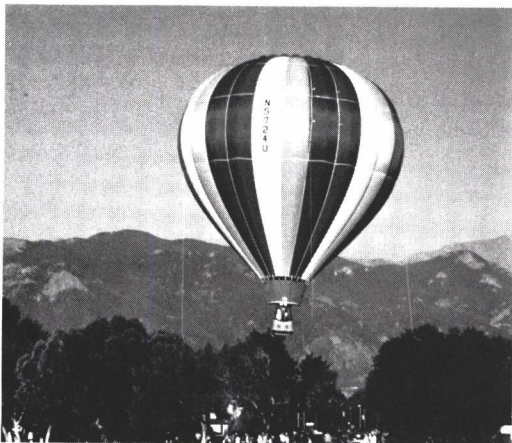
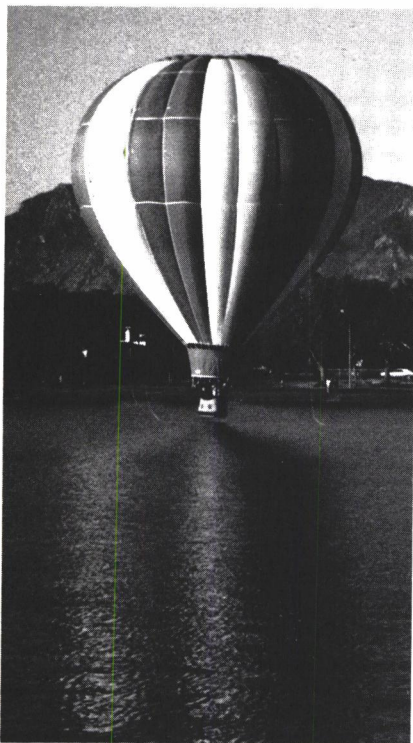


CPA FLIGHT LINES

Vol. 4, No. 2

March 1987



Stephen
poses with
his Crew.

CPA member Stephen Blucher of Colorado Springs pilots his flagship "Morning Glory".



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

by Sonny Elgin

There is a monster lurking in the Front Range area that will surely bite you if you get too close--The Denver Terminal Control Area (TCA). Since the unfortunate midairs in the last few months, the FAA has taken a hard stand on pilots who penetrate a TCA without clearance. Pilots who intrude into a TCA and are able to be tracked by controllers face a 60-day license suspension.

In talking to controllers at Stapleton, they have five to six intrusions per day of aircraft with altitude reporting (Mode C). On one weekend during good VFR weather they reported 14 intrusions each day (Saturday and Sunday). Also in my discussion with Stapleton controllers, they indicated they are using all

means at their disposal to track intruding aircraft to a destination and get the "N" number.

Back to the monster; you can easily pull its teeth by staying clear of the TCA. The following suggestions will help.

1. Have in your aircraft a current TCA chart.
2. Remember that not all TCA boundaries are based on a VOR. Denver Terminal Area (TCA) DME boundaries are based on Runway 26L ILS/DME I-DEN 110.3, Channel 40.
3. If your aircraft is not equipped with all the "whistles and bells," some good "pilotage" will keep you clear of the TCA.
4. Use the current altimeter setting for the area.
5. If in doubt, give yourself a few extra miles and a lower altitude.

General aviation seems to always get the short straw when problems come up. Maybe we bring them on ourselves. The way we can solve them is to abide by the rules and regulations that we all must live and fly by.

For many years I have tried to impress on students and fellow pilots alike the use of "Self Discipline" which will alleviate many of the problems and accidents pilots encounter.

Please have a safe and rewarding flying experience.

PRESIDENT

Sonny Elgin
303-361-9365

VICE PRESIDENT

Liz Wheeler
303-770-0155

SECRETARY

Bill Totton
303-364-5238

TREASURER

Don Vander Ploeg
303-757-1310

VICE PRESIDENT

AT LARGE

John D. Warrander
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

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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WE FOUND IT!

by Stephen Blucher
Major, CAP, Colorado Wing

The headline read "Pair Found Alive at Plane Crash Site." Those seven words tell the story but not the feelings.

To find the object of a mission is good. To find survivors is absolutely great, but I am already way ahead of myself.

The first call came from the Colorado Springs ATC tower. "Are you still involved with CAP? We've got a plane down northeast of Pueblo. Can you help the sheriff find it?" I gave the tower personnel the Scott AFB (AFRCC) telephone number, made calls to alert folks and get an observer, and headed for the airport.

With mission number in hand and Dale Odom, co-pilot and observer, ready to go, we loaded our gear, pre-flighted the aircraft, and headed for the 38 DME fix on the Pueblo 060 radial (38 nautical miles northeast of the VOR).

Denver Center vectored us to the spot from which we started searching. Shortly after commencing our pattern we were informed that in fact we should be on the 160 radial. Again Center gave us a quick heading to that location.

As we crossed the 127 degree radial, 32 miles from the VOR, I heard the first bleating cries of an ELT buried in the background noise. The DF needle was looking like it wanted us to follow and dutifully we did just that. We were getting closer, the sound was getting louder. I turned back the DF sensitivity and the signal got stronger. When the needle started doing the foxtrot I told Dale we were very close. The needle started to swing right, down went the right wing

to follow . . . "I've got it!" Dale said. "They're right under us."

Center had already been notified we had an ELT. When Dale said he had visual, I told Center and they marked the position on the scope.

Out and around we went, dumping speed, flaps and altitude. As we passed over the site again we saw what appeared to be four people outside the aircraft. The plane had landed on a flat spot but rolled into a gully and flipped over. On the next pass we realized there were two folks standing down there waving. They were all right! They had unloaded their baggage and stacked it so at first glance it appeared to be two more passengers.

With the help of Bill Yalotz and Hugh Stock, who were in another CAP plane at a high altitude, messages were passed back and forth, the Colorado State Patrol, an ambulance and a Colorado Wildlife officer converged on the scene.

As the two CAP planes were departing the area, I heard the CSP officer tell his base that there were only very minor injuries. We were happy. A little beat up due to the turbulence and a little tired after the long hours of finding the downed plane and waiting for the emergency equipment to arrive so we could guide them in, but we were headed home and we were happy.

What can one say, except I am very proud to be a part of the Civil Air Patrol, an organization dedicated to helping and saving lives.

IN THE SPOTLIGHT

Walt Barbo



Long-time CPAer WALT BARBO is the manager of the FAA Airports District Office in Denver, with responsibility for airports in Colorado, Utah, and Wyoming. He has been with the FAA since January 1963, and has been stationed in Seattle, Honolulu, and Washington, D.C. as well as Denver. He has also held temporary assignments while in the FAA in Thailand and Iran, and served in a staff capacity to the U.S. Senate Aviation Subcommittee in 1968.

Walt began his aviation career in World War II, serving in the Pacific theatre as a P-38 fighter pilot before the age of 21. Following the war, Walt earned undergraduate degrees in Civil Engineering, Industrial Engineering, and a Master's degree in civil engineering, all at the University of Washington from 1950 to 1960. Later, in 1967,

Walt completed the Master's program in air transportation engineering at the University of California at Berkeley. More recently, he has taught graduate level courses in air transportation at the University of Colorado at Denver.

A true general aviation supporter and advocate, Walt owns and has flown extensively a C-210Turbo, based at JEFFCO Airport. Walt holds a commercial pilot's license with multi-engine and instrument ratings. Walt's devotion and interest in general aviation is shared by his wife, Terry, who is editor of the CPA FLIGHT LINES. Their daughter Bevin is a freshman at the University of Colorado, Boulder. Walt's son, Vic, is a pilot for Zantop, and his daughter, Blythe and family, all live in Washington state.

Walt and Terry celebrated their 25th anniversary last December not with a trip in the "210," but on a commercial airliner to San Francisco. Terry said that was the first time in eight years she had been on an air carrier, because all of their trips have been in the well-used "210."

Terry's introduction to GA was a memorable one. It took place back in 1960 when Walt and Terry were just close friends. An acquaintance of Walt's asked if they wanted to go up in his new Tripacer. Naturally, Walt said yes! It was to be Terry's first flight ever in an airplane. And for some reason, the Tripacer owner didn't know that Walt was a pilot.

Terry soon found herself buckled into the back seat of the Tripacer. The proud owner meanwhile was showing Walt how to use the controls and describing what to expect when airborne. Departure was out of Boeing Field in Seattle. That part of the flight was smooth and uneventful. After departure, the owner demonstrated a few easy turns, and asked Walt if he would like to try it. "I wasn't sure what Walt was doing," Terry said later. Walt described it as one of those rare opportunities, one he couldn't pass up. What started out as simple turns grew into chandelles and finally a loop. The owner was speechless. Terry was unimpressed but in spite of that colorful introduction to flying, she has nevertheless become a strong supporter of GA and has flown hundreds of hours in aircraft the couple have owned.

The family home, designed by Walt, sits on the south side of the Aurora Hills Golf Course. Walt, a left-handed golfer--who strangely does little else left-handed--can often be seen on an early summer evening chipping balls out on the course to the

green, while family poodle "Lady" dashes madly back and forth, retrieving the balls. Walt is not only an occasional golfer, but also loves to spin and fly fish whenever he can. His most recent fishing trip was this Fall to Wyoming with fellow CPAer Dave Burke. One of Walt's favorite activities is writing his "Heard Along the Flightline" column for FLIGHT LINES.

Walt currently serves on the Board of Directors of the Colorado Pilots Association, is a monthly contributor to FLIGHT LINES, is serving his second term as Rocky Mountain Region Vice-President of the United States Pilots Association. He is also a member of the Aircraft Owners and Pilots Association. In addition, Walt has actively participated and supported aviation organizations such as the Colorado Airport Operators Association and the Aviation Technical Advisory Committee of the Denver Regional Council of Governments (DRCOG). He has also been an FAA Accident Prevention Counselor for several years.

In 1983 Walt received a DRCOG annual award for outstanding federal service. In addition, he is an honorary member of the Alpha Eta Rho aviation fraternity, and in 1986 was inducted into the Flying Review Blue Max Society.



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

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

QUIZ FOR EARTHLINGS & SPACE VISITORS

Source: National Air and
Space Museum

After 10 years and 105 million visitors, the National Air and Space Museum in Washington, D.C. has become the most visited museum in the world. The museum has 3,100 items in its collection, including 324 planes and 132 spacecraft artifacts, as well as Charles Lindbergh's Spirit of St. Louis, the Wright brothers' original 1903 Flyer and a moon rock that you can touch. Try the museum's trivia test:

1. Name the U.S. president with a pilot's license.
2. What aviator departed New York for California only to land in Ireland?
3. Who was Manfred von Richthofen?
4. Which of the Wright brothers was at the controls for the first successful powered flight?

5. What was Lindbergh's middle name?
6. What craft were flown in TV's Sky King?
7. What were the first deli sandwiches in space?
8. How many men have walked on the moon?

Reprinted from HOT AIR FLYER, the Colorado Balloon Club Newsletter, October, 1986.

Answers: 1. Dwight D. Eisenhower; 2. Douglas "Wrong Way" Corrigan; 3. The Red Baron, leading World War I flying ace with 80 victorious encounters; 4. Orville; 5. Augustus; 6. Cessna 310 and Cessna T-50; 7. corned beef; 8. 12.

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LOS GRINGOS & AMIGOS

by Wayne Thetford

Flying seems to slow up a bit in the winter, so those of us who have the older birds seem to find something we want to do to them. Lisa and I put some new radios in ours. Now it's really nice to be able to hear and navigate like the rest of you. There is even a rumor around that the old Comanche is a little faster this year. Well, it is just a rumor, but watch out, July 11 we plan on being there early.

Dave and Sue (Burke) finally got their Mooney out of Firewall Forward, hopefully for a long spell. And then there is Walt Bell, who has really gone overboard on his last project. He claims it will be back in the air soon. I sure hope so.

Then the other side is Homer Lyle (Gringo 8) who noticed a little oil on the belly of his J Model. I thought airplanes were supposed to have an oily belly; it makes them go faster.

Anyway, the Gringos have a few plans for this year. During Memorial Day weekend we plan on going to TUCSON. The highlights of the trip will be the Pima Air Museum--a must for all the girls--old Tucson for us guys, and the Sonora Desert Museum which is in itself well worth the trip; not to mention the fun of flying and the getting together with our flying friends. Call

either DAVE BURKE 989-1014 or myself at 697-9792 if you would like to go.

Over the July 4th weekend WALT BARBO (Gringo 7) is putting together a fun trip to JACKSON HOLE, Wyoming, including maybe a white water raft trip, a melodrama and for sure a good time.

Labor day weekend we will again be off to SAN CARLOS, Mexico, for scuba diving and fishing. In October, HOMER LYLE is organizing a trip to THE LAKE OF THE OZARKS. I for one am looking forward to that. If you have never been there, consider this trip. The country is some of the best we have and Homer does a trip up right.

We will keep you up to date on these trips as the year progresses, and as always the Gringos will be at all the CPA events. We monitor 123.4 while flying.

About this time of the year we do a few impromptu breakfast flights. If you would like to be called on these see that a Gringo has your phone number. AND if you don't know your nearest Gringo, call me at work 427-0282 or at home 697-9792 and I'll point one out to you.

SEE YOU AT THE AIRPORT!



EASTER FOOD LIFT

April 18

Needy families in outlying areas of Colorado will be the beneficiaries of the 2nd Annual Easter Food Lift sponsored by the School of Aerospace Science at Metro State College, Denver.

Food collected by the students from local donors will be airlifted to specific cities and then distributed by local organizations.

Alpha Eta Rho, the aviation fraternity at Metro (and CPA member) needs volunteer aircraft

to help with this project.

The students will load the food (80 lbs.) aboard the aircraft at Combs Gates, Centennial Airport, the morning of Saturday, April 18 with a departure time of 10:30 a.m. scheduled for the destination airports.

Any CPA member wishing to help by volunteering his aircraft (and himself!) to transport the food please contact DON WELSH at 366-3408.

OPEN COCKPIT BEST FOR FLYING

Although the closed cabin type of airplane has become increasingly popular within the last few years, especially on larger planes in transport service, authorities are agreed that the open cockpit is best from the standpoint of piloting. The "feel" of the plane to a large extent is determined by wind pressure on the pilot's face, and this is of course largely lost in enclosed cockpits. Particularly is plane "feel" lost when the ship is near the stalling point as it climbs into a stiff headwind.

At such a time it is quite

possible for the pilot in an enclosed plane to get the impression that he has plenty of flying speed when in reality the plane is on the point of stalling over on a wing tip. If a pilot were flying in an open cockpit he would notice the decrease in the "whistle" of the plane going through the air and would instantly know that he was "mushing" forward and ready to stall.

Reprinted from the "EAA 1929 FLYING MANUAL," courtesy of Experimental Aircraft Association.

COLORADO NATIONAL AIRSHOW VOLUNTEER WORKERS NEEDED

by Jon Gallo

The third annual Colorado National Airshow will be held at Front Range Airport on Saturday and Sunday, May 23-24; this is the official three-day Memorial Day weekend for 1987. The airshow is sponsored and managed by the Front Range Airport Authority as a community event to acquaint the population of greater metropolitan Denver with civil and military aviation.

Front Range Airport is a new, modern reliever airport on Denver's I-70 East, 15 miles east of Stapleton IAP. To celebrate the airport's opening and honor the community it serves, the airport authority decided to hold an airshow as the grand opening event during the summer of 1985. The success of the airshow led to the decision to dedicate the Front Range Airport as an annual, major airshow site. The airport is geographically situated and so designed that it is an optimum location for major airshows. The name registered for the airshow is "Colorado National Airshow."

A public/private venture, the Colorado National Airshow benefits the Front Range Airport capital improvement program and nonprofit service/charitable organizations which participate in the management of the show.

The Colorado Pilots Association has been asked to provide volunteers to work at the airshow. Volunteers will man the ticket gates and act as traffic monitors during ingress and egress of traffic. CPA will be given passes for the number of volunteer positions it will fill (plus 20%). CPA will be given a dollar contribution from the airshow based on the number of volunteer positions filled. Volunteers may

contact me at 363-0894 for more information or President SONNY ELGIN at the same number.

This year's airshow will be bigger and better. There will be more acts than ever before with a more dynamic airshow plan. The show's theme will honor the Colorado National Guard. An expanded publicity campaign should bring a weekend spectator audience of 50,000+. A revised traffic plan, coordinated with local and state police agencies, along with more parking, has been designed to expedite both arrival and departure of the 10,000+ cars expected each day. The Airshow events will be:

Colorado Air National Guard A-7's, US Army Golden Knights Parachute Demonstration Team, Bob Hoover--Aerobatics in Sabre Liner and Shrike Commander, Team America--Formation Aerobatics in Marchetti F-260's, ZAR & Starship Pride--Visitor from a Distant Galaxy, Captain Mike Brundage--Jet Jousting with Little Miss Hot Tail Mini Jet, Jim Franklin--Waco Dogfight & Aerobatics (1986 Showmanship Award), Earl & Paula Cherry--"General Smoke," Wing Walking & Aerobatics, Military Demonstration Flights, Bill Bordeleau--Master of Ceremonies and Narrator, "Sentimental Journey"--B-17 Warbird (Arizona Wing, CAF), Military Heritage Command, Warbirds, Ultralights, Hot Air Balloons, Sailplanes, and Military and General Aviation Display (& Lockheed 10A Electra).

Advance tickets will be available at all King Soopers stores in the Denver metro area at Adult \$6.00, Senior Citizen (over 65) \$3.00 and Child (6-12) \$3.00.

Kodak promotional, reduced price, childrens' tickets will be available at the gate. Parking will be free. Front Range Airport can be reached by using exits 292 and 298 on I-70 15 miles east of Aurora. General

and corporate aviation fly-ins are welcome, and expected.

For more information or to order advance tickets, call (303) 344-1619 or (toll free) 800-654-9136.

COLORADO AVIATION CALENDAR

MAR. 28 (Sat.)

FIRST ANNUAL FAA PROFESIONAL AVIATION SYMPOSIUM, Embassy Suites Hotel, 7525 E. Hampden Avenue, Denver, sponsored by FAA Flight Standards District Office. Gov. Roy Romer will be banquet guest speaker. Renewal clinics for Aviation Mechanics, Pilot Examiners, and Written Test Examiners. Various aviation exhibits and aviation programs for general aviation pilots. Aviation public invited. Info: Mick Wilson, 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 AND STAFF, basement floor of State Capitol Building, 7:45 a.m. to 9:00 a.m. Info: Frank Gallo 337-5864.

APR. 18 (Sat.)

POKER RALLYE, sponsored by the Colorado Chapter of Ninety Nines. Front Range Airport destination. Info: Phyllis Kramer 861-4154(0) 237-1056(H).

APR. 25 (Sat.)

CPA FLY-IN BRUNCH, Giovanni's Restaurant, Meadowlake Airport. Info: Bill Totten 364-5238.

MAY 15-17 (Fri.-Sun.)

WINGS SAFETY CLINIC, Burlington (Kit Carson County Airport).

Cosponsored by Colorado Pilots Association and FAA Flight Standards District Office. Participants receive 3 hours of dual (participant's aircraft) and qualify for the FAA Wings Program. Moderate fee for flight portion of program to offset instructor costs. Info: Vern Foster 751-9421, Larry Mack (303) 346-5352, or Mick Wilson 340-5400.

Paula Cherry wing walking and aerobatics, military fly-bys, and various static exhibits. Info: Jon Gallo 363-0894.

MAY 29-31 (Fri.-Sun.)
MOUNTAIN FLYING COURSE, sponsored by Colorado Pilots Association, Front Range Airport. Info: Bruce Hulley 344-2843, Vern Foster 751-9421 or John Simmance 469-1461.

MAY 23-24 (Sat.-Sun.)
1987 COLORADO NATIONAL AIR SHOW, Front Range Airport. Features Bob Hoover in a Saberliner and a Strike Commander, Team America Aerobatic Team flying Marchetti F-206s, Zar with his "Starship Pride," Joanne Nottke in a P-51, Jim Franklin's Waco in a "Dogfight" demonstration, Earl and

JUNE 5-7 (Fri.-Sun.)
ANNUAL MEETING OF UNITED STATES PILOTS ASSOCIATION, Santa Fe, NM. combined with Fly-In to Albuquerque NM Pilots Bash. Bus transportation from Santa Fe to Pilots Bash and return. Info: Frank or Vanita Gallo 337-5864.

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MEMBER FDIC

THE BOOKSHELF

by Stephen Blucher



In 1986, the Colorado Civil Air Patrol entered a new age. The age of turbo-charged aircraft in their search fleet. Some CAP pilots had turbo experience. To others, it was a new adventure. The same is true of "civilian" pilots who upgrade to turbos. I fly skydivers in a Cessna T-206, so the change to the smaller Cessna T-182 should have been easy. However, due to different engines, turbo systems and techniques, it took some practice. One can become "too used" to a particular system and not do something in the correct manner on a "new" one.

There are many books on the subject of turbos. One that I found gives a good all around briefing is by Paul Garrison (author of FLYING VFR IN MARGINAL WEATHER.)

AIRCRAFT TURBOCHARGING (TAB/Aero No. 2306) contains information on operations, maintenance, performance, costs and safety. Garrison starts with a simple and understandable explanation of what turbocharging is and what it does. He says it is a good thing "if the pilot will take the trouble to study the subject, to learn to take advantage of the added capabilities under certain conditions and avoid abusing them to the detriment of fuel economy or engine life."

Wastegates, fixed and variable - throttle systems, two and one - controllers, manual and automatic, fixed pressure and density - knowing the differences can

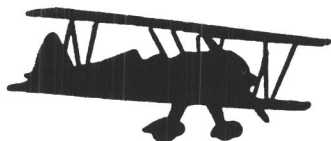
increase efficiency and prolong engine life.

Altitude is not the only advantage of turbo charging. Some days it is the difference between getting off the ground with a full load or not.

What is the altitude referred to, relative to engine performance? How about cold weather operation? Is it different? And altitude limitations . . . are they different? These and many other questions are answered in AIRCRAFT TURBOCHARGING.

Garrison writes about proficiency. Airplanes fly differently "at altitude." The author also gives good information on how to get the most from a turbocharged aircraft.

This selection is available from TAB BOOKS, Blue Ridge Summit, PA. 17214, and also at the Aviator's Mart in Colorado Springs.



HEARD ALONG THE FLIGHTLINE

ILS approach paths to the new REPLACEMENT STAPLETON will intersect the downwind leg to FRONT RANGE AIRPORT'S R/W 08 if Denver builds the facility at the site selected by Denver and Adams County. This creates a real problem as to whether FRONT RANGE can continue as an airport. In a worst case, it may have to be relocated . . . in a best case, remain in place, but seriously crippled. Little will be known until completion of Denver's site approval process on the new airport. This will take at least 1½ years . . . longer if there is significant public opposition. In the interim, FAA has placed on hold any further Federal funding at Front Range until the new airport issue is resolved. But this will not affect completion of a project to nearly double the terminal apron space this summer since the project was committed prior to the FAA decision to hold funding.

*

The FAA issued a surprise airspace approval in February for a gliderport near Golden . . . in the face of extensive opposition from the nonglider segment of the aviation community. We are told FAA's decision was based on a position that the Federal government should not regulate VFR traffic in a "see and be seen environment." Interesting!

*

An FAA task force named to give airspace recommendations in the aftermath of the Cerritos midair collision came up with over 30 items. One high in the list of priorities is to convert all Group II TCA's to Group I. Expect early rule making with an effective date before the year is out. Effect will make Mode C altitude encoder equipment a

requirement for aircraft operating in the Denver TCA. Don't know if this will increase safety but it will increase the count described by SONNY ELGIN in his President's Message.

*

MEAGAN, a doberman pincher showdog, wasn't too enthusiastic when her CPAer owners loaded her into the back seat of their Comanche 250 for a rush breeding trip to Livermore, California recently. However, it is reported that she smiled all the way back to Denver. And now, anytime anyone picks up the keys to the Comanche, MEAGAN is right on their heels for another airplane trip . . .

*

Seen on Channel 6 on a NOVA program in early February--none other than CPAer DUDLEY LeBEAU. The program, "Why Airplanes Crash," contained a reenactment of what transpired in the cockpit of the ill fated Lockheed 1011 that crashed in The Everglades a few years back. DUDLEY'S acting debut: Playing the captain. Good job, Dudley!

*

The NUWACO Aircraft Company located at Centennial Airport has recently gone public with a stock offering to provide for expansion to production of a kit/homebuilt 4-place airplane now in development. This plane will be a real S.T.O.L. which lands at 29 MPH, cruises about 120 MPH with 6 hours range, according to Earnest A. Bode, President of NUWACO. The firm will continue the business of complete homebuilder kits for the model T-10, which is an improved version of the legendary Waco Taperwing biplane of the late 20's and early 30's. ERNIE

BODE may be contacted at 798-8121 for more information.

*

BAMBOO AIRSTRIP, the innovative pilot supply and gift store at Centennial, operated in conjunction with WINGS OF DENVER FLYING CLUB (a CPA member), was the recipient of good publicity via a Channel 9 spot on the 10:00 p.m. news February 9 and was also featured in an article in a recent issue of WESTERN FLYER.

*

CPA members URSULA GILGULIN and VERN FOSTER were contributors to an article on Colorado mountain flying in the March issue of FLYING magazine. The article is "Peak Primer: Mountain Flying."

*

CPA member BILL SCHOLL of Ranger Flying Club recently broke his wrist in an accident -- on the tennis court no less!

FAA Accident Prevention Specialist MICK WILSON has been hospitalized recently and is currently recovering at home. Hurry up and get well, MICK!

WELCOME NEW MEMBERS

AARO, Ray & Kay
3209 S. Pagosa St.
Aurora, CO 80013

CORLETT, David L. & Jean
P.O. Box 37
Dove Creek, CO 81324

HUGHES, Roger
6646 Xenon Drive
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Cesna P210/N26859

KERKHOFF, Gerald
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NOTE: Front Range Unicom 123.0 effective 1 March.

SPACE AND AVIATION FAIR SCHEDULED FOR COLORADO SPRINGS

by Stephen Blucher

Tomorrow's aerospace and aviation students will benefit from the 2nd Annual Colorado Springs Space and Aviation Fair to be held June 20 and 21 at the Newport Technological Center, located on the west side of the Colorado Springs Municipal Airport.

All proceeds from the Fair go to the Space and Aviation Foundation, the nonprofit trust fund established to further aerospace and aviation education and to assist other nonprofit aviation and aerospace groups.

The Fair, sponsored by the Aviator's Mart of Colorado Springs, is meant to promote hands-on learning about space and aviation technology for the public; the grass-roots level of society.

Participation will include numerous aerospace corporations, airlines, fixed-base operators,

plus military and civilian organizations. Thousands of people are expected to attend. The Fair will include daily seminars, contests, special events and static displays.

The Craddock Development Company has donated the Newport Center site for the Fair. Indoor exhibitor booths are available for a donation to the Foundation starting at \$395. Static display space for large exhibits and aircraft will be available outdoors.

The 1986 Space and Aviation Fair drew twice the expected 10,000 spectators. The Foundation staff is expecting 30,000 people to pass through the doors for the 2nd Annual Space and Aviation Fair.

Additional information may be obtained from Pat James at 303/574-1765 or 800/621-8386, ext. 299.

AREA REPRESENTATIVES

STERLING Dan Hofmann
(H) 522-4444

WRAY Lucile Bledsoe
(H) 332-5143 (O) 332-4955

BURLINGTON Larry Mack
(O) 346-5352

PUEBLO Lee Porter
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