

CPA FLIGHT LINES

Vol. 5, No. 5

June, 1988



Governor Roy Romer signed legislation on May 24 creating a State Aeronautics Division under the Department of Military Affairs. Looking on are: Lt. Col. Ed Acuri (Military Affairs); Representative Lewis Entz (House sponsor); Lt. Col. Jim Evans (Military Affairs); and Senator Tildon Bishop (Senate sponsor).



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

THE PRESIDENT'S CORNER

by Don Welsh

In several fields of endeavor there are two categories of participation -- amateur or professional. In the field of aviation, however, there is no such differentiation and as a matter of pure survival, we must all become professionals at varying levels of accomplishment.

As we achieve each level, it is normal to look for a new challenge to provide a sense of accomplishment and personal self-worth. The boredom of fly-ins and air shows may be alleviated by becoming a volunteer of an organization known as AirLifeLine.

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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.

AirLifeLine is a non-profit charitable organization of private pilots nationwide who donate their time, skills, fuel and aircraft to fly medical missions. These missions either transport time-critical medical cargo (whole blood, platelets, mother's milk, eye corneas, human organs for transplantations and tissue samples) or provide medical air travel for patients whose illnesses have drained their financial resources. There is never a cost to patient or hospital for AirLifeLine's services.

The majority of missions are on behalf of ambulatory patients who are devastated, both medically and financially, by a serious health problem and must seek specialized treatment at a medical facility a distance from home.

Pilots who join the AirLifeLine program are contacted geographically, according to the location of the mission request. Since all of the pilots are volunteers, the details of each case are explained and the pilots are free to accept or decline the mission, according to their personal schedule. The normal one-way distance for a mission is 500 miles or less.

Pilots who fly for AirLifeLine must own or have access to an aircraft and have flown a minimum of 200 hours. Copies of the pilot's license and current medical certificate are kept on file, as well as a copy of the aircraft's certificate of insurance. These copies, along with a completed Pilot Application, constitute each AirLifeLine Pilot File.

If you would like to combine your love of flying with your concern for humanity, call or write AirLifeLine's national office for a Pilot Information Packet. The address is:

AIRLIFELINE
1011 Saint Andrews Dr., Ste. 1
El Dorado Hills, CA 95630
916/933-3060

UPCOMING MEETINGS

Saturday, July 16

DENVER-TO-JACKPOT AIR CLASSIC

See accompanying article.

Information: SONNY ELGIN 363-0894 or BRUCE HULLEY 344-2843.

Saturday, August 13

AIRMANSHIP WORKSHOP AND
COMPETITION

Tentative location is changed to Fort Morgan - see the July FLIGHT LINES for more details. Activities to include precision landings and bombing competition.

For information contact IAN HASTIE (303) 425-0937(H).



WELCOME NEW MEMBERS

BEARDSLEY, Al
Box 404
Watkins, CO 80137

FOX, Fred M.
8545 W. 59th Ave.
Arvada, CO 80004

FOX, Robert H., M.D.
2530 North 8th, Suite 201
Grand Junction, CO 81501

GRABLE, Randy
3501 Dyanna Dr.
Thornton, CO 80241

HILCHIE, Joyce
927 Pine Street
Boulder, CO 80302

JOHNSON, Bobby
1101 Sir Galahad
Lafayette, CO 80026

JOHNSON, Rick
Mooney Aircraft Corp.
P.O. Box 72
Kerrville, TX 78029

POND, Tim
P.O. Box 2525
Durango, CO 81302-2525

SCHOONOVER, Randall
710 Grape St.
Denver, CO 80220

WILDER, Russ
P.O. Box 251
Watkins, CO 80137

DENVER-TO-JACKPOT AIR CLASSIC

by Tom Daly

Come join your fellow CPA members in the 12th Annual Denver-to-Jackpot Air Classic. No other weekend event offers as much fun, quality flying and camaraderie as Jackpot. This year it will be held Saturday, July 16th.

In each of the past few years about 30 aircraft have participated. The aircraft usually range from 172s to light twins, with an occasional 152 class aircraft, flying the 500 mile course.

The Classic starts at Front Range with a continental breakfast courtesy of Front Range Airport. Pilots gather for a weather and rules briefing while the passengers renew old or make new friendships.

The route to Jackpot is flown via Rock Springs (RKS), so there are a number of route options available. Higher performance aircraft usually fly a more direct route over Corona Pass or just north of Long's Peak. Smaller planes seem to prefer a Poudre Canyon/Encampment route--a little longer but a lot less climbing.

The key to winning is not having the fastest plane, but flying your route and plane accurately. Seconds lost getting even a little off course, or not having your plane in trim, will cost you more than a few knots TAS. It also helps to have a clean and polished plane. You should do this once a year anyway.

About 150 miles east of RKS most pilots begin checking their charts and wish they could find a recognizable landmark. The terrain looks the same in every direction. But soon either the

RKS VOR or NDB come in and you breathe a sigh of relief as you complete the flyby.

Some planes have to stop at RKS for fuel, others choose to stop to visit the snack bar and dispose of excess coffee. A large number of pilots continue on due to the burning caused by the cash in their pockets.

After RKS, starting just a couple of miles past the bluff west of the airport, are power lines we had installed just for the Air Classic. These just happen to be right on course and run over 100 miles. After the power lines end, it's on to the notch in the Wasatch mountains just south of Logan. An ADF is very helpful here. After Logan you skirt the north shore of the Great Salt Lake and start thinking about your Blackjack strategy. Perhaps the most difficult section of the course is next, so don't get ahead of yourself.

After a few more ridges, you are sure you are near Jackpot, but due to the total absence of NavAids, pilotage is the only resource. Many excellently flown Classics have been lost in the last 50 miles, so maintain your heading and check your times carefully. The town of Jackpot hasn't moved in a number of years; it's right where the charts say it is.

After landing the only problem on the ground is listening to all the stories or excuses from the other pilots. Some planes always seem to have stronger headwinds. This may be one of the better parts of the weekend as people begin to speculate on who flew the best Classic. As the planes are fueled, pilots show their

knowledge of fuel burns compared to their estimates, or claim they didn't understand the rules for the fuel competition.

Cactus Pete's is a great little casino, reasonably priced and lots of fun. Rooms start at \$39 and the food is a total bargain. The dinner show costs \$9 for chicken to \$12 for prime rib, including a decent show!

We have a complimentary cocktail party around the pool at 5:00 p.m. where the Classic results are announced and prizes

and trophies are awarded. In addition to the over \$2,000 in cash for the winners, numerous door prizes (both merchandise and cash) are also awarded to passengers and pilots.

Most planes depart Jackpot Sunday about noon, but a few people stay over Sunday night to try to get rid of any excess cash on the tables. There is always a lot of chatter between planes returning to Colorado, continuing the spirit of friendship that makes Jackpot the best weekend of the year.

"PINCH HITTER" COURSE SET

Nonpilots riding in light airplanes now can learn how to take over the control and fly to a nearby airport for a safe landing. A crash is no longer inevitable, according to CAROL LEYNER of Boulder, chairman of the Colorado Ninety-Nines.

The only planned "Pinch Hitter" safety course for 1988 to be presented by the Colorado chapter of the International Organization of Women Pilots will be at GREELEY AIRPORT Saturday and Sunday, June 18 and 19, she said. The two-day course will feature both classroom and cockpit lessons.

JOYCE HILCHIE, chairman of the safety course, said all teaching will be done by professional ground and flight instructors.

Classroom work includes function of all aircraft controls, use of radio for communication, map reading and navigation by both map and radio.

During the hands on flight training sessions, students learn

to control both airplane and power in the basic maneuvers required for successful approaches to landings, which they will practice. They will learn to read and use the instruments to help fly the airplane properly, and practice tuning the radios for voice transmission and for navigation.

Students can use their personal aircraft, Hilchie said, or can rent them at Greeley.

Pre-registration is essential, Hilchie noted, so that instructors can be available for all.

For further details, information and registration forms, nonpilots can contact JOYCE HILCHIE at 443-0153 or PAULIE PERRY at 369-9574.

FLIGHT LINES is publishing this article as a service to its readers even though this newsletter may not have been received prior to this event---ED.

THE BOOKSHELF

by Stephen Blucher

Time and time again I tell you that "THIS" book is one you should have in your aviation library. While that is probably true, it really is only my opinion, but I am told that is why people read my column--to find out what is available and what I think about the books. So here we go again!

TAB Books has some books they call the TAB Practical Flying Series (that seems practical). The series covers many facets of flying, and I'd take up this whole issue if I tried to write about all of them at once. This month I'll discuss the book that a lot of pilots need to read and understand.

How many times have you heard someone on the frequency who simply did not know how to use the aircraft radio? Did you wish to take the instructor by the throat and throttle him with the microphone for sending that person out without the proper training?

"The Pilots Radio Communications Handbook" (TAB 2465) could make a difference in the way people handle themselves on the airways. I still hear pilots using CB jargon . . . yeech!

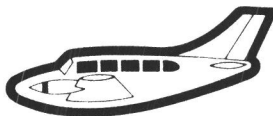
Not everything I hear is due to a lack of knowledge. Often there is a pilot who is simply "rusty" when it comes to communications. This book will help.

The Radio Communications Handbook is packed with good information about radio usage for every level of pilot. From Unicom to Center, from the sectionals to the enroute, the TCAs and ARSAs, all are available for your flight enjoyment and safety and this book will show you how to make

the best use of the information available to you for your use of the radio.

I heard a "good buddy" come from an airliner not long ago. Maybe I should send the chief pilot a copy of The Pilot's Radio Communications Handbook. The Aviator's Mart in Colorado Springs has the book in stock or they can order it for you. You can also send \$14.95 to TAB Books, Blue Ridge Summit, PA 17214 and they'll ship you a copy. You'd better add a couple of bucks for postage.

In future months, I'll tell you about other TAB Practical Flying Series books.



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.

WANTED

1956-59 C172. Prefer 180 hp with constant speed prop conversion. Ron 484-1342 (evenings).

CAN THE FRONT RANGE RELIEVER AIRPORT SURVIVE?

Few dared talk about the issue prior to the May 17 annexation election in Adams County . . . for fear any discussion of the matter might in some way influence the outcome of the election. But now that Adams County voters (by a significant margin) have approved the annexation for Denver's new airport, it is worth looking at potential adverse impacts to Front Range Airport and actions contemplated to relieve those impacts.

Uncertainty over potential impacts from Denver's new airport had left a dark cloud over the future of Front Range for almost two years. It started when Denver began eyeing the land immediately northwest of Front Range as the site for its replacement to Stapleton. In a worst case scenario, airspace conflicts with the new Denver airport would have required relocation of Front Range. But if Airport Manager Neil Keddington has anything to say about it, the airport will remain and function as a complement to the new airport.

For an airport less than three years old, it has had more than its share of grief. Needless to say, the last year or so has been particularly challenging for Neil. It's been a bad year for property owners of land adjacent to the airport. They had plans for a major industrial park similar to those underway at Centennial and Jeffco Airports. But uncertainty discouraged development adjacent to the airport as well as on the airport. Several small businesses which had purchased condominium hangars and located on the airport wanted out because of the unfavorable investment climate. The airport authority subsequ-

ently repurchased the hangars to quiet the issue. And attempts to entice large aviation related industrial uses to the airport, including an FBO for the new maintenance complex, have failed. No, it hasn't been Neil's best year.

Reference to Front Range Airport in the January, 1988 annexation agreement between Denver and Adams County added to the uncertainty. It read: "Denver recognizes that the FAA is undertaking an airspace analysis to determine whether flight operations at Front Range Airport, the general aviation facility located near Watkins, Colorado, are compatible with operations at the New Airport. If that analysis indicates that the New Airport will impose constraints on flight operations at Front Range Airport which would limit its intended use, Stapleton or the New Airport shall, at Adams County's option, either (i) contribute an amount not to exceed \$8 million for such reconstruction of Front Range Airport as would be necessary to eliminate significant constraints or (ii) pay to Adams County \$8 million in consideration of constraints imposed at the facility and the debt incurred by Adams County in construction of the facility."

Findings of the FAA airspace analysis referred to in the agreement only made matters worse. In a preliminary opinion issued in early April, 1988, the FAA found that there would be significant airspace conflict between the two airports such that there would be substantial periods of time when aircraft operations would not be feasible at Front Range. It appeared that the airport was doomed.

At this point, Neil and the airport authority brought Larry Robison into the action as their airspace consultant. Larry is a retired FAA air traffic type with an extensive set of credentials in airspace issues. He was instrumental in resolving many of the airspace conflicts with small airports at the time the Dallas/Fort Worth Airport was developed.

Larry's plan would retain the current E/W runway at Front Range, abandon the existing N/S runway, and develop 3 new runways (1 N/S and 1 E/W) adjacent and to the southeast of the existing airport complex. Larry claims the new airport layout would have negligible airspace conflicts with the new Denver airport. Neil sees the new complex as an attractive alternative for corporate and general aviation traffic which otherwise would want to land at Denver's new airport. And George Doughty,

Director of Aviation for Denver, embraces the proposal.

In mid-May, George Doughty and Neil Keddington sent a joint request to the FAA for a further evaluation of the proposed reconfiguration of Front Range Airport. If time for processing is consistent with the last airspace analysis, the FAA findings should be available in 4 to 5 months. In the meantime, uncertainty continues.

Will the airport survive? Probably! In some form! With Larry Robison's track record, it is reasonable to expect that some compromise can be made on airspace issues. However, the proposed reconfiguration could be a costly one. By some estimates, it could approximate \$40 million. The bottom line then may not be airspace, but rather . . . can we afford the cost of the cure.

HEARD ALONG THE FLIGHTLINE

Are UNPAVED AIRPORTS dangerous? Apparently, according to a recent article in Aviation Insurance News. The article notes that 8,000 (about 62%) of the nation's approximately 13,000 airports are unpaved. And only 250 accidents/incidents of some 2,500 such annual accidents/incidents occur at unpaved airports. Suspect pilots flying from unpaved strips/runways take a little more care in their flying.

*

Difference between an ACCIDENT and an INCIDENT? Accidents are

occurrences in which the aircraft receives substantial damage and/or a person (occupant or non-occupant) receives fatal or serious injury. Engine failure, damage limited to an engine, bent fairings or cowling, dented skin, small puncture holes in the skin of fabric, ground damage to rotor or propeller blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered "substantial damage." (NTSB Regulation, Part 830 definitions.)

*

COL. WILLIAM BOWER (Ret.), USAF, described his participation as a B-25 pilot member of the Doolittle raid over Tokyo during the banquet winding up the COLORADO AIR SAFETY CONGRESS AND TRADE SHOW in May. The historic mission departed from the aircraft carrier Hornet at 8:40 a.m. on April 18, 1942. It was just four months after the fateful bombing of Pearl Harbor. According to Col. Bower, preparation for the mission was extremely hurried. So hurried, in fact, that no one thought to bring along aerial maps of Japan. Maps used had to be adapted from marine charts.

*

The issue of military air safety came up at the banquet. COL. BOWER noted dramatic changes in aviation safety since the Doolittle raid. He attributed this to discipline in the cockpit, check lists . . . and no more "crushed hats!"

*

Attending the banquet at The Doubletree Hotel in Aurora were CPAers WALT and TERRY BARBO, LARRY and MRS. BARTLETT of Pagosa Springs, BRUCE HULLEY, BILL and BEV TOTTEN, GLENN and JEAN TUTHILL, and DON and JEAN VANDER PLOEG.

*

The COLORADO AIR SAFETY CONGRESS AND TRADE SHOW held at Front Range Airport May 12-14 attracted about 1000 visitors. Considering the quality and effort that went into the program, the relatively low attendance had to be a real disappointment to the sponsors. Hate to see this annual event die for lack of interest.

*

Legislation creating a COLORADO STATE AERONAUTICS DIVISION under the Department of Military Affairs cleared both houses of the Legislature and has gone to the Governor for signature. We understand that GOVERNOR ROMER is considering an informal ceremony for the signing to include the attendance of many individuals in the aviation community who supported the legislation.

*

Would you believe the first error reported in the just published CPA Roster was the incorrect spelling of a member's aircraft type! It appears as BANANA V35TC/N3GE.

*

High winds and cool temperatures following all the rain kept participation in CPA's "MINI" AIR CLASSIC - PUEBLO FLY-IN light on May 21. Five planes took part in this event which was clocked from Everitt to Pueblo. ROBERT HENLEY won the speed competition (233 mph) in his 1943 Beech Staggerwing and DAVE BURKE won the fuel contest (just off 3%). Also participating were TOM BEIN, LEN ADLER and BILL TOTTEN.

Copy Deadline for FLIGHT LINES 10th of the month

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

Reproduced below is a letter which was published in the SPEAK/OUT/Letters section of the ROCKY MOUNTAIN NEWS on Friday, May 20, 1988. It was written by CPAer KARL SUTTERFIELD of Thornton and the headline read "Private Pilots made Scapegoats for Poor Air-traffic Control:"

The air-transportation system in the United States has several problems. Some of the more obvious ones are:

- Most of our major urban airports can't handle present traffic levels.

- The highly politicized organization controlling the system makes decisions that serve itself, not the public.

- The system we have doesn't use the best technology available. In fact, not only is the old hardware old, the "new" system that's replacing it is 10 years out of date, and it wasn't particularly impressive when it was new.

- The system we have (both human and electronic) addresses the whole problem of air-traffic coordination from the wrong direction.

This last point is why we never seem to have enough air-traffic controllers to monitor the flow of aircraft. "Seem to have," because the number of controllers we have would be more than adequate if the system put flight information where it belongs -- in the cockpit -- instead of on the ground. Technology to solve this problem has been around for decades, but our "leaders" have refused to use it. The system we have today serves primarily to

guarantee job security to the managers of the Air-Traffic Control branch of the FAA.

Politics is the art of pawning the future to pay for the present, taking credit for the short-term gains, and blaming someone else for the inevitable long-term losses.

Now, after three decades of fast talk and good times, our airspace system is falling apart and our "leaders" are desperate to nail the blame on someone else. They've picked general aviation. General aviation is the operation of aircraft by anyone other than the military or the airlines. A massive smear campaign is under way in the United States to blame general aviation for airline delays and for a perceived erosion of airline safety, including mid-air collisions.

Fact: General aviation has nothing to do with airline delays. The overwhelming majority of general aviation operations are conducted at airports not served by the airlines, and most of the few that do go into air-carrier airports are at off-peak times. Airline delays are caused by airports and air-traffic control facilities that lack the capacity to handle "deregulated" airline scheduling practices and by bad weather. Delays will be eliminated only by building more and bigger airports and by providing better aviation weather services.

Fact: The safety record of the airlines has been improving steadily for years. But the trend will reverse, and airline travel will become more dangerous, if the air-traffic system

is not replaced with one that works.

Fact: For years, the safety record of general aviation has been improving even more rapidly than that of the airlines. But the trend will reverse, and general aviation will become more dangerous, if the air-traffic system is not replaced with one that works.

Fact: Weather is the cause of, or is a factor in, the overwhelming majority of accidents. And although we have several hundred weather-related accidents every year, and although there are practical, feasible, affordable ways available now to improve the detection of, and to warn pilots about, weather hazards, they are not being implemented because of bureaucratic inertia and political conniving. In fact, FAA has actually been reducing the quality and quantity of aviation weather services for several years in the name of "efficiency."

Fact: The risk of mid-air collision is, and always has been, miniscule. But one mid-air collision is one too many, and although there are practical, feasible, affordable ways available now to reduce the risk of mid-air collisions, they are not being implemented because of bureaucratic inertia and political conniving.

If a corporation willfully refused to correct life-threatening deficiencies in its products, it and its officers would be held liable for the injuries they caused. Every federal administration for the last two decades has refused to address the real problems of air transportation -- we have paid billions of dollars in taxes to improve the system, but our "leaders" have yet to use the

money for that purpose. Instead, they use those taxes to pay themselves generous salaries, taking skillful advantage of the fact that the rest of us can't afford to spend the time and money it takes to fight their self-serving schemes. Hundreds of people have died as a result.

It's high time we directed a hard, cold gaze on the source of the problems -- Washington, D.C.



Larry Bartlett

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Gold Seal

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tailwheel checkouts.
Operations consulting
& seminars.

Forty years experience.

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COLORADO AVIATION CALENDAR

JUN 17-19 (Fri.-Sun.)

DENSITY ALTITUDE AND WINGS SAFETY CLINIC, Weld County Airport. Greeley. Co-sponsored by Colorado Pilots Association and FAA. Info: Vern Foster 751-9421.

JUN 18 (Sat.)

FIRST ANNUAL TRI COUNTY TAIL-DRAGGER RENDEZVOUS, 10:00 a.m. - 4:00 p.m. Tri County Airport. Nosedraggers and drive-ins welcome. Door prizes. Food and beverages by the Convair at special prices. Sponsored by "You," General Aviation and the Beech Boyz. Info: Gretchen Jahn 450-4779.

JUN 25-26 (Sat.-Sun.)

FLY-IN TO HONOR NEW SAC FACILITIES, LaJunta Airport, CO. Sponsored by LJM Aviation. Free coffee and rolls to arriving pilots and passengers. Activities include tours of Bent's Old Fort (featured in movie "How The West Was Won") and the Koshare Kiwa Indian Museum. Hangar party Saturday evening. Misc. flying activities Sunday. Info: Walt Barbo 367-0670.

JULY 2 (Sat.)

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

JULY 3 (Sun.)

AIR SHOW, Eagle Airport, CO. Featuring Chutin Stars Parachutists (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.

JUL 16 (Sat.)

12TH ANNUAL DENVER-TO-JACKPOT AIR CLASSIC, Front Range Airport to Cactus Pete's, Nevada. Sponsored by Colorado Pilots Association. Info: Sonny Elgin 363-0894 or Bruce Hulley 344-2843.

JUL 17 (Sun.)

SUDDEN INFANT DEATH SYNDROME (SIDS) FLY-IN, Boulder Airport. Antique aircraft, cars and motorcycles; radio controlled airplanes; pancake breakfast at 8:00 a.m., BBQ lunch. Info: Gloria Owens 428-0025(O) or 650-6519(H).

JULY 29-AUG 5 (Fri.-Fri.)

EXPERIMENTAL AIRCRAFT ASSOCIATION ANNUAL OSHKOSH FLY-IN AND CONVENTION, Oshkosh, WI. A reminder for those considering this event.

JULY 30 (Sat.)

SECOND ANNUAL WESTERN FLY-IN, Craig. Golf tournament followed by BBQ and dance. Golf course next to airport. Info: Gayle Severson, Craig Chamber of Commerce, 824-5689 or Roger Gerrard 824-3231.

AUG 9-13 (Tues.-Sat.)

FLYING PHYSICIANS & ATTORNEYS NATIONAL FLY-IN, Broadmoor Hotel, Colorado Springs. Info: Geoffrey Miller (213) 538-9381.

AUG 13 (Sat.)

AIRMANSHIP WORKSHOP AND COMPETITION, Fort Morgan Airport. Sponsored by Colorado Pilots Assn. BBQ lunch. Info: Ian Hastie (303) 425-0937(H) or (303) 426-6460(O).

AUG 26-27 (Fri.-Sat.)

DENSITY ALTITUDE AND WINGS SAFETY CLINIC, co-sponsored by Colorado Pilots Assn.

AUG 27-28 (Sat.-Sun.)
AURORA BALLOON FESTIVAL, Front
Range Airport. Over 50 balloons.
Info: Mike Bundgaard 759-3907.

SEP 3-5 (Sat.-Mon.)
FLY-IN TO ANGEL FIRE, NM. Spon-
sored by Colorado Pilots Assn.
Fun weekend of golf, tennis,
swimming, horseback riding, and
other social activities. Info:
Walt or Terry Barbo 367-0670.

SEPT 10-11 (Sat.-Sun.)
EAA FLY-IN AND AIR SHOW, Weld
County Airport, Greeley. Spon-

sored by Rocky Mountain Chapters
of EAA. Aerobatic demonstra-
tions, static displays, BBQ,
camping. Info: Bob Kelley (303)
353-5514.

SEPT 16-18 (Fri.-Sun.)
MILE HI AIR DERBY, sponsored by
Colorado Chapter of the Ninety-
Nines, Inc. Open to all pilots.
Cash prizes, trophies and product
prizes. Departs Front Range Air-
port. Entry fee \$50. Race kit \$3
from Mile High Air Derby, 14337
W. 32nd Avenue, Denver, CO 80401.

LETTERS

The following letter was sent to
GRETCHEN JAHN of the Colorado
Pilots Association in April:

Ms. Jahn:

I wanted to take a moment to
thank you for your generous con-
tribution of time and effort to
Festival '88. It was a pleasure
having Colorado Pilots Assn. and
99's on the phone bank, and
during your shift you helped
Channel Six raise \$26,532.

With friends like you, Channel
Six will maintain its commitment
to provide our community with
entertaining, commercial-free,
quality programming. We just
couldn't do it without you!

In an effort to respond to the
requests of our viewers, Channel
Six is always exploring alter-
natives to on-air fund-raising.
Our hallmark is outstanding non-
commercial programming, and,
during our recent membership

drive, we maintained this
standard with an array of wonder-
ful shows which we did not
interrupt. With your help, we
are able to experiment with such
alternatives to the traditional
fund-raising format.

Again, thank you for your assoc-
iation with Channel Six. We look
forward to further involvement
with Colorado Pilots Assn. and
99's in the future.

Mary Lockley
Membership Coordinator

P.S. In recognition of your help
with our phone bank,
Channel Six is pleased to
award Colorado Pilots Assn.
the enclosed Festival
Certificate

NOTE: Channel Six reports that it
realized a total amount in
excess of \$410,000 during
Festival '88---ED.

"FLIGHT LINES" ADVERTISING RATES

Listed below are the rates for placing paid advertisements in "FLIGHT LINES." Your CPA Board encourages use of your newsletter to publicize your business or services while at the same time helping your organization offset its production costs.

Rates:

1 full page	\$50
½ page	25
¼ page	15
Business Card size	7

These rates are per issue. Mailing list is 300 with an additional 200 distributed at random. There are 11 issues published per year. Rates are payable in advance of publication.

Mechanical requirements:

Full Page	7 x 4½"
Half Page	4½ x 4½"
¼ Page	4½ x 2¼"
Business Card	2¼ x 1"

Advertising copy should be camera ready. If any typesetting needed, that cost will be charged to the advertiser.

Deadline for receiving advertising copy is the 12th of the month preceding publication. Copy may be changed for dated or seasonal material.

Contact:

Mrs. Terry Barbo
Editor, FLIGHT LINES
12579 E. Cedar Avenue
Aurora, CO 80012
(303) 367-0670

AREA REPRESENTATIVES

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BURLINGTON Larry Mack
(O) 346-5352

PUEBLO Lee Porter
(H) 547-3339 (O) 547-3339

CANON CITY Jim Hogan
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