

CPA FLIGHT LINES

Vol. 2, No. 8

September 1985



*Joann Nottke and her Stevens Akro at Front Range—
Colorado National Air Show*



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

By Vern Foster

It has been several years since I made a trip to southwest Colorado, but when Kay and I made a recent tour of the area by automobile I was more than mildly impressed by the amount of business activity in that part of the state.

Tourism, of course, is booming well as the usual and normal business of cattle raising, oil and mineral pursuits, fruit production, farming and lumber.

We found that aviation activities are being stepped up in most areas to aid in the influx of new and rejuvenated businesses. I was impressed by the very productive role that airports play in the day-to-day business activities of each local area.

New and expanded resort facilities are going in where suitable airport facilities are in place or

can be put in place quickly. It then follows that the fixed base operators grow as additional services are needed so that the airport/FBO combination becomes a major area employer and has a strong positive economic impact on the local business community.

It is plainly evident that the growth and vitality of southwest Colorado is tied to the progressive and responsible airport managements, local governments, and fixed base operators that make possible the transportation of people and goods via the airport network.

This aviation business pays off handsomely in income and jobs throughout the Colorado economy. Our local airports are places of business vital to the economic well-being of the communities they serve and the fixed base operators are key businessmen on the local economic scene.

Space in this issue of FLIGHT LINES does not permit a complete report on our findings during the 3-day tour, so I will do it piecemeal. Elsewhere is information about Buena Vista Airport, and Animas Air Park at Durango. In a future issue will be information on airports at Salida, Pagosa Springs, Delta, Crawford, and Gunnison.

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All articles should be sent to:

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**Copy Deadline For
October FLIGHT LINES
September 15**

**September 19
Meeting
Col. Jim O'Day
Confederate Air Force**

HEARD ALONG THE FLIGHTLINE

AUTOGAS was determined by the FAA to be equally as safe as aviation gasoline for use in aircraft . . . provided it meets ASTM specification D-439 and is free from contaminants. Unfortunately, there are often financial incentives for service stations and distributors to dilute autogas with alcohol. This usually works to an advantage in automobiles since alcohol combines with water to keep water contamination in suspension. But alcohol in aircraft has the bad characteristic of attacking sealants in fuel tanks. The owner of a sleek homebuilt hangared at Centennial can vouch for this. A batch of alcohol contaminated fuel has deteriorated the sealant in his fuel tanks and he now has the expensive and time-consuming problem of repair. Must be a lesson here about where one buys fuel.

*

SELF FUELING will be permitted at Centennial Airport under revised minimum standards scheduled for adoption by the Airport Authority in October. Airport officials advise the action is designed to satisfy needs of aircraft owners with autogas STCs. It should be a relief also to those currently transporting fuel onto the airport outside the "watchful eyes" of airport security.

The new standard will require that owners obtain a permit and conform to applicable fire codes. For example, we are told that fueling must take place in a designated fueling area. Fuel containers cannot exceed 10 gallons in size, and pumps (either hand or power operated) must be used to transfer fuel. The new regulation appears to be consistent with similar regulations at other airports throughout the country.

TRICIA WELSH notes in an August 26 article in FORBES magazine that of 213,000 aircraft in the general aviation fleet, approximately 7,700 are available for rental. And roughly a third of the 720,000 private pilots in this country are competing for those 7,700 planes. She refers to this as a classic "gozinta" problem.

*

TEX is the new three letter designator for the airport at Telluride. Seems appropriate . . . considering all of the Texas money going into the place.

*

CHUCK YEAGER of the "right stuff" fame is said to be a frequent visitor to Telluride. We hear he has a son working there. Recall that Chuck has been setting new speed records all over the world lately in a Piper Cheyenne. When Dugan Brown opens his new Telluride Airport this October, it would be just like Dugan to convince him of the need for a new speed record. Chuck lives in California, and if he can't be talked into a new non-stop record, at least his ride to Telluride will be eased.

*

BABETTE ANDRE tells us that Ursula Gilgulin is an artist and manages an antique shop at Telluride Airport. This in addition to her other activities including airport manager, flight instructor, and Accident Prevention Counselor for the FAA!

*

THE LADIES WERE THE HIGHLIGHT OF THIS SEASON'S AIR SHOW CIRCUIT

Cover Story — By Walt Barbo

The 1985 air show season is nearly over ... the Colorado International Air Show in Pueblo on September 28-29 is the only one remaining. What a season!

As a professional "air show observer," what impressed me most about the season was the inroads by lady performers. Take, for example, the Colorado National Air Show at Front Range Airport last June.

There was Joann Nottke in her Stevens Akro (cover photo.) Her first maneuver was a simple Cuban eight ... except the last half was inverted. But her real attention getter was a low level maneuver in which the aircraft literally tumbled nose over tail. This maneuver is for obvious reasons called a "lomcevak" ... which is Czechoslovakian for "headache."

Joann is a little blonde lady weighing something less than 100 pounds. She flies approximately 20 air shows per season and in her spare time flies second officer in a B-727 for UAL.

Her favorite airplane (pay close attention you Citabria pilots) is a Cessna "Aerobat." Over 800 of her 6,000 hours flying time were as an aerobatic instructor in the Aerobat. "Love the way it does snap rolls," she says.

Paula Cherry is another "less than 100 pounder" who gets her kicks standing on the top wing of a WWII Boeing trainer flown by husband Earl.

She and Earl rebuilt the aircraft about four years ago. In a weak moment, she agreed to "wing walk" while Earl went through his routine



Earl and Paula Cherry.



Suzanne Ashbury-Oliver signs autograph for admirer. Pepsi Skywriter in background.



Montaine Mallet of the "French Connection" in her CAP 10B.

of loops, hammerheads, and inverted flight ... and has been doing it ever since.

She is learning to fly, but doesn't have much hope of getting Earl up there on the wing while she flies aerobatic maneuvers.

We asked about bug encounters ... which she said are not really a problem. The real problem is to keep facial tissue from vibrating in high speeds experienced during the maneuvers. Puckering up one's mouth and face like a gold fish helps, she said. Anything to keep facial tissue tight. Sounds like a job best suited to the young.

Incidentally, Paula and Earl will appear at the Pueblo Air Show in September.

Suzanne Ashbury-Oliver thrilled the Front Range crowd in a demonstration of skywriting in the Pepsi Skywriter, a 1929 Travel Air D4D. Understand it was collectively designed by Clyde Cessna, Walter Beech and Lloyd Stearman.

My vote for the most impressive act this season would go to the "French Connection." Montaine

Mallet and Daniel Heligoin fly French-built Cap 10B aerobatic aircraft through a series of maneuvers termed "ballet in the sky."

Together, Montaine and Daniel performed the closest formation aerobatics I've seen anywhere ... all to a background of classical music. It ended, all too soon, in an absolutely astounding "canopy to canopy mirror formation" 360 degree turn!

Yes, there were a lot of fantastic performances at our air shows in Colorado this year. For example, Jim Franklin at the Rocky Mountain Air Show in Fort Collins demonstrated once again that he is the world's best air show aerobatic pilot. (Incidentally, ever notice the close resemblance between Jim and Starship Captain Zar who always appears at the same shows where Jim performs?)

And, of course, the Blue Angels, Thunderbirds, and Confederate Air Force are always outstanding crowd pleasers.

But this year goes into the record book for the ladies!



Some of the "flying machines" were cute!



"Professional air show watchers" Nancy Jewell, Flight Lines Production Manager Lisa Thetford, her new Doberman, and Flight Lines Editor Terry Barbo.



Phyllis Kramer with her Cessna 140 "Witch's Broom" seen at Front Range Air Show promoting 99's Air Derby to be held on September 21.

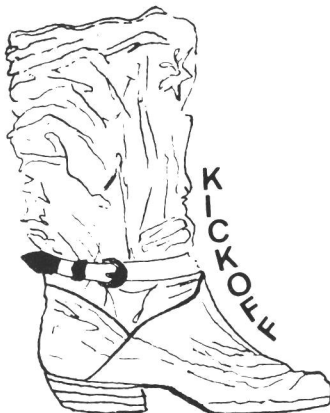


ANNOUNCING

THE FIRST ANNUAL CPA STATE CONVENTION

October 18-19, 1985

Ramada Hotel, Republic Park, Englewood



at the Trail Dust Steak House Friday evening for a genuine CPA Western welcome. "You can bet your boots you won't go away hungry" --- and the price is right. Partners, it's informal BUT, wear your oldest or ugliest tie to this affair. Dance to live country-western music.

ACTIVITIES on Saturday, October 19, will happen at the Ramada. These will include (but not limited to):

- * Board of Directors and Area Reps meeting, open to all.
- * President's Welcome.
- * Flight Service Station Workshop.
- * Other Imaginative Workshops.
- * Special Luncheon Speaker.
- * General Membership Meeting.
- * Roundtable Discussion - Future Goals.
- * Gala Banquet.

ABOUT the Ramada --- shuttle service between Centennial Airport and the hotel, a brand new hotel at 1-25 and Arapahoe Road. Make your reservations now by calling 799-6200 and identify yourself as a CPAer.

A SPECIAL mailer will be sent to all members when the agenda is more definitive. In the meantime, if you have any questions or SUGGESTIONS, please call either the Gallos (337-5864) or the Barbos (367-0670).

COLORADO AVIATION CALENDAR

SEP. 7-8

ROCKY MOUNTAIN REGIONAL FLY-IN, Greeley-Weld County Airport, sponsored by EAA. Info: Bill Marcy 986-4398. *

SEP. 13-15

DENSITY ALTITUDE AND WINGS SAFETY CLINIC, Pueblo Municipal Airport. Cosponsored by Colorado Pilots Association and FAA Flight Standards District Office. Participants receive 3 hours of free dual (participant's aircraft) and qualify for FAA Wings Program. Free "Pinch Hitter Course" for nonpilots. Info: Mick Wilson 466-7326, Vern Foster 751-9421 or Lee Porter 547-3339 (Pueblo). *

SEP. 20

DEDICATION OF CONTROL TOWER and Administration Building Complex, Centennial Airport. Info: Bill Fitzgerald 790-0598. *

SEP. 21

MILE HIGH AIR DERBY, sponsored by Colorado 99's. The 400 mile race starts at Front Range Airport and ends at Taos, NM, via Burlington, Las Animas and Alamosa. Race is open to all interested pilots. Overnight activities scheduled at Taos. Info: Linda Horn 278-4435. *

SEP. 28-29

COLORADO INTERNATIONAL AIRSHOW, Pueblo Memorial Airport, USAF Thunderbirds (Flying F-16's) one day only on SEP. 29, Warbirds in flying and static display, Black Hawks, Tahoe Aces, Bill Warren's Flying Circus, Golden Knights Parachute Team. Info: Louise 544-1001 or (800) 542-SHOW. *

OCT. 5-6

CASA MONTAÑA FLY-IN (formerly Baca Grande), sponsored by Colorado Pilots Association. Fun weekend of golf, tennis, swimming, hiking, and/or just plain relaxation. No formal program. Info: Frank Gallo 337-5864. *

OCT. 10-12

UNITED STATES PILOTS ASSOCIATION FALL MEETING, held in conjunction with 1985 AOPA Convention, Washington Hilton Hotel, Wash. D.C. USPA will host a hospitality suite Thursday thru Sunday. A great aviation weekend. Schedule of activities available. Info: Terry Barbo 367-0670. *

OCT. 11-12

COLORADO PILOTS ASSOCIATION ANNUAL CONFERENCE, Ramada Hotel/Republic Park (near Arapahoe Road and I-25 in Englewood). Aviation related activities and social events. Opportunity to influence future directions of general aviation in Colorado. Info: Vern Foster 751-9421 or Frank Gallo 337-5864. *

OCT. 12

BUENA VISTA AIRSHOW & FLY-IN BREAKFAST. Breakfast starting at 8 a.m., aerobatics, balloon and other airshow events from 10 a.m. to 1 p.m. Pilot participation activities starting at 2 p.m. Concessions on airport. Airport closed to traffic from 10 to 1. Sponsored by Buena Vista Flying Club. Info: Beth Meyers (303) 395-6969. *

OCT. 24-26

NATIONAL INTERCOLLEGIATE FLYING ASSOCIATION SAFETY CONFERENCE (SAFECON), sponsored by Metro State College. Competitive flying events include precision landings (power off and short field) and message drops. Tentatively scheduled at Boulder Airport. Info: George McCrillis 770-0175. *

DEC. 1

COLORADO AVIATION HISTORICAL SOCIETY HALL OF FAME BANQUET AND AWARDS CEREMONY, Air Force Academy Officers Club. Info: Dody Engle 755-9241. *

SIGHTS AND SOUNDS – OSHKOSH '85

By Vern Foster

EAA Oshkosh, July 26 - August 2, attracted an estimated one million people. Coloradans included BILL STEWART, MIKE SELLERS and MARK SELDEN manning the UNIVAR booth. They had the UNIVAR Stinson 108-1 Lyc. 180 H.P. conversion on display. BETTY STEWART of Boulder performed in her sharp PITTS during the aerobatic show. WALT BELL and BARRY CHRYSLER flew Walt's Mooney; DUD LeBEAU and CHARLIE CUMMINS arrived in Charlie's Swift; FRED and ANN NORTON were also attendees; ERNIE BODEE and crew had the beautiful NUWACO T-10 on display; and KAY and I went with our retired UAL friends, BOB and BOBBY LENAHA of St. Augustine, Florida.

On July 15, 1985, a group of former Piper executives took over the Taylorcraft Corp. Taylorcraft has recently been moved from Alliance, Ohio, to Lock Haven, Pennsylvania, where 100,000 square feet of the former Piper Aircraft facility will house the revitalized manufacturing operation. Beginning mid-August, a run of 50 model F-21B's will be built followed by a run of 50 model F-22's, which is the new tri-gear version. The F-22 is in certification but was on display and is a very attractive and practical airplane at a price of approximately \$29,900 with standard equipment.

We had the thrill of observing several flights of the sometimes maligned Concorde. This aircraft has a maximum takeoff gross weight of 408,000 lbs. which is similar to the DC-10 series airplanes. It is a pure delta wing configuration with no leading edge devices or trailing edge flaps. C.G. is maintained by fuel transfer in flight. This 100 passenger craft uses approach speeds of 155-158 for typical landing weights of 230,000 to 260,000 lbs. This is 8-10 knots more than a DC-8.

On each flight, the crew did a touch and go plus two flybys at 300 feet AGL as a demonstration of operating flexibility. Each flyby was followed by a tear-drop turn around at 180-200 knots with the agility of a B-737, B-727 or DC-9. The noise level, with afterburner, during takeoff roll and initial climb was about the same as the old DC-8's and B-707's of the early 1960 years.

All of the above operation was from the Oshkosh/Wittman Field runway 18/36, elevation 805 feet. The O.A.T. was in the low 80's and the winds light and variable, and --- hear this --- the runway length is just 6700 feet! The Stapleton officials really flunked their homework in refusing Ports of Call on the proposed Concorde operations.

Brigadier General CHUCK YEAGER made a short but interesting and amusing talk about his P-51 days while based in England during WWII. He has the "right stuff" and has truly earned the status of American hero.

As a special highlight, we were within 10 feet of the 'hijacked' TWA #847 flight crew during a TV interview at the EAA press area. Captain JOHN TESTRAKE (EAA member for 20 years - flew his Navion to Oshkosh), F/O PHILIP MARESCO and S/O CHRISTIAN ZIMMERMAN upheld the highest tradition of airline crew conduct during their long and trying ordeal.

It was interesting to learn that they ran the on-board APU and an air conditioning unit plus AC generator for 17 consecutive days, shutting down only once for an hour while a TV interview was conducted on the ramp!

The crew took turns walking "laps" up and down the aisle of the B-727 for their daily exercise. They reported being well fed after the first few days and had hoped to

fly the airplane out of Beirut but various political complications prevented them from doing so.

Teledyne Continental Motors displayed two liquid cooled engines which are in the process of FAA certification. They have fuel injection, longer times to TBO and approximately 20% less fuel consumption than their conventional air-cooled cousins. The two engines are the liquid cooled version of the O-200 (IOL-200) which will be rated at 110 H.P. and the liquid cooled IOL-300 to be rated at 170 H.P. The old O-300 powered the Cessna 170, 172 series up through 1967.

The Porsche-powered Mooney was on display and is very sleek and looks even sharper than the magazine pictures. The Porsche engine features a single control for throttle, prop and mixture.

Lycoming is coming out with a two cylinder, flat opposed engine of 80 H.P. designed for 80 octane fuel and now undergoing certification.

The EAA Museum is truly the world's greatest. The 1920's replica airport is complete with vintage hangar, about a dozen vintage airplanes and 1800 foot grass strip.

Oshkosh is the place of aviation history, past and present!



COLORADO FLY-IN

By Barbara Fey

CPA Area Rep Glenn Cheney poses with Barbara Fey and her Bonanza.

Anyone for fishing - or just a neat place for a fly-in?

Recently I joined a group of anglers for the 3rd annual "Rendezvous at the Forks", held at the camp grounds at the confluence of the North Fork and Gunnison Rivers in Delta County. The trip was fantastic.

For starters, the flight was an hour and 20 minutes from Centennial to the Delta Airport (just north of Montrose). Glenn Cheney, one of our CPA Representatives and FBO owner, came out to greet me and help tie down my wonderful Bonanza 9520Q.

I radioed in a request from 10 miles out for a rental car. It arrived while I was taxiing in. It was a big old air conditioned Buick from Ugly Duckling Rent-a-Car, complete with radio and unlimited mileage, all for \$15.00 a day. It would have held 8 folks, let alone

my camping equipment and me!

The car rental agent gave me exact instructions down to the river, some 17 miles away. I had a terrific weekend: floating the Gunnison from the Chucker Trail access back to the camp ground on Saturday, fishing the banks in waders on Sunday, plus spending two nights of camaraderie with the Grand Valley Anglers and Trout Unlimited bunch - with help from Coors of Grand Junction! Booze - band - fishing - friendship!

Breezed back to the airport Monday morning where Glenn greeted me with "come back and bring your friends." I think it's a great idea. It's a beautiful part of the state with lots to see and do. There are orchards and antique stores, a golf course, gorgeous scenery in the canyon and on the mesa - and oh, yes - GREAT fishing!

REVIEW OF PROPOSED PART 61 REVISIONS

By Dennis Mewshaw, Colorado Aviation Planning

All pilots, especially those with current student or private licenses, and others interested in beginning flight training, should be aware of the changes proposed to FAR Part 61. This portion of the FAR's covers the training and certification requirements for all airmen.

The primary basis for the proposed rule change was submitted to the FAA by the National Association of Flight Instructors. It had been found that Part 61 imposed an unnecessary burden on a segment of the flying public. Proposed as solutions were the establishment of two new categories of pilot certification and the establishment through regulation of more guidance to flight instructors in the training of students.

The notice of proposed rulemaking (NPRM) was published in the "Federal Register" on June 25, 1985. Comments must be received by September 24, 1985. My office can provide the proper address for comments.

The major revision proposed by the rulemaking action is:

Establishment of a student recreational and a recreational pilot certification program.

This would allow for less expensive and more basic training designed to benefit the recreational airman. Specifically, no radio communications or instrument flying would be taught. The pilot trained as a recreational flyer would be limited to a basic aircraft (no more than 4 seats, 180 horsepower or less and non-retractable gear) in a simple operating environment. He would be limited geographically to a 50-mile radius from the departure airport

and he could not act as pilot-in-command of an aircraft engaged in any business.

As a further limitation, the recreational pilot will not fly between sunset and sunrise, with a visibility of less than 3 statute miles, at any airport with an operating control tower, nor at an altitude above 10,000' MSL or 2,000' AGC.

The recreational pilot will require only 28 flights to complete his required training as opposed to 34 flights for private pilot certification.

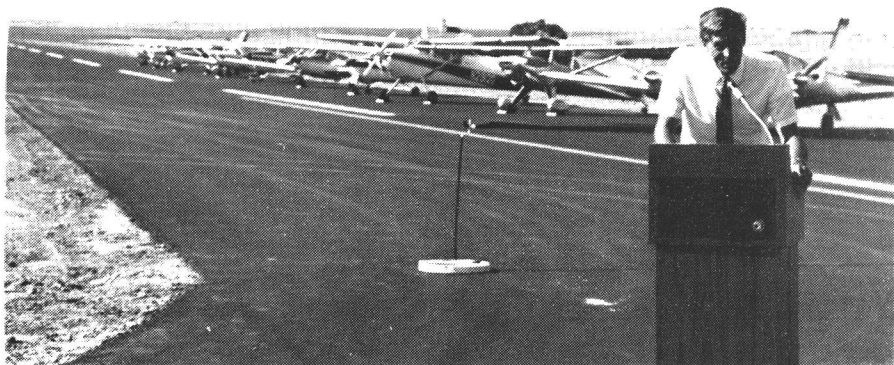
This leads into the other significant revision to Part 61: the introduction of the philosophy of "training and testing to a standard." The concept is to place emphasis on pilot proficiency as the key objective of pilot training. The student will be required to demonstrate a level of competency in certain specified flight maneuvers has been achieved.

In doing this the FAA has eliminated the flight hour requirement and replaced it with a required number of flights linked with specific maneuvers and procedures. The certification process will require a test in which the student pilot must perform all the required maneuvers and procedures indicated in the "Practical Test Standard."

The proposed rule would also add 1) the requirement of 2 hours of annual flight training; 2) an annual flight review for all pilots with less than 400 hours; and 3) a recent instruction requirement for pilots with less than 400 hours who have not flown as PIC in the previous 180 days.

A copy of the complete NPRM is available in my office and I will be happy to share it with any interested individuals.

FRONT RANGE AIRPORT ADVISORY



Front Range Airport Manager Neil Keddington officiates at ribbon-cutting ceremony for new N-S runway. Aircraft in background are symbolic of 12 aviation businesses which operate on the airport.

Neil Keddington, Manager of the new Front Range Reliever Airport, cautions on use of the new CROSSWIND RUNWAY 17/35.

While the new runway will be a blessing to all pilots operating from the airport, it will complicate traffic patterns, take-off and landing procedures, and ground taxing activities. Please keep the following policies and procedures in mind:

1. The Front Range Airport remains an "uncontrolled" airport, and with the flexibility of using cross runways the need to keep one's head "out of the cockpit" is paramount. Please use the UNICOM frequency to keep other aviators informed of your intentions.

2. The primary runway for the Front Range Airport is and will remain the 8,000 feet long Runway 08/26. Traffic using 17/35 must "give way" to 08/26 traffic.

3. All traffic patterns at the Airport will be flown at 6500 feet indicated (1,000 ft. AGL).

4. Runways 08/26 will be flown using standard left hand patterns. Runway 35 will use a left hand pattern. HOWEVER, Runway 17 will utilize a right hand traffic pattern.

5. All pilots on take-off from Runway 26 and all pilots on take-off from Runway 35 must use EXTREME CAUTION. Because of terrain features pilots on take-off from these two runways cannot see each other until reaching the approximate mid-point of each runway. Even UNICOM radio contact may be intermittent because of terrain features.

6. Go-arounds, missed approaches, and touch and goes using both East/West and North/South runways could lead to very serious collision potential. You MUST look around for other traffic.

7. Strong quartering winds from the southeast may cause one pilot to select Runway 08 while another prefers Runway 17. This could lead to head-on potential on extended downwind and base legs for Runway 08 and extended downwind and base legs for Runway 17.

Until the novelty of the new Runway 17/35 wears off everybody must be on the alert for the unexpected. Every pilot is going to want to "try out" Runway 17/35. During periods of heavy traffic, winds permitting, the airport employees providing traffic advisories over UNICOM may suggest use of one runway only. Please cooperate!

THE 99's! INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

By Barbara Hobson, former Colorado Chapter Chairman

The 99's, the international organization of women pilots, organized in 1929, with Amelia Earhart elected as first president. Ninety-nine aviatrixes answered the call to form an association to further women in aviation.

The purpose of the 99's is to engage in educational, charitable and scientific activities, and to provide a relationship among women pilots. Today, 99's are living and flying on every continent in the world. There are 19 sections, each operating under the guidance of the International Board of Directors. The sections are further divided into more than 190 chapters directed by chairmen.

Colorado Chapter meetings are held on the second Thursday of the month and are open to the public. A business meeting is held every fourth Monday. The Colorado Chapter was chartered in 1941 and presently counts 106 members.

Members conduct Flight Without Fear clinics, sponsor air races, aerospace education and safety programs. Other projects include airport beautification airmarkings, fly-ins and fund raising activity for scholarships.

Membership qualifications include being female and a licensed pilot. However, student pilots may join as a 66 (a 99 upside down). Men may also join, but they must marry one of us and then become a 49 1/2er.

In the Colorado membership you will find general aviation pilots (small airplanes). You also discover more than 20 women who are engaged in commercial aviation who

are flying (piloting) 737's, DC-10's, and DC-9's. A look through their backgrounds reveals helicopter pilots, balloon enthusiasts and glider pilots as well as fixed wing pilots. These are the women who enjoy the freedom of flight--all 106.

If you are a woman interested in aviation and would like to discover the joy of flight as well as meeting men and women sharing that same interest, the 99's offer a unique network of aviation minded women. The Colorado 99's meet the second Thursday of every month at Air Center One at Stapleton off Montview Blvd. You may drive or fly to the meetings. For more information contact ANITA HESSIN at 277-1212 or 238-0297.

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CENTENNIAL AIRPORT

●
(303) 790-7102

CASA MONTAÑA FLY-IN

Crestone, Colorado

October 5-6

LETTERS

This fly-in to Casa Montaña, formerly The Inn at Baca, will feature those things we love about this San Luis Valley destination: golf, tennis, swimming, plus a cocktail hour and group dinner on Saturday evening. Make your own reservations and identify yourself as a CPAer so as to get the group room rate of \$30.00. Call Vanita or Frank Gallo for information at 337-5864. Casa Montaña reservations may be made by calling 256-4214.



Please accept this note of commendation to the membership of Colorado Pilots Association.

I was very fortunate to be the guest of John and Fifi Shaw at the Jackpot Air Race. Such a memorable experience! It was my farthest trip West so far, and one I shall treasure always.

The CPA is to be commended for providing such opportunities to flying enthusiasts and Aero Clubs such as Lowry of which John is a member.

Vern and Kay Foster did a superb job of coordinating the race.

Thank you all for your hard work!

Ruby Fielder
Adel, Georgia

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