

CPA FLIGHT LINES

Vol. 4, No. 4

May 1987



Frank and Vanita Gallo's Skylane N8392S over Corona Pass



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

by Sonny Elgin

Why fly a traffic pattern? A well flown pattern has many functions. The most important is to establish an orderly flow of traffic around an airport. A properly flown pattern gives the pilot a sequence of events to a landing, while letting other aircraft in the pattern know what your intentions are.

In my three years at Front Range Airport I have seen every form of pattern imaginable. The biggest problem is the larger and larger patterns. Cessna 152's fly a downwind two miles from the runway, three mile finals and they depart the traffic area in whatever direction their destination may be. This makes for an accident waiting to happen.

Patterns should be flown with all left turns unless a right

traffic pattern is published for a particular runway. The downwind leg should be approximately one-half mile from the runway with the base leg started approximately one-half mile past the approach end of the runway in use. This not only keeps the traffic flow constant, but cuts the odds in case of engine problems. The best approach is where the power can be reduced to idle on final and the runway made.

Along with flying a proper pattern the courteous and proper use of the unicom is just as important. Keep your transmissions brief and to the point. Advise your position, downwind entry, base leg and final approach. Monitor the frequency while some distance from the airport to get a picture of what and where other traffic may be.

Remember you are not the only one using the airport or unicom frequency.



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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

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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366-2555.

VOYAGER CREW RECEPTION

The invitation read: "TURBO WEST cordially invites you and a guest to a reception for the VOYAGER CREW, Saturday, April 18, 1987, 4:00 p.m., Turbo West Hangar, Jeffco Airport."

Those lucky enough to receive invitations and attend the reception were treated to a film and slide show trip through history of the VOYAGER conception, design, construction, and nonstop flight around the world . . . narrated by crew members DICK RUTAN and JEANA YEAGER. It was an evening to remember!

Dick and Jeana were dressed in burgundy colored flight suits with their names embroidered on the left front, VOYAGER on the right, and a patch of the U.S. Flag on the right arm. Missing were all of the vendor patches seen in most of their press releases.

Other than flight suits, the two aviators seemed as different as night and day. Dick is a tall slender type, and an introvert, who appears completely comfortable in any situation; Jeana is a pretty little thing, very reserved and soft spoken, who can't be taller than 5' 2" (while wearing boots with two-inch heels). And I would be surprised if she weighed 100 lbs. . . . dripping wet!

Their scheduled hour presentation, which seemed only minutes, was filled with fascinating (and sometimes sobering) insights about the mission. For example:

1. That incident in which the wings scraped the runway on departure from Edwards AFB. Dick explained they had been having trouble with the wings gaining lift before rotation on takeoff. As a fix, they reduced angle of attack by shortening the nose-wheel strut. The eventful

takeoff was the first following the modification. But now a new problem. Most people saw news coverage of the mishap. As the aircraft gained speed, the wings created negative lift . . . and touched the runway. Rotation restored positive lift, but there were some anxious moments.

2. The trip lasted 9 days 3 minutes and 44 seconds over a route of 25,012 miles. A route minimum of 22,858 miles was needed to qualify for a round-the-world record.

3. Fuel load on departure was 9,700 lbs., which was about 80% of the aircraft's gross weight.

4. Body dehydration was a major concern. Dick said that after a few days one loses a sense of thirst or hunger. Dehydration led to the fainting problems Jeana had on the earlier 5-day trial trip. To counter this, the crew maintained a very disciplined schedule for eating and drinking. But significant weight loss was still experienced. Dick lost 6 lbs. and Jeana lost 9 lbs.

The following day proved even more eventful for CPA member EVAN SLACK. Seems that Dick Rutan was looking for volunteers to fly with him in a pressurized Beech Baron to Mohave. Evan volunteered. So did TERRY L OFGREN, a little lady out of Boulder, who gets her kicks out of Hot Air Ballooning.

Evan would be judged as a very active and professional general aviation pilot by any standard. He logs something in excess of 250 hrs/year in his personal Mooney 231. He pilots small aircraft constantly to meet travel demands of his several ventures in radio broadcasting. But he was like a first-time pilot in describing his trip with Rutan.

In Evan's words: "It was a 4½ hour flight (into 50 kt headwinds) with a pilot so genuine and personable that I felt I had known him for years. It was a warm, comfortable, relaxed trip."

Dick's father was there to meet the plane on arrival at Mohave. For some reason, his mom didn't make it . . . but did send word to ask Dick if he had any laundry.

The big thrill was the opportunity to see the VOYAGER. Evan described it as an unbelievable experience--so huge, and yet so spindly. And the damage to the right wingtip which nearly scrubbed the mission.

Oh, yes. Evan and Terryll flew back to Denver--commercial!



CPAer John Warrender, Chief Pilot for Monford, gets into the act.



Evan Slack was a willing volunteer to join Dick on flight from Jeffco to Mohave.



Jeana spent much of the evening signing autographs for lucky guests.



With 2" heels, Jeana stands almost as tall as 5' 2" Terry Barbo.

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USPA ANNUAL MEETING CPA FLY-IN TO SANTE FE JUNE 5-7

The 1987 annual meeting of the UNITED STATES PILOTS ASSOCIATION (Remember: All CPAers are automatically USPA members) will be held in "The City Different," Sante Fe, New Mexico.

The oldest capital city in the United States offers a profound view of history and a mystique that continues to lure visitors year after year. The Plaza, downtown, was the terminus of the old Santa Fe Trail and art galleries now line the streets where bolts of cloth and kitchenware were once traded from wagons. The Palace of Governors, on the north side, is the oldest public building in continuous use in this country. It is now a museum and Indian artisans sell their wares under its broad portal. The light, varied landscape and culture provide infinite subject matter for artists whose work is displayed in numerous museums and galleries. There are eight Indian pueblos within a forty mile radius of Sante Fe.

From the ancient to the modern, attendees at the USPA meeting will, on Saturday evening, make a short journey to Albuquerque to participate in the '87 New Mexico Pilots Rendezvous, a gathering of pilots that is becoming an aviation tradition in the Southwest. At NMPB they will join other pilots and aviation enthusiasts for an evening of hangar flying, food, displays, beverages, and an old fashioned hangar dance.

A variety of other activities is planned, including time for shopping, one of the favorite things to do in Santa Fe. For early arrivals, or those wishing to extend their stay, a tour of Indian pueblos and arts and craft shops is available, along with

river rafting on the Rio Grande.

Arrival will be, for those flying their own planes, at the Santa Fe Municipal Airport, where the official hosts will be Santa Fe Aviation, headed up by Jim Hayes. Jim and his right-hand lady, Dottie Remenar, are planning a true Southwestern-style welcome. They have made arrangements with the City of Santa Fe for free tie-downs, and are asking participants to bring their own, if they have them. Dottie asks that anyone wanting additional information should call her at 1-800-824-5727. Remember that the field elevation at SAF is 6300' MSL, so be sure to bone up on density altitude before leaving home. No cause to worry though, SAF's main runway is over 8000 feet long, and the crosswind runway is over 6300 feet.

For those arriving by commercial air carrier, arrangements can be made through Travel Trends, a travel agency in Albuquerque. Flights will arrive in Albuquerque (there is no commercial service to SAF) with a ground shuttle to SAF. Call them collect at (505) 898-1245 and Sherry Malanify will make all the arrangements.

For those who want to have a rental car while in Santa Fe, National Rent-A-Car will give a 25% discount on all cars at the SAF location. The toll-free number is 1-800-227-7368. Be sure and specify that you are with the USPA to obtain the discounted rate.

Transportation from the SAF airport will be furnished to our headquarters hotel, the Continental Inn of Santa Fe. Here, the four-story atrium lobby is

decorated in a Southwestern theme with serapes draped over the balconies and original Indian murals on the walls. Registration will be in the hospitality suite from 6:00 p.m. - 10:00 p.m. Thursday and noon - 6:00 p.m. Friday.

FRIDAY EVENING will begin with no-host cocktails followed by a dinner of prime rib. After dinner there will be a seminar on mountain flying and the hospitality suite will again be open.

SATURDAY MORNING will begin with a continental breakfast at 7:30 a.m. followed by the USPA Board of Directors meeting. We will lunch at the buffet in the hotel dining room.

SATURDAY AFTERNOON is free time. For those wishing to shop, the "Chile Line" leaves the hotel hourly. These quaint trolleys are fashioned after the San Francisco trolleys and ply the route regularly to downtown Santa

Fe. The fare is a mere 50¢ each way. A walking tour of the city is also available. The more adventurous might choose to spend the afternoon at the Santa Fe Downs for the quarter horse and thoroughbred racing.

SATURDAY EVENING participants will gather in the hotel lobby at 5:45 p.m. for the departure to Albuquerque and the NMPB. Buses will depart promptly at 6:00 p.m. for the approximately 1½ hour trip. The NMPB is a very loosely structured, very informal event featuring fun, food, and fellowship. Guests will roast their own hotdogs over outdoor grills and then queue up for beans, chips and dips. The event takes place in an open hangar and on the ramp, and the night air at this altitude can get chilly. Chairs are limited, so it might be nice to bring along a blanket to sit on. All food will be free, as will the first three drinks from the beer truck; after that there will be a

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nominal fee (probably 25¢) for each further cup. There will be a no-host bar available for those who wish something other than beer, and all soft drinks are free. Buses will depart NMPB at 11:00 p.m., again promptly, for the return trip to the hotel in Santa Fe.

SUNDAY MORNING arise and depart at your leisure, or stay over for a few days and enjoy more of the myriad of things to do and see in Santa Fe and the surrounding area.

COST: \$40.00 per person which includes the Friday evening banquet and seminar, the Saturday a.m. continental breakfast at the meeting, Saturday lunch, and transportation to and from the NMPB, in addition to the hospitality suite beverages.

Checks payable to the UNITED STATES PILOTS ASSN. should be sent to DOTTIE REMENAR, NMPA, P.O. Box 15144, Santa Fe, New Mexico 87506-5144. Deadline: May 10. Dottie asks that you include your aircraft N number, date and estimated time of arrival so that transportation needs can be more easily coordinated.

HOTEL RESERVATIONS: Make your own directly with the hotel by calling their toll-free number 1-800-841-6416. Special rates are \$45 single and \$50 double per night. Be sure to tell them you are with the USPA. A deposit or credit card will be necessary to hold your room. Again, make all

reservations by MAY 10! SPACE AT THESE RATES CANNOT BE GUARANTEED AFTER THAT DATE. Deposits may be mailed to CONTINENTAL INN, 4048 Cerrillos Road, Santa Fe, NM 87501.



WELCOME NEW MEMBERS

CICERCHI, Michael P.
8512 E. Exford Dr.
Denver, CO 80237

CRABILL, Steve
310 W. Railroad
Ft. Morgan, CO 80701

MATHENY, Everett
MR-1-101-Cedar
Ft. Morgan, CO 80701

MATHENY, Von
MR-1-101-Cedar
Ft. Morgan, CO 80701

PERKINS, Ron
2700 Crabapple Rd.
Golden, CO 80401

STIENMIER, Sandra K.
P.O. Box 14123
Peterson AFB, CO 80914

WESTROPE, Merrill E. & Margaret
6878 Prince Drive
Colorado Springs, CO 80918

WHISTLE, L. Paul
10450 W. 35th Pl.
Wheatridge, CO 80033

CPA ANNUAL POKER FLY-IN

Saturday, June 13, 8:00 a.m.

Stops at Centennial (Aero Services), Front Range, Longmont,
Ft. Collins/Loveland and final destination Greeley

Prizes BBQ Lunch Safety Seminar

Lunch Reservations requested by June 10

(See COLORADO AVIATION CALENDAR for more details)

MEMBER-GET-A-MEMBER PROGRAM

by Bill Totten, CPA Secretary
Membership Chairman

Colorado Pilots Association is seeking greater member participation and growth through its new MEMBER-GET-A-MEMBER PROGRAM. While providing the incentive of a reduction in your next CPA membership dues, this program offers members the opportunity to inform and educate new pilots and friends about CPA's contributions to the general aviation community. This is how it works:

Beginning June 1, 1987 we will automatically credit your next year's membership renewal \$5.00 for each new member you bring in. The new member's application must state "Referred by (your name)"

in the upper right hand corner. This program will run only until August 31, 1987. The sponsor application below will get you started. Should you need additional applications, either photocopy the application or call Margaret Dwelle at 366-2555 for additional ones.

Don't wait! Start lining up those potential new members NOW. You have an opportunity to help your association grow and get a discount on your next year's membership dues. I thank you in advance for helping us grow with more pilots like you!

Colorado Pilots Association
APPLICATION FOR MEMBERSHIP

REFERRED by _____

Name _____ Phone: _____ / _____
Home Bus.

Name of Spouse _____

Address _____ City _____ Zip _____

Other organizations: AOPA _____ EAA _____ 99's _____

Other _____

Pilot Info: Private _____ Comm _____ Inst _____ ATP _____ CFI _____

CFII _____
License No. _____ Hours _____

Aircraft Owner: _____
Make Model

N number _____

How did you hear about the CPA? _____

My check is enclosed for \$20.00 _____ Please bill me _____

Make check payable to:

COLORADO PILOTS ASSOCIATION
P. O. Box 38555
Denver, CO 80238

MAN-MADE GALES HELP AIRPLANES LAND

Huge fans which can whip up a 65-mile gale that will act as a brake on landing airplanes will be the next piece of equipment installed in the modern airport, according to experimenters.

Aviators have long known that it is easier to land in a stiff breeze than in still air, and it is proposed to take advantage of this fact by arranging 12 to 20 fans on the landing field to supply an artificial gale.

The fans would be arranged at the end of the field to cover a section 200 ft. wide and 90 ft. high. The air would be driven

through a screen of steel bars one inch wide and two feet apart. This screen would serve to break up the eddies of the air.

Flying into this man-made breeze, the aviator would be able to land in the small space of a city block, or even on top of a moderate sized office building.

The fans would be equally helpful in aiding the plane to take off.

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



THE TRUTH IS . . .

by Stephen Blucher

There have been in recent months numerous rumors concerning designated FAA written and flight test examiners. The rumors said the designations were to be dropped. Pilot candidates would have to go to the FAA at Jefferson County to take the written exams and schedule with real live FAA examiners for flight tests, the stories said.

The truth is, by the time you read this, the Jeffco FAA office will be non-existent. According to Bob Winterowd, General Aviation Operations Unit Supervisor, all the offices will be consolidated at the Flight Standards District Office at Stapleton International. Their phone number is 340-5400.

The truth is, some designated examiners are getting out of the business due to the lack thereof.

However, if you are a candidate for a flight instructor rating, you will have to take your original certification examination with FAA personnel, according to Winterowd.

The truth is, it will be business as usual. If your local designee no longer is, it is not due to a change in FAA policy.

P.S. Biennial Flight Reviews (BFR) are now good for 24 calendar months.



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

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

CPA COFFEE FOR STATE LEGISLATORS AND STAFFS HELD AT THE CAPITOL ON APRIL 15



Tom Eggert, County Commissioner from Arapahoe County, visits with Dennis Mewshaw and Bill Totten.



CPA President Sonny Elgin visits with member of Colorado Legislature.

ENJOY LAKE POWELL LUXURY 55' HOUSEBOAT, SPEED BOAT, JETSKI and CAR

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THE BOOKSHELF

by Stephen Blucher



Pilots! If you don't now, have you ever thought about owning your own airplane? Silly question! We all have entertained thoughts of going to the airport and flying unencumbered by the need to schedule and rent and check-out. That freedom, however, is expensive. To buy the plane in the first place can put a strain on your wallet, not to mention any personal relationships.

One way to beat the high dollar need is to purchase a classic airplane. Classic is more than a fancy word for used. Classic surely means older. It probably means minimal or no electronics, avionics, or fancy gear found aboard today's modern airplanes. It may mean "ragwing" and no nosewheel.

Classic airplanes are often found where concrete does not grow but where the whisper of grass and the rumble of the natural landing area greet the incoming pilots.

Have I piqued your interest? Well, just in case you are not going to run out and buy a plane now but have a flicker of a spark of a thought of interest, let me

tell you about a new book from TAB Books that may help your idea grow.

"The Pilot's Guide to Affordable Classics" (TAB 2392) is seventeen chapters of good information. Included in Bill Clark's book is information on over fifty classic airplanes. The Federal Aviation Regulations you need to know are here. The kind of maintenance you as a pilot are allowed to do is discussed at length. Fabric replacement, metal care, engines and avionics are all part of this "classic" overview.

Author Clark has done extensive research for this "Affordable Classics" book. He has also authored a guide for buying used airplanes.

For those more serious about becoming a classic owner, the author has included lists of where to find the planes for sale. There are also lists of manufacturers, suppliers, and federal authorities one may come in contact with. He has even included a rough price list for the models discussed throughout the book.

"The Pilot's Guide to Affordable Classics" is available at The Aviator's Mart in Colorado Springs as well as directly from TAB Books, Blue Ridge Summit, PA 17214.



HEARD ALONG THE FLIGHTLINE

The CPA Fly-In Brunch to Meadowlake Airport on April 25 attracted 33 aircraft with 78 occupants, according to BILL TOTTON. Not bad for the first scheduled fly-in of the year.

*

CPAers seen among the guests at the VOYAGER CREW Reception on April 18 were LENARD ADLER, BABETTE ANDRE, WALT and TERRY BARBO, DAVE GORDON, PETER and BETSY LUCE, DON ODELL, JIM ROPP, EVAN SLACK and JOHN WARRENDER.

*

Speaking of the VOYAGER CREW, hear that DICK RUTAN and JEANA YEAGER are traveling separately these days. Could they be victims of too much togetherness?

*

CPA member LENARD ADLER tells us he will be flying his Beechcraft A35 Bonanza to Prudhoe Bay, Alaska on a recreational trip during the last part of June.

*

CPA member PETER LUCE described his participation in the April 18 Easter Food Lift which was sponsored again this year by the School of Aerospace Science at Metro State College. Eight CPA aircraft participated. Peter flew a route to Lamar, Pueblo, and return to Centennial Airport in his Mitsubishi MU-2. Flying with him were 6 students from the college. Problem: Who flies right seat? Resolved by selecting one for each leg based on highest qualification. First leg was a student with several thousand hours and all the ratings. Peter said he felt like the student.

*

KARL SUTTERFIELD made what appeared to be a perfect landing at Tri-County Airport in his Maule . . . until a sudden gust

of wind converted it to a near disaster. Future of the Maule is uncertain. But Karl is still smiling. He and GRETCHEN were seen flying a Cessna 206 at the Meadowlake Fly-In.

*

For those who may have wondered what WALT and TERRY BARBO'S gear problem was in their T210 at the Meadowlake fly-in, it was a faulty micro-switch on the uplock of the right main gear. Emergency procedures had to be used to achieve gear extension. And it did require a return trip to Denver in fixed gear mode.

*

A humorous remark by MARY ENGEN, wife of the FAA Administrator, is worth repeating. It was made during the Administrator's visit to Denver on April 15. When asked what he intended to do following his retirement in July, she said he was considering several options. First, he hoped to go into something aviation related. Don't recall the second option . . . but the third is memorable. As a final option, she said, he hopes to find some way to abscond with the uncommitted balance of the Trust Fund. Our kind of lady!

*

BEN and PHYLLIS KRAMER are the new owners of Hotchkiss Airport near Paonia on the Western Slope. The airport has a small hangar/maintenance building which Ben expects to use to his advantage in his hobby of aircraft mechanics.

*

One of the planned activities of this year's DENVER-TO-JACKPOT AIR CLASSIC on July 11 is a pool-side cocktail party at Jackpot to celebrate the 15th anniversary of Colorado Pilots Association.

KAY and VERN FOSTER recently visited relatives in Southwest Missouri where Vern took a seaplane refresher at the Port Cherokee Seaplane Base at Afton, Oklahoma. This is one of only a few inland seaplane operations. The owners are Bob and Pam Billingsley.

Last month's cover photo identified the three planes as the Burkes' Mooney 210, the Thetfords' Comanche 250 and the Jewells' S-35 Bonanza. WALT BARBO suggests an editorial correction to read Mooney 210, Comanche 210 and Bonanza 210.



COLORADO AVIATION CALENDAR

MAY 29-31 (Fri.-Sun.)

MOUNTAIN FLYING COURSE, sponsored by Colorado Pilots Association, Rocky Mountain Piper at Jeffco. An intensive 2-day course to familiarize pilots with the unique requirements of mountain flying. Ground School followed by dual instruction in pilot furnished aircraft over mountainous terrain. Info: Jean Tucker 465-1711, Vern Foster 751-9421 or John Simmance 469-1461.

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.

JUNE 13 (Sat.)

CPA ANNUAL POKER FLY-IN. Airport stops starting at 8:00 a.m. at Centennial (Aero Services), Front Range, Longmont, Ft. Collins/Loveland, and ending at Greeley. Participants may delete one airport stop prior to Greeley; purchase a poker card at \$1 at each airport (extra card at Greeley if airport deleted enroute); prizes awarded to high poker hands. BBQ lunch, \$4.00 per person, at noon, reservations requested by June 10. Safety Seminar following lunch. Info/Reservations: John Warrender (303) 351-0892 or Hal Geyer 233-5071(H) or 232-1367(O).

JUNE 20-21 (Sat.-Sun.)

2nd ANNUAL SPACE AND AVIATION FAIR, Newport Technology Center (adjacent to Colorado Springs Airport). Free tiedowns and ground transportation available for those who fly in. Exhibits by aerospace corporations, airlines, aircraft manufacturers, military and civilian aviation related organizations. Seminars conducted by nationally recognized speakers. Proceeds go to the Space and Aviation Foundation. Info: Pat James (303) 574-1602.

JUNE 20-21 (Sat.-Sun.)

SOUTH PARK BALLOON FLY-OUT. Info: Joyce or Gloria at The Life Cycle Balloon School (303) 759-3907.

JULY 4-5 (Sat.-Sun.)

PUEBLO AIRSHOW '87. Participants to include a military flying team (to be announced upon confirmation). Info: Harvey Helvitz (303) 948-3361.

JULY 5 (Sun.)

ASPEN AIR SHOW '87. (Sardy Field.) Warbirds, Zor with his "Starship Pride," Acme Duck & Airshow Co., and various aviation static exhibits. Info: Director of Aviation Office (303) 925-8698.

JULY 11-12 (Sat.-Sun.)

11th ANNUAL DENVER-TO-JACKPOT AIR CLASSIC, departing from Front Range Airport. Sponsored by

Colorado Pilots Association.
Mandatory fly-by (or fuel stop)
of Rock Springs Airport, Wyoming,
on the 557 mile route to Jackpot.
Aircraft handicapped by manufacturer's published maximum speed.
Cash prizes (amount to be published later.) Race open to all
interested pilots. Info: Sonny
Elgin 361-9365(H) or 363-
0894(O), or Bruce Hulley 344-
2843.

JULY 18-19 (Sat.-Sun.)
PRECISION FLYING COMPETITION
sponsored by Pikes Peak 99s,
Fremont County Airport. Open to
all licensed pilots, minimum of
100 hrs total flight time,
limited to single-engine aircraft,
includes flight planning,
a short cross-country and precision
landings. Finalists
eligible to compete in region &
national rallies for a position
on the U.S. Precision Flying
Team. Registration fee - \$15;
entry kit - \$2.00. Deadline -
July 11. Safety Seminar, no
charge. Info: Sharon Roush
(303) 544-6450 (evenings) or
(303) 495-4505 (days, evenings).

JULY 31-AUG 7
EXPERIMENTAL AIRCRAFT ASSOCIATION
ANNUAL OSHKOSH FLY-IN AND

CONVENTION, Wisconsin.

AUG 15 (Sat.)
AIRMANSHIP WORKSHOP AND COMPETITION,
Sterling (Crossman Field), Colorado. Sponsored by
Colorado Pilots Association.
Barbecue lunch following. Info:
Ian Hastie (303) 425-0937(H) or
(303) 426-6460(O).

AUG 22 (Sat.)
WESTERN FLY-IN FESTIVAL and GOLF
TOURNAMENT, Craig, Colorado.
Golf course right next to airport.
Info: Roger I. Gerrard
(303) 824-3231(O) or (303)
276-3300(H).

AUG 22 (Sat.)
3rd ANNUAL MOUNTAIN FLYERS AERO
CUP RACE from downtown Ft.
Collins Airpark, a 250 NM multi-
legged, closed course, open to
all Private Pilot Certificate
holders or better and to aircraft
of not less than 85 hp nor more
than 500 hp, Loran and R-Nav pro-
hibited. Prizes: \$200 and
silver cup, 1st; \$100 and trophy,
2nd; \$50.00 and trophy, 3rd. Race
info packets free. Entry fee \$35
including luncheon. Info:
Mountain Flyers Aero Clubs Inc.,
2200 Airway Ave., Ft. Collins, CO
80524 -- (303) 493-5840 or 5841.

AREA REPRESENTATIVES

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