

CPA FLIGHT LINES

Vol. 4, No. 8

September 1987



Vintage WACO on the line for judging at Oshkosh. See story inside.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

by Sonny Elgin

Many feel that everyday hassles of life cause more illness than major life changes. You can imagine how minor and frequent these incidents are from one nickname, the "snapped shoelace" factor.

A study of police officers found that distorted press accounts about their work and frustrations with the judicial system were far more stressful than responding to a call on a felony in progress or making an arrest while alone.

No matter what the magnitude of the hassle or life change, you should share it with your family and any fellow crewmembers. You should preflight not only the

aircraft, but also yourself for physical and emotional fitness, before each flight. Unless a psychological autopsy is performed, we rarely learn of personal problems that could be causal factors in aircraft accidents. One old story concerns a PIC who noted the co-pilot's long face and faraway look as they started the takeoff roll. He said, "Cheer up." And the co-pilot did--pull up the gear, that is--for that is what registered during his preoccupation with some personal concern.

Stress responses vary with individuals. Having a job abolished can be catastrophic for one person and present the golden opportunity to start on a new career he or she had long dreamed about for another.

People who experienced several recent hassles, but who had others with whom to discuss their problems, had no increase in illnesses or accidents. Having a long-term satisfying relationship with another person is probably more important to good health than any other factor! (Laughter and being in charge of your life with the ability to complete whatever you start are two other big contributors to good health.)

REMEMBER, PILOTS CAUSE ACCIDENTS, NOT AIRCRAFT!!!

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Publication Notice

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

All articles should be sent to:

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

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

OSHKOSH, 1987...

by Dick Mansfield

There are two similar but distinctly different descriptions of OSHKOSH, and the annual E.A.A. Fly-In.

OSHKOSH is aviation's BRIGADOON!! With thousands of Gene Kelleys, Van Johnsons, and Cyd Charises, this magical kingdom appears once each year and thrills, delights, and captivates pilots, participants, and spectators alike.

OSHKOSH is a NOUN, i.e., whole-some, totality, completeness, fullness, inclusiveness, exhaustiveness, comprehensiveness, universality, and OSHKOSH is an ADJECTIVE, i.e., whole, total, entire, aggregate, gross, integral, integrated, indivisible, all inclusive, exhaustive, comprehensive, all embracing, omnibus, universal, and holistic. My seventh grade English teacher would have been proud of me, because with all of the above words, one could write at least five complete sentences using each of them to cover the E.A.A. Fly-In held for these past thirty-five years.

I have made it a point to attend every other year because

it suits my particular schedule and allows me to stir up the juices in anticipation of the magical and event-filled week that awaits in this land of the Chippewa's Wisconsin.

For those who were unable to attend, the events that took place from July 31 to August 7 included the following: Each day began with workshops and seminars that, for the week, were to total over 500 (one almost every hour in tents and buildings). These often provided hands-on experience often needed by both the first-time builder and the veteran aircrafter, including subjects on sheet metal work, welding, fabric covering, wood wing and spar construction, composites, and numerous subjects of interest to the homebuilder. New developments in engines, construction techniques, exotic black boxes housing remarkably small telecommunication equipment, totally new aircraft designs, some only on static display while others have been test flown, spiced the senses for their appearance, speed and creature comforts.



ALMOST TWINS. Ray Scherer of Boulder, Colorado, poses in front of his Bonanza N4469V while Ray Marquart of New Jersey poses with his Bonanza N4470V at EAA Fly-In, Oshkosh.

Each of the aircraft categories were allowed to present their fly-bys during each day's scheduled events giving equal time to all. There were eight categories this year: Custom Built, Antique, Classic, Replica, Rotorcraft, Specials, Warbirds, Ultralights/Light-Plane, and Static (some flew, some had not, at this time).

Opening day, Friday, crowds were swelling on the field as more and more aircraft were arriving, and the latecomers were shuttled to outlying airports from Milwaukee to the South, to Green Bay to the North, Sheboygan to the East, and Madison, to the West. Fifteen thousand aircraft were to be parked on Wittman Field, and there was no more room!

The daily airshow would last for 2½ to 3½ hours, beginning late in the afternoon to accommodate the large number of performers and the weather.

Each evening in the Theater in the Woods there was a special program. On Friday evening, opening day, the popular Kids from Wisconsin played to a large, warmly receptive audience. On Saturday evening, television and movie actor Cliff Robertson was honored for his dedication and contributions of personal appearances, speeches, and presentations on behalf of aviation all over the world. In addition, this year he loaned his personal Supermarine Spitfire MK-1X and his Messerschmidt ME-108 to the E.A.A. for display purposes.

Sunday evening was spectacular with the presentation focused on the incredible flight of VOYAGER, its designer Burt Rutan, and its flight crew, Dick Rutan and Jeana Yeager. It provided us with a behind-the-scenes look at

the preparation for the journey, and the flight itself.



Glasair—180hp beauty.

On Monday, the original Mercury astronauts were honored for their aviation accomplishments as pilots and test pilots, in addition to their roles as the first Americans in the space program. Tuesday evening, the festivities included the popular Miss EAA and Mrs. EAA pageants. Wednesday, there was a special presentation highlighting the history of air racing, and recognition of one of its earliest and most successful participants, and also a long-time EAA director, Steve Wittman. On Thursday night, the program centered around the major awards for the different and varied categories of aircraft represented at the Fly-In.

My favorite event and activity at the Fly-In was the performance by the Warbirds. And, this year their total numbers surpassed even the best estimates by the registration committee—300 aircraft, plus!

One of the secrets of Oshkosh is to arrive several days early. This way you are able to view the quiet, daily activities surround-



Gypsy Moth trainer and Stinson Gullwing Cabin monoplane.

ing Wittman Field and the City of Oshkosh. It's a peaceful serene place where one could lie on the grass and watch the clouds drift by forming figures of animals, people, birds or whatever your fantasy imagined. Try that during the Fly-In and you'd have innumerable tire marks on your poor body from aircraft as well as imprints of thousands of soles and heels from the million plus folks who attend during the week's activities. If you're lucky enough to leave several days after the Fly-In, you could resume the same fanciful activity without fear of losing total physical identity!

There is much to do at Oshkosh, both on the field and off the field as the city and surrounding communities offer a great and varied amount of activities and things for the individual as well as the family. You can take a paddle wheel boat cruise on Lake Winnebago and the Fox River, shop in hundreds of stores throughout the region taking advantage of discount prices in locally produced leathers, furs, shoes, clothing for men and women designed for sports, work, or the casual occasion, and a large assortment of children's apparel. There is fishing and swimming in Lake Winnebago as well as

numerous smaller lakes in the region.

The Fly-In has always been a statistician's delight. It will take weeks to finalize figures, but an estimate of 8% to 14% above 1986 was mentioned by EAA officials. In 1986 there were not only 15,000 aircraft on the field but 64,000 aircraft movements, and of course, this made for the busiest airport in the world for at least four days running. In addition, there were over 63,000 hamburgers sold, over 36,000 hotdogs, 260,000 plus sodas, and 5.75 tons of ice used. Seven percent of all registered aircraft were here daily that week! There were almost 40,000 campers in Camp Scholler RV park adjacent to the airport, and again, all of these figures are expected to be surpassed for 1987!

An interesting point was brought up upon my arrival at Oshkosh and that was the problems that were faced by the EAA directors in the area of insurability for the Fly-In. For a number of years the EAA has had trouble insuring the convention and usually looked to Lloyds of London for assistance. An article in the Oshkosh Advance Titan published through the University

of Wisconsin at Oshkosh reported that the EAA went to Lloyds of London for 75% of the coverage and obtained the remaining 25% from Associated Aviation Underwriters. The EAA Fly-In is the largest airshow in the world and the safety record, the cleanliness, and the attitude of the people not only makes it a success, but also in a large part was responsible for the 14% cost reduction from 1986 total insurance costs.

I'd like to bring up one other point here, and that is Oshkosh has been the place where you find very little doom and gloom regarding general aviation, but I'd like to comment that in every category of aircraft, even those that were still on the drawing board, pilots, owners, operators, and designers that I spoke to were of one voice, and that was the incredible liability problems that the aviation and insurance industries have been forced to deal with, and not too successfully, at any level! The issues of product liability have been discussed at all levels of government as well as on the local grassroots level, and with no solution in sight at this time.

At a recent news conference, Stuart Millar, president of Piper Aircraft Corp., was discussing the problem of product liability and commented, "I don't want you to get the impression that I dislike lawyers. I like them fine when they are cooked right."

This insurance issue has impacted every facet of aviation. It has strangled GAMA to the point where homebuilders and kit built aircraft could conceivably outnumber used and production aircraft. FBOs are now being contacted by aviation product distributors to cultivate the homebuilders in their local

areas; to go out and meet with them individually and/or their member organization such as EAA. Why pay over \$100,000 for a 172, or a Piper or Beech, whose design and efficiency has not changed in 25 years, when you can build your own for a fraction of the cost, and realize speed, comfort, and efficiency!

I located an article in Plane and Pilot by Denis Abrams when he interviewed Beech President James Walsh back in March, 1986. Abrams commented to Walsh that "approximately \$70,000.00 in the cost of each airplane is directly attributable to product liability costs." Walsh then commented that you can't load \$70,000.00 onto a \$165,000.00 airplane, so the smaller airplanes get a smaller amount of the total bill. Since it is the smaller airplane that causes the high bill in the first place, manufacturers are forced to abandon the small plane, since they can't continue to load the large airplane with the ever increasing insurance costs. Eventually, the buyers will resist. Prophetic, certainly. It is also pathetic that this can happen in this country!

Try calling any of the 1-800 numbers of the large aviation insurance companies, or get their names and phone numbers from your own agent's directory, and you'll be amazed at the answers you'll receive when they try to explain their underwriting department's methods for determining your fictional example. Then compare coverages and premiums. You might ask them to explain where they obtained their data, and how old it is and its source.

I don't know where it is going to end, unless every licensed pilot, operator or owner, from individual to corporation, becomes self-insured.

A walk along the flight lines at Oshkosh is a walk through the pages of aviation history. But that history is the product of not only aircraft, but of individuals as well. The real story of Oshkosh, and you'll no doubt be reading hundreds of stories and articles in magazines and newspapers for the remainder of the year, is of the individual, for the individual and because of the individual. Oshkosh holds a special place and a special meaning and it is an important event in aviation history each year, in this country, not only for those of us who have been flying for years or for those on a very first flight, but for the youngsters who are allowed to take part in or are exposed to the love of flying that all of us hold so dearly.

Talk about stories, Oshkosh has its own brand. Let's take a close friend of mine, Ray Scherer, of Boulder (if I mention him he joins CPA). Ray's an ex-U.S. Marine Corp fighter pilot with an early, I mean early, V-tailed Bonanza, N4469V, parked in the Classic camping area opening weekend. He has his tent and cooking equipment set up and toward evening when he is preparing his evening meal he hears the familiar sound of a muffled Bonanza taxiing by while waiting for a tiedown spot. Ray's attention is suddenly transfixed by

the plane's N-number. Not having run that far in quite a while, he finally catches up to the plane and its pilot as the engine gives its last sighs toward silence. The pilots opens the door and steps out, and for Ray, it's like looking into a mirror. Ray Scherer, you see, is well over six feet, and weighs in at about 175 lbs., his hair totally grey now is matched by a white mustache, suntanned ruddy complexion, a ready smile and keen eyes that now need the reading bi-focal. The tall, grey haired, white mustached, gentleman with suntanned, ruddy complexion and metal hornrim glasses stepping down from the wing of his Bonanza, N4470V, is Ray Marquart from Demarest, New Jersey. You would have no trouble declaring them brothers, at least. Instead of two Classics, we now have four!! A friendship begins.

In one of the exhibit buildings, I had the opportunity to meet General Adolph Galland, former General of Fighters for Luftwaffe Command. He was busy autographing portraits of himself and talking with the crowd gathered at his booth. I did manage to ask his opinion of the FW-190 compared to the Me-109; he has heard that one a thousand times, but I hadn't, so why not? What you notice about this man is his eyes. If you get the chance, meet him. "The FW-190 was our



Line of custom built Swifts.

P-51, the Me-109 was a pilot's graveyard!" And, this general knows.

Exhibitors filled every available space in the large metal buildings in the exhibitor's areas, and the Fly Market, aviation's version of the Flea Market, was doing its normal hectic carney imitation. But, all for a good cause, bargains galore!

I have a lot of great memories of Oshkosh, 1987. I've written

an article covering another secret of this great Fly-In--the Oshkosh Seaplane Fly-In, 1987. [It will appear in a future issue of FLIGHT LINES---Editor] I, too, have changed my yearly calendar, from Oshkosh to Oshkosh, and though I attend every other year, I could be persuaded to change my schedule for the slightest reason. As the sign says over my typewriter, "If my ship comes in, I'll probably be at the airport!"

P.S. Or, just ask my wife!

CONGRESSMAN MINETA MEETS WITH LOCAL PILOTS

The invitation read: "Dear Friend, I am writing to invite you to join me on Saturday, August 8, to welcome Congressman Norman Y. Mineta, Chairman of The Aviation Subcommittee of the House Public Works and Transportation Committee. The Colorado Pilots Association and the Colorado 99's are helping coordinate this forum, which will be an opportunity to meet Congressman Mineta and to discuss issues of importance to the general aviation community."

The invitation was signed by Congressman David E. Skaggs, 2nd District, Colorado. Congressman Skaggs is a member of Mineta's committee, a position he sought (by his statement) because of his strong interest in facilitating a replacement airport for Stapleton.

The meeting was held at The Landing Hotel at Centennial Airport. Over 200 from the aviation community attended. Of interest:

Mineta spoke briefly on his proposed legislation which would reauthorize funding for airport

and airways programs for five years at a funding level of approximately \$1.7 billion/yr. Current legislation, which funds at \$1.00 billion/yr., expires September 30.

He was very critical of FAA raids on The Trust Fund for operational uses. (Note: FAA proposes to take 85% of its nearly \$2.6 billion operations budget from the Fund.) He stated, "The Trust Fund was



Front Range Airport Manager Neil Keddington with Congressman Norman Mineta, Chairman, House Aviation Subcommittee.

created to fund capital improvements, not operations of the FAA." But he did concede to accepting 37% maximum of the operations budget for FY 88 to be funded from The Trust Fund . . . to be limited to salaries of hands on personnel. While this was not explained, if consistent with past years, it would fund the salary costs associated with installation and maintenance of facilities. But it would not fund the cost of operating them.

Mineta also brought up the policy conflict issue within FAA of both promoting and regulating aviation. He questioned the ability of FAA to do its job with these conflicting objectives. His subcommittee will be holding lengthy hearings on this issue in '88.



Congressman David Skaggs, CPAer
Scott Hamilton and Steve Dyer.

A comment was made that a disproportionate amount of attention is being given to mid-air . . . when the major cause of accidents is weather related. It was part of an appeal for "weather anti-automation," and a slowdown in FSS closures. Mineta noted that he spearheaded "as good as or better" language in legislation which describes service levels at FSSs to be achieved prior to closure of the facilities. In his view, the new automated stations have yet to reach this level of service.



Vern Foster commented that World War III is already here. It simply has not been announced.

Vern Foster, past President of CPA, commented that World War III is already here . . . it simply has not been announced. It was a statement of concern over the depressed economic status of general aviation. He noted that general aviation is a critical industry to the nation's transportation needs and the economy. But it is being priced out of the market. There is need for congressional assistance.

Mineta was well versed on this problem and recognized the need for congressional action. He focused on product liability insurance costs as a major factor in the current economic climate of general aviation. Because of this concern, he will be holding hearings in the last week of September on the issue of product liability insurance.

In a separate observation, Mineta noted that if this country exported some of its lawyers to foreign countries, it could relieve a couple of serious problems. It would help our balance of trade and, secondly, it would reduce litigation which leads to high liability insurance costs. An interesting insight!

"FLIGHT 50" A RECORD

by Vern Foster

Mike Hance of Englewood and co-pilot Milton Mersky of Dallas completed the record breaking "Flight 50" with their arrival at Oshkosh on July 31. The "Flight 50" involved a takeoff and landing in each of the fifty states plus the District of Columbia.

The carefully planned trip began on July 17 at Honolulu, Hawaii. The Mooney Aircraft Company provided a Mooney model 252, which was selected because of its speed and fuel economy.

The airplane was prominently displayed in the show area throughout the Oshkosh event.

The Mooney cowling displayed names of some thirty sponsors which included Univar, Moto-Photo, Combs-Gates, and Jeppesen Sanderson of Colorado.

The flight generated \$13,000 which will benefit the EAA Summer Youth Camp program.

Congratulations, Mike and Milton!



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BUTLER, Allen
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HARRISON, Rodney D. (Claudia)
#1 Brookside Drive
Littleton, CO 80121

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5634 Herzman Dr.
Evergreen, CO 80439

KONSHAK, Michael V.
4821 Harvest Court
Colorado Springs, CO 80917

MEE, Irvin
15682 Duquesne Circle
Brighton, CO 80601

PRICE, Jeffry C.
6015 Urban St.
Arvada, CO 80004

ROSS, Donald L.
1327 Agape Way
Lafayette, CO 80026

STITH, Brad (re-joined)
809 Dexter St., #109
Denver, CO 80220

NEW ZEALAND AIR SAFARI FLY KIWI COUNTRY

For all pilots . . . a dream come true! Ambassador Travel and Ambassador Services have arranged an incredible opportunity for a fly-yourself New Zealand air tour! The first tour will take place November 2-14, with a second tour planned for early 1988.

New Zealand, one of the most beautiful countries in the world with spectacular scenery, offers itself as an ideal country for air sight-seeing. Our goal is to provide pilots the best possible tour, keeping in mind that we are dealing with pilots of varying skill levels. Our itinerary will, of necessity, be flexible to accommodate weather conditions and all pilots' love of freedom.

Generally, the tour itinerary includes three nights in Auckland during which time it will be necessary for each pilot to sit for a small exam and do a check-ride in the plane--all of which will be Cessna 172s. The Auckland visit will include a tour of the Bay of Islands area, Great Barrier Island, and an opportunity to do vintage aircraft flights.

Two nights will be spent at Nelson with side trips to Wellington, Murchison and Motueka where white water rafting is available plus some excellent antique shopping. Then on to the beautiful alpine scenery of Queenstown for three nights, with side trips planned to Wanaka, Dingleburn (for a back country barbecue), Mt. Cook, Stewart Island, and Haast . . . all with incredible scenery.

Two nights in Hastings with trips to Taupo (for superb fishing), Rotorua and a chance to fly in vintage aircraft, and Masterton where there is a vintage aircraft museum. We will stay one night in Ruatoria where our hosts Lesley and Michael Cotterill (who operate their own sheep station, Makarika) have arranged through the local Maori people for our group to spend the night in a Marae, a Maori meeting house. This is a special privilege that few people are afforded and it will allow us an inside look at the native Maori and their famous arts and crafts. We will return to Auckland where the New Zealand Warbirds will host a barbecue in our honor.

The trip is geared for excellent flying, fantastic sight-seeing, and first class accommodations. The cost will depend on how many share an airplane (for instance, 4 per aircraft, \$2,350 per person plus overseas airfare.) This includes all accommodations, most meals, and all local aircraft costs. The special group airfare is \$895 plus \$13 tax per person round trip.

Two years ago when Bill Brown (new CPA member), Joan and Ken Ward, and their crew were in New Zealand producing their film for Ambassador Services, they rented an old Cessna 206 which they lovingly dubbed "Old Bucket of Bolts." They quickly realized there was no better way to see New Zealand than by private aircraft. On the completion of the film, and while relaxing at Moose Lodge, they had dinner with

guests Chuck Yeager and Bud Anderson. Ken enthusiastically described to the two famous pilots how great it was to fly New Zealand. Chuck commented, "They why don't you guys at Ambassador Services do general aviation pilots a favor and set up flying tours?" Ambassador Services and Ambassador Travel are proud to grant you this favor.

To stay within the weight limitations, an escort Cessna 185 with baggage pod will be along to carry excess baggage and help show the pilots the places of interest.

For more details on this Fly Kiwi Country Safari call Bill Brown at 303 223-6771 (within Colorado) or 800 443-3623 (out-of-state.) Ambassador Travel's address: 3030 So. College Avenue, Ft. Collins, CO 80525.

THE BOOKSHELF

by Stephen Blucher

NAVIGATION. All who fly do it. Whether it is IFR (I follow roads, rivers, and rails) or using the latest computerized navigational equipment, we all have some form of getting from point A to point B.

Most of us, I would guess, still use the tried and true methods of pilotage, dead reckoning (do you remember the difference?) and the VOR network, but with the advent of computerization, miniaturization and mass marketing, more and more general aviation planes are carrying the "modern equipment."

What about all this new equipment and all the ways we can navigate ourselves safely around the skies? Now there is a book that holds within its 245 pages all any pilot would ever need to know concerning navigation. The book is called "The Aviator's Guide to Modern Navigation" (TAB 2408) and holds all the latest information about navigation. When I say the latest information, I mean just that. This book is hot off the presses so there is very little, if anything, that is missing. If you are just looking for new equipment or brand new to flying, this book will not only be informational, it will be highly instructive as well.

"The Guide to Modern Navigation" is not an equipment hype. It is a learning experience. Do you know the difference between the Point-of-No-Return and the Equal Time Point? How about single engine range and unpresurized range?

There is so much good information in this book that I could go on and on, but then you would not have an excuse to stop by the Aviator's Mart in Colorado Springs to look at the book yourself. The book can also be ordered directly from TAB Publishing, Blue Ridge Summit, PA 17214 for only \$17.95, or you can write them for a free catalog that will tell you not only about this book, but about the hundreds of other aviation titles available.



HEARD ALONG THE FLIGHTLINE

State Aviation Planner DENNIS MEWSHAW will be leaving Colorado in mid-September to accept a position with The National Association of State Aviation Officials (NASAD) in Washington, D.C. He will be working as manager of a contract with the FAA for collection of data on the nation's airports. Dennis is a CPA member. He recently gained his pilot credentials under the instruction of Vern Foster.

*

Greeley Airport Manager FRED JAEGER tells us that Eastern Airlines is sponsoring a major pilot training program at his airport through AIMS Community College. This is the second such Eastern program in the country. The other is located at Miami's Wade-Collier Airport. AIMS will offer a two-year program with an Associate Degree in Aviation. Eastern will tap the pool of graduates as a principal source for future pilot recruiting.

*

Pilots may feel like Gods in the air. But on the ground they are completely helpless. They need fuel, transportation, food, etc., . . . Above comment by HARRY COMBS at the dedication of his new Stapleton Aviation Complex on August 28.

*

LOU MONGER, Denver FSDO, tells us that the Military Heritage Command (based at the Front Range Airport) is expected to receive as many as 30 Allison aircraft engines . . . from an unlimited hydroplane operator out of Madison, Wisconsin. The engines will become surplus later this year with conversion to automobile engine power in the operator's new boat.

We in general aviation must recognize that we are not highly regarded. An understatement heard at the AOPA (CPA sponsored) Safety Seminar at the Heritage Inn on August 5.

*

JIM DYKES, CPA member from Colorado Springs and occasional contributor to FLIGHT LINES, is President of The American Society of Safety Engineers. Jim is owner/pilot of a Piper PA-28.

*

Among the Colorado contingent attending Oshkosh this year were: LEE and FLO PORTER of Pueblo, BILL STEWART of the Univair display team, WALTER BELL of Jeffco Pilots Assn., BARRY CHRYSLER, SHELDON CHRYSLER, CHARLIE HARRIS, VERN and KAY FOSTER, GENE SOPPELAND, JEAN and GREGG STROBACK of Wings of Denver, BRUCE BOSSHART, MARSHALL BURR and DREW CHITEA, who flew the NUWACO bi-plane to Oshkosh for display purposes, MIKE HANCE and DICK MANSFIELD.

*

Curious about Airport and Airway Trust Fund balances? FAA sources advise FY '86 revenues were \$3.565 billion, expenditures were \$2.365 billion, and unexpended balance was \$8.625 billion. Approximately one-half of the balance was committed under various appropriations and outstanding obligations.

*

BILL TOTTON won recognition as "Top Gun" in the bomb drop contest at the Airmanship Workshop and Competition held at Stirling Airport on August 15. But PAUL ADAMS took top honors with best score for the overall competition. Both fly Cessna Skylanes.

COLORADO AVIATION CALENDAR

SEPT 26-17 (Sat.-Sun.)
AURORA BALLOON FESTIVAL. Front Range Airport. Sponsored by Pride In Aurora. Mass balloon launch at 8:00 a.m. each day. Helicopter & airplane rides, warbirds on display, food, souvenirs. Info: Jon Gallo 363-0894.

OCT. 2-4 (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.

OCT 10 (Sat.)
99's PINCH HITTER COURSE, Front Range Airport. Emergency flying techniques for small aircraft passengers. Info: Jon Gallo 363-0894.

OCT. 10 (Sat.)
OCTOBERFEST. Fly-in/drive-in, Embassy Suites Hotel, I-70 & Havana. Info: Jon Gallo 363-0894.

OCT. 22-23 (Thurs.-Fri.)
ANNUAL MEETING OF COLORADO AIRPORT MANAGERS ASSOCIATION. The Clarion Hotel at Stapleton. Info: Dave Gordon 466-2314.

OCT. 23-25 (Fri.-Sun.)
COLORADO PILOTS ASSOCIATION CONVENTION AND ANNUAL MEETING. Watch for Special Flyer with details. Info: Sonny Elgin 361-9365(H) or 363- 0894(O), or Vern Foster 751-9421.

OCT. 23-25 (Fri.-Sun.)
UNITED STATES PILOTS ASSOCIATION Fall Meeting, Embassy Suites Hotel at Laclede's Landing, St. Louis, MO., hosted by the Missouri Pilots Assn. Activities include viewing of Lindberg trophies, tour of McDonnell Douglas plant, aviation seminars and social activities. Info: Walt Barbo 367-0670.

NOV. 14 (Sat.)
FLY-IN to MINDEN, NEBRASKA. Sponsored by Colorado Pilots Assn. Brunch and Aviation Museum tour. Info: Frank or Vanita Gallo 337-5864.

DEC. 4 (Fri.)
COLORADO PILOTS ASSN. CHRISTMAS DINNER. Program and location to be announced. Info: Liz Wheeler 770-0155.

OUT-OF-STATE AVIATION CALENDAR

SEPT 26-27 (Sat.-Sun.)
SUPERBATICS '87 AIRSHOW, Topeka, Kansas. Sponsored by Combat Air Museum. Info: 913/862-9649.

OCT 23-25 (Fri.-Sun.)
USPA MEETING, St. Louis, MO. Embassy Suites, Laclede's Landing. Info: Walt Barbo 367-0670.

OCT 15-17 (Thurs.-Sat.)
AOPA 1987 CONVENTION, Bally's Grand Hotel, Las Vegas. Info: Ann Killian (301) 965-2052.

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Printing of the flyer courtesy of



Tumbleweed Press

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