

CPA FLIGHT LINES

Vol. 4, No. 1

February 1987



The Great Air Race between Homer Lyle's Model J-35 Bonanza
and Tom Daly's Cessna T-182RG. See related story inside.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

by Sonny Elgin

The CPA Board of Directors met Saturday, January 10, at Front Range Airport for the purpose of developing the 1987 CPA Schedule of Events which is contained elsewhere in this issue of FLIGHT LINES. A special mailing is being made to the membership containing a comprehensive Colorado Aviation Calendar of Events for 1987.

A partial list of activities for the year are: Denver-to-Jackpot Classic, Greeley Poker Fly-In, Metro State/CPA/FAA Aviation Safety Symposium, several new fly-ins and meetings along with Wings Safety programs at Burlington and Pagosa Springs.

CPA members and spouses are invited to participate in the fun and excitement of being a part of

any of the committees that plan and oversee these activities.

1987 promises to be a productive and exciting year for CPA and its great variety of aviation events.

As a special note regarding the FAA Wings Safety programs co-sponsored by CPA, Mick Wilson of the FAA and Vern Foster advise that a combined Wings Program and Biennial Flight Review has been in the works for some time and, hopefully, will be introduced at Burlington in May. Mick has put a lot of work into this and it looks like a real step forward. Any pilot needing a Biennial Flight Review in the May-August 1987 period should check into this new program.

PRESIDENT

Sonny Elgin
303-361-9365

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303-770-0155

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Bill Totton
303-364-5238

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303-757-1310

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AT LARGE

John D. Warrender
303-351-0892

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

Terry Barbo
12579 E. Cedar Ave.
Aurora, CO 80012

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P.O. Box 38555
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EDITOR

Terry Barbo
303-367-0670

PRODUCTION

MANAGER

Lisa Thetford
303-697-9792

Copy Deadline for FLIGHT LINES 20th of the month

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

The Fly Mart

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One-fifth share in 1973 Cessna Turbo 210 - \$8,000. 1500TT, 300 SMOH, 300 SPOH, 50 hrs. on new turbo. Contact: 741-3447.

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THE LANDING APPROACH — WING IT OR PLAN IT?

by Vern Foster

There is never-ending frustration with landing approaches that are too high, too low, too fast or too slow. These "wing it" type of approaches can be avoided by replacing them with a "plan it" approach where the desired outcome is predictable at any point in the approach.

The main points are altitude/descent planning along with a constant air speed/configuration on final approach. I advocate the planned stabilized approach for all single and light twin general aviation airplanes. The recipe for this simple, easy and accurate approach plan is set out later in this article. Using this plan, students on first solo fly good approaches, make good landings with touchdown close to the specified touchdown point. This is a general aviation version of the airline stabilized approach. Why do we need it? Read on.

Several years ago a C-172 from out of state made a night approach to an airport in eastern Colorado. On board were two couples. The plane flew the traffic pattern normally but flew into the ground during the turn to final approach. All on board were killed instantly. Was the pilot monitoring the altimeter?

In west Texas a professional Lear Jet crew were making a VFR night approach to a remote paved runway to pick up their passenger. Because of blowing dust, the crew executed a missed approach. They then flew the traffic pattern again, turned on final aligned with the runway and flew into the terrain one-half mile short of the runway. The Lear was totaled and both pilots died instantly. Was anyone reading the altimeters?

In day VFR conditions pilots often turn base leg to final either far too high or descend on base leg to a dangerously low altitude before realizing the need for "full power" to adjust the approach. Where is the descent planning?

The point here is that the altimeter isn't just for the downwind leg--it should be used to plan and monitor the progress of the descent throughout the landing approach. I refer to this as altitude planning. Additionally, we need only ONE approach plan for all approaches--VFR day or night, IFR day or night with or without precipitation. The final descent profile will approximate the three degree glide slope of current ILS's and most VASI descent slopes.

The final ingredient in this easy and accurate approach plan is the correct airspeed for the approach configuration used, such as no flaps, 20 degree flaps, or full flaps. Consult your airplane manual for the recommended speed. The recommended speeds will be more than adequate as they are for the airplane at max, certificated weight and with some "rounding up" of the numbers. Do not add these speeds except in instances of approaches in very rough air. Most poorly flown approaches are the result of excessive airspeed.

What to do? Let's review the approach sketch. First look at ground tracks 1. which represent a typical left or right traffic pattern. We want to arrive at point A on speed at about 450/500 feet above the airport because this is the point where we begin to turn from base leg to final. With approach power and flaps,

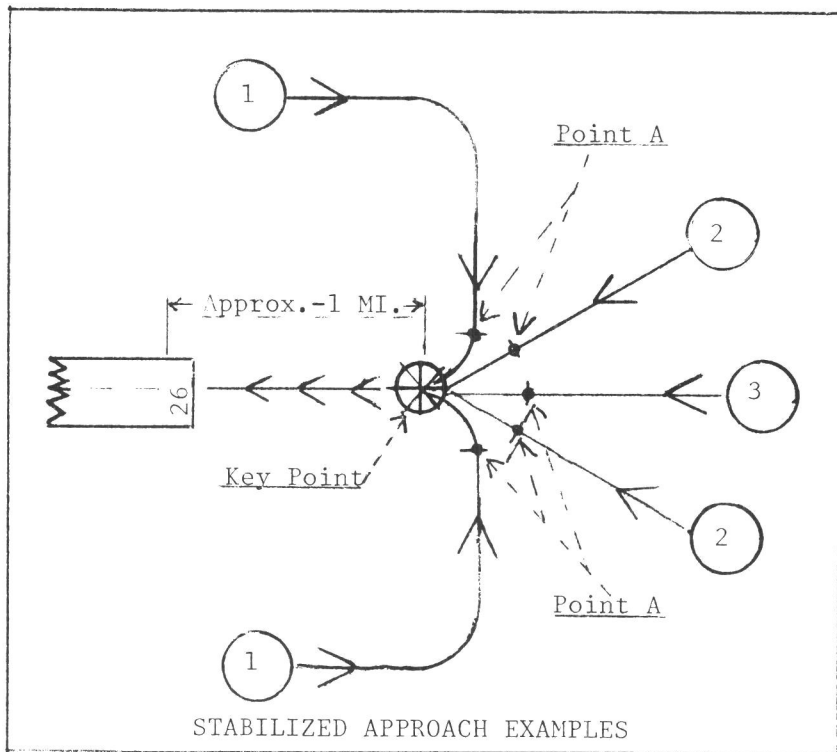
this turn will involve a loss of about 150 feet of altitude, leaving us with 300/350 feet as we fly through the key point to begin the final approach. Now look at ground tracks 2, which represent a left or right angle track to final that may be encountered under tower control at busy airports. Again, plan to pass point A on speed at 450/500 feet. We again cross the key point at 300/350 feet. The last example is track 3, a straight in visual approach or ILS. At point A plan to be on speed 450/500 feet above airport elevation and again cross the key point at 300/350 feet. This is truly a stabilized approach.

What information do we need?

1. Airport elevation.
2. Current altimeter setting.
3. The approach speed specified for the flap setting for the approach.

What pilot actions are required?

1. Monitor and adjust the descent by reference to the altimeter to assure flying through the key point on speed at 300/350 feet above airport elevation.



Ideas to ponder:

1. All landings begin with the final approach. If each approach differs in flap setting, descent profile

and airspeed, then the foundation for beginning the landing is a "new ball game" every time we begin

- to flare for landing.
Inconsistency is the mark of an unplanned approach.
2. Fly a planned stabilized approach and your passengers will thank you along with the NTSB, FAA, tower operators, your insurance company and your favorite A&P!
3. Night approaches and landings will be safe, accurate and easy. Do not let the altimeter read less than airport elevation plus 100 feet until coming up on the runway threshold.
4. Aim for the touchdown 500 feet in from the end of the runway.
5. Approaches and landings at mountain airports will be safer and more accurate, especially where the runway elevation is higher or lower than surrounding terrain and visual cues are unfamiliar or confusing.
6. HAPPY LANDINGS -- from stabilized approaches, that is!



PROPOSED FREQUENCY CHANGES

by Dennis Mewshaw

The Colorado Aviation Planning Staff, in conjunction with local airport operators and the FAA's Denver Airports District Office, has been working to obtain FCC approval for a change in assigned unicom radio frequencies at three airports. The unicom provides air-to-ground and air-to-air communications for airport traffic advisories.

The three locations at which frequencies will change are:

- Denver - Front Range Airport(1W1)
from 122.7 to 123.0
- Ft. Collins-Downtown Airpark(3V5)
from 122.8 to 123.0
- Longmont Municipal(2V2)
from 123.0 to 122.8

These changes were requested to more evenly distribute aircraft operations, and thus radio frequency demand, among the three primary unicom frequencies (122.7, 122.8 & 123.0). Additionally, the changes place one existing or planned precision instrument approach airport on

each frequency, thus limiting potential conflicts during periods of intensive instrument flight training.

Airports along Colorado's northern "Front Range" (Denver to Fort Collins) report in excess of 510,000 annual general aviation operations at non-towered locations. There are more than 10,000 airmen residing within this area. Understandably, there is going to be a measure of confusion for some period of time after the change-over occurs. Having now received FCC approval, it is hoped the necessary equipment will be installed by early spring of 1987.

WELCOME NEW MEMBERS

NIELSEN, Walter B.
1394 Nokomis Drive
Colorado Springs, CO 80915
Mooney Mark 20E

HEARD ALONG THE FLIGHTLINE

It's back to the drawing board for "would be inventor" DAVE BURKE. Dave was recently demonstrating his latest design of an aircraft engine preheater to a group of friends(?). To his credit, it was creative . . . consisting of what looked like a Salamander type space heater, fueled by a propane bottle, on wheels, with heat from the torch fed into 4" diameter flexible duct of the type used in clothes dryers. You guessed it. To Dave's embarrassment, the heater duct immediately melted.

*

Recall our last issue story about BEN KRAMER and his expertise in modifying Piper Comanches . . . and of plans to add a number of speed mods to a Comanche 250 owned by a certain unnamed member of our group? We hear that the spouse of this unnamed member learned of the plan for the first time after reading the story in FLIGHT LINES . . . which resulted in an increase in cost of the speed mods in the amount of a ½ carat diamond. Nice going, Lisa.

*

DENNIS MEWSHAW (Aviation Planner for the State of Colorado) joined the ranks of private pilot after successfully passing a flight check on January 12. Can't help but notice the change this has made in Dennis. He now sports a "handlebar" mustache, longer hair, and swaggers when he walks. Congratulations, Dennis!

*

Which leads to the issue of the proposed State Aeronautics Administration for Colorado. We hear that State Representative (and CPA member) LEWIS ENTZ intends to sponsor legislation in the current session of the Legislature which would create the new office. Chances of success this

year appear slim, however, because of our new governor's desire to create a State Department of Transportation. Desirably, the proposed aeronautics office should be part of a State DOT. And there doesn't appear to be enough lead time to create a DOT this year.

*

LIZ WHEELER, CPA Secretary (and a Mooney driver) cautions on flights in the area immediately north of Pueblo Municipal Airport because of a new radio tower which extends some 1100 feet above ground. Liz thinks the radio stations are out to get us.

*

BRUCE HULLEY was part of "news in the making" during a recent trip to Russia. He happened to schedule on the same flight taken by the "55 Russian Returnees" on December 27. Bruce described it as a propaganda event from departure through arrival. He has quite a story to tell.

BRUCE's visit to was part of an Aerospace Education Tour to Moscow. His group of 16 educators was "in country" from December 27 through January 4. Departure was on an IL-86, a 350 passenger Russian equivalent to our Lockheed L-1011. Said he didn't see much general aviation (wrong time of year). But he spoke of the Moscow Aeroclub which is active in sport aviation activities. He also spoke of his amusement at learning that aircraft are never permitted to take off with full fuel . . . they are permitted only enough to reach the practice area and return to airport.

*

Overheard at a recent party of non-pilots: HA HA GOD! You can't get me while I have both feet on the ground!

PLANE SENSE

by Wayne Lindholm

Here are a couple of short items that may be of interest to other pilots.

The first is from a book called "Uncharted Skies" published by Reidmore (Canadian catalog number ISBN 0-919091-43-1).

Quoting from page 55:

"There were times when the gorgeous panoramas of ranges of western mountains floating by on a warm summer evening were rudely interrupted by serious mechanical mishaps. Hollick-Kenyon relates the story of the time he was flying along, heading for Fort Enterprise with the Prairie Air Service, enjoying the view and smugly admitting to himself that he had 'the best job in the world.' Suddenly, the acrid smell of burning rubber interrupted his reverie:

'[I was] cruising along at two or three thousand feet and having a smoke. Suddenly, I smelled burning rubber, so strong I could almost taste it! I didn't like that, so I landed on the ice, looked around, but couldn't find a thing, so I knocked my pipe out and there, in the bottom of the bowl, was a rubber band. I guess it had been in my pocket and somehow worked its way into my pipe. When I tamped in the tobacco, I didn't notice it--what a silly thing to have a forced landing over.'"

The second is an event related to me by a Canadian bush pilot of my acquaintance. He may not wish to be identified so I will only use his first name.

Several years ago Jack had an unusual cargo to fly into a remote lake in British Columbia. An outfit was doing some mining work at the lake and needed a three hundred foot long piece of

three or four inch flexible plastic pipe to use as a water line for their operations.

The pipe came in a large coil, six or seven feet in diameter, and was too large to fit in the floatplane and too bulky to lash to the float struts as is often done in bush flying.

The pipe was unrolled along the lakeshore in a straight line and one end securely tied to the spreader bars between the floats. Jack took off with his ungainly cargo trailing in the breeze. Upon landing at the mine site the only problem occurred when, touching down on the water, the long line cracked like a whip and broke about eight or ten feet off the aft end of the pipe.

This was obviously a risky procedure and cannot be recommended but I thought it was interesting nevertheless.



Mr. Sonny Elgin
President
Colorado Pilots Association
P.O. Box 244
Watkins, CO 80137

Dear Mr. Elgin:

As I promised when I attended the annual convention of the Colorado Pilots Association, we at AOPA are pleased to contribute \$250 to your fine organization. Enclosed is our check for that amount.

Our best wishes for a Happy New Year. We look forward to continued cooperation with CPA.

Sincerely,

Thomas B. Chapman
State Legislative Counsel
Aircraft Owners & Pilots Assn.
421 Aviation Way
Frederick, MD 21701

THE GREAT AIR RACE

It all started innocently enough. A bunch of pilot types on an aviation holiday to Saratoga, Wyoming last Labor Day weekend. Perhaps it was the beer, or maybe it was the margaritas Tom daly brought along for the occasion. But it was destined to happen.

Those of you who know Tom Daly are aware of his love affair with airplanes. It's the only language he knows . . . airplane talk. The beer and margaritas might have helped . . . but Tom was already on a high . . . an emotional high over his win of the "Turbo Class" in the Denver-to-Jackpot Air Classic last July.

Tom's winning aircraft in that

hed in 3:30:18 for a respectable average speed of 158.9158 mph.

So it wasn't unexpected that the owners of a couple of hot, closely rated aircraft would get into a debate on which was the fastest. The rest is now history. It was to be resolved by an air race between the two.

Particulars provided that the aircraft would rendezvous over the Kiowa VOR at 7500 ft. and head east at that altitude until reaching Goodland, Kansas. Each aircraft would be flown solo and depart with full fuel. First to reach Goodland VOR would be the winner of a \$50.00 wager. Walt Barbo agreed to officiate and fly chase plane in his Cessna T210.



Moments after this photo was taken, the T210 made a steep pitch-up . . . and the race was go! Chet Jewell apologizes for the quality of this picture. He blames the camera . . . which belonged to Tom Daly. Tom attributes it to the speed of the aircraft.

race was a 1980 Cessna T-182RG. Official race results rated the aircraft at 215 mph maximum speed. Tom covered the course in 3:04:54 for an average speed of 180.7463 mph. Not bad for a 560 mile flight into headwinds. It IS a hot airplane.

Homer Lyle was also at the Saratoga party (and might have sipped one or two). He flies a 1958 J Model Beech 35 Bonanza which is also a hot aircraft. It's rated at a top speed of 210 mph. Homer also competed (with Larry Merkowitz) in the Jackpot Classic. It was his first run on the course, and as Homer described it, he was just trying to get a feel for it this year. But he and Larry nevertheless finis-

Selection of altitude was critical to the contest. Take the T182RG, for example. It is powered by an Avco Lycoming O-540-L3C5D, a flat-six engine with turbocharger. Incidentally, the same engine powers Piper's Navahoe with 325 h.p. In the RG, the engine is derated to 235 h.p. but it can maintain that horsepower from sea level up through 20,000 feet. And you can imagine, 540 cu.in. in a Skylane. Of course, speed on a turbo powered aircraft increases with altitude. The RG attains its maximum speed of 215 mph at 20,000 ft.

The J-35 Bonanza is powered by a Continental O470, a flat-six which develops about 250 h.p. at

sea level. It loses horsepower as it gains altitude . . . about $\frac{1}{4}$ of its power at 7500 ft.

The Bonanza would have had an advantage at a lower altitude, and the Skylane an advantage at higher altitudes. Selection of an altitude of 7500 ft. for this race was a critical compromise.

January 3 was the fateful day. That was the day of the race. The rendezvous point was changed from Kiowa VOR to Front Range Airport to allow for a ground inspection of aircraft before the race. Homer is based at Front Range and had already taxied to the transient parking area by the time Walt and Tom arrived. By 1:30 p.m. the race aircraft had been inspected and fueled. Other than a spare wheel and tire from an automobile in the baggage compartment of the RG, everything appeared normal. Tom explained that with 90 gallons of fuel, he needed the extra weight to keep the aircraft in C.G. No complaints were logged.

By this time, Chet Jewell arrived on the scene with his V35 Bonanza. Chet also bases at Front Range. He and Randy Schnuerle would be flying as chase plane and would provide photographic coverage.

Takeoff was in trail on Runway



Homer is an x-Navy fighter pilot who earns his living as a bank president. Shown here with wife Joyce.

26 with a left turn east departure. Formation was achieved near the town of Bennett with the T210 leading, the T-RG on the left wing and the J-35 on the right. Altitude was 7500 ft. with airspeed 115 knots indicated. Chet and Randy hovered a few hundred feet away to record the event on film. Then Walt in his T210 (who obviously had witnessed too many Reno Air Races) made a steep pitch-up, and in true Bob Hoover style, radioed, "Gentlemen, you have a race."

Both aircraft went full power, but it really wasn't a contest. The T-RG won hands down. By 50 DME out of Goodland, the T-RG had about a 2 mile lead, Homer conceded . . . and all planes returned to Front Range.

But did the race truly establish which aircraft is fastest? After all, the Bonanza was penalized by the altitude selected. And what about the spare tire? Was it a factor? Also, Homer reminds us that he was flying with a top speed AD restriction on the Bonanza . . . which he would not consider violating.

Perhaps we can talk the two into another challenge on a future day. After all, it is a fun type of aviation event for "off season" . . . when not much else is happening.



Tom is in the process of creating his own insurance agency. Shown here with wife Diane.

THE BOOKSHELF

by Stephen Blucher



As we start into this new year, I'd like to take just a moment and thank my readers for all their nice comments about "The Bookshelf." It has been my reading and writing pleasure to bring these selections to your attention. It is also gratifying to see the books I read are of interest to others judging by the increase in sales recorded at the Aviator's Mart in Colorado Springs.

Speaking of the Mart, they have an extensive selection of aviation books. I can touch on only a few in a year's time.

This month's selection will admittedly appeal to a limited audience, but I want all my readers to see the kind of books that TAB BOOKS publishes. It's a textbook that takes concentrated reading. It IS very interesting and will probably start showing up in more and more aviation education classrooms and in the libraries of airport administrators.

"Airport Planning and Management" (TAB No. 2389) was written by its author "to fill the void between the numerous highly technical government publications and the applications-oriented non-textbooks designed for working professionals."

Author Alexander T. Wells is an educator; a teacher of prospective aviation managers. He has carefully organized his book into all the facets of airport life including planning, funding, site selection, delay contingencies, tenant and public relations, and much more.

This book will make excellent reference material not only for the student and administrators but for those town officials who are considering airport growth in their areas.

There is much to be learned from "Airport Planning and Management," available from TAB BOOKS, Blue Ridge Summit, PA 17214. It is also available at the Aviator's Mart, Galley and Powers, Colorado Springs. The price is \$26.45.

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1987 CPA SCHEDULE OF EVENTS

- Feb. 19
(Thursday) CPA MEETING, Heritage Hotel, 125 & Bellevue, 7:30 p.m. Program: "How To Talk To a Computer and Get Aviation Weather (IVRS)" by Bruce Hulley. Info: Liz Wheeler 770-0155.
- March 28
(Saturday) CPA/FAA SAFETY CLINIC AND TRADE FAIR, Sheraton Hotel, DTC. Info: Mick Wilson, FAA 466-7326.
- April 11
(Saturday) METRO STATE COLLEGE SYMPOSIUM, sponsored by FAA, Alpha Eta Rho and CPA. Info: George McCrillis 770-0175 or 629-2982.
- April 25
(Saturday) FLY-IN BRUNCH, Meadow Lake. Info: Bill Totten 364-5238.
- May 15-17
(Fri.-Sun.) BURLINGTON WINGS PROGRAM, FAA/CPA. Info: Vern Foster 751-9421.
- May 29-31
(Fri.-Sun.) MOUNTAIN FLYING COURSE, Front Range Airport. Info: Bruce Hulley 344-2843, Vern Foster 751-9421 or John Simmance 469-1461.
- June 5-7
(Fri.-Sun.) FLY-IN TO ALBUQUERQUE, N.M. PILOTS BASH and USPA MEETING. Info: Frank and Vanita Gallo 337-5864.
- June 13
(Saturday) POKER FLY-IN, luncheon at Greeley. Info: John Warrender 351-0892.
- July 11-12
(Sat.-Sun.) 11th ANNUAL DENVER-TO-JACKPOT AIR CLASSIC, departing from Front Range Airport. Info: Sonny Elgin 361-9365(H) or 363-0894(O), or Bruce Hulley 344-2843.
- August 15
(Saturday) AIRMANSHIP COMPETITION at Sterling. Info: Ian Hastie 425-0937(H) or 426-6460(O).
- Sept. 5-7
(Sat.-Mon.) SARATOGA FLY-IN (Wyoming). Info: Walt and Terry Barbo 367-0670.
- Sept. 18-20
(Fri.-Sun.) PAGOSA SPRINGS CPA/FAA COORDINATED WINGS SAFETY PROGRAM. Info: Vern Foster 751-9421.
- Oct. 3-4
(Sat.-Sun.) FLY-IN, AMIGO INTERNATIONAL AIR SHOW, El Paso, TX.
- Oct. 23-25
(Fri.-Sun.) CPA CONVENTION & ANNUAL MEETING. Info: Sonny Elgin 361-9365(H) or 363-0894(O), or Vern Foster, 751-9421.
- Nov. 14
(Saturday) FLY-IN, MINDEN, Nebraska. Info: Frank and Vanita Gallo 337-5864.
- Dec. 4
(Friday) CPA CHRISTMAS DINNER. Info: Liz Wheeler 770-0155.

CPA FISCAL YEAR 1987 OBJECTIVES

The Colorado Pilots Association is a non-profit organization of pilots and aviation supporters dedicated to the furtherance and enhancement of general aviation interests in the state of Colorado. Specific objectives and activities in support of this goal for the fiscal year include:

OBJECTIVE #1: Encourage Safety in General Aviation Flying.

ACTIVITIES:

- * Sponsor aviation safety symposiums, meetings, and safety clinics as a forum to educate on pilot and aircraft safety.
- * Support pilot safety programs initiated by others including the FAA, CAP, and various pilots' associations and organizations.
- * Contribute to an awareness of aviation safety by use of the CPA FLIGHT LINES to publicize accident information and as a forum for accident prevention articles.
- * Counsel federal, state and local organizations on safety implications of aviation related programs.

OBJECTIVE #2: Promote the Growth of General Aviation in Colorado.

ACTIVITIES:

- * Support aviation education programs as a means of providing understanding, support, and advancement of aviation interests.
- * Provide leadership and support efforts of others in removing barriers to effective growth and economic health of aviation.

- * Give recognition to activities and accomplishments in aviation through actions such as awards, letters of recognition or appreciation, and publicizing in the press and electronic media.
- * Support AOPA, USPA, and other aviation groups and organizations in programs to foster growth of aviation.
- * Support state aviation historical organizations in preserving the record of aviation in Colorado.
- * Establish and maintain a record of activities and accomplishments of Colorado Pilots Association.
- * Promote legislation favorable to the growth of general aviation at the federal, state and local level.
- * Encourage the construction and improvement of air facilities in the state.
- * Support policies, practices and technological changes in aviation which have the effect of minimizing or reducing costs of general aviation flying.
- * Sponsor, encourage and support fly-ins to promote increased use of aircraft and increased esprit de corps between pilots and the aviation community.

OBJECTIVE #3: Assist Federal, State and Local Governments on General Aviation Matters.

ACTIVITIES:

- * Provide advice to federal, state and local governments on programs and plans which affect the aviation community.
- * Participate in advisory committees and panels to provide information on and further the interests of general aviation.
- * Assist the state of Colorado in its efforts to create a state aviation organization.

OBJECTIVE #4: Guard and Protect the Rights of Pilots.

ACTIVITIES:

- * Oppose actions which would unreasonably limit general aviation access to airports (i.e. curfews, TCA's, rights to operate, etc.).
- * Seek removal of burdensome regulations and oppose proposed new regulations which would have the effect of reducing rights of pilots.

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MEMBER FDIC

COLORADO AVIATION CALENDAR

FEB. 27-MAR. 1 (Fri.-Sun.)
USPA WINTER MEETING, Savannah, Georgia, hosted by Georgia Pilots Assn. Activities include tour of Gulfstream Aviation, pilot education and safety seminars, etc., evening cruise and dinner aboard the riverboat "Savannah," walking tour of historic Savannah and riverfront shops. Info: Walt Barbo 367-0670.

MARCH 21 (Sat.)
8th ANNUAL COLORADO BALLOON SAFETY SEMINAR, Fairmont Hotel, Denver, 8:00 a.m. to 5:00 p.m. Info: Mike Bundgaard, 2540 S. Steele Street, Denver, CO 80210, phone (303) 759-3907.

MAR. 28 (Sat.)
AVIATION TRADE FAIR AND ANNUAL MEETING OF ACCIDENT PREVENTION COUNSELORS, Sheraton Hotel, DTC. Cosponsored by CPA and FAA Flight Standards District Office. Renewal clinics for Aviation Mechanics, Pilot Examiners, and Written Test Examiners. Various aviation exhibits and aviation programs for general aviation pilots. Public invited. Info: Mick Wilson, APS, FAA 340-5400.

MAR. 28 (Sat.)
PINCH-HITTER COURSE, Centennial Airport. Sponsored by The Colorado Chapter of Ninety Nines in cooperation with the FAA. Info: Joyce Hilchie 443-0153.

APR. 10 (Fri.)
FAA LISTENING SESSION, Air Plaza at Centennial Airport, 7:00 p.m. Opportunity to interact with top management of the FAA on matters relating to operation of the Aviation System. Info: Walt Barbo 340-5538, or Dennis Mewshaw 866-2352.

APR. 11 (Sat.)
AVIATION SAFETY SYMPOSIUM, Student Activities Center of Metro State College, 9th & Lawrence St., Denver. Cosponsored by Alpha Eta Rho of Metro State and CPA in cooperation with the FAA. Theme: "The Sky Below." Seminar sessions relating to use of airspace. Info: Alpha Eta Rho 556-3316, or George McCrillis 770-0175 or 556-2982.

APR. 15 (Wed.)
CPA COFFEE FOR STATE LEGISLATORS

AUTO FUEL FIELD ALERT

The Experimental Aircraft Association has issued an alert bulletin to its auto-fuel STC customers.

The bulletin warns of the possibility of serious service problems that may occur with autogas, including: attack of elastomers by alcohol blending agents; swelling of Bendix carburetor float needle valves in Continental A-65 through C-90 engines; potential deterioration of Marver-Schebler carburetor floats; possible separation of gascolator rubber plunger in Cessna aircraft; potential attack of varnish on cork fuel tank floats; and, potential degradation of hot-day engine performance (vapor lock of reduced fuel flow).

In addition, the EAA bulletin announces a turnabout in official EAA policy on leaded fuels, at least in freshly overhauled engines. After an overhaul affecting the valves, use two or three hours of leaded aviation gasoline, per Continental Motors recommendation! Then use unleaded autogas thereafter. (Continental believes some lead is necessary to aid valve seating.)

For more information, contact the EAA Aviation Foundation, Wittman Airfield, Oshkosh, WI 54903.

The above article is reproduced from the USPA Newsletter, November/December 1986, January 1987 issue and accredited to "Flight Plan," Maryland DOT

VEDA DYER WILLIAMS, former Chairman of the Board of Univair Aircraft Corp., passed away December 17 in Aurora. Mrs. Williams was an ardent supporter of general aviation and a major force in the development of Univair. She was a recipient of the Colorado Wright Brothers Award and a member of the Colorado Aviation Hall of Fame. Mrs. Williams is survived by her husband Robert, a son Steve, daughter-in-law Jan Dyer (CPA member) and family.



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