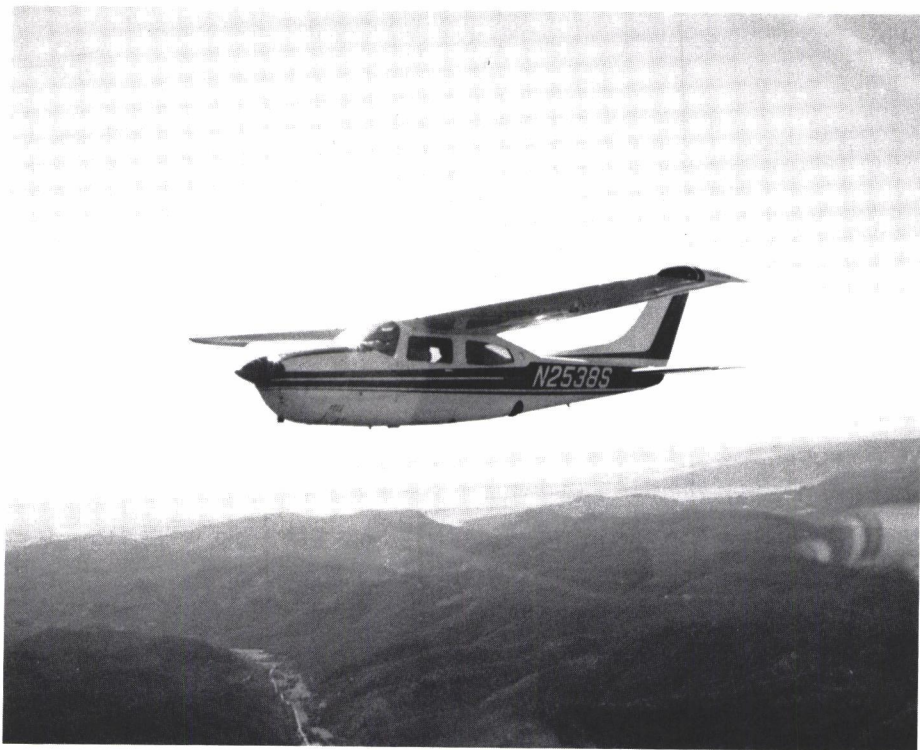


CPA FLIGHT LINES

Vol. 5, No. 10

November, 1988



New CPA President Walt Barbo in his T210 on return flight from Labor Day Fly-In to Angel Fire, NM. Photo by Marjorie Gull.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

by Walt Barbo

I have had the pleasure of participating as a board member of Colorado Pilots Association for a number of years and during that time have seen the organization mature and grow in its effectiveness and responsiveness to members. Now, as I take over in the leadership role, I hope to expand that excellent record.

There are a number of significant challenges facing the organization. Many of these have to do with the lingering depressed economic status of general aviation flying, particularly in the state of Colorado. Few of us, for example, can say that the amount of our flying during the last year matched the year before . . . or the year before that.

And as we become less active, interest in organizational objectives tends to wane. This at a time when we should be more involved in efforts to enhance the economic climate of general aviation in the state. As the principal voice for general aviation in Colorado, CPA faces a significant challenge in providing leadership needed to reverse this trend.

There is also the challenge to assure that pilot concerns are adequately addressed in the newly created State Aeronautics Office. During the last year the CPA Board was a strong contributor in preparation of the authorizing legislation which created the office. And they had much to do with its successful enactment. But there remains a continued need to protect pilot interests during the startup period until the office becomes fully operational.

And there are a number of CPA organizational challenges. For example, many of our members view us as a private Denver Club . . . and that we have little interest in the issues facing other areas of the state. We are behind on membership responsibilities, particularly on housekeeping chores related to membership renewal notices. And we have become lax in holding regularly scheduled monthly membership meetings.

As with any organization, it is worthwhile, on occasion, to sit down and look at our reason for being and to think through ways to be more responsive to our members. I consider this to be the greatest challenge facing me and your new board of directors in the coming year.

PRESIDENT

Walt Barbo
303-367-0670

VICE PRESIDENT

Robert Henley
303-771-6092

SECRETARY

Tony Miller
790-1863

TREASURER

Don Vander Ploeg
303-757-1310

VICE PRESIDENT

AT LARGE

John D. Warrender
303-351-0892

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

EDITOR

Terry Barbo
303-367-0670

TYPOGRAPHY BY

George Ferguson, Inc.

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.

Management by "goals and objectives" is a basic element of my leadership philosophy. I consider them essential as a means of expressing organizational policy and for the direction they provide in use of time and resources. They also serve a useful role in providing information to membership on what the organization is doing and where it is going. For these reasons, we have developed a preliminary set of goals and objectives for our next fiscal year. They are set forth elsewhere in this newsletter. Membership comments are certainly welcome.

I also feel a need for some new faces around the board room and for that reason have added a number of new standing committees to the board structure. Hopefully, this will offer opportunity for additional members to participate in organizational policy direction . . . and thereby make us more responsive to membership interests. For any organization to work effectively, however, it is essential that membership provide its views and suggestions to its leadership. I trust you will do so. We need this help.

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

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

WELCOME NEW MEMBERS

AKERS, Robert T.
163 Del Mar Circle
Aurora, CO 80011

KANTER, Ronald A.
P. O. Box 9191
Telluride, CO 81435

LAMBRECHT, Larry W.
13000 E. Control Tower Rd.
Littleton, CO 80112

WEHRLI, Fred
5450 E. Best Road
Larkspur, CO 80118

RENEWALS

Larry Bartlett, Pagosa Springs
Ian Bentley, Littleton
Delford Bowman, Wray
Jim Kinlen, Albuquerque
Ben Kramer, Hotchkiss
Roger Mac Donald, Westcliffe
Mark Meyer, Denver
Jack Roberts, Denver
Sandy Wickham, Pagosa Springs
Jon Gallo, Aurora
Anthony Gittes, Boulder
Larry Pace, Westminster
Wayne Phillips, Golden
Charles Beck, Denver
Howard Culver, Colorado Springs
Charles Fisher, Littleton
Gloria Frost, Denver
Vincent Jehlik, Aurora
David Myhr, Colorado Springs
Kenneth Peterson, Aurora
Dan Smith, Englewood
Ron Hanawalt, Ft. Collins
John Warrender, Greeley
Larry Mack, Burlington
Lee Porter, Pueblo

HEARD ALONG THE FLIGHTLINE

CPA member SCOTT HAMILTON was inducted into The Colorado Aviation Historical Society Hall of Fame in a banquet ceremony at the Air Force Academy on November 19.

*

Member MIKE KONSHAK out of Colorado Springs is another victim of Colorado's economic slump in high tech industries. He is currently in the process of moving to California for a position with Kodak Company. Mike accumulated something over 350 hours of flight time in the 1 1/2 year since he started flying and acquired an instrument rating in the process. He plans frequent return trips to Colorado and hopes to eventually relocate back here. Tells us he is looking for a Skylane for the commute. So if anyone knows of a good used Skylane . . .

*

Hear that DUDLEY LEBEAU may be looking for a replacement aircraft. Recall that Dudley owns the highly modified Globe Swift that appeared on the November 1987 cover of FLIGHTLINES. Seems that the Swift is a little short on baggage space for cross-country trips. And here we thought he was a candidate for one of those new turbine conversions we have been reading about.

*

New CPA Area Representative for Colorado Springs, JIM DYKES, has temporarily abandoned his effort to replace his Cherokee N5223L after having the aircraft "detailed" at a Meadowlake FBO. Jim says it now looks like new. Considering the cost of new aircraft, this has to be a real cost effective alternative. Jim

was somewhat secretive about it. But advises if others are interested, call (719)634-8183 and ask for Jimmy.

*

Could it be that Front Range Airport's outlook for continued life following development of the new replacement Denver airport stems from SIA Director of Aviation George Doughty's interest in general aviation flying. George is currently pursuing an instrument rating out of a flight school at Centennial Airport. And to think that we had given Front Range Airport Manager NEIL KEDDINGTON credit for the accomplishment.

*

VANCE BRAND AIRPORT is the new name of Longmont Municipal following ceremonies on October 28 which dedicated a runway reconstruction and extension project and changed the official name of the airport. Several hundred people attended the dedication, including guest of honor Vance Brand, an astronaut from our U.S. space program who grew up in the Longmont area.

*

Another round for the birds! At least, that is how WALT BARBO describes his latest bout with a family of woodpeckers that set up housekeeping on the north side of his house. In one of his earlier encounters, Walt woodputtied over their nesting holes . . . only to have them create new ones. In his latest encounter, he hit on the idea of filling the nest with mothballs. Seemed to work. The birds disappeared. But after a day or two they returned and threw the moth balls out. And to add insult to injury, they threw them onto his back doorstep. Any suggestions??

WHAT'S AN ANNUAL WORTH?

by Jim Dykes

This article could be called "Tales From the Darkside" but I believe that title has been taken. Maybe I am the only one that takes his plane in for the annual inspection and then jumps like a shot animal when the phone rings. "Say What?????" . . . What do you mean that my frabus is worn and won't be airworthy until it is replaced?" "I just had that replaced 25 hours ago . . . are you sure?"

Sound all too familiar? No one I know wants to get airborne in a defective aircraft. But, don't you wonder sometimes why all of the stuff that surfaces during an annual wasn't noticed or apparent before. Over the years I have seen some real doozies. I have dye checked everything on my bird, I believe. My Cherokee 180 D has had its share of ADs. Some as hysterical as the wing spar farce and others rescinded like the Slick mag notice we all got recently. Oil pumps were a big deal a few years ago. Several of us called the factory about our serial numbers and all got different answers.

I guess what it comes down to is where you get your annual. Over the years, I have found out that aircraft owners don't like to talk about where they get their annual done. The mechanic that does it is referred to in tones that are used to discuss a defective family member. A few mumbles and nothing specific.

My feeling is that we should discuss the cost of annuals among ourselves. What is a good going price? Does anyone know? I mean, let's fact it. The plane I am flying hasn't changed a lot in the past several years. Why does the cost of an annual inspection swing from a few hundred dollars

to 10% of the market value of the airplane? No significant parts have been added. No engine work. OK, the rigging was checked and adjusted one year. Know what? The next year another mechanic wanted to do the same thing.

You know those "Talk Back" sections in the AOPA magazine? I'd like to see us list what our annual inspections cost, where it was done, any significant work performed and, of course, type of aircraft.

A few years ago I used to get the plane ready by doing all of the opening work, etc. and putting it back together. I know I saved a lot of money and still got a good inspection. Is anyone still doing that . . . if so, where?

Pilots rarely talk to each other about the necessities of flying. We all have hangar stories about flying but our stories should be about the HANGARS and what goes on inside. What do you think? Isn't it time we brought the cost of annuals out of the closet?



CPA FISCAL YEAR 1989 OBJECTIVES

The Colorado Pilots Association is a non-profit organization of pilots and aviation supporters dedicated to the furtherance and enhancement of general aviation interests in the state of Colorado. Specific objectives and activities in support of this goal for the fiscal year include:

OBJECTIVE #1: Encourage Safety in General Aviation Flying.

ACTIVITIES:

- * Sponsor aviation safety symposiums, meetings, and safety clinics as a forum to educate on pilot and aircraft safety.
- * Support pilot safety programs initiated by others including the FAA, CAP, and various pilots' associations and organizations.
- * Contribute to an awareness of aviation safety by use of the CPA FLIGHT LINES to publicize accident information and as a forum for accident prevention articles.
- * Counsel federal, state and local organizations on safety implications of aviation related programs.

OBJECTIVE #2: Promote the Growth of General Aviation in Colorado.

ACTIVITIES:

- * Support aviation education programs as a means of providing understanding, support, and advancement of aviation interests.
- * Provide leadership and support efforts of others in removing barriers to effective growth and economic health of aviation.

- * Give recognition to activities and accomplishments in aviation through actions such as awards, letters of recognition or appreciation, and publicizing in the press and electronic media.

- * Support AOPA, USPA, and other aviation groups and organizations in programs to foster growth of aviation.

- * Support state aviation historical organizations in preserving the record of aviation in Colorado.

- * Establish and maintain a record of activities and accomplishments of Colorado Pilots Association.

- * Promote legislation favorable to the growth of general aviation at the federal, state and local level.

- * Encourage the construction and improvement of air facilities in the state.

- * Support policies, practices and technological changes in aviation which have the effect of minimizing or reducing costs of general aviation flying.

- * Sponsor, encourage and support fly-ins to promote increased use of aircraft and increased esprit de corps between pilots and the aviation community.

OBJECTIVE #3: Assist Federal, State and Local Governments on General Aviation Matters.

ACTIVITIES:

- * Provide advice to federal, state and local governments on programs and plans which affect the aviation community.

* Participate in advisory committees and panels to provide information on and further the interests of general aviation.

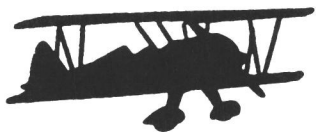
* Assist the state of Colorado in its efforts to implement the new state aviation organization.

OBJECTIVE #4: Guard and Protect the Rights of Pilots.

ACTIVITIES:

* Oppose actions which would unreasonably limit general aviation access to airports (i.e. curfews, TCA's, rights to operate, etc.).

* Seek removal of burdensome regulations and oppose proposed new regulations which would have the effect of reducing rights of pilots.



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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.

HIGHLIGHTS OF CPA ANNUAL MEETING

This years annual meeting was held at Aero Services Hangar at Centennial Airport on Saturday, October 22. The program featured guest speakers who briefed on the new State Aeronautics Office for Colorado (expected to be operational on January 1, 1989) and on the future outlook for Front Range Airport following construction of Denver's new airport. It was a program that included a hosted social hour, an exceptional catered barbecue dinner, and a hangar dance . . . all in the environment of vintage aircraft.

Over sixty were in attendance. The meet and mix opportunities were a real plus. Something like a small scale version of the New Mexico Pilot's Bash held each year in Albuquerque. And it would be difficult to say enough about the courtesy and accommodation extended to us from Aero Services. They provided the hangar space without charge as a courtesy to CPA and went through all kinds of effort to prepare it for our use.

Static displays included a highly modified Globe Swift owned by DUDLEY LEBEAU. Elegant is the best way to describe it. He hangars it at Front Range Airport, and was kind enough to fly it over for the event. Also featured was a 1930 Eaglerock Model A-14 owned by CARL WILLIAMS. It was manufactured at the Eaglerock factory in Colorado Springs and is believed to be the only flyable aircraft of its type in existence. VERN FOSTER has promised to write a feature article on the aircraft for a future issue of the newsletter. ROBERT HENLEY had hoped to fly his Beech Staggerwing over for the event but was discouraged from doing so because of high winds. He also hangars at Front Range Airport.

NEW OFFICERS:

Election of Officers brought in WALT BARBO as President for the fiscal year which started on November 1. Walt recently retired from the FAA and looks forward to this new role in state



FY 1989 Officers are: Walt Barbo, President; Tony Miller, Secretary; Robert Henley, Vice President; and Don Vander Ploeg, Treasurer.

aviation matters. He replaces retiring president Don Welsh. Don tells us that he will continue as a contributing reporter for our newsletter and is looking forward to getting back to things he intended to do upon his retirement several years ago as a pilot with United Airlines.

Other officers elected were ROBERT HENLEY as Vice President, TONY MILLER as Secretary, and DON VANDER PLOEG as Treasurer. Don and Tony were both incumbents from the prior fiscal year. Selection of Committee Chairpersons and Area Representatives will be one of the first actions of the new president.

COMMITTEE REPORTS:

FRANK GALLO, Chairman of the Legislative Committee, reported on one of the more successful accomplishments of his committee in support of a new Office of Aeronautics for Colorado. Creation of the new office in January of next year will remove Colorado's distinction as being the only state in the country without such an office.

The CPA Wings Committee functions as a flight clinic for flight training in support of the FAA Wings Program and in providing training on mountain flying. Chairman VERN FOSTER reported on accomplishments of the committee at clinics held this year in Colorado Springs, Grand Junction and Greeley (which was cosponsored with others). Something over 100 pilots participated in the training. The clinics are expected to continue at the current rate of three per year with the probability that the clinic on the West Slope next year will be held at Pagosa Springs.

JON GALLO, Chairman of the Publicity Committee, reported on favorable press received in

support of Airlifeline. This is the organization that arranges for emergency air transportation of medical supplies and patients/families via private aircraft. Retiring CPA President Don Welsh received extensive press when he transported a family from South Dakota to Denver in his Skylane. Jon also arranged favorable publicity of the CPA effort in support of Metro State College's Easter Food Lift. And he set up a program to provide flights in general aviation aircraft to members of the press, patterned after AOPA's "Give a Controller a Ride Program".

DON VANDER PLOEG, Treasurer, presented a financial report that shows a bank balance of \$5,772, down \$655 from the prior year, with the decline due primarily to delays in membership renewals. Most of the organization's expenditures goes into the cost of communication to members. TERRY BARBO, Newsletter Editor reported that an estimated \$8.50 of the annual \$20.00 membership dues goes into printing and mailing of the monthly newsletter. An additional \$5.50 goes for each member's subscription to Flying Review. (Also, a dollar of each member's dues goes to the United States Pilots Association.) An annual report of income and expense information is shown as a separate exhibit in this newsletter.

REPORT ON THE NEW STATE AERONAUTICS OFFICE:

LT. COLONEL ED ARCURI, Deputy Adjutant General, Department of Military Affairs provided a briefing on the current status of efforts in establishing the new office. Enabling legislation provides for creation of the new office under the department effective January 1, 1989.



Stapleton Director of Aviation George Doughty made presentation on the future of Front Range Airport.

Ed spoke of several of the startup problems, including the dilemma that monies appropriated for implementation of the act will not be available until after the first of the year. And when funds do become available, they are expected to slow in coming . . . this due to an expected lag in the collection of fuel tax revenues in the first few months of the program. For this reason, don't expect to see the office staffed up until at least April of next year.

Interviews for the seven member Aeronautics Board are underway with the hope that they can be selected and in place by December 1. This is a critical step in the setup process considering that the board will have primary responsibility for distribution of monies credited to the new aviation fund and will establish policy for the future growth and

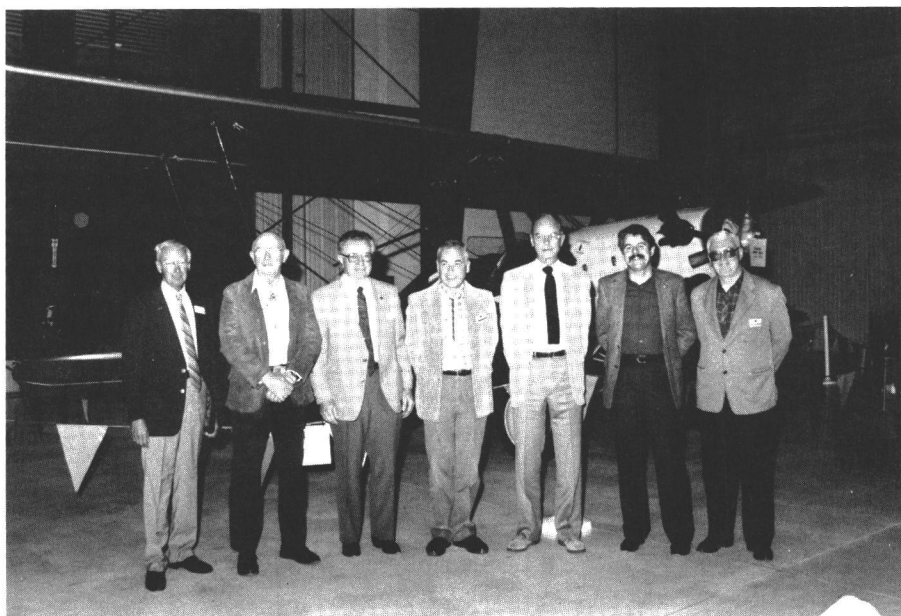
development of aviation in the state. Ed explained that the Governor cannot be faulted for delays in implementing the new office. If he had his way, the Governor would already have the office in place. But there is the reality that appointments to the board are made with the consent of the State Senate. And there is little likelihood that significant board actions will be made prior to that completion of that approval process.

REPORT ON THE FUTURE OF FRONT RANGE RELIEVER AIRPORT:

The report by GEORGE DOUGHTY, Director of Aviation for Denver, and NEIL KEDDINGTON, Airport Manager for Front Range Airport, drew a great deal of interest from the participants. It was only last year that it appeared Front Range Airport would be lost as an airport following con-



Frank Gallo presents Flying Review "Blue Max" award to Don Vander Ploeg.



President and Past Presidents of CPA. L to r: Walt Barbo, Don Welsh, Vern Foster, Frank Gallo, Joe Cook, Scott Hamilton and Bruce Hulley.

COLORADO PILOTS ASSOCIATION
CASH RECEIPTS AND DISBURSEMENTS
Year Ended October 31, 1988 and 1987

	<u>1988</u>	<u>1987</u>
Income:		
Income from Dues		
New Members	\$ 900.00	\$1,137.50
Renewals	<u>3,395.00</u>	<u>4,839.00</u>
Total Income from Dues	<u>4,295.00</u>	<u>5,976.50</u>
Fly-In Receipts:		
Jack Pot Air Race	1,510.00	1,747.60
Poker Hand Fly-In	-	98.77
Other Fly-Ins	<u>585.78</u>	<u>663.25</u>
Total Fly-In Receipts	<u>2,095.78</u>	<u>2,509.62</u>
Fly-In Expenses:		
Jack Pot Air Race	966.60	1,346.42
Poker Hand Fly-In	-	153.82
Other Fly-Ins	<u>-</u>	<u>-</u>
Total Fly-In Expenses	<u>966.60</u>	<u>1,500.24</u>
Net Fly-In Income	<u>1,129.18</u>	<u>1,009.38</u>
Sales Income:		
T-Shirts	47.00	9.00
Golf Caps	48.00	46.00
USPA Pins	<u>-</u>	<u>22.00</u>
Total Sales Income	<u>95.00</u>	<u>77.00</u>
Other Income:		
Advertising Income	264.00	690.00
Contributions - A.O.P.A. Income	-	255.00
Contributions - Thetford Memorial	50.00	-
Contribution - Peter Luce	100.00	-
Contribution - R. Sumner	<u>10.00</u>	<u>-</u>
Total Other Income	<u>424.00</u>	<u>945.00</u>
Total Income	<u>5,943.18</u>	<u>8,007.88</u>
General Expenses:		
Net Meeting Expense	62.37	239.09
Net Convention Expense	-	568.60
Newsletter Expense	2,812.65	1,610.47
Org. Magazine Expense	1,269.50	1,615.00
Postage & Other Expense	2,353.57	2,968.43
Donations & Contributions	<u>100.00</u>	<u>100.00</u>
Total General Expenses	<u>6,598.09</u>	<u>7,101.59</u>
Net Income	<u>(654.91)</u>	<u>906.29</u>
Bank Balance Beginning of Year	<u>6,427.20</u>	<u>5,520.91</u>
Bank Balance End of Year	<u>\$5,772.29</u>	<u>\$6,427.20</u>

struction of a replacement airport to Stapleton. This was in recognition of what seemed an impossibility for Front Range to continue existence with a new major airport located less than four miles away. But a lot of back room planning took place since then.

Some of the major players involved in the efforts to salvage Front Range included CPA Member HANK NEWMAN, AOPA Regional Representative out of Fort Worth, LARRY ROBISON, retired FAA Air Traffic Manager currently living in Manitou Springs, NEIL and his Airport Board, and a surprising ally in the form of GEORGE DOUGHTY.

George briefed on the status of the new replacement air carrier airport. The environmental work is scheduled for completion in November, after which it will be submitted to the FAA for processing. FAA approvals should be in place by summer of next year, after which construction is scheduled to begin. He expects the new airport to be operational in 1993. He supports retention of Front Range as a facility to divert general aviation activity away from the new airports. He explained that this would permit more efficient use of airspace and facilities planned for the airport. But George is also a general aviation pilot with an understanding and appreciation of general aviation concerns. One has to believe he will do whatever he can to salvage Front Range.

This gives Neil almost 5 years to adapt his airport for operating compatibility with the new Denver airport. This will involve abandonment of the short stub N/S runway, and construction of as many as three new runways on land contiguous to the airport to the south and west of the existing operational area. A

control tower would have to be in place and operational by the time the new Denver airport opens.

The presentation drew a lot of questions from those attending. SCOTT HAMILTON concluded with an appropriate observation. He recognized the plan as a brilliant solution to a very difficult problem.



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NEWS BULLETIN

October 1988

USPA WINTER MEETING DEC. 2-4 IN MISSISSIPPI

The U.S. Pilots Association will focus on Southern hospitality during its **Winter Meeting Dec. 2-4 in Natchez, Miss.**

The convention will feature meetings of the executive board, regional directors, state association presidents and USPA's board of directors. Also planned is an open forum to exchange ideas of how to help USPA grow and prosper.

On tap also is a WINGS-qualifying **Safety Seminar** for Mississippi pilots, a Dutch-treat dinner along the riverfront, tours of Natchez's antebellum homes and a continental breakfast Dec. 4, hosted by the Mississippi Pilots Association.

Convention headquarters is the **Ramada Hilltop**, which features a breathtaking view of the area. Rooms cost **\$40/night** single or double, and may be reserved by calling (601) 446-6311 or writing Ramada Hilltop, PO Box 1263, Natchez, MS 39120.

The **\$60 conference fee** includes bus transportation, plantation tours, hospitality room and the banquet Dec. 3.

Send conference reservations to Dale Garrison, 16001 Chalet Dr., Olathe, Ks. 66062. For additional meeting details, call Dale at 913-782-4703.

The Fall USPA Meeting held in Ogden, Utah, Sept. 23-25 featured a tour of Morton-Thiokol's plant where Discovery's solid rocket boosters are assembled, and a visit to Hill Air Force base to watch the U.S. Air Force Thunderbirds perform.

Fewer than 20 delegates attended the meeting; but the work session, held in lieu of the board meeting, was productive, focusing on ways to enhance USPA's financial position.

DUES POLICY RESTATED

During the Fall USPA Meeting in Utah, the executive board issued a restatement of USPA's dues policy, in effect since September 1986. State associations are asked to submit \$1 annual dues per member to USPA. Each state will be notified at the end of each fiscal year (June 30) of the amount due, based on an average of that state's membership total at the end of each quarter. States will receive a credit for USPA sustaining members it has enrolled.



NEW — NEW — USPA ADDRESS

All future correspondence to USPA should be sent to:

United States Pilots Association
483 S. Kirkwood Rd., Suite 10
St. Louis, MO 63122

EXECUTIVE DIRECTORS ENDORSE AFFILIATION WITH PARTNERSHIP FOR IMPROVED AIR TRAVEL

The executive directors of USPA endorsed a motion that the U.S. Pilots Association affiliate with the Partnership for Improved Air Travel, a coalition of aviation interests formed to focus attention on the need to upgrade the nation's air transportation system. Those interests include general aviation, airlines, labor, passengers and aviation manufacturers and suppliers.

The Partnership's statement of principles calls for a commitment by those involved in aviation to take steps to increase air system capacity. Those steps, the Partnership contends, include adding people and equipment to the system, modernizing the airspace control system, creating a national airport construction and improvement plan, and streamlining the FAA.

The decision to endorse the Partnership was deferred at the Summer USPA meeting to allow clarification of general aviation's role in the coalition. USPA President Bob Worthington said he has obtained assurance from the Partnership that affiliated members have "minority dissension" rights if they disagree with a Partnership stand.

ILLINOIS PILOTS ASSOCIATION HOSTS MEET TO DESIGN A NATIONAL AVIATION POLICY

The Illinois Pilots Association spearheaded a movement to gather some of aviation's leaders and policymakers Oct. 29 in Matteson, Ill., to begin formulating a national aviation public policy to address aviation needs for the next 20 years.

The resulting policy, to be arrived at by consensus, will be presented to the President, Congress, the public and media.

United States Pilots Association

AREA REPRESENTATIVES

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BURLINGTON Larry Mack
(O) 346-5352
PUEBLO Lee Porter
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CANON CITY Jim Hogan
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LONGMONT Lester von Hagel
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MEADOW LAKE—PEYTON Cliff Clemens
(H) 646-4810
PAGOSA SPRINGS Larry Bartlett
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LEADVILLE Ursula Gigulin
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(home) (office)

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(make) (model) (N number)

Check enclosed in amount of: _____ Applying for:(indicate)

_____ \$20 for 1 year membership _____ Renewal or
_____ \$38 for 2 year membership _____ New membership
_____ \$55 for 3 year membership

Make checks payable to: Colorado Pilots Association
P.O. Box 38555
Denver, CO 80238

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