, given excellent original design. If you don't like and respect some FAA people, you would this guy. Dinner and melodrama downtown, The P206 crowd toured downtown by trolley; a great steak house, (aviation overdose timeout.)

Saturday many of us were requested put our plane on the Cessna apron, so that one of every model ever made could be shown. Mike Busch, the omnipresent advisor, gave a tech talk on engine management in GA planes.

From 10 am to 3 pm was the Cessna Open House. See the picture in your mind: 9,000 employees and their families, any retired Cessna Employee, and Cessna Pilots Assn Folk, and a few others probably, free to go ---- near anywhere to look at anything. There was, literally, one guard on the factory floor, and he was friendly. The floor, the ground, the offices, were spotless, (Oshkosh rules?) and with 20,000 people able to go anywhere they wanted, without escort, and remained that way. We walked throughout the Citation/Caravan Assembly plant, often quite alone, as did others. There are open houses and OPEN houses. We saw the original Cessna aircraft, every Citation Model, there were tours of several but a lot of employees and retirees who had never been in one properly took precedence. Numerous events for

kids, two bands in different hangars, free rides in single engine Cessnas with factory pilots. Lunch outside in beautiful weather for 20,000 people is no mean feat. Frankly, anyone not there truly missed a great event. Smiling, incredibly friendly Midwest and Cessna people. Nothing, except possibly a small skunk works was off limits, and, all unescorted.

Evening cocktail reception at the Hilton. At the dinner banquet, Jack Pelton, Cessna CEO took questions following his talk which consisted of how well Cessna is doing, how others can't match their production rates, or profits, how half of all GA planes are Cessna, confirming the LSA is a go, but questions remain about whether composite or aluminum, and the NGA will go, but not until the thing is RIGHT, given the expenditure and market hunger. The NGA will be the basis of a family of aircraft, scaled up or down, perhaps. Manufacturing location remains open. Mrs. Duane Wallace, widow of the long term formative brains of the outfit, during the question and answer session stood up and noted that she had recently sold Duane's C-195 to Pelton and that she was delighted to have someone of his character, knowledge and leadership, more than any in a long time, at the company helm.

As John Frank of Cessna Pilot's Association commented, if you weren't there, you probably missed a lifetime event. And probably made a bad call. If you were, you flat knew it.

A Solemn Crash Site Reunion – 63 Years Later

By Bill Marvel

June 6, 1944 is remembered by most as D-Day, the start of the invasion of Europe. But outside of the Pueblo Army Air Base in Pueblo, CO, it was also the meeting date of two people who later wed and became my parents. It was on that night while listening to the president's report of the invasion that Sgt. Chuck Marvel and Val Pritekel were introduced to each other. The person making the introduction was Chuck's good friend and barracks roommate, Sgt. Harold Humphrey, "Humpy" to his friends. Both Chuck and Harold were Air Corps combat veterans, from the South Pacific and European theaters respectively, and served as radio operator instructors in Pueblo for new B-24 bomber crews in training.

Two months later, on August 9, 1944, Humpy's B-24 failed to return to the Pueblo base after a routine training mission. The next day it was learned that the aircraft crashed in an open area southeast of Denver and that the entire 10 man crew had perished. War time secrecy and the urgency of training left the accident, one of hundreds across the country during this time frame, as just

another quickly forgotten event in history. Chuck asked to be a part of the six member honor guard that was assigned to escort his friend's body to his home in New York by train for burial. Harold was an only child and his family was heartbroken. Afterwards, Chuck and Humpy's parents, as well as a favorite uncle, corresponded for years until their deaths.

Less than a year later, on May 1, 1945 Chuck and Val were married in Denver and in a few years my brother and I were born in Kansas City after dad left the Air Corps following the war. As children we knew little of his war exploits but heard the story of how he and mom met. We knew the nickname "Humpy" even though we never had any contact with this deceased airman and no knowledge of his appearance or personality. As we grew up, we learned more of dad's WWII experiences and actually once saw the foundation of his old barracks while making one of our annual trips to Pueblo to visit our many aunts, uncles and cousins from mom's side of the family. In the late 1990s and early 2000s, dad became involved with the Pueblo Air Museum which is at the old air base, now airport, and which has a large collection of WWII memorabilia. In the process of talking about the history of the base, dad mentioned the crash that had killed his friend. No one at the museum had any record of it. The museum staff contacted Larry Carpenter of Estes Park, an "aviation researcher" who has made WWII aircraft accidents in Colorado his hobby for the past 15 years. Larry has extensive knowledge and records but he also knew nothing of this particular accident. Through his contacts in the USAF and with information dad provided, Larry was able to acquire, in 2006, the 15 page accident report on this crash. It revealed that the incident was caused by a fire on the right outboard engine (number 4) and that the right wing failed in flight as a result of that fire. The crew was unable to bail out of the spinning aircraft which impacted in a field "four miles south and four miles east" of the small town of Kiowa, Colorado. Dad sent me a copy of the report and I wondered where the site was and if there was anyone still alive who could identify it. But as with many things on my desk, it just ended up in another pile of papers.

Earlier this year, mom died of cancer in Kansas City a few months before their 62nd anniversary. Dad came out to Grand Junction, Colorado to visit my wife and me in May and then was here a second time in August after attending a family reunion with us near Pueblo. A couple of days before he was to leave and drive back to his home in Kansas City I asked him what route he was going to take on the return trip. He said he would drive on Interstate 70 because he wanted to go by Kiowa to see if he could find out where Humpy's plane had crashed. I was taken aback by this not only because I had never heard of that goal but also because dad is now 85, needs a cane or walker to get around following heart bypass and knee replacement surgery and most important, had no clue where this crash site was except "four miles south and four miles east" of

Kiowa. I surmised that mom's death had triggered this latent desire in my dad to locate the site where his friend who introduced him to my mom had died. Marti and I have a home built RV-8A aircraft that we fly all over the country so I immediately said we would help him. Although the crash site was a 6 hour drive east from Grand Junction, it was only a little over an hour flight for us. We could fly there, help out in the search and then fly back all in the same day. Nice thought, but enter reality. Who would we contact? Were there roads that could take us to the general location of the accident site? Was it a populated area, a farm, open range land or what? How would we find the site? If we did find it, was there anything there to confirm it as a place an aircraft had crashed? And most important to me, where was I going to land the plane to meet my dad and his car?

But then I looked at my calendar and realized something that motivated me to press on to a solution to all of these problems. In three days it would be August 9, 2007 – exactly 63 years to the day that Humpy died in that crash. In a very real way, his life was the basis of mine and my brother's. Had he not been alive on D-Day to introduce our parents to each other we would not exist. The odds were slim but the timing and the significance of the event were important. I would try my best, realizing that this was a very, very long shot. What I did not realize then was that in the next few days we would meet and be helped by some of the most wonderful people on this planet.

[To be continued next month]

SMALL UAV OK'D FOR NATIONAL AIRSPACE
[From AvWeb and other sources, June 2007]

The CyberBug, a small hand-launched unmanned aerial vehicle (UAV) that comes in several models ranging from about three to 15 pounds, has been granted an experimental airworthiness certificate by the FAA. Cyber Defense Systems, which builds the aircraft, says it is the first vehicle less than 100 pounds that has been approved to fly in the U.S. National Airspace System, and one of only 12 unmanned vehicles to be granted experimental certificates from the FAA. Cyber Defense successfully completed a CyberBug demonstration flight for FAA officials in Florida on June 15. The company expects to market the vehicle for military, law enforcement and commercial applications.

The company plans to produce two standardized units to accommodate small and large payloads of up to 40 pounds including fuel. All units will have basic functions for low-cost, clandestine reconnaissance, surveillance, and target acquisition. The CyberScout is being designed with features designed to enhance mission flexibility and survivability such as reduced infrared and acoustic signatures, fully autonomous day/night capability, and tactical-level endurance at any airspeed from hover to 300 knots. The CyberScout innovative designs combine the benefits of VTOL aircraft with high-speed forward flight.

Colorado Pilots Association Renewing Members

John Garin, Littleton
Robert Beabout, Aurora
Dave Burke, Brighton
William Nettleblad, Longmont
Chris Bentley, Denver
Linda Horn, Golden
Jorge Rufat-Latre, Boulder
Mike Mann, Rye
Bill Fell, Aurora
Bob Figgie, Colorado Springs
Keith Hammond, Estes Park
Helen Pustmueller, Denver
Penny Hamilton, Granby
Bill Hamilton, Granby
Jim Carey, Pagosa Springs
Joseph Dwoskin, Castle Rock
Charles Beck, Denver
Ethan Martin, Denver
Rick Kolker, Castle Rock
Darrel Dilley, La Salle

Jack Burson, Superior
Joe Birkinbine, Steamboat Springs
John Pritchard, Lafayette
Shawn Campbell, Highlands Ranch
Leonard Ginther, Westminster
Charles Willis, Arlington, TX
Steve Harless, Brighton
Bud Lewis, Aurora
Judi Haglin, Erie
Dana Haglin, Erie
Thomas Barlow, Fort Collins
Mark Harrington, Granby
Ray Miller, Colorado Springs
John Cogswell, Buena Vista
Sandy Wickham, Placerville
Denise Anderson, Greenwood Village
Steve Konieczka, Golden
Brian Jones, Parker
Chuck Stout, Denver



Fly Mart



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

OWNERSHIP FLYING CLUB

Saratoga SP, Bonanza F33A, Archer II -Ten Hi Flyers currently has openings for Membership. If you are a Safety-Minded pilot interested in flying quality aircraft, this may be the club you've been looking for!
<http://www.tenhiflyers.com>

Contact Wayne Munson email: wayne@munson.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.

Colorado Pilots Association Welcome New Members!

Daniel Burkett
13799 Detroit Street
Thornton, CO 80602-7207

Cecil Wilkinson
6410 Elsinore Drive
Colorado Springs, CO 80922-3839

Gary Coleman
696 Columbia Court
Colorado Springs, CO 80904-4406

Frank Flink
8347 Fontana
Prairie Village, KS 66207-1825

Jim Terry
1302 Oak Way Avenue
Glenwood Springs, CO 81601-4050

Joe Carpenter
909 Standing Deer Drive
Silt, CO 81652-9597

Chip Ferguson
3428 Cove View Blvd., Apt. 1212
Galveston, TX 77554-1675

Kennedy Alexa O'Brien
5058 Pole Plant Drive
Colorado Springs, CO 80918-5204
(CPA Scholarship Recipient)

Tyler Zachmeier-Kean
3012 Quitman Street
Denver, CO 80212-1417
(CPA Scholarship Recipient)

Bruce Morehead
2500 Cessna Drive
Erie, CO 80516-8151

Raymond Brown
1120 W. Enclave Circle
Louisville, CO 80027-2904

Larry Blair
1026 Rose Street
Longmont, CO 80501-4115

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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99s International Conference Seminar Speakers
September 15, 2007
Omni Interlocken Hotel

On Saturday, September 15th 2007 at the 99s International Conference you can spend an hour or the entire day meeting aviation writers and celebrities. A selection of aviation writers will be giving talks about their books. America's first woman Airline Captain, Emily Warner, will be talking about her career. In addition well known crash detective Greg Feith and Sheila Bauer from the FAA will be giving talks. We will also show a new movie about searching for the MIAs of Palau. This is a special invitation from the Colorado 99s to those interested in aviation to attend this event. For additional information and last minute updates, go to **www.colorado99s.org**.

Program Summary

- 8:30 Terry Barnhart & Flint Whitlock open the first session with their book, Capt. Jepp and the Little Black Book: How Barnstormers and Aviation Pioneer Elrey B. Jeppesen Made The Skies Safer for Everyone. This son of Danish immigrants did more to make flying safer than anyone else on the planet.
- 9:30 Bruce McAllister, speaker and author of many beautiful aviation books will talk about his most popular book, Wings Over the Alaska Highway.
- 10:30 Sandi Sumner author of Women Pilots of Alaska will talk about her book, the first biographical history of women pilots in Alaska. Sandi's research includes famous pilots from Marvel Crossen to Patty Wagstaff.
- 11:30 CarolAnn Garratt, speaker and author of Upon Silver Wings will talk about her adventure flying around the world in her Mooney and her plans to do it again.
- 12:30 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.
- 1:30 Sheila Bauer, FAA representative, will be speaking on FAA's Aviation and Space Education Programs, what they do and how they are "making the magic."
- 2:30 Emily Warner, our own local celebrity and 99s member, will talk about her book Weaving the Winds in which she chronicles her professional flying career as the first woman airline captain.
- 3:30 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.
- 4:30 Movie Last Flight Home 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. Jennifer Powers and Daniel T. O'Brien invested 6 years, 7 expeditions, and 230 hours of footage in creating this documentary.

The 99s request a \$5 donation to assist in offsetting hotel charges for the conference space. Your donation allows you to attend one or all speaker events on that day. Speakers will be available for book signing, questions, comments and autographs for thirty minutes after each seminar. Omni Interlocken Hotel, 500 Interlocken Blvd., (303) 438-6600. Or contact Gail Schipper, **gailschipper@yahoo.com** (303) 682-9791.

Flyins for September & October

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

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

Oct 12-14 Sedona, AZ (SEZ)

Sky Ranch Lodge (at the airport), Bointon Canyon, dinner in Sedona on Friday. Saturday, the Verde Canyon Railway and Jerome for sightseeing and dinner.

Mark Greska 970-468-0725 or mgreska@comcast.net

Granby Airport Busy Place on July 7 By Penny Rafferty Hamilton, KGNB AOPA Airport Support Network Volunteer & proud CPA Member

Another successful Pancake Breakfast was held at the Granby Airport by local EAA chapter 1267 with many CPA members flying in to enjoy the great food and friendship, win door prizes and bid on the many silent and live auction items. Over \$7,000 was raised by this special group of pilots and volunteers to

benefit local aviation education projects and scholarships.

CPA member and local Chairman of this year's event, Rod Kauber, and his large committee fed over 640 people.

Be sure to watch your Flightlines next Spring to mark down the 2008 date for the Annual Granby Fly-in and Pancake Breakfast.



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