

CPA FLIGHT LINES

Vol 28 Issue 11

November 2011



Be careful out there during the holiday season.



www.coloradopilots.org

President's Message

by CPA President Walt Barbo

Where has all the time gone?



A year ago when I accepted this position as your president, I did so in the hope that I could channel some of the organization's resources into actions and programs that would help stimulate increased general aviation activity in the state. Or, to at least thwart some of the downward trend. Obviously, one organization operating in isolation can't be very effective in achieving this

objective. Which explains some of the organizational changes we made in Colorado Pilots Association to include representatives from other organizations to sit in with us at our board meetings and planning sessions. Other organizations are implementing similar tactics. Including the Colorado Aeronautical Division with its recent creation of the Colorado General Aviation Alliance. This is an alliance of several aviation-related organizations in the state, brought together for the purpose of exchanging information and working as a group to promote general aviation in Colorado.

These types of actions, of course, are desirable. Though they may do little to stem what I consider to be one of aviation's most serious problems. Our pilot population is aging! This was painfully illustrated when observing those attending the Colorado Historical Society's Hall of Fame Banquet on October 16 at the Wings Museum. Somewhere near 350 attended the ceremonies in which 7 additional individuals were inducted into the Hall of Fame. A marvelous event! Attended primarily by a bunch of grey hairs . . . most of who no longer fly.

With a few exceptions, of course. It was a delight, for example, to meet a young preteen-age girl who attended with her parents. Wide-eyed over the exceptional museum displays and colorful induction ceremonies, she was already firmly committed to be a pilot. I often wish there were more like her. She and others like her are the future of general aviation. Though I have to admit, my suggestion to her was to strive for acceptance to the Air Force Academy and a career as a fighter pilot. I can just picture some of you old Navy retirees suggesting that Annapolis would be a better route. Or airline pilots suggesting commercial aviation as the way to go. However I think we would all encourage aviation in any form. I just wish there were more of them.

Looking back over the year I think we can be proud of a number of accomplishments. In the area of aviation safety, our Mountain Flying Program continues as one of the most outstanding programs of its type in the country. And will be

substantially updated and improved thanks to a grant from the Colorado Aeronautical Division. With Megan Sayre joining our board as chair of the Flight Safety Committee we now have a viable safety program. And look at what Neil Davis has done to our website turning it into an attractive and informative site. Nathan Kurth, joining us as chair of the Backcountry/Recreational Air-strip Committee, will bring new energy to efforts in locating and opening sites for backcountry access. Also, individuals such as Brian Garrett who chairs the Light Sport Aircraft Expo Committee will be honchoing a continuation of the annual expo initiated last May. And, of course, one of the best pilot association newsletters edited by Blanche Cohen. And our fly-ins with all of the individuals involved. And membership records. Financial. Our organization is one of the best. And with its infusion of younger members, I have every confidence that this organization will grow and thrive.

As I look back over my year in office I am somewhat disappointed that we could not have been of more help in support of airport issues. Particularly since my working career related almost entirely with airports. I know airports, their construction, and their operation. But there is the reality, as a pilot organization, we don't have that much power to effect a resolution of airport issues that are favorable to the pilot community that uses them.

In background, and for those of you who don't know me, after serving as a fighter pilot with the Army Air Corps in WWII, I took advantage of the GI Bill of Rights and spent more time than I care to admit becoming an egghead engineer. When finally faced with the reality of having to go to work, I selected a career with the FAA, starting in the Seattle area as an airport planner. My career took me to a number of places . . . including several years at our Washington Headquarters writing legislation and policy related to design and operation of airports. Late in my career I transferred to the Denver area where I managed the FAA airports program over several states. During all of my time with the agency, a major part of my job was to promote the development of airports and, of course, to assure that they were designed and built in accordance with FAA standards. When relocated to Denver I managed the grant program for my area of responsibility. I wrote the checks to airport owners for airport improvements. But, of course, there were strings attached. In accepting grants airport owners must agree to a number of conditions. And that is where the power lies. The FAA can take an action to stop additional federal funding and, in a worst case, seek recovery of all previously granted funds. And that is where the power lies. With the FAA. Or with the state under its grant program. However, if an airport owner declines to accept federal or state monies, neither the feds nor the state has that power.

I bring this up because of the frustration we experience, as a pilot organization, from our inability to be of much help on a number of airport related issues. One

of the latest issues, for example, relates to a proposal to extend the runway at LMO (Longmont). There are a number of reasons related to safety and operating efficiency of the airport which support the runway extension. But the decision to do so is a local prerogative and, in this case, will likely be influenced by a highly organized opposition group representing nearby urban development. Ironically, the opposition stems from the same geographic area on which, as an FAA official, I urged the city to prevent development that would limit future operation and expansion of the airport. The city's past failure to protect the airport makes it difficult to do so now. While we do what we can to support the runway extension, we don't carry a lot of influence. Difficult to preach the value of an airport to a community when no one is listening. In my view, this matter continues as one of our most important challenges.

EIK (Erie) is another airport with an issue worth our involvement. In this case the short Xwind runway was closed by the city for the primary reason, we are told, that the city wanted to convert the westerly end to a nature trail. Of course there were other reasons . . . such that the runway did not meet any kind of FAA design standard. My involvement in this airport goes back to a time when it was privately owned and, as an FAA official, I designated it as a private-owned reliever airport. Which made it eligible for federal funding. And, with the development that followed, made it into a viable airport serving the Denver Metro Area. As with all airports funded under the FAA grant program, the owner of EIK was required to submit an airport layout plan for FAA approval. Among other things, the plan shows airport development eligible for federal airport grant funding. In this case, since the Xwind runway could not meet federal standards, it would not have been shown as an eligible item for airport funding. However, there is nothing to prevent an airport from showing and undertaking development that would not be federal funded. In this case, considering that the EIK has a large proportion of aircraft operations in the light sport aircraft, and considering that the LSA category has low tolerance to Xwinds, it would be to the interest of the airport owner (now the City of Erie) to activate a segment of the existing Xwind runway. Again, a local prerogative issue. I don't expect the FAA to intervene. And while we as pilot association have an interest, we have little influence. Yet, if it were my call, I would open a segment of the runway.

In addressing airport-related frustrations, I should also mention GJT. This one is perhaps more serious than the others since it appears to be having a significant and adverse economic impact to a number of GA tenants based on the airport. The airport is a commercial service airport with air carrier operations and, as such, is required to comply with rather strict TSA security requirements. Specifically fencing to limit access to the ramp areas. Which also limits access into the GA ramp area and a number of commercial activities that operate there.

And, as a pilot community, we have also been plagued with the issue of a power

line company erecting a power line in the approach surfaces to the runway at AJZ (Delta). The power poles were determined by the FAA to be a hazard to air navigation, after the fact, but the power company continues in its efforts to activate the line. Much of the effort in challenging the action has been through the efforts of CPA Area Representative Scott Morse. Resolution is still uncertain; however, I have every confidence that Scott will prevail and influence relocation of the line.

Just a sampling of what I consider to be significant issues facing a need for CPA involvement. And while I leave with a certain amount of frustration at not being able to do more, at least I left a few issues to challenge the next administration.

Walt

Grand Junction - Three Sides

As noted here and other places, there's quite a bit of information concerning issues at GJT Airport. One of the more recent events involved hangar inspections. The commentary is rather lengthy, and rather than minimize or summarize, the decision has been to post the articles written by Lee Whitney (GJT tenant), Rex Tippetts (GJT Director of Aviation) and Tom LaCroix (airport board chair) on the CPA website. You can find all three in the Documents section of the website.

Committee Updates

Three current committees, Mountain Flying, Education and Backcountry, have new chairs. Keith Singer is heading up Education. Keith doesn't have an airplane yet. Nathan Kurth is the new Backcountry chair (a 1948 Stinson) and his photos of Marble are found elsewhere in this issue of the newsletter. Bill Standerfer has taken over Mountain Flying from Larry Camden. Bill's been integral updating the program with new photos & videos. If you're interested in working on these or any of the committees, contact information is on Page 18 of the newsletter.

And we have a new Liason position representing the Colorado Aviation Business Association. Iver Retrum, the current Treasurer of CABA, joined us at the October meeting.

Next month, meet the new Officers and Board members.

KAPA ATCT Fireside Chat

Nate Duehr

Monday, Oct. 17 was the annual "Fireside Chat" with the Centennial, CO (KAPA) ATCT controllers and their acting manager was very educational and helpful to explain their new procedures. To set the stage, they pointed out that KAPA is still the 4th busiest GA airport in the country, and somewhere around 27th for ALL airports. It's a busy place.

The old procedures went like this:

ATIS includes a message to NOT call Tower but to provide Ground with your direction of flight, and to call Ground when run-up complete, or ready for departure.

Here's what was happening... we'll focus on the Runways 35R/17L and 35L/17R environment. The run-up pads like at most airports are right next to the ends of the runway 35R/17L on Taxiway Alpha. Pilots would get a clearance to taxi to the runway, and would pull into the run-up area, do a run-up, and then let the Ground controller would look at the sequence of jets, recipis, etc... and you'd get this exact verbiage: "Proceed to the hold short line, monitor Tower."

Enter these facts at this point:

- Runway incursions are an FAA hot-item right now.
- KAPA's number of incursions apparently was high and going up.
- FAA showed up to do an audit and failed the facility on the phraseology for the taxi up to the hold line.

The reason "Proceed to the hold *line*, Monitor Tower" was a problem? The new "*Line* up and wait".

Note the same word in the phraseology. There's a chance for confusion there.

The ATCT folks knew they couldn't go back to "normal" airport ops where someone calls the Tower when ready to depart, they just don't have enough "air time" on the Local control frequency (or frequencies when they split Local control by runway). They had to come up with a better solution that both fixed the phraseology and also kept pilots from taxiing out onto the active runway.

They got a group of 35 pilots and controllers together and discussed, and what they realized was that there was another "cause" of these incidents. In almost all cases, the pilot taxied straight from the run-up area, right past the hold line, and out onto the runway. They thought... "How do you keep this from happening

while still keeping standard phraseology?"

They realized they needed somewhere to send the pilots TO on the taxiway. The Taxi clearance would only be good to that spot, and it would not include the Runway number at all. Thus, the "run-up area" and the request on the ATIS to "Notify Ground if run-up required" was born.

If you need a run-up, you're going to get "Taxi to North/South Run-Up Area, via Alpha." After you call "Run-up complete", you'll THEN get "Taxi to Runway 17L/35R, via Alpha".

Pretty good idea. Here's the rub, right now...

The Run-Up areas painted with white dashed lines are temporary. Both the State of Colorado and the Feds agreed and like the plan, but run-up pads couldn't be installed before winter (concrete needs 55F and warmer or the construction companies don't want to bid on it).

There's also a "run-up area" near C1. That's uncontrolled ramp area, but it's a good place to find a spot out of the way and do it if the north/south run-up areas are full... which they will be, fairly regularly, since they can only hold about 3 aircraft.

There's a guy with a hangar that faces the "triangle" there at C1 and he'd already had the airport paint white dashed lines and a "no run-up" to keep people from blasting his hangar. The Airport isn't going to paint more white dashed lines in that area, for fear of confusion. Pilots have been running up there properly for a long time for Runway 10 departures, so folks will figure it out and be courteous. Plus *everything* on the airport East of Alpha is uncontrolled... there's spots all over the place where a run-up can be done safely, it's just not the usual "flow" for instructors and pilots, so folks will have to get used to it.

Once the \$500K run-up pads are complete, they'll be big, well-marked, and hold a bunch of aircraft. They will NOT be aligned with the runway ends and they'll be far enough "back" from the corners at the end that jets turning the corners will not be blasting folks in the run-up areas (which is a possibility today and has been touchy for some time now).

The controllers shared that there's a "side effect" to having the run-up areas slightly away from the runway ends. When they say, "Monitor Tower" they've cleared a path for you or sequenced you behind someone else and your flight strip with direction of flight, requests (T&G's, etc), and all info is placed in the Local Controller's strip stack. That controller has a much longer period of time to be able to figure out how to "shoot the gaps" and get you off the ground faster

because you're part of their "picture" a few minutes sooner. Even though you're still taxiing up to the hold line, they're already figuring out how to work you into the existing traffic.

Pretty neat story of a ATCT trying to be "progressive" and try new things, but who got a little caught in the wringer over phraseology when "Line up and wait" came on the scene.

I think (especially when the new run-up pads get built) that the system will work pretty well. Unfortunately, I can also now joke that "Line up and wait" cost taxpayers \$500,000 at "my" home airport.

Here's the ironic part... the old phraseology...

"Proceed to the *hold*-short line, monitor tower."

"Position and *Hold*, Runway 35R"

Why the incursions went up with the use of the word "Line" vs. the word "Hold", I doubt they've had a chance to study yet.

A Picture Perfect Weekend September 30, - October 2, 2011

With our friends, Janie and Dennis joining us, we left early Friday morning from Vance Brand airport and winged our way over the Rockies to Albuquerque, New Mexico. During our flight we joined other CPA pilots and the conversations always included: the smooth air, the brilliant blue sky and the fabulous fall colors - the red and gold aspens that carpeted the mountainsides. It was a perfect start to a perfect weekend!

After securing the planes at Double Eagle, the first order of business was lunch at St Clair Winery Bistro which provided the opportunity to sample many of their wines with lunch! That evening, we enjoyed a lively happy hour and finalized plans for Saturday's Balloon Fiesta!

Very early Saturday morning, the CPA contingent joined 1000s spectators and balloon crews to celebrate the 40th anniversary of the Albuquerque Balloon Fiesta! The morning events started with the dawn patrol followed by the morning glow, opening ceremonies and then the mass ascension of 5500 hot air balloons. The launch field provided ample room for people to walk among the balloons, talk with balloon crews, and to experience an 'up close/personal' view of the envelopes (balloons) as they were prepared and filled. Like all pilots, the balloon pilots loved to talk about their aircraft as well as their passion for balloon-

ing. Another fun activity was keeping an eye on the colorfully clad Zebras as they signaled to balloon pilots, with a whistle and thumbs up, that it was safe for them to lift off. On this Saturday, the Zebras were exceptionally busy because the Balloon Fiesta broke the world record by sending 345 hot air balloons into the sky in an hour! Throughout the morning, children were squealing with delight, people were pointing at the various balloons and cameras poised for that very special picture. It truly was a spectacular sight - to see the sky full of colorful, floating orbs along with a cow, bees and a stage coach – all reflecting their brightly colored patterns in the early morning New Mexico sun.



L to R Vince & Linda Phelps, Lisa Knutson, Bob Kinney, Lynn Ferguson

The afternoon activities included hiking, exploring local petroglyphs and shopping! As the afternoon drew to a close, it was once again time for happy hour followed by dinner. But there was no time to sit back and relax because immediately following dinner, we returned to the launch site to watch the impressive Fiesta fireworks display.

All in all, it was a great weekend and here are some reasons that made it special!

1) Twenty-four CPA pilots, family members and friends enjoyed a weekend of laughter, spectacular weather, 100s of balloons, and good friends. 2) We were delighted that Leslie Ranniger and her mother Clara were able to join us. This was Leslie's first fly in and we look forward to seeing her at many more. 3) We knew that Saturday's weather was amazing but then we learned it was the best balloon weather in the last ten-years! 4) Barcelona Suites was a good 'home

port' for this event with large two-room suites, early morning hot breakfast, the use of a hospitality room for the weekend, and close proximity to the Fiesta bus service. 5) Last but not least, everyone had a safe trip.

Happy Flying,
Mark and Connie Hopkins





Nathan Kurth's Stinson at Marble



Rob Duncan flying the TBM Avenger. He routed over Marble on a return trip to GJT after participating in the airshow at Akron. Photo by Nathan Kurth.

New Inductee Penny Hamilton in the Colorado Aviation Hall of Fame



Sen. Lew Entz, Penny Hamilton, and Walt Barbo at the CAHS Hall of Fame induction on Oct. 16, 2011. IMHO, Lew and Walt are THE two icons of Colorado General Aviation. Lew Entz created the CO Aeronautical Board, the CO Division of Aeronautics and the CO Aviation Trust Fund. Walt Barbo, the current president of CO Pilots Association (for the 3d time) has headed up every positive initiative to promote General Aviation in Colorado.

What is the FAA policy for carrying current charts?

The term “charts” is not found in the FAA’s Part 91 regulations (other than for large and turbine-powered multiengine airplanes in 91.503[a]). The specific FAA regulation, FAR 91.103 “Preflight Actions,” states that each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight. What is not specifically addressed in the regulation is a requirement for charts. You should always carry a current chart for safety’s sake. An expired chart will not show new frequencies or newly constructed obstructions, some of which could be tall enough to be a hazard along your route of flight.

The only Part 91 FAA/FAR requirement that pertains to charts is Title 14 CFR section 91.503[a] (Large and Turbojet powered aircraft). The subject of current charts was thoroughly covered in an article in the FAA’s July/August 1997 issue of FAA Aviation News. That article was cleared through the FAA’s Chief Counsel’s office.

CPA "OUTSTANDING AIRPORT AWARDS."

Colorado Pilots Association presented airport recognition awards to Telluride Regional Airport, Telluride, Colorado and Marble Airstrip, Marble, Colorado. The awards are part of a recognition program in which members of the organization, based on their flying experiences, identify and make recommendations of those Colorado airports that have gone out of their way to provide exceptional services and facilities for General Aviation. Separate awards are presented annually to a Commercial Service and a General Aviation airport.

Telluride Regional Airport was selected under the commercial service category in recognition of community's exceptional accomplishment in bringing air service to this important mountain recreational area, its ability to construct and improve an airport at a site with extremely difficult terrain features, and efforts made to assure environmental compatibility with a minimum of noise impacts to surrounding urban and recreational development. CPA member Jorge Rufat-Latre in nominating the airport writes; "The airport provides impeccable service, attention, diligence, and enthusiasm to its customers. It is a delight to land at Telluride and to receive all of the help I want and beyond. It is also a delight to see what the airport has done to preserve a little of the history of mining in the state with its model of a mining display in the passenger lounge."

Under the general aviation category, the award is given to Glen & Diane Gallegos for their generosity and support of general aviation in permitting aircraft access to their family-owned **Marble Airstrip** located in mountainous terrain near Marble, Colorado. The airstrip is one of the few locations available in the state for those seeking a backcountry flying experience. As a testimonial to its attractiveness as a fly-in location, visitors in more than 40 aircraft landed at the location during a Colorado Pilots sponsored fly-in there on September 9 of this year. In nominating the site, CPA member William Murrish wrote; "Glen & Dianne have gone above and beyond the call of a normal private airstrip owner by opening up their airstrip to Colorado Pilots Association. I realize that other Colorado Airports draw bigger crowds but I really think they are deserving of special recognition considering that neither are pilots, yet go through tons of uncompensated upkeep to provide us with an incredible landing and camping facility. For example, this last year Glen cleared a whole new area for camping. Their big CPA annual fly-in is a big hit and continues to grow. Bravo to them!" The award to Marble Airstrip is the first given to a private-owned airstrip under the Colorado Pilots Association Airport Awards Program.

Federal Goings On

The LATN is back. Cannon AFB (USAF Special Ops) and Melrose Air Force Range (NM) are once again “requesting” the southwest quarter of Colorado and large areas of New Mexico (the part that isn’t already MOA, etc) for training flights. This includes Four Corners, Farmington, Durango, Crested Butte, etc. The proposal calls for low area, dusk to dawn, flights. Among the types of flights are refueling operations involving C-130s and Ospreys, 4-6 aircraft formation flights, and lights-out flights. The flights will avoid small airports by a small margin. For more details, check out the Environmental Assessment Statement, available on the Cannon AFB website:

<http://www.cannon.af.mil/library/environment.asp>

Under the proposed action, a 60,700 square mile low altitude training area would be established for no more than three flights per day, for a total of approximately 688 annually. Most flights would be after dusk Monday through Friday. Special operations missions require aircrews to avoid detection, so populated areas would be deliberately avoided for the most realistic training.

Public comment was open between Sept 7 and Nov 5 with a number of community forums in both New Mexico and Colorado.

HR3011 - TSA Reauthorization Bill

[Excerpt]

‘Whoever, except with the written permission of the Assistant Secretary for Transportation Security (or the Director of the Federal Air Marshal Service for issues involving the Federal Air Marshal Service), knowingly uses the words ‘Transportation Security Administration’, ‘United States Transportation Security Administration’, ‘Federal Air Marshal Service’, ‘United States Federal Air Marshal Service’, ‘Federal Air Marshals’, the initials ‘T.S.A.’, ‘F.A.M.S.’, ‘F.A.M.’, or any colorable imitation of such words or initials, or the likeness of a Transportation Security Administration or Federal Air Marshal Service badge, logo, or insignia on any item of apparel, in connection with any advertisement, circular, book, pamphlet, software, or other publication, or with any play, motion picture, broadcast, telecast, or other production, in a matter that is reasonably calculated to convey the impression that the wearer of the item of apparel is acting pursuant to the legal authority of the Transportation Security Administration or Federal Air Marshal Service, or to convey the impression that such advertisement, circular, book, pamphlet, software, or other publication, or such play, motion picture, broadcast, telecast, or other production, is approved, endorsed, or authorized by the Transportation Security Administration or Federal Air Marshal Service;’

Colorado Pilots Association Renewing Members

Daril Cinquanta, Arvada	Andrew Piszkin, Fort Collins
Michael Frank, Southold, NY	Jackie Bugg, Greeley
Stephen Hadley, Waco, TX	Donald Welliever, Erie
Walt Barbo, Aurora	Jack Stover, Denver
Rocky Mapes, Thornton	Paul Fedec, Centennial
Tim Roberts, Aurora	John Meyer, Denver
Donald Griffin, Eaton	Dan Dunning, Strasburg
Don Boyle, Longmont	Mark Davis, Arvada
Kenneth McNaught, Windsor	Lynn McCullough, Monte Vista
Gordon Page, Erie (rejoined)	Sam Chipps, Castle Rock
David Johnson, Erie	Larry Jones, Denver
Allen Mathews, Colorado Springs	Gil Jones, Denver
David Andreatta, Erie	Greg Reedy, Franktown
Robert Harrison, Brighton	Edward Haase, Lakewood
Phillip Sprino, Westminster	Chris McFarland, Denver
Jason Hicks, Denver	Joel Shaklee, Aurora
Bill Totten, Aurora	Scott Bell, Greeley
Ron Gieser, Burleson, TX	Raymond Brown, Louisville
Rod Kauber, Granby	Bret Lowell, Aurora
Bob Liddle, Lake Havasu City, AZ	

Calendar of Events

Always check the CPA website for any changes to the Calendar

** Indicates New or Updated event*

CPA FlyIns

CPA and Other Events

Nov 5	tbd	Annual Meeting
Nov 19	tbd	Silver Wings Luncheon & speaker
Dec 11	Park Hill	CPA Holiday Party
	Golf Course	
May 2012	KFTG	2nd Annual Rocky Mtn Light Sport Aircraft Expo

Upcoming

Jan 21 2012	KBJC	2012 CPA Flyin Planning Meeting
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Colorado Pilots Association Welcomes New Members!

Thomas Samuelson
9261 Prairie View Drive
Highlands Ranch, CO 80126-4008

Fabien Vivier
10022 Heatherwood Lane
Highlands Ranch, CO 80126-7888

Larry Gourley
920 E. 3rd, P.O. Box 464
Beloit, KS 67420-0464

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944 S. Logan Street
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Nathan Kurth
8530 S. Estes Street, Unit C
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Centennial, CO 80015-7501

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Steve Tautz
4505 Wagon Trail
Littleton, CO 80123-1430

John Zentner
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Colorado Springs, CO 80924-2008

James Jordan
11826 Osceola Street

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
email: blanche@acm.org

Please do not send formatted material, send only plain text. Any photo format is fine but please, if you're going to send cell phone photos, make sure they are 150 dpi or better. Lesser quality cell phone photos don't reproduce well in the printed version of the newsletter.

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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FLY MART

FOR SALE: Hanger – Centennial Airport, available immediately.

T- hanger, bifold doors, Row 23 TH-7. Large enough for a C-182. Has interior lights and a concrete floor. \$29,000!

Contact Dick at 303-688-1461(home), 303-570-5861(cell), or rstienmier@viawest.net

FOR SALE: House and Hangar at Van Aire's Fly-in Community just North of DIA in Denver. 3 bdrm, 2 1/2 bath Home is on 1.8 acres of land with separate 50 x 56 Hangar. Community has 4000 ft. paved and lighted runway with taxiways leading to your house. Runway has VASI lights on both approach ends. House has beautiful custom cherry kitchen, office/library with custom built-in bookshelves and cabinets, family room w/fireplace. Hangar is fully finished, insulated, painted and heated by two gas heaters with separate programmable thermostats. Office in Hangar has heating and air conditioning and a roughed-in kitchen. 30 mins to downtown Denver and 20 mins to DIA. To see more pictures of the house and hangar go to tradeplane.com or generalaviationnews.com and click on Real Estate or Residential in Colorado. \$449,500

Contact: Beth Martin at 303-859-4973 or Tim & Cindy at 303-659-2834 or mogulstar@aol.com. for more information.

FOR SALE-Kelly Airpark Lot 50, 4.3 acres with barn-Survey, Soils Test, and Septic Perk Tests all completed. Asking \$98,500, will deal and/or carry paper. Visit Kellyairpark.com for photos and more information.

Contact: Mike Donnelly (719) 358-9437 or email donnellyfirefly@yahoo.com

Own a share in a Bonanza, AND a Piper Saratoga, AND a Piper Dakota.

You can own part of all three of these amazing and meticulously maintained airplanes for about \$3500 per equity share and \$195 per month! Ten Hi Flyers based at BJC is a flight ownership group and has several openings for new members.

Contact: Jerry at jbkelly4@hotmail.com or 303-570-4891.

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. Don't forget the Classified section on the CPA website! You can always post to the Classifieds at any time.

CPA Executive Board

Elected Officers

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