

# CPA FLIGHT LINES

Vol. 2, No. 10

November 1985



*CPA President Vern Foster pilots this Maule on recent fly-in to Pagosa Springs.  
Site is San Luis Valley looking west towards Wolf Creek Pass.*



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

# PRESIDENT'S MESSAGE

By Vern Foster

CPA FLIGHT LINES is a great asset of Colorado Pilots Association.

It was envisioned by Ken Monahan during the spring and summer of 1984 as a replacement for the newsletters of prior years.

Wayne Thetford volunteered to print FLIGHT LINES and his wife, Lisa, agreed to do the layout. The project was launched with Ken and Jan Monahan doing the editing. The magazine was an immediate success. Dave Burke donated a supply of paper and many people furnished the articles and pictures.

After the June 1985 issue, the editor's job passed on to Terry Barbo, with her husband, Walt, furnishing able assistance.

So I would like to tip my hat to the CPA FLIGHT LINES folks for devising and publishing this fine magazine.

Our thanks to the many members who returned 100 plus of the critique sheets which went out with membership renewal notices from October 1984 through August 1985. John Simmance has tabulated the results which will be used by the Master Planning Council in developing the 1986 schedule of activities. Thanks to all for responding. Your assistance is much appreciated.

A big "THANK YOU" to Peoples Bank and Trust, Aurora; The Aviator's Mart, Colorado Springs; SKY-Way Publications, Loveland; and Front Range Airport for donating prizes for our first annual state-wide CPA Convention. And to all those who attended the activities and helped make it a successful addition to our calendar.

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**\*Publication Notice\***

The CPA Flight Lines is published once each month. Articles for the CPA Flight Lines are sought from members and other persons or organizations. Stories and articles can include flying tips, rebuilding and restoration experiences, special trips, activities, etc.

All articles should be sent to:

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# NEWS BRIEFS

## MEADOW LAKE by Cliff Clemens

There is a new bulding under construction at Meadow Lake. Located on the west side of 15/33, it houses Mountain Aviation, an FBO, and Space Center Aviation, an aircraft sales and pilot service office, and there is a family style restaurant under construction on the second floor.

Mountain Aviation, headed by Jean Heck, has 100LL at \$1.69 and auto regular at \$1.35. They also offer flight instruction and aircraft rental with a Cessna 150, a 152, and a 172 for hire. Phone number is 683-3306.

Johnnie Pinell of Colorado Springs owns and operates Space Center Aviation, phone numbers 632-4705, 635-5098, or 683-3142.

Militair, Inc. is located on the east side of the runway. It is owned by Al and Marge Potanko, and offers aviation maintenance and salvage services, as well as 100LL and unleaded auto fuel. They also have an aircraft rental fleet which includes a beautiful Champion BCM.

Militair operates the field unicom on 123.0. They provide a complete airport advisory. Phone number is 683-2566.

American Aviation, located on the northeastern part of the airport, is the dealer/distributor for Squadron Aviation's World War I scale ultralights. They offer a Spad XIII, a Fokker D-VII, and a British SE5a.

Dee Jolly's red and white Fokker won the Most Innovative Ultralight award at the Rocky Mountain Regional Fly-In at Greeley on September 7 and 8. Dee is the Vice President of American Aviation, and along with Rudy Welch, the President, is a certified ultralight instructor.

American also offers maintenance, flight instruction, and 100LL at \$1.69 per gallon. Phone number is 683-2547.

One of the "Airport Personalities" at Meadow Lake is Dick Rowley. Dick, a retired Air Force Sergeant, is a former president of the Meadow Lake Glider Club. He is an ultralight dealer and instructor. The owner/manager of Mitchell Wings of Colorado, he also serves as the Vice President of Mitchell Wings, Inc., and is the Director of Research and Development for that company.

Dick is a licensed sailplane and airplane pilot and holds two World and three United States records for altitude and distance in ultralights. Since learning to fly in 1980, Dick says he has logged about 1,000 hours and has about 350 hours in ultralights. His experience in sailplanes and ultralights enabled him to solo in an airplane after only eight takeoffs and landings.

# GLIMPSES OF A CONVENTION

by Frank Gallo

The weekend of October 18-19 at the Heritage Hotel in south Denver found a good many CPAers gathered for the first annual state-wide convention our state pilot association has ever had.

The whirlwind of events left a few fleeting impressions for those of us who were there -- such as Friday night arrival Lucile Bledsoe, coming through the door of the hotel's lobby, suitcase and Jeppesen briefcase in hand, and coat, purse, and other paraphernalia precariously underarm -- Jean Tucker stopping on her way to the Trail Dust, looking for the registration table, while Vern and Kay Foster were on hand just in case someone needed a ride to the restaurant.

Margaritas, medium rare steaks, and ranch beans at the Trail Dust -- the loud clang of bells as a team of waitresses headed for Walt Barbo to cut off his tie -- Ralph and Jeanne Bacheldor looking western and enjoying the company.

Dennis Mewshaw at the registration table Saturday morning, busy as CPAers arrived -- coffee and doughnuts shared by the board of directors and area reps during the business meeting -- stalwarts John and Fifi Shaw looking in and saying "Hi" to the group.

CPAers murmuring questions to each other as Walt Barbo flashed 35mm slides on the screen during the "Airport Trivial Pursuit" contest -- Neil and Bonnie Keddington smugly identifying Front Range Airport from a rather original and heretofore unknown vantage point -- AOPA Southwest Region Representative and non-Coloradan Hank Newman wondering why he was in the trivia contest, not realizing he was destined to receive the booby prize for his efforts --

other trivia winners Dennis Mewshaw, Bill Cheuvront, and Babette Andre unwrapping their prizes.

Ballot counting during the general membership meeting by area reps gathered around a table -- those seen were Glenn Channell of Loveland, Merle Entz of Salida, Jim Hogan of Canon City, and Lee Porter from Pueblo, all ably assisted by Poker Fly-In Chairman Hal Geyer. George McCrillis, called upon for a report on an exciting GA economic impact study that is in the works, and John Simmance summarizing the member survey recently taken.

Chicken crepes, cash bar, round tables elegantly set, excellent service in a cheery room setting the mood for lunch -- glancing around the room seeing veteran CPAers such as Helen and Paul Pustmuller, Peter Luce, Hal Gamble and Vivian, and newer members such as Fran and Les Van Hagel -- guest speaker John Baker, President of AOPA, with an impressive background, not to mention 15,000 hours of flying time growing at 400 hours per year -- the AOPA President's message sobering, raising little optimism for the future of GA with the recent history of falling GA aircraft production, 25 year old technology, and mounting product liability costs.

The announcement of the election results at the luncheon, with President Vern Foster and Treasurer Don VanderPloeg reelected, and Liz Wheeler and Bill Totten as new VP and Secretary, respectively -- Liz Patterson and convention chairman Vanita Gallo concluding the luncheon with a drawing of door prizes, and John Baker then quickly off to Centennial Airport, hitching a ride with Don and Renee Welsh.

An afternoon FSS update by Ewell Forbus catching the interest of the conventioners, followed by many CPAers dashing home so as to be back in time for the 6:00 p.m.

cocktail hour -- Homer and Joyce Lyle and Larry and Judy Merkwitz among the first to arrive for the evening -- Evan Slack helping speaker Virgil Vaughn of Combs-Gates adjust the projector's focus -- another gourmet meal served by the hotel followed by a Harry Combs' film that revealed most of us know very little of the Wright

Brothers' heroics -- followed by yet more door prizes -- some CPAers slipping home, while others such as Liz and Fred Wheeler and Bob and Carolyn Doubek moving to the cocktail lounge for some western swing.

All in all, our glimpses of the convention showed a delightful blend of information, education, and camaraderie.

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## ARSA PROPOSALS RELEASED

by Dennis Mewshaw

The Federal Aviation Administration has issued a notice of proposed rulemaking to establish Airport Radar Service Areas (ARSA) at 30 locations across the country. Establishment of each ARSA will require pilots to maintain two-way radio contact with ATC while in the ARSA.

Airports in the western U.S. covered by this proposal include Oakland and Sacramento, California; Albuquerque; Salt Lake City; and Phoenix and Tucson, Arizona.

Much has been written to various publications about this new FAA air traffic control concept. For those interested in the cost-benefit analysis and establishment justification as seen by the FAA, copies of the proposed rule may be obtained from my office: Colorado Aviation Planning at 866-3004.

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## PROGRAM

KEN HOFFMAN, long-time general aviation pilot from Denver, will present a winter flying refresher for CPAers on November 21 at the Heritage Hotel at 7:30 p.m. The title of Ken's presentation is "A Profile of Winter Flying -- Preparing the Pilot and Plane."

Formerly the Chief Pilot for Combs-Gates Inc., Ken is now president and chief operating officer of Flight Management, Inc., a company that manages the maintenance and crewing of corporate aircraft. His aeronautical qualifications include ATP, type ratings in the F-27, Lear Jet, G-1 and G-2, Jet Commander, Hawker-Siddely, and Citation. Also qualified in helicopters, he has over 12,000 flying hours.

Ken is a CFII in both fixed wings

and helicopter, and also wrote the AOPA mountain flying course and has contributed aviation articles to Pro Pilot and other magazines.



**November 21  
Meeting**

**Heritage Hotel,  
I-25 & Bellevue Ave.  
"A Profile of Winter  
Flying-Preparing the  
Pilot and Plane"  
Ken Hoffman**





## 4 + 206 = SE AK

by Jeanne and Ralph Bachelord

A new Einstein formula, you're thinking? Simpler than that and a lot more fun. We joined Boise friends in Seattle on August 19 this year to fly Southeast Alaska in a Cessna 206. Our Bonanza 9309Q is flighty but not mighty where weight is concerned, so it stayed hangared at Jeffco.

We started out from Seattle for an easy 2 hours 13 minute flight to Port Hardy at the northern tip of Vancouver Island where we stopped for lunch and topped our tanks. Yes, keep your tanks full all the time. Rearranged our gear with inflatable boat, filled water jug, and life jackets on top of everything.

The second leg of our trip was another 2 hours 35 minutes. Flying at 6500' over the Inland Passage area the scenery was breathtaking with the rugged British Columbia Coast Mountains on the right, limitless forests and more water on the left, and NO roads anywhere. (After a while, you feel naked without floats!). Landed at Ketchikan with an hour's grace due to time change, then had a five minute ferry trip to town. Rooms are not

plentiful in Southeast Alaska. Threatening to bunk on the floor of her bar encouraged one particular manager to locate beds for us. She finally found a room for all four of us to share for the night.

Everything is larger than life in Southeast Alaska except the towns which makes them easily explored in a few hours, or a day at the very most. They all hug a coastline and are surrounded by mountains so they tend to sprawl and wander wherever there was (and is) a bit of flat land for building.

Day 2 found us seeking Sitka in rapidly deteriorating weather which resulted in our being 100 feet over the water and attempting to poke through various canyons. Finally had to skirt end-around and there it was one hour and 30 mins. later. The former Russian capitol in Alaska, Sitka is a lovely, clean and friendly city of 7,000 hardy souls.

Day 3 found us socked in which gave us an opportunity to explore Sitka in the rain. Don't rent a car here -- there are only 14 miles of road. We got quick and friendly transportation to town. ALL of

Southeast has only 58 miles of paved roads!

Day 4 did not dawn sunny but definitely improving; we proceeded on to Juneau, the State Capitol. Upon arrival we had enough clearance between the clouds and the ice to fly over the Mendenhall Glacier

which inches its way back and forth at the outskirts of the city. We rented a car as the city is very spread out and well worth seeing.

Day 5 we were up at dawn to fly to Gustavus which has a paved strip but no fuel. It is the only place



Mendenhall Glacier, Juneau



Flying over Glacier Bay National Park, Southeast Alaska



A startling view of the glacier, Glacier Bay National Park

to land in order to take a boat tour up Glacier Bay. Accommodations include Gustavus Inn and Glacier Bay Lodge. Both require reservations.

We made our reservations in Juneau for the 8-hour boat trip. This is a must trip. Orca (killer) and the rare Humpback whales, orange beaked Puffins which dive as deep as 100 feet, bald eagles and hundreds of Harbor Seals lazing on icebergs kept us alert and looking every minute. The captain cut his engines at the snout of Muir Glacier and we listened to it cracking and groaning under the weight of tons of snow and ice. It was awesome!

Even though we could not obtain reservations, we flew on to Haines. No taxi service available. We thumbed a ride four miles into town with some local commuter flight boys.

Day 6 dawned with a brilliant blue sky. We flew north, then west

and south over the ice fields of Glacier Bay National Park and Reserve. Mt. Faithweather juts 15,000 plus feet, with several others not far behind. We had magnificent scenery from every window. This area is also a must -- even if you have to wait for good weather. The expanse of the icefields is unbelievable. We finally tore ourselves away and continued south to Petersburg. We walked a mile into this quaint town referred to as "Little Norway" where we had an excellent fresh fish lunch. Salmon fixed a variety of ways is available everywhere and was always our first choice when ordering a meal.

We continued on to Prince Rupert. The airport is on an island. Being late in the afternoon no further transportation was available except a charter boat at \$70,00, so we were airborne again, headed for Campbell River where we concluded our Southeast Alaska journey. We

did some salmon fishing and began planning our Alaska Part 2 trip for 1986.

Overall we were lucky to have only one day of rain and no one could tell us when was the "best" time of year to visit. Parts of the area get as much as 100" of rain annually, usually in the winter, but it can come any time. Do have good charts and a Loran is a godsend, even with two pilots. As noted, motel rooms are scarce and more expensive the farther north you go. For instance, \$90.00 for a

room at a Motel 8 in Juneau. At no airport did anyone greet us or ask if we needed fuel or servicing. There's a general feeling of indifference, or perhaps its just that such "bigness" breeds independence. But the scenery is worth it all. Put Southeast Alaska in your flight plans soon.

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## AVIATOR'S MART

by Stephen Blucher

Someone once said, "What this country needs is a good five-cent cigar." To paraphrase, what this country needs is a store that caters to pilots and is not halfway across the country.

In touring the nation for a year, Pat and Patsy James noted a lack of major supply outlets in the Colorado Springs area and decided to open a pilots' "toy store."

The Aviator's Mart, at 949 Powers Boulevard, a few blocks north-west of Colorado Springs municipal airport, sprang from a need as Pat and Patsy saw it and has tripled its showroom size since opening. Both owners are strong believers in general aviation and are willing to do whatever possible to ensure the growth and survival of the industry. To punctuate his feelings, Pat recently accepted the area co-representative position for CPA. Patsy also has become involved as chairman of the membership committee for the 99s. Pat has logged 7,000 plus hours in military and civilian flying and served two tours in Vietnam.

Aviator's Mart stocks all sectional, IFR and WAC charts as well

as charts for Canada and Mexico. Available are many instructional manuals including a complete Operators Manual for the Space Shuttle. Books include those of Richard Bach and Ernest Gann and cartoons by Bob Stevens.

Artworks of Rich Broome and Rob Coffman also are on display. A special effects room was built to show Broome's "starlight" paintings. Under black light, the paintings change from day to night and "come alive." Lightningbolts appear and aircraft, city and runway lights are depicted. Coffman's art is done with pencil or felt-tip markers which appear like fine water color renditions.

The Aviator's Mart is a place for pilots and aviation buffs to go for hangar flying, air talk, or other aviation information. Future plans include safety, sport and informative seminars. A large bulletin board is provided for all at no cost for announcing meetings, hopping rides, or whatever.

Everyone is invited to visit the "toy store" when in Colorado Springs. Pat and Patsy would like to meet you.

# COLORADO AVIATION HISTORICAL SOCIETY

by Dody Engel, CAHS Secretary

In the early 1960s, a recurring notion began to visit more than one member of the aviation community of Colorado.

In a short fifty years, aviation, that elusive dream of the turn of the century, had come of age. And Denver, the mile high city where "the airplane could never fly," was seeing a dozen flights a day of jet aircraft taking off from Stapleton Airport.

The pioneers of Colorado's aviation birth and growth had, for the most part, lived to see the state enter the Jet Age. But they were growing older now, and greater numbers of them were Flying West each year. A wealth of records and aviation artifacts that would stand as testimony to the hard work, hardships, heartbreak, risk and rewards that brought Colorado aviation from its infancy into the modern era of flight, were now being stored by widows and relatives in barns and basements, attics and garages.

These wonderful documents needed to be brought out into the light. An already sophisticated traveling public needed to become acquainted with the people who had provided the spade work for such a luxury as jet air travel which was now being enjoyed by so many.

Among those to be hounded by that nagging little voice inside the head, insisting that this valuable data must be preserved and recorded, and that these pioneers of aviation should be recognized and remembered in some substantial way, were Ken Moe, Chief Pilot for Mountain Bell and active member of the Antique Airplane Association, and several of his associates within the club, including Capt. Rollie Graves of Continental Airlines, and George Welch of Ball Bros.

10

Quite apart from this group was another man hearing the little voice. He was Ed Mack Miller, a flight instructor for United Air Lines and an already prolific and well respected aviation writer. Ed's first airplane ride had been in an Alexander Eaglerock. His own uncle, Justin McInaney, had been instrumental in initiating the manufacture of that aircraft which had been produced in quantity in Denver in the late '20s.

Miller's interest in aviation history was keen and personal. Those who came to know Ed Mack Miller soon learned that he was not a man to merely talk about a good idea; he started to work right away. The organization of a historical society and aviation museum had been his dream for sometime now.

In a fortunate conversation in the early 1960s between Ed Miller and the aforementioned group of 'antiquers,' the subject of aviation history and its preservation came up.

The Colorado Aviation Historical Society Museum and Hall of Fame constitution and bylaws were conceived; they were committed to paper, and the Seal was set May 1, 1966.

The purpose of CAHS was to 1) preserve Colorado aviation history; 2) to build an aviation museum to benefit and educate the public and future generations; and 3) to institute a Colorado Aviation Hall of Fame where persons who had made great contributions to the development of aviation in the state might be properly recognized and remembered.

The Society would be governed by a board of directors, all work would be done by volunteers, and membership in the Society would be open to anyone interested in contributing to the efforts and purpose of the Society.

On May 10, 1967, CAHS became an active reality with a kickoff

luncheon, organized by Dody Engel and Ed Mack Miller and hosted by Mr. Hal Davis of KHOW Radio. This gathering took place in the radio station dining room located in the Petroleum Club Building in downtown Denver. It was attended by representatives from several airline companies, private aviation and city officials, including William R. McNichols, then Manager of Public Works; Mr. Don Martin, Director of Aviation; and Mr. Ben Bezoff, Director of Information at Stapleton.

From this point on, activity became brisk. Space was allotted in the terminal building at Stapleton alongside where the "Jenny" was already displayed. (The "Jenny" had been restored and placed on display by members of the Antique Airplane Assn. as their initial contribution to a historical preservation effort.) Having no funds, members of the Society then began to build displays themselves, learning the techniques from anyone who would take the time to teach them.

It was during this same time that the Society elected its first officers and opened up membership. By late 1968 there were more than 50 charter members who had paid their dues of \$5.00 per year.

In early 1969 it was determined that sufficient persons had been nominated to the Hall of Fame, so that it was realistic to consider the first annual Hall of Fame awards banquet. The date selected for the banquet was November 11. Ten men were then chosen to be honored in the first Hall of Fame, all of whom had been active in aviation prior to the close of World War I. Of these ten, five were still living and they would attend the ceremonies to receive their own honors.

This first banquet was held at the Brown Palace Hotel, the featured speaker was aviation author Ernest K. Gann, and 483

persons attended. President of the Society at this time was David J. Scherer of Denver. With the exception of one year, the Hall of Fame Banquet has been held annually since 1969.

The Museum has not fared so well. Little by little, historical displays were displaced at the airport as space was needed for commercial uses by the city. The "Jenny" still hangs in the terminal as the only remaining visible evidence of the hard work of the Society in the late 60s and early 70s. All other materials have been condemned to storage.

CAHS still searches for a permanent site, where a museum may be established, where the Hall of Fame may be physically erected and where historical displays may be built as well as presented for viewing. Colorado needs an aviation center. All aviation groups and clubs, as well as the Historical Society, could benefit from a common activity and history center where meetings could be held, research could be conducted, and where both aircraft and displays could be worked on. When funds and a good plan come together, this will happen.

The next major event of the CAHS will be the 1985 Hall of Fame awards ceremonies. The banquet will be held Sunday, December 1 at the U.S. Air Force Academy Officers Club. Seven individuals are to be inducted into the Colorado Aviation Hall of Fame. In addition, CAHS will grant one Special Recognition to an individual selected for his achievements. The Society welcomes attendance by the public. Information is available by calling me at 755-9241.

The current president of the Colorado Aviation Historical Society is William D. Madsen of Colorado Springs.

# COLORADO AVIATION CALENDAR

NOV. 14  
COLORADO 99s MONTHLY MEETING, Frontier Hangar, 8250 Smith Road, 7:30 p.m. Centennial Airport Tower Manager Noel Keane will be guest speaker. Public invited. Info: Anita Hessin 277-1212.

NOV. 16  
CPA MASTER PLANNING COUNCIL Meeting. Officers, Committees, and interested members will meet to schedule and plan activities for 1986. Centennial FSS at 1:00 p.m. Info: Vern Foster 751-9421.

NOV. 21  
CPA MONTHLY MEETING, Heritage Hotel (I-25 & Bellevue Ave.), 7:30 p.m. "A Profile of Winter Flying -- Preparing the Pilot and Plane" by Ken Hoffman. Public invited. Info: Frank Gallo 337-5864.

DEC. 1  
COLORADO AVIATION HISTORICAL SOCIETY HALL OF FAME BANQUET AND AWARDS CEREMONY, Air Force Academy Officers Club. Info: Dody Engle 755-9241.

DEC. 7  
COLORADO 99s CHRISTMAS PARTY, Nancy Aldrich's place, 6:00 p.m. more or less, members and guests. Info: Linda Horn 278-4435.

DEC. 12  
CPA CHRISTMAS DINNER, Ramada Renaissance (I-225 & Parker Rd.). Social hour 6:00 p.m.; dinner 7:00 p.m. Info: Liz Wheeler 770-0155 or Terry Barbo 367-0670.

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## LETTERS TO THE EDITOR

Editor:

I am compelled to respond to some "Aviation Law Insights" written by a J. Scott Hamilton in the May 1985 CPA FLIGHT LINES.

I am an Air Traffic Control Supervisor at the Centennial Tower and am disturbed by Mr. Hamilton's advice to "tie down the airplane and disappear as rapidly as possible" after acknowledging a tower request to visit or call on the telephone. Does this really enhance the mutual respect we all should share for one another's abilities? I certainly hope he doesn't speak for all of CPA.

We have asked many pilots at all levels of proficiency to call the tower so that together we can mutually discuss a point of operation that we feel may need clarification. This eliminates any possible bickering over the frequency, which can be embarrassing

to both pilot and controller. Our intent is to make it a learning process, thereby creating a safer and more enjoyable activity for all. We feel that this manner is appreciated rather than having to take formal action for possible FAR violations. It is a rare instance that any conflict can't be resolved by means of the telephone. We have shared and learned.

Mr. Hamilton in the same issue boasts "I'm going to be busy taking evasive action so those folks won't get our (aircraft) numbers" in his ORIENTATION article about his personal flying experiences. With attitudes like his, I can only hope that the rank and file reader/pilot questions the validity of Mr. Hamilton's "insights" and selects a more cooperative method of working with the FAA.

Let's join forces, Mr. Hamilton.

Paul C. Andes  
Littleton, CO

## HEARD ALONG THE FLIGHTLINE

PORTS OF CALL President Larry Turrill described his return trip of September 13 from London on the Concorde, "It was 3 hours to New York, another 3 hours to Colorado Springs, and 3 hours more to Denver (via ground transportation)." On the New York leg, outside skin temperature was 1240 degrees F in -60 degree air at 60,000 feet. He said cabin temperatures were comfortable but was surprised to find that the small insulated cabin windows were warm to the touch.

\*  
UNITED STATES PILOTS ASSOC. announced the affiliation of Kansas Pilots Assn. as the eleventh state pilots group to join U.S.P.A. The organization now has over 4,500 members representing the states of Colorado, Arkansas, Georgia, Kansas, Illinois, Missouri, New Mexico, North Dakota, Ohio, Oklahoma, and Texas.

\*  
HEAR a lot of talk about the recession in general aviation activity. Wonder if this may have influenced Hal Gamble's decision to combine his aviation insurance business with Dodd Insurance Services of Englewood.

NEIL KEDDINGTON, Airport Manager of Front Range Airport, advises that his NDB is operating on 321 KHz with call letters FTG. That removes our excuse of not being able to find his airport. Now if he would only come up with an approach aid. According to Neil -- that is his top priority.

\*  
AOPA President John Baker in his presentation to the CPA Convention pointed to at least one bright spot in general aviation activity. Used aircraft are selling at the rate of 55,000 to 60,000 units per year. GAMA indicates production of new aircraft at less than 2,000 units per year (which is less than the rate at which aircraft are lost through accidents.)

\*  
FLIGHT SERVICE STATIONS at Akron and La Junta will be closed early next year, according to FAA spokesman Ewell Forbus in a presentation at CPA's convention. The planned action is part of the agency's Automated FSS Program. The future of FSS's at Trinidad and Eagle is uncertain. Wouldn't bet, however, on closure of Eagle.



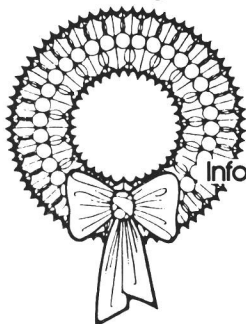
## CPA CHRISTMAS DINNER

Thursday, December 12

Ramada Renaissance, I-225 & Parker Road  
Cocktails: 6:00 p.m. - Dinner: 7:00 p.m.

WATCH FOR SPECIAL FLYER

Info: LIZ WHEELER 770-O155 or TERRY BARBO 367-O670



# STATE AVIATION HAPPENINGS: AIRWAYS AND AVIATION WEATHER FACILITIES PLAN

by Dennis Mewshaw, Colorado Aviation Planning

A large portion of our FAA-funded continuing planning program at the state this year will be the development of an airway facilities (NAVAIDS) and aviation weather facilities systems plan as a complement to our airport facilities development plan produced in 1983.

The analysis leading up to the publication of a state NAVAID/Weather plan will be conducted by the state's staff and an outside consulting organization. We have targeted for study the need for instrument approach procedures, new terminal nav aids, to accompany these procedures, and refinement to the aviation weather collection/dissemination network.

The results we are looking for will provide guidance for the state's role in supporting the federal facility development program and enhancing aviation operations.

Throughout the 12 month course of this project, we will be requesting support from the aviation community. Primarily, this will be accomplished by means of a technical advisory committee, including representatives of CPA, FAA, Colorado Airport Operators, and the state climatologist's office.

The first stage of any study is an inventory of existing conditions. For this we would request the help of all CPAers. I am interested in hearing from you if you know of particular gaps in either the system of airports with instrument procedures or in the weather information network. Now, obviously not every airport can

have a published approach, nor can every mountain pass have weather data collection. But if there are significant problems facing airmen in Colorado, we need to know at the outset.

Additionally, I am interested in the identification of the primary routes used by low-altitude VFR pilots in crossing the rocks. We hope our study will particularly address the navigation and weather requirements along these corridors.

Please contact me personally or write to my office at: 1313 Sherman St., #520, Denver, CO 80203.



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## WELCOME to New Members—

Neil Olson, Colorado Springs  
Liz Patterson, Arvada  
Robert E. Sneed, Denver  
Eugene K. Soppeland, Boulder

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MEMBER FDIC

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