

CPA FLIGHT LINES

Vol. 3, No. 4

May 1986



CPA Secretary Bill Totten's creampuff C-172.
Photo looks east from Colorado Springs.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

by Vern Foster

ON LANDINGS --- or how to make life easier enroute to the touch-down! In Colorado during the coming months, you will have several opportunities to see the new three-part FAA training presentation entitled, "ON LANDINGS." The FAA's tireless accident prevention specialist, Mick Wilson, presents this informative and timely series at various fly-ins, Wings/Density Altitude clinics, CPA and 99's activities, etc. The approach and landing phases of flight account for more accidents than any other phases of flight. The "ON LANDINGS" series is a refreshing up-to-the-minute professional level program. Included is a touch of airline type operational discipline along with an approach/landing plan

that is the blueprint of true piloting professionalism for day, night or IFR operations.

A common misconception is that a "private pilot" flying a general aviation single-engine or light twin really doesn't need to be concerned with operational discipline or piloting skill beyond the minimum required to "get by" a biennial flight review. Not so!

All conventional airplanes fly alike --- differing only in size, speed, operating limitations and operating capabilities. Large airplanes don't know they are large and small airplanes don't know they are small! This all brings me to the punch line, which is a single question --- Would you like to be riding as a passenger in a B-727 or B-747 if the crew did the approaches and landings with the planning and skill that your average approaches and landings exhibit? If your answer is other than an unqualified "yes" --- you will appreciate "ON LANDINGS."

Watch the CPA FLIGHT LINES calendar of events for "ON LANDINGS," which is the best approach and landing training I have encountered in my long experience in pilot training. "ON LANDINGS" is the good stuff of the "Pros" and entertaining as well -- DON'T MISS IT!



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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:

CPA FLIGHT LINES editor

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Material for publication will be accepted up to the deadline date which appears in Flight Lines. Flight Lines staff reserves the right to accept, refuse, or edit any material submitted. Publication of articles and opinions in the CPA Flight Lines is not an endorsement by the Association, nor does the Association assume responsibility for the accuracy of the information contained in the Flight Lines. Permission is granted to reprint, provided credit is given to CPA Flight Lines.

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**Copy Deadline for
FLIGHT LINES
20th of the month**

if timely in nature; other
Material for publication welcome anytime.

EASTER FOOD LIFT



Metro Aerospace Sciences student Steve Franklin delivers food lift cargo to Burlington Airport Manager Larry Mack.

Needy families in Burlington, Pueblo, Sterling and La Junta were beneficiaries on March 25 of the First Annual Easter Food Lift by the School of Aerospace Science at Metro State College. Food was collected, thanks to the efforts of student-organized scavenger drives . . . and the kindness of a number of local supermarkets. About 65 lbs. of food was airlifted to each of the towns and then distributed to families by local organizations. Aircraft were donated by P.C. Flyers and Wings of Denver Flying Clubs, faculty members and friends of Aerospace Science at Metro. TV coverage by Channel 4 and 9 News was a plus for general aviation.

WELCOME To New Members

Carl E. Bratfisch, Colorado Springs
Don Bymaster, Colorado Springs
James D. and Helen S. Dykes, Colorado Springs
Mike Hance, Englewood
Dieter Hantschel, Parker
Robert H. Harris, Golden
Robert W. Masterson, Denver
Robert W. Noffsinger, Jr.
Family, Greeley
Lyle Muir, Hudson
Virginia A. Wright, Simla

1986 MILE HIGH AIR DERBY COURSE TO CHALLENGE

The Derby is sponsored by the Colorado Chapter of the 99s and is an air speed race open to all female and male pilots. The entry fee of \$50.00 covers both pilot and co-pilot.

The Derby is scheduled for September 12, 13 and 14. The starting point will be the Front Range Airport east of Denver at Watkins.

After departing Front Range, the racers will make a fly-by at the Flagler Airport, then to New Mexico for a mandatory stop at the Raton Municipal-Crews Airport; from Raton on to a fly-by over the Las Vegas Airport, finishing with a fly-by and full stop at the terminus, the Sante Fe Airport.

The new race course has been designed to offer new challenges

to the experienced racer and a unique learning opportunity to first time racers. The course will demand careful and thoughtful navigation.

The entrants will be limited to the use of stock model aircraft between 140 and 570 total horsepower, with scoring based on times and aircraft handicapping.

While there will be the choice cash prizes, \$1000 for first place, \$500 for second, and \$200 for third, and trophies, many other excellent product prizes will be given. The Derby will be limited to fifty entries.

The \$3.00 Race Kit of Rules, Entry Forms, and race material is available from MILE HIGH AIR DERBY, 14437 W. 32nd Ave., Golden, CO. 80401-1475. Entry deadline is August 1, 1986.

CPA MOURNS LOSS

by Liz Wheeler

Members of CPA were saddened to hear of the death of Larry Long, Training Officer at Denver Air Route Traffic Control Center (ARTCC) in Longmont. Larry led the tour sponsored by CPA on March 22. Seventy five members enjoyed the pre-tour briefing and question/answer period. We were impressed with the knowledge and ease of presentation by Larry and know he will be missed by the Center as a valuable asset to the training program.

The tour included time to observe controllers and an opportunity to become aware of the intensity with which they must deal with air traffic. Those in attendance agreed they would like to visit the Center again to get an even closer look with an individual controller.

Our thanks to Frank Shelton for arranging the tour and helping facilitate the tour with the large attendance.

LOSS OF A FRIEND

CPA member LOUISE BEIN, wife of Tom, passed away following an extended illness on April 18 at Drake, Colorado. CPA extends its most sincere condolences to Tom and his family on their loss.

FAA DETERMINES 1884 Ft. AGL RADIO TOWER NEAR PUEBLO WOULD BE NO HAZARD TO AIR NAVIGATION

This is the substance of an FAA determination issued on February 27, 1986. It would permit the 1854 ft. high tower at a location approximately 14 nm on the 360 radial out of Pueblo. Following is the FAA summary of its finding and the CPA appeal.

FAA SUMMARY OF DETERMINATION:

VFR Impact - The tower would be located beyond any airport traffic pattern areas. It would be located beyond any known VFR routes. Therefore, it would not have any substantial adverse impact on VFR operations.

IFR Impact - Our analysis is that the transition altitude adjustments of Pueblo Standard Instrument Approach Procedures will not adversely affect IFR operations at the airport as these impacts do not affect any minimum descent altitudes. Also, only a portion of the 10 DME arcs on the ILS rwy 26R and VOR Rwy 26R(TAC) approaches will be affected since a step-down fix would be established on the Pueblo R-015.

The increase in the Pueblo MVA will not have substantial adverse impact since the structure is located 14 NM from the airport thus allowing sufficient time for descents into Pueblo. Also, the entire 7,000' MVA area will not be increased but only a 3-mile circle around the structure. As a result, radar vectors can easily provide routes to the airport or associated approach segments, which are well removed from the 3-mile circle. The increase in the Colorado Springs MVA will have no impact.

Based on the above findings, it is determined that the proposed structure will not have a substantial adverse impact on the

utilization of airspace by aircraft and, therefore, will not be a hazard to air navigation.

CPA PETITION TO FAA

This letter is our petition for review of your Determination of No Hazard to Air Navigation, study No. 85-ANM-0476-DE, dated February 27, 1986.

The determination would approve location of a radio tower 6,949 feet above MSL, 1854 feet above ground.

As part of your summary, you state that the tower would be located beyond any known VFR routes. Therefore, it would not have any substantial adverse impact on VFR operations.

This is not true. The determination fails to recognize the existence of a very active VFR corridor along the general alignment of V19-83. This is traffic generated by flight between Pueblo and airports to the north. Military and air carrier activity at Colorado Springs has the effect of pushing this traffic easterly of the Colorado Springs traffic area and concentrating it into a flight corridor which would be penetrated by the proposed tower. The resulting derogation to safety of flight simply cannot be ignored.²

We also question your determination that IFR operations would not be substantially impacted. This may be true under today's low activity operational environment. But it fails to recognize increased activity of future operational environments. Also, raised MVA's at Pueblo and Colorado Springs, an impact of the proposed tower, would not be in the interest of any segment of aviation. We also question that it would be in the interest of air traffic control.

In consideration of the above, we respectfully petition that the determination be reopened.

COLORADO PILOTS ASSOCIATION

HEARD ALONG THE FLIGHTLINE

The price of aviation fuel is dropping ... at least at Weld County Airport. This according to CPA member FRED JAEGER, Airport Manager at Weld County. Fred advises airport price on 100LL is \$1.46/gal, Mogas is 91 cents/gal, and jet fuel is \$1.64/gal. This must be one of the best buys in the nation.

*

BABETTE ANDRE hopes to have a State Aeronautical Chart published by fall as one of her Wings West publications ventures. Historians of Colorado aviation will recall that the state published such a map in 1969 which was followed by a Colorado Pilots Association Map in 1976.

*

In a related matter, State Aviation Planner DENNIS MEWSHAW continues to have problems getting his State Airport Directory into print. Final proofs were ready last fall. Problem has been lack of funding for printing. Some compromises to quality have been made to permit a printing within the token amount of funds raised. It now appears that the publication will be completed and ready for distribution by the end of May.

*

SCOTT HAMILTON informs us that CPA charter member MIKE MOHR was recently elected city councilman and mayor protem of Louisville, Colorado. Congratulations, Mike. Nice to have members in high places.

*

CPA President VERN FOSTER took a week off in late April to

acquire a seaplane rating in of all places ... Oklahoma! Something about a need to fulfill a childhood fantasy.

*

Legislation for a State Aeronautics Office cleared the House of Representatives in a floor action on April 18. It was subsequently referred to three Senate committees for further action. Any changes by the Senate will require action by a joint committee of the House and Senate. Then further approval by each of the floors. All this before an anticipated adjournment date in mid May. Chances of successful clearance are probably 50-50.

*

THE FLYING NUN was in attendance again this year at the Aviation Safety Symposium held annually at Metro State College. For the curious, she is SISTER JOYCE EVANS, holds a private pilot's certificate, and flies C172s out of the Rainbow Flying Club at Jeffco.

*

The BACK TO BASICS aviation safety program featured at the Symposium is part of a 3-year FAA program in accident prevention. It is being promoted and conducted through the combined efforts of the aviation industry and the FAA. A different accident cause factor will be featured each quarter ... starting with takeoff and landing accidents. Collision Avoidance Awareness will be featured next. Copies of program audio visuals are available for group showings from Mick Wilson, FSDO Accident Prevention Specialist.

*

On May 31, THE COLORADO AVIATION HISTORICAL SOCIETY will

sponsor a celebration recognizing the 60th anniversary of airmail flight in Colorado. Volunteer pilots and aircraft will fly the original airmail routes between Cheyenne, Denver, Colorado Springs and Pueblo. Arrangements are being made with the U.S. Postal Service for special authorization to carry mail for the occasion.

★

Early flying movie buffs received an unexpected treat this month with the TV showing of James Cagney in the 1942 film, CAPTAINS OF THE CLOUDS. Out-

standing flying scenes. For those who missed it, your FLIGHT LINES editor recorded a loan copy on VHS format.

★

One of our unnamed CPA members (initials G.M.) has an operational model of his "Preoiler" installed on his automobile. The accessory is an electrical driven auxiliary oil pump designed to bring oil pressure to green before cranking the engine. His objective is to eventually gain STC approval for its use on aircraft.



THE BOOKSHELF

by Stephen Blucher

When I started flying, Chuck would swing the prop while I stood on the brakes and yelled "contact." Off we would go down the not so smooth and not so long grass strip with nary a light or radio. That was the way it was in the day the J-3 and this pilot were not so antique. In some spots around this fair country of ours that kind of flying is still the rule, but for many grass has given way to concrete and electronics have invaded the cockpit. It started with instruments and radios that told you how to get where you were going. Now they not only tell you how, they do it for you as well. Autopilots, flight directors and flight control systems are becoming more and more popular in all sizes of aircraft.

Amazingly enough, a book by that very name has been written to help the not-so-electronic-oriented pilot understand all the advanced wizardry.

AP, FD & FCS (TAB 2356) is written by Paul Garrison, author of "Flying VFR in Marginal Weather." He says that all these new systems are not to be scoffed at but are to be appreciated for their value as flight assistants.

Garrison writes with easy to read and understand language. His book is a guide to the many systems available. He shows what would work best for different planes. He explains the differences between the autopilot and the flight director. And he draws some interesting conclusions concerning the pilot, his finances, and what flight-assist system fits that pilot's situation.

The author goes beyond explaining systems in general. He compares units from many manufacturers so the reader can have an accurate idea of what is on the market.

"Autopilots, Flight Directors and Flight-Control Systems" is available from TAB Books, Inc., Blue Ridge Summit, PA 17214, and also from the Aviator's Mart in Colorado Springs.



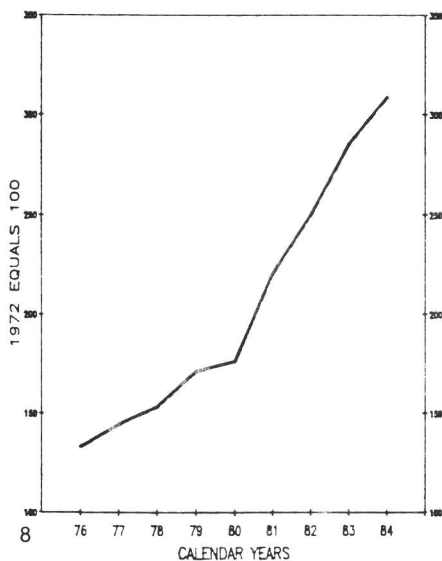
FAA OBSERVATIONS ON FUTURE OF GENERAL AVIATION

The general aviation industry is undergoing substantial structural changes. These changes indicate that the long-term growth of the active fleet and activity will be slowing. For the past seven years general aviation shipments have continuously declined, from a peak of 17,811 units in 1978 to 2,438 in 1984 (shipments in 1985 dropped further to 2,020 units). The decline in aircraft sales is complemented by decreasing numbers of student and private pilots. Between 1980 and 1984, the number of student pilots declined from 210,200 to 150,100, and the number of private pilots declined from 343,300 to 320,100. The export market has also experienced a long recessionary period. Exports fell from 3,995 aircraft in 1979 to 336 in 1984, a yearly rate of decline close to 40 percent. Ultimately, the shrinking stock of pilots and the slowing in the expansion of the

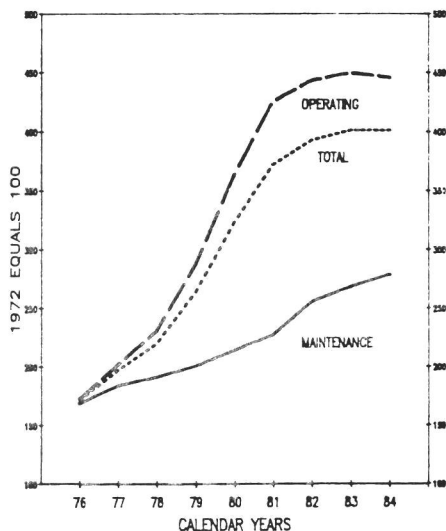
general aviation fleet will reduce the rate of growth of activity at FAA facilities.

The failure of the industry to respond to the current economic recovery, which has been one of the most robust of the postwar period, is puzzling. Historically, the economic cycle of the general aviation industry has closely paralleled that of the national economy. The theories about the reasons for the continuing decline in sales and pilots are diverse. Some cite continued high aircraft prices, changing tastes and preferences, and the availability of low-cost alternatives such as ultralights. Others say that high operating costs and interest rates have been responsible for depressing the industry. Still, others say that current and proposed tax legislation and high product liability costs are responsible. And there are some who feel that the overvalued dollar is severely depressing the export market. To be sure, each one of these factors has had some effect. The Office of Aviation Policy and Plans has performed numerous analyses and statistical tests on all the available data

AIRCRAFT PRICES



OPERATING AND MAINTENANCE COSTS/HOUR



and has arrived at the following conclusions about the general aviation market.

1. Rapidly rising aircraft prices have significantly reduced the demand for all types of aircraft.

2. Continued high operating costs are depressing the market for single engine piston aircraft and reducing aviation activity.

3. Rising operating costs do not appear to influence the demand for the larger more sophisticated aircraft.

4. Aircraft prices have been increasing at a faster rate than wage rates. This implies that other factors such as rapidly rising product liability costs and declining productivity are responsible for price increases.

5. The high value of the dollar has significantly reduced foreign sales.

6. Relatively high aircraft prices have reduced foreign sales.

7. Avionics prices have been increasing at a faster rate than aircraft prices.

8. Relatively high aircraft prices and operating and maintenance costs have reduced the number of student and private pilots.



Source: FAA Aviation Forecasts, FY 1986-1997, February, 1986.

COLLISION AWARENESS PROGRAM

by Dennis Mewshaw
Colorado Aviation Planning

The term "crowded skies" has taken on an increasingly critical meaning when applied to the Denver TCA and surrounding airspace. In an attempt to heighten civilian pilot awareness of the potential for mid-air collisions, the folks at Buckley ANGB have produced a pilot awareness handout.

The intent of the brochure is to educate pilots about flight operations procedures employed at Buckley and to recommend collision avoidance actions for those flying nearby. To quote:

"The SAFEST way to fly in and near Buckley ANGB is to COMMUNICATE with the Buckley control tower."
(emphasis is their's)

The 8-page handout should be available at your flight club or FBO. If you cannot find one, contact Captain Farnum Smith, USAF, at 340-9620. Captain Smith is the chief of air traffic control operations at Buckley. Further, Captain Smith would be pleased to meet and discuss Buckley's operations and air traffic procedures with any aviation organization or group.

Specialists in Pilots Vision Drs. DeHaan, Gwin & Alderete

Table Mesa Medical Center
4150 Darley Avenue
Boulder, CO 80303

499-7192

FROM CENTENNIAL TOWER

by Drew Chithea, CFI

Occasionally, when things are slow at the ole flyin' field, I go up to the tower to visit the people who work mouth-in-mike with us aviator types across the Marconi-waves. It gives you another perspective to watch the operations from the tower's point of view, and if you've ever cussed out that 'clown in the ivory tower', you should hear what they say about you! Aside from that, though, both of us have the same goal--to bring that flying machine safely down to earth with a minimum of hassle and following a systematic flow-pattern that can be constantly changing.

The last time I was up in Centennial tower, I was honored with a gripe session by Noel Keane, the tower chief. It had been a day of oft-changing runways and confused pilots (not all of them students), and the controllers were in rare form with their accolades to the honorable aviators. Focusing on me, Noel said, "Drew, you're a pilot," and there was some generic mumbling under his breath about doubtful parentage and the like, followed by, "Perhaps you can tell me what the *&#@ goes on out there in a pilot's brain when we tell him one thing and he does another expecting us to make adjustments like we knew what he was doing?" And I could not give him a good answer. I mentioned that these guys in the air should know the standard way of doing things, and yet there are always an infinite number of variables that we should be prepared for. We both agreed many aren't.

Anyway, Noel bent my ear for awhile and that made him feel better, and I drank his coffee and felt the same. But it brings to mind the fact that a lot of

what goes on out there as standard procedure is either not printed and easily available to the flying populace, or somehow we have missed it during our continuing education after we got our license. Noel and I came up with a number of things that would be of universal use to any pilot flying out of any tower-controlled field, and also a few items peculiar to flying from Centennial Airport (an airport, I might add, which is in the top twenty active airports in the nation). And while many in the state think they'll never land there, there's always a first time so you'd better have your act together. These hints will serve you well at any field with a tower, and will give you some questions to ask the locals when you fly into an unfamiliar airport.

TOWER GIVING YOU TRAFFIC

Using the word "Roger" when tower mentions any traffic for you to see, avoid or follow is next to useless. All you have done is acknowledged the transmission and not told the tower if you see the traffic or not! If you are told about other traffic, there are only two answers, "Traffic in sight" or "Negative contact."

YELLOW HOLD LINES

Make sure you are number one in the line before calling the tower for takeoff clearance. If you call them and you are buried in the mass of aircraft in the runup area, the tower operator can't tell which one you are and confusion results. If you are number two and call up before the plane ahead of you, problems result in timing and sequencing the takeoffs. If you have just landed, be sure to position the airplane entirely on the ramp

side of the lines before calling ground control, which leads into

RUNWAY EXITING

Things have been slowed down considerably by aircraft landing right on the numbers of a 10,000 foot runway and taxiing past turnouts to exit the one closest to the parking area. This is an inconvenience to those waiting to use the runway and slows down operations in general. If you want a long landing, ask for it and it will usually be granted. Also, it is standard procedure to automatically switch over to ground control when you have cleared the active runway even if not specifically told to by the tower. The controller could be very busy, and seeing you off the active has allowed him to go on to the others on approach, without a directive to 'go to ground point whatever-it-is.' Establishing contact with ground control before proceeding onto any taxiway or into any movement areas is imperative for the safety and smooth operations of all concerned.

RADIOS

Several things: If you are out of the Airport Traffic Area, a frequency change is automatically allowed. If you do not understand an instruction, or want it clarified, ask for a repeat. Do not say, "Have the numbers," or "Have the information." Tell the controller what the ATIS code name is: Have UNIFORM, or whatever the code is. If told of poor radio quality, tell the club or your mechanic and have it fixed! Poor quality leads to poor understanding and poor performance. DO NOT enter the ATA without a clearance and two-way radio communication - it could be very dangerous. If you can't get through on the frequency, stay out until contact is made. Lastly, keep the radio ON, the volume UP, and LISTEN TO IT!

PATTERN ENTRY

There are some pilots who decide to just wander into the

pattern whenever and wherever they feel like, and this causes a lot of vituperative language (look that one up in the ol' Funk and Wagnalls). Enter the pattern where you are requested to, this helps with the not inconsiderable problems of traffic flow. If you show up where you are not expected, it disrupts the flow and planning needed to get you down. Your initial position report has a lot to do with the pattern entry request, although if you are set up for something different than that given you, ASK for the change! Using a geographical landmark is much better than 'east' or 'west', and of course it behooves one to pre-adjust one's airspeed to the traffic flow while outside the pattern rather than to overrun a Cessna 152 'flight simulator' in the pattern.

PILOT EDUCATION

Noel said that if a controller has asked you to call the tower, it's not to chew your butt, or to get a name, address and serial number for the Board of Inquiry, but to discuss the matter in question. And it's a two-way street, if there is something that you feel the controllers could benefit from, call them to discuss it. This is an alternative to filing an official action, and it is a whole lot less headache than the license work. As you leave or enter the normal flow for the two primary runways, be mindful of the traffic on and off this runway.

NOISE SENSITIVE AREAS

Please respect the housing neighborhoods and schools found NW and SE of the airport by making efforts not to fly over them.

RADIO FAILURE

If you experience a radio failure prior to entering the ATA, the best course of action is to go over to Front Range Airport and call for your entry clearance on the telephone. If

this happens after you received your entry clearance, squawk 7600 if transponder-equipped and circle the airport midfield above the traffic pattern altitude but below the TCA. Staying over the airport's center will allow you to observe the winds and flow of traffic, and which traffic you could follow. The tower will broadcast instructions 'in the blind' and if you hear them, waggle the wings to acknowledge each transmission. Of course, you're watching for the light gun and trying to remember what the hell a steady green in the air means. It means you're cleared to land, by the way.

So that, in a nutshell, was my talk with Mr. Noel Keane, head honcho of Centennial tower. He really isn't the ogre some of the controllers would make him out to be, and as a matter of fact, he invited me to visit any time. The invitation is hereby extended to all in our organi-

zation by calling either him or any one of the shift supervisors; they'll be glad to have you up to the tower and show you around. The phone number is 799-4041.

Believe it or don't, there are real, live human beings behind the authoritative voice over the wireless, and they really do welcome interaction with the airborne public. Take them a bag of cookies and they're your friend for life - or at least 'til the next time they hear you getting ready to terrorize the skies. Noel made up the ending slogan to this article, and I think it has a ring of truth to it, befitting the spirit of co-operation between tower and aircraft personnel and challenging us to continue safe operations at this and every airfield we fly out of, by learning all we can about what we do:

"Remember, none of us is as smart as all of us."

COLORADO AVIATION CALENDAR

MAY 30-31 (Friday-Saturday)
CPA MOUNTAIN FLYING COURSE, Rocky Mountain Piper, Jeffco Airport. An intensive 2-day course to familiarize pilots with the unique requirements of mountain flying. Ground school followed by dual instruction over mountainous terrain. Reasonable fee. Info: John Simmance, 469-1461 or 429-1996.

MAY 31 (Saturday)
BUENA VISTA AIR SHOW. Buena Vista Municipal Airport. Fly-in breakfast 7:00 - 10:00 a.m. Air show 10:00 a.m. - 1:00 p.m. includes aerobatic displays and warbird

Jackpot
IS ON
July 12

flybys, barbecue and hangar dance starting at 6:00 p.m. Info: Beth Meyers (303) 395-6968.

JUNE 6-8 (Friday-Sunday)
CPA FLY-IN TO ANNUAL NEW MEXICO PILOTS BASH, Albuquerque. Pilot Bash, Sat., 6:00 p.m. - midnight, Westernair's Hangar. Event draws several thousand pilots and aviation enthusiasts. Info: Vern Foster, 751-9421.

JUNE 13-15 (Friday-Sunday)
UNITED STATES PILOTS ASSOCIATION ANNUAL MEETING AND FLY-IN, Center for Aerospace Sciences, University of North Dakota, Grand Forks, North Dakota. Facility tours and various social events. Info: Walt Barbo, 367-0670.

JUNE 14 (Saturday)
COLORADO PILOTS ASSOCIATION POKER FLY-IN, includes stops at five airports in the Denver area with Greeley as final destination. BBQ lunch. Prizes awarded to high poker hands. Safety seminar will follow. Info: John Warrender, 351-0892(H) or 353-9623(O), or Hal Geyer, 233-5071(H) or 232-1367(O).

JUNE 14 (Saturday)
GREAT AMERICAN FLY-IN PICNIC (coincides with Flag Day) to Lyman Municipal Airport, sponsored by Aspen Flying Club. Plan arrival by 11:30 a.m. Restaurant nearby for those who do not bring their own lunch. Info: Nancy 799-6794.

JUNE 19 (Thursday)
COLORADO PILOTS ASSOCIATION MONTHLY MEETING, Heritage Inn, I-25 & Bellevue, Englewood, 7:30 p.m. Program to be announced. Info: Liz Wheeler, 770-0155.

JULY 4-6 (Friday-Sunday)
LA VETA/CUCHARA ART FAIR AND AIR SHOW at La Veta. Ramp dance on July 4. Air Show at airport 11:00 a.m. - 2:00 p.m., July 6, featuring aerobatic demonstrations and flybys of business jet aircraft. Art festival activities in town square

all three days. Info: Jack Estes (303) 742-3086.

JULY 5 (Saturday)
COLORADO PILOTS ASSOCIATION FLY-IN TO WRAY. Plan arrival by 10:30 a.m. Air show and BBQ. Info: Vern Foster, 751-9421 or Lucille Bledsoe, (303) 332-5143(H) or (303) 332-4955(O).

JULY 5 (Saturday)
ASPEN AIR SHOW '86, Aspen. Warbirds, aerobatics, etc. Info: Airport Manager's Office, (303) 925-8698.

JULY 5 (Saturday)
CENTENNIAL AIR SHOW, Wray, Colo. Described as unique with performers never before appearing in Colorado. BBQ following airshow. Info: R. Kenneth Brown, 332-4656.

JULY 12-13 (Saturday-Sunday)
10th ANNUAL DENVER TO JACKPOT AIR RACE, sponsored by Colorado Pilots Association, previously scheduled for this date has been cancelled as the latest casualty of liability insurance problems. Detailed information will be in the next issue of FLIGHT LINES.

JULY 19 (Saturday)
FLY-IN BREAKFAST TO CALHAN AIRPORT, sponsored by Aspen Flying Club. Starts at 7:00 a.m. (rain or shine). Info: Nancy 799-6794.

JULY 24-27 (Thursday-Sunday)
DENSITY ALTITUDE AND WINGS SAFETY CLINIC, Jeffco Airport. Cosponsored by Colorado Pilots Association, Wings West and FAA Flight Standards District Office. Participants receive 3 hours of free dual (participant's aircraft) and qualify for FAA Wings Program. Info: Babette Andre 778-7145 or Mick Wilson 446-7326.

JULY 26 (Saturday)
2ND ANNUAL MOUNTAIN FLYER'S AERO CUP RACE. Rain date August 2. Sponsored by Mountain Flyers Aero Club of downtown Fort Collins Airpark. 200 Mile closed circuit

course beginning and ending at the airpark. Entry fee, cash prizes, barbecue following. Info: Jerry or Brian Richardson (303) 493-5840.



FSDO Accident Prevention Specialist Mick Wilson presents "Back To Basics" at CPA/Metro State Annual Symposium



George McCrillis with Keynote Speaker Hank Newman at April 5 Annual Safety Symposium



CPA member Stan Oleson purchases CPA cap from Frank Gallo at Safety Symposium

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