

CPA FLIGHT LINES

Vol. 5, No. 3

April, 1988



Right Base to R/W 34 at St. George, Utah.



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

THE PRESIDENT'S CORNER

by Don Welsh

Isn't it great that we live in a country where we enjoy complete freedom? As pilots, we can simply remove the tie downs, fill the tanks and blast off into the far reaches of space; but, just a minute now. Is the annual inspection current? Are the registration, radio license and operating manual aboard? Is the transponder certified and operating? Is the mode C certified and operating? What are the TCA requirements and has that new ARSA been activated? Has the VOR been checked in the past 30 days? Have you . . . ?

There is no quarrel with the procedures which realistically promote and guard the safety of you and me and those around us,

but there are times when emotion and reaction to the hysteria of the mass media may lead to unsound thinking.

It is possible to rationalize and lull an individual reaction to one or two new rules and/or regulations but there is a point at which over-regulation threatens not only the freedom of choice and action of the individual but in the long run threatens the existence of a once thriving industry and the ongoing ability of the aviation industry to train the men and women who must sustain the commercial aviation industry in future years.

The enactment of unnecessary requirements imposes a financial strain upon individuals and industry alike which affects the economy on a local as well as national level.

There is a choice and it is yours. Read, study and keep abreast of developments in the aviation world. You, as a committee of one, can make a difference. Call and/or write to your representatives and make your voice heard. Write to the FAA, in duplicate of course, and state your case. It is your freedoms you are protecting and you can make a difference.

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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
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Aurora, CO 80012

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Copy Deadline for FLIGHT LINES 10th of the month

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

CPA MOUNTAIN FLYING COURSE

by Vern Foster

The third annual Colorado Pilots Association Mountain Flying Course will be conducted at Colorado Springs on June 10, 11 and 12, 1988.

The first planning meeting was held on Saturday, February 27, at West Aire, Inc. offices on the COS municipal airport.

The Mountain Flying committee consists of co-chairmen STEVE BLUCHER and PAT JAMES, both CPA area reps at COS, plus BILL MURPHY, WAYNE LINDHOLM, JIM DYKES, MIKE KONSHAK and HOWARD CULVER, all of the COS area, as well as BRUCE HULLEY and VERN FOSTER of Aurora.

The required Mountain Flying ground school class will be conducted Friday evening (June 10). The Mountain Flying cross-country training flights will be held on Saturday and Sunday (June 11 and 12).

The fee is \$140 for the ground school, cross-country dual plus a mountain flying book and assorted training materials. Pilots furnish their own airplanes. Payment in full and registration by the deadline of 1200 noon MDT, June 7, 1988. Payment by check to COLORADO PILOTS ASSOCIATION or by Master Card accepted.

Official FBO is West Aire, Inc., COS municipal airport. Official hotel is Raintree Inn adjacent to west edge of the airport.

Activities for all members of the family will be available, such as tours, sightseeing, Air Force Academy, Pikes Peak, Garden of the Gods, etc. The room rates will be at a special CPA rate, and discount rental cars will be available. Also balloon rides,

glider flights and a 2-day multi-engine rating course will be available.

There will be several seminars on Saturday and Sunday, along with displays of homebuilt and antique aircraft.

The Mountain Flying course qualifies as an official FAA WINGS safety program and will be advertised via FAA bulletin to all pilots in Colorado plus selected areas of Kansas, Oklahoma, Texas and Nebraska.

Training positions are limited due to the number of available flight instructors, so make plans early. Learn safe and professional mountain flying from experienced CFI's.

West Aire, Inc. manager, HOWARD CULVER (CPAer), is generously donating ramp and hangar space for all our flight operations activities.

Bring the family. Bring a fellow pilot or airplane partner. Rental airplanes will be available at COS. All aircraft must have 145 h.p. minimum. Pilot and CFI to be the only occupants of planes during the mountain cross-country.

For more information and registration, call PAT JAMES at COS (The Aviator's Mart) toll free at 1-800-621-8386 ext. 299.



THE BOOKSHELF

by Stephen Blucher

Several years ago a book called "Chariots of the Gods" expounded upon the prospects that we are not alone in our galaxy; that beings from other worlds have been here and continue to come here. Now another book has been written about chariots and space travel, but this one is about going the other way.

In the history of the United States' race to the moon much has been written. "Chariots For Apollo" is the untold story about that race. From the TAB/Areo series, this book reads more like an adventure than a history. I have read numerous books about the space program, but this one actually shocked me. There is information and there are descriptions in this book that will keep the reader on the edge of his/her easy chair.

In January of 1967, we lost three astronauts during a practice rest at Cape Canaveral. The repercussions were amazing. One quality control inspector took his own life. Senator Walter Mondale pounded the table, exhibited the gruesome photographs and stepped up his fight to stop the waste of money on space exploration.

"Chariots For Apollo" tells about positive events; it also tells about some of the problems that happened, but not just like that. Even during the problem times there were lighter moments. One engineer rushing to the Grumman plant on Long Island ended up in jail as a liquor store robbery suspect.

And the people! No book would be complete without the stories of the people. One chapter tells about astronauts training in a lunar module; how one set made

the test look text-book easy and the next set almost destroyed the module.

In the opening pages of this book the author makes comparisons between the people who built and sailed the Titanic and the people of NASA. I found it to be most interesting how the authors were able to make their correlations and what they did with their information.

"Chariots For Apollo" (TAB No. 22923) is available for \$14.95 from the Aviator's Mart in Colorado Springs or from TAB BOOKS, Blue Ridge Summit, PA 17214.

The FLY MART

FOR SALE

1959 Cessna 175, Low Airframe Time, TTE 800, Full IFR, May Annual, N7173M Based at Jeffco. Bought Another Airplane. Scott Hamilton 466-7315.

1969 Cessna T210, Cruise 223, Svce 30,200, NDH, KNS80, RNAV/DME, KY 197, MK16, Dual ILS, XPDR, Enc, T12C ADF, Cent IIB, 6 place Panel Mount Intercom, 02, LR Tanks, 3 Blade, Most Factory Options. Nice in and out. 2689 TTAFF, 1225 SMOH. Runs good. Just out of \$5,000 annual. Blue Book \$30,900. Take \$28,000 Firm. 687-3059 evenings (Colorado Springs).

R/STOL 1974 Skylane, low time. Many extras. Basic IFR. Great mountain airplane. Downtown Ft. Collins. Ron Hanawalt 484-1342 (evenings).

AVIATION BILL STILL ALIVE

In last month's FLIGHT LINES, we reported that Representative LEWIS ENTZ'S bill to create a State Aeronautics Office in Colorado appeared doomed. The bill had cleared the Transportation and Finance Committee of the House. And it experienced an interesting amendment enroute which would locate the office under the Department of Military Affairs rather than the Department of Highways as earlier proposed. At press time, however, the bill had stalled in the Fiscal Committee of the House and did not reach the House floor within the deadline for submission of new bills.

But Rep. Entz is a persistent type. He doesn't talk about the "backroom politics" that took place. They were obviously effective. In late February, Entz achieved "late bill" status for his bill . . . and on March 16 it was approved by the State House of Representatives without dissent.

In talking with Rep. Entz on March 22, we learned that the bill has been referred to the Transportation Committee of the Senate. Next on its schedule will be the Senate Appropriations Committee . . . then the floor of the Senate. At this point, Entz is very optimistic it will gain legislative approval.

In a related item, the National Association of State Aviation Officials sent your FLIGHT LINES editor a very welcome letter in support of efforts to create a State Aviation Office. In their letter of February 22, they wrote:

"The Washington staff of the National Association of State Aviation Officials (NASAO), as well as the directors of the NASAO member state aviation

agencies, are following with keen interest Colorado's renewed attempts at creating a permanent state government aviation function. We read with pleasure the February '88 FLIGHT LINES report on the legislative progress to date. It appears that this year's effort has been well organized and thought-out, with participation by all aspects of the aviation community."

WELCOME NEW MEMBERS

BUTLER, Keith
9625 W. Cornell Pl.
Lakewood, CO 80227

DOAK, Jack
2036 S. Balsam
Lakewood, CO 80227

HILLYARD, Woody & Sharon
8175 Jellison Ct.
Arvada, CO 80005

KIDD, Ronald H. & Elva
1055 W. 7th Ave. Dr.
Broomfield, CO 80020

NOONEY, Guy
745 Meadow Glen Dr.
Boulder, CO 80303

ORSON, Wilbur
70 Garden Center, #203
Broomfield, CO 80020

ROMER, Governor Roy
State Capitol
Executive Chambers
Denver, CO 80020

ROUSH, Sharon
271 Bonnymede Rd.
Pueblo, CO 81001

WATSON, Leroy Jr.
P.O. Box 607
Lafayette, CO 80026

1988 COLORADO AIR SAFETY CONGRESS AND TRADE SHOW

The FAA's Flight Standards District Office at Denver, in cooperation with aviation industry manufacturers, vendors, educators and representatives in Colorado and throughout the nation, will present the second annual COLORADO AIR SAFETY CONGRESS AND TRADE SHOW on May 12, 13 and 14, 1988, at the Front Range Airport.

The FAA's MICK WILSON, the chief coordinator of the event, has called the collaborative undertaking between government and industry "an unprecedented effort in the Rocky Mountain region to advance and promote all forms of aviation." Said Wilson, "The three day Congress and Trade Show will have something for everyone. There will be seminars to enhance flight safety and workshops for every kind of pilot --from those who fly their Cessnas and Pipers on weekends to professionals who make their living shuttling passengers in 727's and corporate jets. Even balloon, glider and helicopter aviators will find sessions devoted to their form of flight."

The Congress and Trade Show will be highlighted by 14,000 square feet of exhibits, static displays of aircraft, and a Saturday evening banquet featuring a keynote speaker of national reputation.

On Thursday, May 12, the seminar agenda includes: Aviation History, Military Heritage, Media Workshops, "Fly A Reporter Program," World of Ballooning, Riding The Mountain Wave, Helicopter Charter and Rescue, and Navigation and Communications.

The Friday, May 13, schedule features: "Fly A Reporter Pro-

gram," Educational Seminars, Accident Prevention, Simulators, Travel Clubs, Corporate America & The Bizjet, The Corporate Flight Department, and Executive Charter & Aircraft Management.

The schedule for Saturday, May 14, includes: Airline Careers, Pilot Entry Program, Regional Airlines, Human Factors, Command Leadership Training, The Collegiate Pilots, Boeing Airplane Co. Presentation and Banquet at 8:00 p.m.

Of particular interest to both the print and electronic presses are the AOPA "Fly A Reporter Program" and a special seminar designed to dispel aviation reporting myths and errors as well as to provide insights into the aviation accident investigation process.

For more information concerning specific aspects of the Colorado Air Safety Congress and Trade Show, contact one of the following:

Exhibitors: Lori Wyatt (303)
756-4804 or 799-6917

Seminars: Bud Oaster (303)
465-1711

Teacher's Workshops: Bruce
Hulley (303) 344-4910 x256

Media Workshops: Wayne Phillips
(303) 320-0473

General Coordinator: MICK WILSON
(303) 340-5499

The Congress and Trade Show welcomes and encourages participation by the general public and anyone interested in aviation.

COLORADO SPRINGS ARSA EXAMINED

by Stephen Blucher

On March 10, the FAA held an "informal" meeting concerning the new Airport Radar Service Area (ARSA) for Colorado Springs.

What we were shown was a generic model with five and ten mile concentric circles around a center airport. We were then shown the Colorado Springs plan. The inner circle is five nautical miles in diameter and goes from the surface to 4000 feet AGL (10,200 MSL). The outer circle, not like the generic model, also goes to 10,200 MSL, but the west side has been cut off at approximately Interstate 25 to "facilitate the movement of military traffic" to and from Fort Carson and the USAFA. On the other side, the floor of the outer circle starts at 7100 MSL or at 8200 MSL depending upon where you are flying. The FAA has arbitrarily split that space at the 86 degree radial from the center of the airport. There is no way to know where that mark is except, according to Joe Hof from the control tower, it is close enough to CSOC, the Flacon Air Station, that if you are north of CSOC you are in the 8200 floor space. If you are south of CSOC . . .

The fact that the FAA is planning to cram a great deal of traffic into the space between I-25 and the foothills upset a lot of people. Many pilots also wanted to see the floor of the outer ring raised to 8500 MSL in its entirety to facilitate the student training flights and other air activities that take place east of the airport.

Before I go much further, let me say that the implementation of the COS ARSA has been put off until the beginning of 1989

according to Bob Burns, the FAA rep from Washington.

To fly in the ARSA, an aircraft will NOT have to have an encoder or even a transponder. This brings us to the other new rule, affectionally known as 88-2, which says by the end of 1990, anything that flies above 6000 AGL or within 40 miles of a radar airport will have to have encoding transponders. This will effectively make every ARSA a mini-TCA.

The March 10 meeting was for the ARSA, and not 88-2. I think enough has been written about 88-2 so every pilot knows that letters need to be written and to whom. If you do not know to whom your letters should go, call PATSY JAMES at the Aviator's Mart in Colorado Springs at 574-1602.

This writer had an extended conversation with the government affairs folks at the Washington office of the Aircraft Owners and Pilots Association (AOPA) on March 11. Per AOPA, when Congress wrote the mandate for safer skies, they did not intend nor authorize FAA to set the limits they did in 88-2. The intent was for tighter control in the ARSAs and TCAs. At the present time, AOPA and others, are attempting to have Notice 88-2 dropped altogether, or, at the very least, have the public comment period extended.

On the question about higher work load for the controllers, the meeting participants heard two answers. Bob Burns said there would not be a higher work load, only increased communications. The other answer we heard was that possibly separate controllers might handle the

north and south sectors. The question that arose after the first answer was "isn't communications the only job of the controller and is that not going to increase?"

What happens in the COS ARSA remains to be seen. The reason for the TRSA becoming an ARSA is that "confusion in a pilot's mind flying from one to another will be eliminated. All the airspace will be the same" -- quote, unquote, the FAA.

Airspace is being taken in the name of safety. Additional restrictions and equipment requirements could force many aircraft out of the air. Your opinion is very important and time is of the essence. Write your letters now! Whether you fly lighter-than-air or heavier-than-air, the restrictions could effect us all.

Re NPRM 88-2 Docket 25531
Per AOPA Gov't Affairs Dept.

The intent of Congress in writing the mandate for safer skies was NOT to give the FAA a blank check.

The intent was to make more use of Mode C in TCA's and ARSA's and not within 40 miles of ALL radar airports and not ALL airspace above 6000 AGL.

FAA was sent out for a "gallon of milk and a loaf of bread, and they came back with the grocery store."

Write or telegraph your representatives and senators NOW! Ask them if they know what the FAA has done.

The deadline was March 28; however, it may have been extended.

NOTE: Comment period has been extended to May 12.

EDITOR

■ CPA PETITIONS FAA ■

Reprinted below is a letter dated March 4, 1988 sent to the Office of Chief Counsel, FAA, Washington, D.C. requesting comment extension concerning Notice No. 88-2.

The Colorado Pilots Association, representing the general aviation concerns of its members, is petitioning FAA to extend the comment period on Notice 88-2. The notice as published allows only 45 days for public comment.

This notice of proposed rule-making (NPRM) contains major changes in the basic structure of national airspace. Extending the comment period from 45 days to 120 days is in the public interest. The Federal Register is not widely read by "the public" and extension of the comment period will allow time to publish a secondary notice thus allowing a legitimate opportunity for public comment.

While the FAA has a target date of June, 1988 for final rule, this is probably unrealistic for rulemaking of this magnitude. The public must be given opportunity to receive notification, analyze and respond to an NPRM of this importance.

Donald B. Welsh, President
Colorado Pilots Association

NOTE: Comment period has been extended to May 12. ED.



COLORADO AVIATION CALENDAR

APR 12 and 19 (Tues.)
HOT AIR BALLOON GROUND SCHOOL,
Life Cycle Balloon School. Info:
Mike Bundgaard 759-3907.

APR 23 (Sat.)
AVIATION SAFETY SYMPOSIUM, Metro
State College, Student Activity
Center, 9th & Lawrence, Denver.
Co-sponsored by Alpha Eta Rho and
Colorado Pilots Assn. in coopera-
tion with the FAA. Theme is
"Collision Avoidance." Info:
Alpha Eta Rho 556-3316 or Bill
Greener 556-2921.

APR 23 (Sat.)
9th ANNUAL COLORADO BALLOON
SAFETY AND EDUCATION SEMINAR,
Hyatt Regency Hotel, Denver, 8:00
a.m. - 5:00 p.m. Info: Mike
Bundgaard 759-3907.

APR 29-30 (Fri.-Sat.)
WEEKEND HOT AIR BALLOON GROUND
SCHOOL. Life Cycle Balloon
School. Info: Mike Bundgaard
759-3907.

APR 30 (Sat.)
MEADOW LAKE FLY-IN, Colorado
Pilots Assn. Brunch. Info: Tom
Daly 337-6984.

MAY 12-14 (Thurs.-Sat.)
1988 COLORADO AIR SAFETY CON-
GRESS AND TRADE SHOW, Front Range
Airport. Exhibits, workshops and
symposiums. Info: Mick Wilson
Denver FSDO 340-5499, Wayne
Phillips KIMN Radio 321-0950 or
Babette Andre Wings West Maga-
zine 778-7145.

MAY 13-17 (Fri.-Tues.)
15th ANNUAL BAHAMA FLY-IN, Jack
Tar Village, West End, Grand
Bahama Island, joint activity of
the USPA and Arkansas Pilots
Assn. Info: Ed Morris, Little
Rock, AR phone, 502 548-4019.

MAY 21 (Sat.)
COLORADO PILOTS ASSOCIATION
"MINI" AIR CLASSIC - Pueblo
Fly-In. Precision cross-country

and fuel consumption contest -
prizes and trophies. Guided
tour of Pueblo Air Museum.
Info: Tom Daly 337-6984.

MAY 27-30 (Fri.-Mon.)
UNITED STATES PILOTS ASSOCIA-
TION ANNUAL MEETING, Topeka,
Kansas, in conjunction with the
Superbatics Airshow featuring the
USAF Thunderbirds. Hosted by the
Kansas Pilots Assn. Info: Walt
Barbo 367-0670.

JUN 10-12 (Fri.-Sun.)
MOUNTAIN FLYING COURSE, sponsored
by Colorado Pilots Association.
Colorado Springs Municipal Air-
port. \$140 fee. Info: Pat
James COS 1-800-621-8386 ext.
299.

JUNE 11 (Sat.)
SUDDEN INFANT DEATH SYNDROME
(SIDS) FLY-IN, Front Range Air-
port. Static displays, barbeque.
Public invited. Info: Kathrine
Yancey 363-0894.

JUN 17-19 (Fri.-Sun.)
DENSITY ALTITUDE AND WINGS SAFETY
CLINIC, Weld County Airport.
Greeley. Co-sponsored by Colo-
rado Pilots Association and FAA.
Info: Vern Foster 771-9421.

JULY 2 (Sat.)
ASPEN AIR SHOW 88. Aspen, CO.
Warbirds, Howard Pardue, Jim
Franklin, Michael Wigen, Aero-
batics and Static displays, etc.
Info: Kim Bracher, Airshow
Director (303) 925-8698.

JULY 3 (Sun.)
AIR SHOW, Eagle Airport, CO.
Featuring Chutin Stars Para-
chutists (female performers),
Manford Radius in a glider
aerobatic demonstration (featured
in I-MAX films), Michael Wiggins
in a homebuilt aircraft aerobatic
series, and Jim Franklin's
dueling Wacos. Info: Danny
Reynolds (303) 524-9490.

HEARD ALONG THE FLIGHTLINE

AN UNLIKELY ALLIANCE. FAA has accomplished what aviation interests in Colorado have been unable to do. With its proposed rulemaking on Mode "C" requirements, it has created a coalition of aviation groups in the state. Included are CPA, 99's, EAA, Soaring Society of America, Ag Operators, and Hot Air Balloonists. In a jointly prepared letter, the coalition appealed to the FAA for a status quo on the proposal until there is an opportunity to complete additional study and evaluation of impacts.

*

At a recent CPA Board meeting, VERN FOSTER was reflecting back to a period shortly after his marriage to KAY . . . and problems he had in selling a Talorcraft he owned at that time. But he was fortunate enough to run into a non-pilot preacher (with a wooden leg) from Wyoming. Vern unloaded the aircraft on him. "Think I'm not a salesman," he said.

*

Several CPAers participated in "Aviation Night" on March 4 during Channel 6's annual fund-raising drive. This was a joint activity between Colorado Pilots Association and the Colorado Chapter of 99's and a "first" for CPA. Manning the phone bank were WALT BARBO, TOM DALY, BILL GREENER, ROBERT HENLEY, BILL JONES, DENNIS MALONE, TONY MILLER, JOHN and LAURIE RAFLE, BEV and BILL TOTTEN, LES and FRAN VON HAGEL, DON and RENE WELSH, FRED and LIZ WHEELER; GRETCHEN JAHN (she's a CPAer and a 99) was the Coordinator and KARL SUTTERFIELD helped with the computer operation. VANITA and FRANK GALLO took time out from cele-

brating their wedding anniversary to stop by the station and take some pictures.

*

Attending the USPA Winter Meeting in New Orleans in March were VERN and KAY FOSTER who accompanied DON and JEAN VANDER PLOEG in their Cessna 206. They reported that it took them a total of 8 hrs. 45 mins. flying time (with a refueling stop at McAlester, OK) to make the trip home due to the strong headwinds they encountered. Other CPAers at the meeting were TOM BEIN and BEVERLY GREEN.

*

Pilots training at Centennial Airport can expect to find added traffic this summer in the touch-and-go patterns. The AIR FORCE ACADEMY has arranged to do flight training at the airport for approximately four months commencing in May. But the Air Force planes are expected to use the airport only during non-peak periods. No weekends!

*

Some aircraft trades in the last couple of months. NEIL KEDDINGTON sold his T182 RG. Said something about buying a ranch . . . or was it a new airport? And SCOTT HAMILTON has acquired a Bellanca Viking 300.

*

Haven't seen many of the new I.D. plates on aircraft as required under FAR 45.11. The regulation required that an I.D. plate be attached to the exterior surface of aircraft by March 7. It must be located adjacent to and aft of the rear-most entrance door, or on the fuse-

lage near the tail surface. The regulation is being enforced.

*

CPA members WALT BARBO and TOM DALY flew into St. George, Utah recently for a joint meeting of the Utah Airport Operators Association and the Utah Pilots Association . . . and found they outnumbered Utah Pilots in attendance. A photo of the airport is featured on this month's cover of FLIGHT LINES.

Seeking some relief from the long winter, some CPAers-Gringos traveled to Mexico last month-- not in their little Cessnas, Mooneys or Bonanzas but commercially! Enjoying the sunshine of Mazatlan for a hyperextended weekend were TERRY BARBO, SUE and DAVE BURKE, NANCY and CHET JEWELL, JOYCE and HOMER LYLE; also CAROLYN and CHUCK GOETZ (he's the owner of Tumbleweed Press), and KAREN SCHNUERLE.

UPCOMING MEETINGS

Saturday, April 30, 10:30 a.m.

MEADOWLAKE FLY-IN

We'll meet at Space Center Aviation at 10:30 a.m. (This FBO offers 100LL for \$1.32/gal.) There will be a presentation by DICK RAWLEY, homebuilt aircraft designer and builder, including display of several homebuilts. This will include his 1/4 scale P-40. Lunch will be available at the Hangar Restaurant.

We are trying to arrange some demo flights by the glider club at a reasonable cost.

Thurs., Fri. & Sat., May 12-14

COLORADO AIR SAFETY CONGRESS & TRADE SHOW

Aviation seminars and exhibits at FRONT RANGE AIRPORT. Many booths and exhibits provided by aviation manufacturers and organizations.

CPA will co-sponsor a dinner meeting SATURDAY, MAY 14, at the

DOUBLETREE HOTEL in Aurora. Cocktails at 6:00 p.m., dinner at 7:00 p.m. followed by an address by an internationally known speaker. Cost is \$22.00 per person. Reservations: TOM DALY 337-6984.

For general information about the Congress, contact MICK WILSON 340-5499.

Saturday, May 21, 10:00 a.m.

CPA "MINI" AIR CLASSIC - Pueblo Fly-In

Sharpen your skills for the Denver-Jackpot Air Classic (July 9). Fly by two designated airports enroute to Pueblo. Prizes will be awarded based on elapsed time and fuel necessary to top tanks at Pueblo. Lunch will be available followed by a guided tour of the Pueblo Air Museum.

Information: TOM DALY 337-6984.

USPA ANNUAL MEETING

Highlights of the 1988 United States Pilots Association's Annual Meeting (USPA meets four times a year and remember, all CPA members are automatically members) will be attendance at Superbatics '88, the largest airshow in Kansas, and a speech by the project manager for Beech Aircraft's revolutionary new Starship aircraft.

The meeting, set for Memorial Day weekend (May 27-30), will be hosted by the Kansas Pilots Association in its capital city, Topeka.

The city, nicknamed America's Hometown, is known for its gracious Midwest hospitality and elegant historical homes and buildings. It is home to the Combat Air Museum, the Capitol Building, the Kansas Museum of History and "Hypermart," one of the largest under-one-roof discount stores in the country. And USPA delegates will visit many of these facilities.

Following the USPA Executive Committee and long-range planning meetings Friday (May 27), the delegates will attend the Combat Air Museum's "Super Cocktail Party." where performers at Superbatics will be features guests. Delegates will close out the day's activities with a Dutch-treat dinner and hospitality room.

Saturday at 9:30 a.m. Topeka's trollies will take delegates for a tour of the Kansas Museum of History, which features an aviation exhibit. Then on to Superbatics at Forbes Field where they will enjoy the airshow from flight-line seats in the shade of a chalet. Lunch will be served as they watch the airshow featuring the U.S. Air Force Thunderbirds, the comedy aviantric of the Royal Albanian Team

in Exile, a National Guard re-fueling demonstration, the Coors Silver Bullet, the Confederate Air Force's dramatic reenactment of the bombing of Pearl Harbor, the low-level precision aerobatics of Dick Willets, a Warbirds flyby, Team America and a military aircraft static display.

Following the airshow, delegates will travel to Ward-Meade Park for an authentic chuckwagon dinner featuring pit-cooked meat. The hospitality room will be open for cocktails after delegates return to the hotel.

Sunday's activities begin with an interdenominational worship service honoring aviation veterans, with the USPA Annual Meeting, open to all delegates, scheduled from 9:00 a.m. to 1:00 p.m. For those not attending the meeting, an optional pinch-hitter course will be offered at a cost of \$10, or a self-guided walking tour of the Kansas Capitol Complex is available.

The afternoon activities include an open forum with FAA representatives. Simultaneously, a continuation of the pinch-hitter course and a tour of Ward-Meade's Victorian Mansion and log cabin are available.

The evening will be capped by cocktails preceding the banquet, featuring a speech by BILL BROWN, project manager of Beech Aircraft's Starship. He will relate how this remarkable aircraft came into being, from design to certification. Master of ceremonies for the banquet will be GEORGE BOYD, Director, Division of Aviation, Kansas Department of Transportation. After the meal, a cash bar will open and a five-piece combo will provide dance music until the bewitching hour.

Delegates will receive weather

briefings by NOAA the morning of departure, May 30.

COST of all activities is \$60 per person. The optional pinch-hitter course is \$10. Instead of paying the inclusive registration fee of \$60, delegates may opt to register separately for each cost-intensive event: Superbatics (\$10), Chuckwagon Dinner (\$10), and Banquet/Dance (\$25), with no charge for all other activities; however, delegates opting for separate registration will be asked to pay a \$15 registration fee.

The host hotel will be the RAMADA INN DOWNTOWN, located three miles from Philip Billard Municipal Airport, where fly-ins should tie down. Cost of rooms is \$48.40 per night for doubles; \$39.60 per night for singles, tax included. Please make your room

reservations directly with the hotel. Toll free number is 1-800-228-2828. Be sure to tell them you are with the UNITED STATES PILOTS ASSOCIATION group. Address is P.O. Box 1598, Topeka, KS 66601. A certain number of rooms have been set aside for USPA delegates. Reservations should be made early as the Ramada is also the headquarters for the airshow people and is likely to fill up rapidly.

Registration forms should be received by May 1 in order for the Combat Air Museum to arrange chalet accommodations at Superbatics. Make check payable to KPA/USPA Conference. And mail both to

KATHY KINGSTON
10809 W. 115th Street
Overland Park, KS 66210
Phone: (913) 469-0003

USPA ANNUAL MEETING '88
May 27-30 in Topeka, KS

REGISTRATION FORM

Name _____

Address _____

Phone () _____ Attending Spouse/Guest Name _____

1. Indicate number of persons in your group attending the following:

All (\$60 per person) _____ (If you checked "ALL" skip to item 2)

Persons opting for partial registration will be subject to \$15 registration fee.

Superbatics (\$10 ea.) _____ Super Cocktail Party _____ KS Museum _____

Chuckwagon Dinner (\$10 ea.) _____ Hosp. Room Fri. _____ Sat. _____

Worship Svs. _____ Board Meeting _____ Banquet/Dance (\$25 ea.) _____

2. Spouse/guest will attend optional Pilot's Pal Course (\$10) Y ___ N ___

Please make check payable to KPA/USPA Conference. Mail form and check to: KATHY KINGSTON, 10809 W. 115th Street, Overland Park, KS 66210

LETTERS

Editor:

Several of us in Northwestern Colorado for years have been kicking around the idea of forming a credit union for pilots and mechanics. Anyone who has had problems financing an aircraft purchase or repair can understand the need for this credit union. Rather than wait for yet another year to pass, I have decided the Credit Union will become a reality this year. The paperwork is ready to submit for the

Wright Flyer Federal
Credit Union
11 West Victory Way, Suite 8
Craig, Colorado 81625-1133
(303) 824-3231

Membership of the credit union is open to those people who hold certificates from the FAA. To provide a broad range of experience to manage the credit union, I am soliciting for people to serve as directors (5), on the supervisory committee (3), and on the credit committee (3).

For more information, I can be reached at the above address or at home at (303) 824-7851.

Roger I. Gerrard

PILOT FACES MURDER CHARGE

Murder charge: In what could turn out to be a precedent setting case, a California pilot faces two counts of second degree murder after being charged with reckless flying that resulted in a crash in which two passengers died. [A Massachusetts pilot reportedly was convicted recently of manslaughter in a similar case.]

According to the Los Angeles District Attorney's office, the pilot took three acquaintances for a Low-Level sightseeing flight in a rented Piper Warrior after they had been drinking beer. Authorities said the airplane crashed in the Pacific

Ocean off Malibu Beach when the wingtip dug into the water. The initial charges of involuntary manslaughter against the pilot were upgraded on the basis of his alleged driving record during a recent three year period that includes 13 moving violations.

Mr. John S. Yodice, AOPA General Counsel, said, "We will follow this case closely since it is unusual and because it has a potential for confusing the lines between federal and state regulation of aviation activity."

----From the Oklahoma Pilots
Association NEWSLETTER

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