

CPA FLIGHT LINES

Vol. 5, No. 9

October, 1988



CPAers Gretchen Jahn and Karl Sutterfield depart Angel Fire, NM, in their Maule following the Labor Day Weekend Fly-In. See Karl's Oshkosh article on page 9.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

THE PRESIDENT'S CORNER

by Don Welsh

We are all becoming aware of the coming requirements of altitude reporting in many areas of airspace and the attendant need for transponders with mode C capability.

If you are not already cognizant of the next episode in the continuing saga of changing regulations and equipment requirements, the term "Mode S" will not mean much to you but wait, perhaps it should.

After January 1, 1992, installation of NEW transponder equipment must be of the appropriate class of TSO-C112 Mode S type.

Briefly, the differences between current TSO-C47b or TSO-C47c and TSO-C112 Mode S are:

Mode S will include data link capability which can provide for exchange of information between ground and air thus reducing the need for radio communication traffic.

Mode S will have a built in identifier code which will show up on radar screens only when that code is dialed up by the air traffic controller.

Mode S transponders are anticipated to cost approximately two (2) to five (5) times the cost of present day transponders.

The current transponders with mode C show up on radar screens any time they are operating and the capability of eliminating the radar clutter except on demand is one of the selling points of mode S.

Both present and future transponders will be required to show altitude information in all areas as defined in the rules of Part 91.24 of the FAR(s).

Through January 1, 1992, transponder equipment of any class of TSO-C74b or TSO-C74c may be installed provided that the equipment was manufactured before January 1, 1990 and once installed, that equipment may be maintained and utilized indefinitely.

It may be wise to review your individual circumstances and act accordingly. A transponder and encoder is no small investment and a look ahead may provide the incentive to purchase some new equipment in the near future.

PRESIDENT

Don Welsh
303-366-3408

VICE PRESIDENT

Bill Greener
303-989-4654

SECRETARY

Tony Miller
790-1863

TREASURER

Don Vander Ploeg
303-757-1310

VICE PRESIDENT

AT LARGE

John D. Warrender
303-351-0892

PUBLISHER

Colorado Pilots
Association
P.O. Box 38555
Denver, CO 80238

EDITOR

Terry Barbo
303-367-0670

TYPOGRAPHY BY

George Ferguson, Inc.

Publication Notice

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All articles should be sent to:

CPA FLIGHT LINES editor

Terry Barbo
12579 E. Cedar Ave.
Aurora, CO 80012

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STATE AERONAUTICS OFFICE UPDATE

The Department of Military Affairs continues on a fast track in its efforts to have the new State Aeronautics Office in place by January 1.

Last month we reported that a top priority for the department was to select and gain confirmation of members of the Aeronautics Board. This process is now essentially complete and the board should be selected and in place by November 1.

A month ago, it appeared that it would be necessary to name an interim board that could operate well into the coming legislative session. This was in consideration of a provision in the legislation creating the office which provides that appointments shall be made by the governor with consent of the senate. Recent discussions with representatives of the department, however, reveal their hope that board members selected by November will be permanent rather than interim. But the issue may be more academic than significant. To the aviation community, it won't matter that much when the board is confirmed. It will function the same whether interim or permanent.

We are told that something over 30 candidates have been nominated so far for the 7 open positions on the board. A lot of interest . . . considering that compensation will be only \$35 per day. The interest is obviously not money.

Little said about criteria to be used in the selection process. Considering that the board will be setting policy for the future growth and development of aviation in the state, it is critical that members have the

credentials and experience to deal effectively with these issues. Success of the new aeronautics office depends on it. The process will be worth watching.

Of course, there are a number of priority issues of concern to the department other than selection of the board. These include matters such as funds being authorized to create the new office . . . but without budget authority to use them until after January 1. There are countless problems associated with collection and disbursement of fuel tax revenues. A director must be selected for the new office. And the problem of locating the office such that it will be accessible to the aviation public . . . while at the same time satisfying various political interests seeking to have the office housed at their location.

Representatives of the department have been very cooperative in sharing information with the public on the status of their efforts. On October 22 they will provide a briefing before the annual meeting of CPA. Those unable to attend can expect a report in the next newsletter. Also, Cindi Ahrenholtz at Military Affairs acts as point of contact. Those wishing current information may reach her at 777-8669, ext. 155.



Grand Junction CPA/FAA Wings Program

by Vern Foster

A CPA co-sponsored FAA Wings Flight Safety program was conducted August 26 and 27 at Walker Field, Grand Junction, Colorado.

Facilities generously donated by **Bob Wilson** of **Junction Jet** and **Larry Kempton, Jr.** of **Kempton Air Service** were utilized for the safety seminars and flight operations.

Seminars were conducted by **Bill Hill**, GJT Tower Chief and former Denverite, **Ray Drake**, GJT FSS, **Mick Wilson**, FAA/DEN, **Scott Hamilton**, Broomfield and **Vern Foster**, Aurora.

Perfect weather on Saturday made it possible to accomplish the flying in one day. Twenty-two pilots completed the flight portion and were from Rifle, Paonia, Hotchkiss, Grand Junction, Eagle, Fruita, Parachute, Gunnison, Montrose, Clifton, Cedar, Boulder and Aurora (all in Colorado) with one pilot from Moab, Utah.

We sincerely appreciate the flight instructors who donated their time and expertise in this

endeavor. They were: **Leonard Orme**, Montrose; **Bill Hill**, **Andy Gordon**, **Tom Humphreys**, **Rolly Stevens**, **Rick Hahn**, **Ron Vincent** and **Sterling Hurst** of the Grand Junction area; **Phil Widmer**, Rangley, **Lee Lechner**, Vail; **Rick Mason**, Colorado Springs; and **Vern Foster**, Aurora. A special thanks to **Mick and Loretta Wilson** and the good folks at **Junction Jet** and **Kempton Air Service** for their great assistance in making this FAA Wings program a flying success.

It was especially nice to see CPAers **Ben and Phyllis Kramer** of Hotchkiss who recently moved from the Denver area. They were participating pilots.

Our ever-present and hard working **Bruce Hulley** ran into bad weather and winds at the Centennial Divide late Friday afternoon and wisely turned back. Some quick substitutions made it possible to cover Bruce's Friday night seminar schedule.

CPA will again co-sponsor the FAA Wings programs next season beginning in May. GOOD FLYING!



FAA Accident Prevention Specialist Mick Wilson describes the Wings Program at the Grand Junction seminar.

HEARD ALONG THE FLIGHTLINE

Jefferson County Commissioners again, for the second time in two years, denied zoning for a gliderport in the foothills near Golden, Colorado. It was a unanimous decision . . . at least by the county commissioners. Their action was based on a concern about potential airspace conflicts. Surprisingly, the FAA had taken a position of no opposition to the proposal. Behind the scenes, some FAA officials were even promoting it. This was an interesting flip flop from an earlier FAA position which opposed the gliderport. Reason for the flip flop? We hear that a high level official from the FAA Regional Office in Seattle is a glider pilot and had a lot to do with reversing the FAA position.

*

UTAH PILOTS have taken a leadership role to influence the configuration of the TCA proposed for Salt Lake City International. Rather than sit back and wait for FAA to dictate use of airspace, the pilot community took the initiative in creating a task force to study and develop a recommended configuration. It was a task force in which all segments of the aviation community was represented, including the FAA. They came up with an intriguing plan. Rather than the usual upside down wedding cake, their plan uses identifiable geographic and cultural features to delineate TCA boundaries. Should be a dream for VFR pilots. The next step . . . gain approval of FAA Washington.

*

Meanwhile the FAA continues with its plan to implement Mode C altitude reporting requirements around busy radar terminals by

July 1, 1989. The September/October issue of the FAA Aviation News has one of the better articles on the new airspace requirement. And it is well illustrated. Worth looking up a copy.

*

FRANK AND VANITA GALLO had their Cessna Skylane in the radio shop in late September to add an encoder to meet the new Mode C requirement. Cost? According to FRANK . . . about \$600. But BRUCE HULLEY didn't get by quite as easy on his Cessna 140. It cost him closer to \$1200. He had the problem faced by many with older aircraft. Pressure instruments in the 140 experienced static leaks and had to be overhauled as part of the installation. His counsel, if you have older aircraft, budget accordingly!

*

BLUE ANGEL #5 of the Navy's crack acrobatic team suffered some embarrassment at the Front Range Airshow on September 25 when he had a "go around" on landing. Put him in the same category with the rest of us. Human!

*

Finally found out what a Hyperbipe is. Joann Osterud flew one in her aerobatics demonstration at the Front Range Airshow. Has to be the ugliest airplane ever made. Must be true . . . that opposites attract. But what performers. Can you imagine, an out side loop at less than 1000 ft?

*

Heard at the Centennial Airshow on September 11, during the

Confederate Air Force Tora Tora demonstration, that Japan would never have been so foolish as to drop bombs on this country, had it known then the effectiveness of air drops of TV's, cameras, Toyotas, and . . .

*

Ever noticed that the EAA Annual Fly-in at Weld County Airport is always scheduled for a weekend that has rainy weather. A visit to their event on September 10 found this year's event to be no exception. Worth the trip though, just to see a marvelously restored Ryan PT 22 that was displayed there. Your "Heard" reporter learned to fly in a 22 . . . and would give most anything for a chance to get back into one.

*

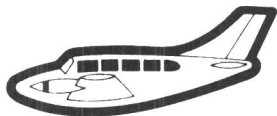
CPA member CARL M. WILLIAMS is the proud owner of a beautifully restored and fully operational 1930 Alexander Eaglerock Model A-14 biplane. The powerplant is a Wright J6-5 rated at 165 H.P. Carl purchased the airplane at Long Island, New York, and had it disassembled and transported by van to his hangar at Centennial Airport. Reassembly is now complete and Carl hopes to have the aircraft flying soon. It is truly an unique aircraft. It was manufactured at Colorado Springs and is thought to be the only restored and flying Eaglerock remaining of approximately 900 built in the late 1920's/early 1930's era. Those attending the CPA annual meeting will have an opportunity to see it. The aircraft will be on display there. Also, expect a feature story and pictures in a future issue of the CPA Flight Lines.

*

Congratulations to ANN HENLEY on receipt of her "wings" at Centennial Airport recently. She and husband ROBERT will now share the flying chores in their soon to be completely renovated Stearman. Does this mean that their beautiful yellow Stagger-wing will be on the market? Stay tuned . . .

*

Those attending the LABOR DAY FLY-IN to Angel Fire, NM were delighted with the upgraded accommodations this year. Twenty six people in 11 airplanes participated. Headquarters was the plush Legends Hotel and Conference Center at the base of the ski lifts. Rooms were the size of small apartments, indoor swimming pool, hot tub, golf, horseback dinner ride, and jeep tours were among the activities enjoyed by CPA members, their families and friends. Lots of quiet time, too. Even the Broncos game was televised there (so no one was deprived of their weekly 'fix'). A bus trip to Cimmaron City was a special highlight. Fantastic weather. A really great place for a super holiday weekend.



COLORADO AVIATION CALENDAR

NOV 19 (Sat.)

COLORADO AVIATION HISTORICAL
SOCIETY HALL OF FAME BANQUET,
USAF Academy Officers Club,
Colorado Springs, 1:00 p.m.
cocktails, 2:00 p.m. dinner.
Info: Janie Wright Oesch 321-
2359.

DEC 2-4 (Fri.-Sun.)

UNITED STATES PILOTS ASSOCI-
ATION FALL MEETING AND FLY-IN,
Natchez, Miss. Ramada Inn.
Activities include aviation
seminars and social activities.
Info: Walt Barbo 303 367-0670.

DEC 11 (Sun.)

COLORADO PILOTS ASSOCIATION
CHRISTMAS DINNER. Clarion Hotel
at Centennial Airport. Info:
Frank Gallo 337-5864.



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

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

WELCOME NEW MEMBERS

EATMAN, Robert W.
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Ft. Collins, C 80526

BAIRD, Dean
1836 Flora Court
Canon City, CO 81212

MANN, Roy
Aero Associates Inc.
Jefferson County Airport
Broomfield, CO 80020

SENF, Mary A.
2253 Spinnaker Circle
Longmont, CO 80501

VAN BUSKIRK, Tom
9475 S. Corona
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RENEWALS

Donald L. Ross, Lafayette
William O'Brien, Aurora
Robert A. Ruehle, Denver
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Jack W. Igoe, Boulder
Rod Harrison, Littleton
Grace Mayfield, Denver
Joel C. Kiester, Boulder
Babette Andre, Denver
Homer Lyle, Aurora
Bill Marcy, Littleton
Dana Wellman, Longmont
John Quella, Arvada
Darwin Miner, Longmont
Samuel Love, Morrison

THE BOOKSHELF

by Stephen Blucher

Many of the books that cross my desk are of the educational nature, are well written and informative, and I will continue to inform my readers about those selections, but this month I would like to vector you to another kind of reading.

Now and then an author comes along who writes about flying the way it was, the way it is; how he remembers it and how he did it. Gordon Baxter is not a new author. Anyone who is a reader of aviation material has seen his articles, but Bax has a special style about him. Like Frank Kingston Smith and Richard Bach, reading Baxter's writings is like strapping yourself into an old familiar aircraft to leisurely bore holes in a summer evening sky.

Bax has two books for your reading pleasure. Numbers 2419 and 2429 in the TAB Aviation Book series are called "BAX Seat--Log of a Pasture Pilot" and "More BAX Seat--New Logs of a Pasture Pilot." "True tales about the glories of flying!", so says the back cover of the books. The insides of the books verify that.

If you have been flying a long time like some of us Silver Swingers, or not such a long time like the youngsters pouring out of the many flight schools, you will find enjoyable reading. I laughed a lot as I read, and I felt other emotional responses as the pages slipped by.

You know the old saying, "there I was.....". Well, Bax was.

I am a skydiving pilot, so when I read Bax's commentary on skydiving cats and the comment the author makes, "I thought all skydivers did that," . . . well, it's perfect.

These books are readable; these books are fun; and are available from TAB or at the Aviator's Mart in Colorado Springs.

By the way, the Aviator's Mart has moved to a new location on Galley, just west of Academy Blvd. The phone number is still 574-1602.



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OSHKOSH '88

by Karl Sutterfield

Pilots go to Oshkosh to be baptized in aviation like Christians in the waters of Jordan...some content with a sprinkle, others with nothing less than total immersion. This was our year to make the pilgrimage.

We'd been told that Wittman Field would be full by Thursday evening, so we left Tri-County Airport (CO) on Wednesday morning about 7:30, stopping once for gas in Sioux City, and listening to Oshkosh-bound traffic on all the "chit-chat" frequencies. By central Nebraska we made contact with a flight of three slower aircraft from Tri-County who had left at dawn and were taking a more southerly course--one better suited to their shorter legs. We'd been told the Cessna 120/140 owners were massing in Iowa for a record-breaking fly-in on Friday, and sure enough, the radio was alive with people honing (and, from the sound of it, some just forging) their formation flying skills.

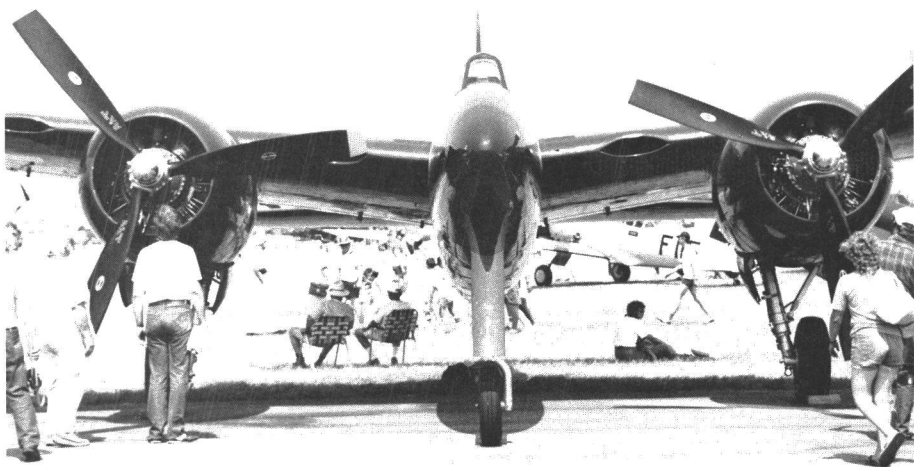
Arriving over Ripon about 15:30 local, the traffic was light by Oshkosh standards, heavy for anywhere else. The "Fisk Arrival" wasn't scheduled to take effect until Thursday, but everyone was using it anyway. When we touched down at about 16:00 there were already more than 400 planes in the "spam can" camping area and at least that many in the show plane camping areas. Someone was living in a tepee. From one of the tribes of the Piper nation, I guess. We (a fabric covered spam can!?) got a spot about a 1/4 mile from the showers, checked in and registered just as the booth closed down for the day. A good thing that was, because Thursday

morning the lines were MUCH longer. Walking around the airport Wednesday evening, Gretchen likened the not-quite-chaos to an army mobilizing for a campaign. The "cafes" weren't operating yet and only a few of the buses were running, but the "camp store" was open and we had beer in the cooler.

We borrowed a car Thursday and toured the town of Appleton and Lawrence University (Gretchen's alma mater), returning that evening to find the Goodyear "Stealth Blimp" lurking behind the grove of trees in the southwest corner of the airfield. It, along with the EAA's classic Bell 47, was to be a regular fixture in the skies over Oshkosh for the next several days. We also took the last warm showers we would have for a while.

The convention officially opened at 07:30 Friday. The Cessna 120/140 cloud rolled in about 07:00 and kept rolling for a couple of hours. There was something over 160 of them in a line 12 miles long. They didn't use the Fisk Arrival, or some poor soul might have gotten to hear the tower say "white and red Bonanza, number 164 to land runway 27, follow the 163 Cessnas ahead of you." The airport closed at 10:00 because by then there were thousands of planes on the field with no place left to park any more; the overflow went to Fond du Lac, Appleton and other outlying airports to connect with shuttle buses.

The pace on the ground quickened as well. We say airplanes . . . Roy Lopresti's 420-horse Allison powered Swift was there (35000 foot service ceiling). So was the Scaled Composites AT3 (powered by ARPA



217 top." One engineer says he's been working long hours to get the Allison/Swift ready for this show, that having until September to get the Lycoming/Swift ready will be a "piece of cake." They're all really fired up and I envy their enthusiasm, recalling when I felt the same way about my work.

Miscellaneous stuff? The "Fly Market" (more junk than anyone can possibly describe, locate or use); Germans hawking the Zoch radial Diesel; seminars on how to build everything in the world. Parts, books, tools, clothes, trinkets. You name it; Oshkosh has it and if not, you can buy the plans and the tools to build it yourself. Gretchen works in the 99's booth, selling race kits for the Mile High Air Derby.

The B1B came in Friday afternoon, made two low passes (one appeared to be a go-around after a too-high final) and then parked

money). P51s by the dozen, AT6s by the score. Jo Pond's P38; P40s and -47s, Corsairs, Bearcats and TBMs. Every T28 ever built, someone said. B25s, A- and B26s, a Mosquito and an F7F. Beech 18s, DC3s and every species of Grumman amphib from Albatross to Widgeon. My next airplane, the Glasair III. Dozens of "one of a kinds." A Luscombe Phantom, the OX5 powered Kreider-Reisner, Lee Abbot's replica Curtiss pusher, Staggerwings and Fairchilds and Stinsons and Ryans and deHavillands and . . . it would take hours just to list them.

Over in the Lopresti-Piper tent, Roy Lopresti preaches Swiftfire and salvation. I talk with him, his son Curt, a couple of others. They're moving the wing forward, eliminating the slotted leading edges and some fuselage bulges, changing the canopy, cowl and gear doors. The 180-horse Lycoming powered Swift will go "200 mph cruise,

for the rest of the show. It does pretty nice Dutch rolls for such a big bird. And speaking of Big Bird, the Concorde flew in Saturday. We heard that one could buy a one-hour ride for \$800. Eight hundred dollars will buy enough avgas to take us eight times as far as the Concorde can in an hour. It would take a while, but we're not in a hurry. The B2 "Stealth Bomber" was there, but no one saw it, of course.

We had planned to leave Sunday morning, but stayed until Monday so we could see the Sunday air show. We were glad we did because nearly all the warbirds were flying at once, a sight you just can't see anywhere else (except maybe Harlingen). In the course of the three days, we saw the French Connection, Julie Clark, Samson, the Dueling Wacos and the Christen Eagles; Bob Herrendeen doing vertical Cuban Eights in the Glasair and a 31 (yes, thirty one) turn inverted flat spin in his Pitts; Duane Cole making his clipped wing Taylorcraft do things I wouldn't have believed possible; the famous "stolen airplane" routine by Jim Benning; an amazing slow flight demonstration by a Helio Courier. A lovely sailplane

routine set to music was made even nicer by wingtip smoke generators. Pete McMannis in his P51D Mustang, Howard Pardue in his F4U Corsair.

By Sunday evening, we no longer know what city, state or country we're in. We're in a world called Oshkosh: people go by speaking German and Japanese and Stryin (you know, from "Down Under"). A newly arrived family in search of the camp store asks us if we're "natives." By now we are. The days are bright and hot, the evenings warm and pleasant.

At about 10:00 p.m. a sailplane with pyrotechnic "sparklers" on the wingtips does a spellbinding aerobatic sequence over Runway 18-36.

Down in the warbirds corner, a dozen haunted Mustangs are awash in moonlight; the ghosts of all their pilots linger among them. The pilots may have vanished like yesterday's breeze across the field . . . but these magnificent machines remember, and whisper those memories into the soft night air.

Tomorrow morning we will depart.



REPORT ON USPA OGDEN MEETING

By Walt Barbo

The quarterly meeting of the United States Pilots Association, held in Ogden Utah September 22-25, was in a way disappointing and yet productive. It was disappointing in consideration that so few attended. In addition to myself, Vern & Kay Foster and Don & Jean Vander Ploeg were the only participants from Colorado. There were an additional 12 participants from other states outside of Utah. And I am hesitant to admit to the amount of representation from Utah.

Needless to say, there was a lot of soul searching as to why the sparse attendance. Most member states (there are 16) are in the central part of the country. Utah is the farthest west of the member states. So distance was certainly a factor. As was the apprehension of many at flying over mountainous terrain. But I suspect much of the problem lies within USPA itself and its inability to adequately define its purpose in life.

It has a good solid purpose. It was created as an umbrella organization of state pilot associations with the principle objective to provide services back to the states which could make them more effective. It serves primarily in an advisory capacity and as a focal point for sharing information. And therein lies its weakness. It can't get the information out.

Much of the Ogden meeting was consumed by discussions of how the organization could increase distribution of information to members . . . without increasing costs.

USPA currently publishes a News Bulletin which is distributed to the member states for inclusion in local newsletters. The information is published in the CPA FLIGHT LINES. But not all state organization have newsletters. USPA also publishes a quarterly newsletter which is distributed to individuals on a select mailing list. It is a quality newsletter. Desirably, it should be made available to every member of state organizations. But the cost of mailing would be prohibitive. Efforts are under way, however, to find corporate sponsors to underwrite the cost of printing and distribution. So CPA members should expect to receive copies, starting in about the November timeframe.

The highlight of the meeting was a side trip arranged by the Utah Pilots Association to tour the Morton-Thiokol plant near Brigham City. The company is currently one of the larger aerospace firms. Hard to believe it gained its beginnings in recovering salt from the Great Salt Lake. It is now best known for its role in producing the solid rocket boosters that propel the space shuttle . . . and some unwarranted notoriety in connection with failed seals on the Challenger spacecraft.

The trip to Morton-Thiokol was about an hours drive northwest of Ogden. And since the route was adjacent to the Golden Spike National Monument, we took advantage of the opportunity to visit there also. For those of you who are not railroad buffs, that was the location in which railroads from the west and east joined to provide a continuous

transcontinental route. A monument at the location credits the event as one that changed transportation history.

On Saturday, Hill AFB was holding its annual open house and airshow. Activities at the base included a civilian aircraft fly-in and a number of pilot related activities, which unfortunately we didn't have an opportunity to participate in because of USPA business. But we did get a chance to view an afternoon performance of the USAF Thunderbirds. Somehow, the Thunderbird performance seemed a little subdued this year. At least that was my impression as a frequent airshow observer. Perhaps this was an aftermath of the airshow incident in Germany earlier this year. Hate to admit it, being an old Air Force type, but I think the Navy Blue Angels put on a better show.

By 4:30 pm, the Fosters and I were airborne in my T210 for the 2 hour return trip back to Denver. Scrub oak in the Ogden area was in brilliant reds. Closer to home the aspen were at the height of their fall colors. It was a beautiful trip. Timing was perfect. A week later the first snows had already hit the high country and the colors were gone.

A productive trip.



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MEMBERS: PLEASE NOTE...

Our new computer program for generating address labels permits us to show membership expiration dates.

This information is provided as a reminder in planning your membership renewal. Dues are \$20 for one year or \$38 for two years. Checks should be made payable to COLORADO PILOTS ASSOCIATION and mailed to the Post Office Box address on the back cover of FLIGHT LINES.



NEWS BULLETIN

September 1988

USPA FALL MEETING SEPT. 22-25 IN UTAH

The Utah Pilots Association hosted the Fall Meeting of the U.S. Pilots Association Sept. 22-25 in Ogden, Utah, featuring a open house at Hill Air Force Base and a tour of Morton-Thiokol's plant.

Hill Air Force base's open house that weekend featured an air show, which included a performance by the Air Force Thunderbirds.

Details of meetings activities, including the USPA Board Meeting, will be reported in the September-November USPA Newsletter.

THE "EYES" HAVE IT

USPA has endorsed for its members a vision care program that guarantees you the lowest cost possible on your eyewear.

The Preferred Vision Care (PVC) plan is available to individuals for \$15 a year or families for \$20 a year. PVC members receive a card honored by optometrists and eyewear providers in all states except Alaska and Hawaii. Simply show your membership card at the time of purchase to receive top quality eyewear at the lowest price anywhere. Contact lenses are available at 20% or more below usual and customary charges.

When you enroll, you will be sent a membership card and a list of eye care specialists who honor the card. You may also call a toll-free number to locate the eye care specialist nearest you.

You may buy glasses as often as you wish, and there are no restrictions on frames, color, size, style, tint or lenses.

To enroll, send fee to Golden Eagle Series, 7223 W. 95th St., Suite 300, Overland Park, Ks. 66212 or call 913-383-9585. Specify that you are a USPA member, and USPA will receive credit for your enrollment.

UPCOMING USPA MEETINGS

Natchez, Miss.: Dec. 2-3, 1988

Orlando, Fla.: Feb. 1989

Las Cruces, N.M.: May 1989 (Annual Meeting)

Oshkosh, Wisc.: Aug. 1989

EXECUTIVE DIRECTOR CALLS FOR MEMBERS TO FIGHT GENERAL AVIATION DISCRIMINATION

Declaring that Massachusetts's PACE concept "isn't right or legal," USPA Executive Director Arnold Zimmerman urged USPA members to fight discrimination against general aviation in our national air system. Zimmerman made his remarks at the USPA Regional Fly-in Aug. 19-21 in Checotah, Okla.

Zimmerman cited the need for a national member-controlled aviation organization. "Working together permits us to accomplish many things that we cannot do individually. When we join together in support of this association, we are mutually supportive of each other and the cause of aviation."

He said the need for an effective, unified voice for aviation was never more important that it is now, when critical issues confront aviation. He enumerated those issues as a major breakdown in the national transportation machine, failure of the air traffic control system, loss of public confidence in the system, political demagoguery at the federal and local levels, and the beginning of a public policy that "encourages restraint and rationing as a viable and positive force for future air travel.

"Only as partners will we be able to successfully tackle the critical issues in aviation, in Washington, our states and our own backyards," he said. "It isn't right or legal to force general aviation to pay tribute to the greed of local politicians," he said. "General aviation pilots have a right to use a public facility (airports) paid for by our own tax dollars," he asserted.

"If we want to continue to enjoy our flying, I encourage you to work together to protect and promote general aviation in your hometown, at the state and national levels, through your representation in USPA," he concluded.

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