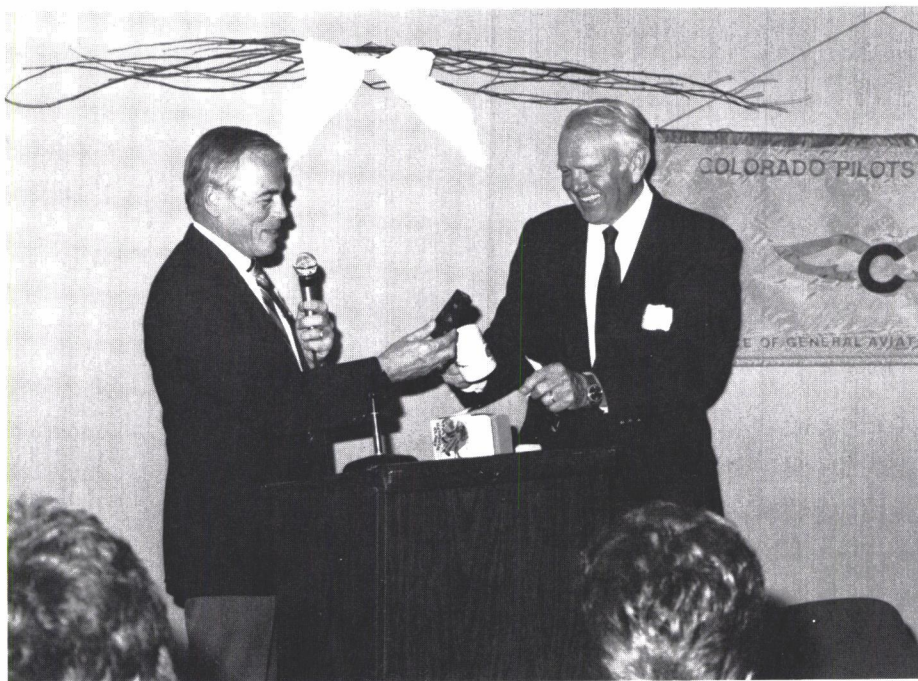


CPA FLIGHT LINES

Vol 6, No. 2

February, 1989



Frank Gallo recognizes Retired Air Force Colonel John Bennett at the CPA Christmas Dinner on December 11. Colonel Bennett gave a presentation on his experiences as a prisoner of war at Stalag III during WWII.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

by Walt Barbo

Thought it might be worthwhile to share a few thoughts on what I see as the impact of the new State Aeronautics Office to the pilot community in Colorado.

It is unlikely that creation of the new office, which became effective at the beginning of the year, will have a noticeable effect on the pilot community. At least not for the first year or two. The most noticeable effect will be the 6 cent/gal increase in the cost of av gas at the fuel pump (4 cent/gal for those that use jet fuel). But for most of us, this increase is more than offset by elimination of aircraft ownership taxes and registration fees. Also, several of the FBOs are absorbing the tax. So depending on where you purchase fuel, there may be even less perception of a change.

Big winners will be airports categorized as public accessible. An amount equal to 4 cents/gal of fuel sold will be reimbursed to these airports on a monthly basis. The amount should far exceed what those airports realized through loss of aircraft registration fees . . . particularly for those locations which were lax in collecting the fees.

Little tax revenue will remain for operation of the new office. This will certainly limit its size and the type of services it provides. When it all shakes out, I would expect to see a continuation of long range aviation system planning (Federally supported), some technical advisory services to smaller airport locations, a role in aviation safety, and leadership in use of aviation to enhance the economic climate of the state. I don't see much in the way of grants for maintenance and development of airports. There won't be enough money. The new office probably will, however, influence Federal investments in state aviation. At least, it will have a voice where it had none before.

PRESIDENT

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303-367-0670

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303-771-6092

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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.

An initial and perhaps controversial issue will be to decide where the new office is to be located. Hopefully, it will be located on an airport such that it is convenient to the flying public. Since this could generate considerable general aviation activity, I would expect a lot of competition between airports on the selection.

The bottom line is that we should guard against unreasonable expectations of what the new office can do for us . . . at least in the short range. And its future success will depend a lot on the support it realizes from the aviation community.

BOARD OF DIRECTORS

MEETING REPORT

CPA Board meetings are held at 7:00 p.m. on the first Thursday of every month and are open to all interested members. During most of last year, a meeting room was provided by the FAA Flight Service Station at Centennial Airport. However, the building has been undergoing some rehabilitation and expansion over the last several months. We were not exactly evicted; however, we felt "in the way" and thought it best to find interim space until construction was completed.

So the last few meetings have been held at Centennial Airport's Jet Center, courtesy of its president, Larry Ulrich. Those wishing to attend future meetings, however, will find that we have moved again, this time to the corporate offices of Radio Station KYGO. It is located at 1095 South Monaco Parkway in Denver. The new location will provide a more central location for our meetings, particularly for Wayne Phillips, our newest board member, and who incidentally happens to be Vice President and Manager of KYGO.

This report is on the Board meeting held on January 5. During the Committee Reports, Bruce Hulley reported on two of his recent trips. The first trip was as our representative to the United States Pilots Association Quarterly Meeting in Natchez, Mississippi on December 2-4. The Kentucky Pilots Association has dropped its affiliation with the group . . . which leaves 14 state pilot association groups remaining in the USPA. The organization continues to suffer some financial problems as a result of delays in payment of dues from the state groups. (Member states are assessed one dollar per year per member as consideration for their affilia-

tion.) Bruce also reported that future USPA newsletters will be mailed individually to all members within the state organizations. This should improve timeliness in the distribution of their material. And it will remove the need to use Flying Review as the Official Publication of USPA.

Bruce also reported briefly on his trip to Russia over the Christmas holidays. He has made three trips in as many years to Russia . . . as part of his aviation education activities. He has promised to share some feedback to us in a separate article in a future issue of FLIGHT LINES.

In his Treasurer's report, Don Vander Ploeg reported that our current bank balance is \$5,585.

Walt Bell, in his Airspace Committee report, briefed on the noise abatement plan proposed at Centennial Airport. The plan was circulated fairly widely by the FAA for public comment. It is, in effect, identical to the preferential traffic routings for noise abatement which currently exist at the airport. We intend to go on record in support of the plan.

A discussion of the Governor's appointees to the new State Aeronautics Board brought up a concern as to who the representative will be for the state pilots association. At this writing, it appears that a non-member of CPA has been appointed to fill that role. A letter has been sent to the Governor to seek clarification. In the interim, the Board requested Frank Gallo, Chairman of the CPA Legislative Affairs Committee, to explore the matter further. (See additional discussion in State Aeronautics Update.)

One of the agenda items at the board meeting sought clarification as to the Official Publication of Colorado Pilots Assn. For a number of years, Flying Review, an aviation publication out of New Mexico, has reported to serve that function . . . as well as the official publication for pilot associations in a number of other states. Our relation with Flying Review goes back to a time when we did not have our own newsletter. Flying Review fulfilled that purpose. However, our own CPA FLIGHT LINES has been in publication for a number of years . . . and it was felt necessary to clarify its status. So by board action, FLIGHT LINES was affirmed as the official publication of Colorado Pilots Association. The action should not affect future relationships with Flying Review. The publication will continue to be received by our members as one of their membership benefits. And reports of aviation activities in Colorado will continue to be supplied to the publication.

Role of Area Representatives in our organizational structure was the final agenda item of the meeting. Discussion centered on means to facilitate communication between the board and the designated representatives. There was also discussion of a probable need to provide a better description of the functions of area representatives, and to review our coverage of the state with the thought of adding additional representation for those areas not adequately covered. In some cases, it may be desirable to create separate chapters. Members of the board will be contacting our representatives to gain their views on these issues.



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1989 CPA SCHEDULE OF EVENTS

- Sat., Mar. 4 **CPA AIRCRAFT MAINTENANCE SEMINAR**, 8:00 a.m. - 4:00 p.m., Front Range Airport. Training in operation and maintenance of Cessna 182's. Pilot/owners of other aircraft types are also invited. Info: **Tom Daly** 337-6984.
- Sat., Mar. 18 **CPA DINNER MEETING**, Park Hill Golf Course Clubhouse, 3500 Colorado Blvd., Denver. Social hour: 6:00 p.m.; dinner: 7:00 p.m. CPAer **GRACE MAYFIELD**, former WWII WASP, will be the speaker. Dinner selections: London Broil at \$15.00 or Roast Chicken at \$13.00. RESERVATIONS a MUST no later than March 16 to **Tom Daly** 337-6984. Guests welcome!
- Sat., Mar. 25 **EASTER FOOD LIFT**. Depart Front Range Airport. Sponsored by Alpha Eta Rho Fraternity, Metro State College. CPAs supply aircraft to transport donated food to the selected statewide sites. Info: **BILL GREENER** 989-4654(H) or 556-2921(0).
- Tue., Apr. 11 **LEGISLATIVE COFFEE**, 7:00 - 9:00 a.m., State Capital Rotunda. Meet members of Colorado Legislature. Info: **Frank Gallo** 337-5864.
- Sat., Apr. 15 **SAFETY SYMPOSIUM**, Metro State College. Cosponsored by Alpha Eta Rho Fraternity and Colorado Pilots Assn. in cooperation with the FAA. Info: **Bill Greener** 989-4654(H) or 556-2921(0).
- Sat., Apr. 29 **FLY-IN BRUNCH**. Details and location to be announced. Info: **Bill Totten** 364-5238.
- Thu., May 18 **MONTHLY PROGRAM MEETING**, 7:30 p.m., Centennial Airport Tower & Administration Building Board Room. Details to be announced. Info: **Tom Daly** 337-6984.
- Fri.-Sun., June 9-11 **MOUNTAIN FLYING CLINIC**, Front Range Airport. Info: **Vern Foster** 751-9421.
- Sat., Jun. 24 **CPA POKER FLY-IN**. Details to be announced. Info: **Bill Totten** 364-5238.
- Sat., July 15 **13th ANNUAL CPA DENVER-TO-JACKPOT AIR CLASSIC**. Departs from Front Range Airport on a course via Rock Springs, WY to Cactus Pete's Casino in Jackpot, Nevada. Info: **Sonny Elgin** 361-9365 or **Bruce Hulley** 344-2843.
- Sun.-Mon., July 16-17 **POST JACKPOT AIR TOUR**. For those who wish to make a few stops on return flight from Jackpot. In preliminary planning stages. Info: **Bill Totten** 364-5238.
- Sat., Aug. 19 **FLIGHT PROFICIENCY CONTEST AND PROGRESSIVE DINNER**. Front Range Airport. Sponsored by CPA. Particulars to be announced. Info: **Jon Gallo** 363-0894.

- Fri.-Sun.,
Aug. 25-27 **WINGS PROFICIENCY PROGRAM**, Pueblo, CO. Sponsored by CPA. Info: **Vern Foster** 751-9421 or **Bruce Hulley** 344-2843.
- Sat.-Mon.,
Sept. 2-4 **CPA LABOR DAY FLY-IN**. Location and details to be announced. Info: **Bill Totten** 364-5238.
- Fri.-Sun.,
Sept. 15-17 **WINGS PROFICIENCY PROGRAM**, Pagosa Springs, CO. sponsored by CPA. Info: **Vern Foster** 751-9421 or **Bruce Hulley** 344-2843.
- Sat., Sep. 23 **AIR FORCE ACADEMY TOUR**. Details to be announced. Info: **Tom Daly** 337-6984.
- Sat., Oct. 7 **CPA AIRCRAFT MAINTENANCE SEMINAR**, 8:00 a.m. - 4:00 p.m. Training in operation and maintenance of Beech Bonanzas. Pilot/owners of other aircraft types are also invited. Info: **Tom Daly** 337-6984.
- Sat., Oct. 21 **CPA ANNUAL MEETING**. Location and details to be announced. Info: **Tom Daly** 337-6984.
- Sat., Nov. 11 **TOUR OF AIR TRAFFIC FACILITIES**. Locations and details to be announced. Info: **Tom Daly** 337-6984.
- Sat., Dec. 9 **CPA CHRISTMAS DINNER**. Location and details to be announced.

NOTE: Refer to COLORADO AVIATION CALENDAR OF EVENTS (Winter 1989) flyer, compiled by your association and distributed with the January FLIGHT LINES, for other aviation events throughout the state



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AVIONICS COURSE

A course on **Avionics for Pilots and Mechanics** will be offered by the Emily Griffith Opportunity School in Denver in February.

Beginning Wednesday, February 22, 6:00 - 9:00 p.m., the course will continue for 14 weeks. Registration may be made by calling the Registration Desk at 572-8218. The course designation is TE 340. Preregistration is required.

Cost: There is no tuition for Denver residents; just a lab fee. A small fee will be charged to non-Denver residents.

What Is It? This is a chance for you to understand how your VOR, localizer, glide slope, marker beacon, transponder, DME, LORAN C, radar, etc. works. The course includes discussion, films, live lab work; it will help you in the purchase, use and care of general aviation avionics.

No previous electronic knowledge is required.

This course is approved by the FAA as a ground school for its WINGS PILOTS PROGRAM.



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Borfitz, Michael H.
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Cawelti, Donald D.
4840 West 102nd Avenue
Westminster, CO 80030

Davis, Capt. Earl
USAF Clinic/Sgt
Peterson AFB, CO 80914

557 Flying Training Sqd.
USAF
Colorado Springs, CO 80540

Henley, Ann J.
8364 E. Radcliff Ave.
Denver, CO 80237

Makower, Kim
115 S. Pennsylvania
Denver, CO 80016

Paul, H.
P. O. Box 90552
Albuquerque, NM 87199

RENEWALS

James Poirot, Aurora
Fred Jaeger, Greeley
Bill Totten, Aurora
Jerry County, Burlington
Max Watson, Longmont
Pat James, Colorado Springs
Dennis Roberts, Denver
Wayne Fry, Denver
Raymond Grundy, Boulder
Aaron Schomberg, Littleton
Donald Rodewald, Lake City
Neil King, Boulder
Jim Cure, Lakewood
Carmen Grillo, Englewood
Robert Henley, Denver
Frank Gallo, Aurora

HEARD ALONG THE FLIGHTLINE

At the Aviation Policy Conference held by The Illinois Pilots Association last October, LEE BRADSHAW, a pilot with Northwest Airlines, testified that we shouldn't overlook the joy of general aviation flying as an element of a national aviation policy. He said private pilots too often avoid discussions of fun when trying to sell the importance of aviation to the public. He pointed out that airlines and the public regard flying on air carriers to pursue recreational purposes as quite respectable. And this constitutes a substantial portion of the passenger traffic carried on air carriers.

★

At the same conference, JERRY WALBRUN, Assistant to The President, Experimental Aircraft Association, took a few shots at FAA's enforcement policy. He testified that pilots are so gun-shy they have stopped giving safety information to the FAA. He stated that fewer pilots are flying IFR because of concerns about committing minor infractions. And those that do rely too much on autopilots. He said punitive actions shouldn't be the principal tool of the FAA to gain a high percentage of compliance with the rules. Years ago we had an atmosphere that we should learn from our mistakes. But now, he said, the relationship between the FAA and pilots is adversary. His policy recommendation: FAA's safety program should be separated from enforcement.

★

Others are preaching the same gospel. For example, the February issue of Flying magazine has a lengthy article by J.

MacMcClellan entitled "The FAA is On an Enforcement Rampage. Do You Know Your Rights?" And the December issue of Private Pilot contains a similar article by J. SCOTT HAMILTON--who is one of our CPA members--entitled "Zero Tolerance." Countless editorials in aviation publications have addressed the issue. Either the FAA is running out of control . . . or it has an unbelievable mistaken identity problem.

★

ROBERT SHELTON, Manager of FAA FSDO #3 in Denver admits to a tougher enforcement policy. And he recognizes that the agency is suffering some image problem. But he feels also that there is a lot of bad press that could be relieved through improved communication between his office and the pilot community. This led to his acceptance to appear before our pilot group at our meeting of January 19 at Centennial Airport.

★

KARL SUTTERFIELD had a somewhat pessimistic view of the trend towards increased regulation. He said the Feds might as well change Part 61.0 to read: No person who is inclined to have fun in the course of operating an aircraft shall be issued a pilot's certificate. And change Part 91.0 to read: No pilot may operate an aircraft in such a manner as to have fun. Of course, Karl was observed to have imbibed extensively prior to having made these statements.

★

Recall our coverage of WALT BARBO's woodpecker problems. Apparently the birds mistook the upper north side of his house for

a tree . . . and set up house-keeping there. Efforts to dislodge them were unsuccessful. Suggestions were solicited. Thought we would share a couple of the more creative ones.

*

JOHN VINCAMP, FSS Specialist at Denver FSS, suggested hanging plastic owls under the eaves of the house. He said he had the same problem with woodpeckers in a mountain cabin that he has . . . and that the owls worked for him. Available at Dardano's for \$6.00 more or less.

*

Aviation writer PETER M. BOWERS had a more Western solution. He wrote: "Had the same problem when I was a kid on the farm in California, only they were those big things called 'Flickers.' I don't know the situation with your house, the local arms control and game laws, and the local attitude of the nature lovers, but our last resort was a very direct action with a little gun called a 'game getter.' This was a gun with a .22 rifle barrel on top and a .410 shotgun below. We'd go out at night with a spotlight and shine it where we knew the bird was, right close to his hole. With the light on him, he wouldn't move, and we got him with the .410."

*

Getting back to airplanes, hear that ROBERT HENLEY has traded off his Staggerwing for a new Beech F33A. Think he was taken advantage of. The shape the Staggerwing was in, it had to be worth at least two F33As.

*

Some nice things happening at Jeffco Airport. Airport Manager DAVE GORDON tells us their 1989

operational policy is "Year of the Customer." Rules and Regulations have been changed to accommodate small operators. Greater attention to maintenance. Pay telephone installed in the T-hangar area. [Would you believe, right next to Barbo's hangar--ED.] Will install a hot wash facility this year. Expanded maintenance building under construction . . . which will free up a couple of hangars currently used to store equipment. And he hopes to gain federal funding for a major rehabilitation of the stub parallel north/south runway complex. Yes. It looks like a good year.



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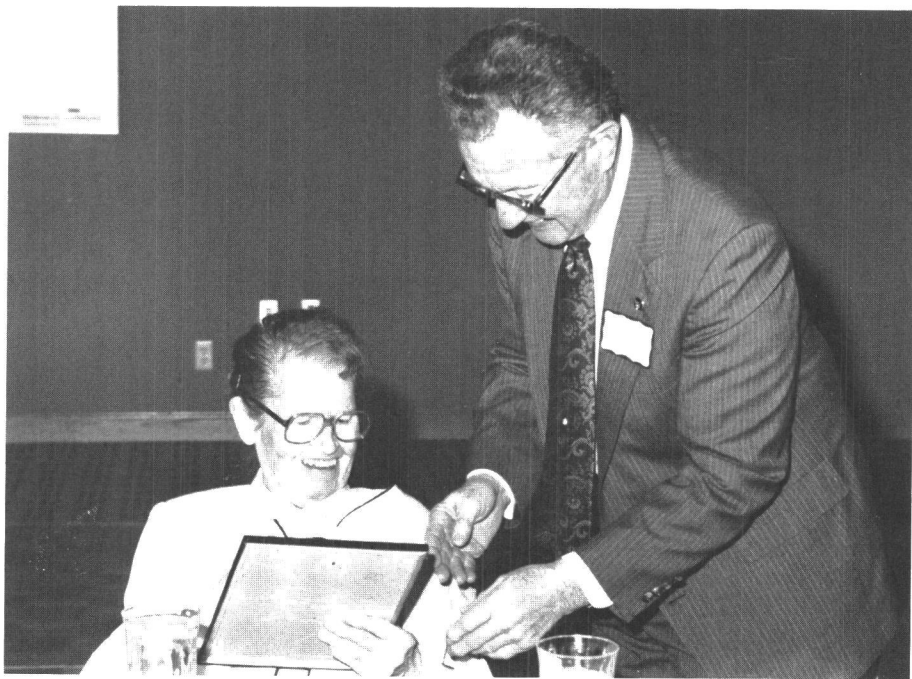
STATE AERONAUTICS OFFICE UPDATE

Governor Roy Romer issued a press release on January 4 announcing his appointments to the newly formed seven-member Colorado Aeronautics Board. Those appointed are E. LORRAINE BADGER of Arvada; WILLIAM R. HAIGHT of Steamboat Springs; FRED H. JAEGER of Greeley; DANIEL JONES of Aurora; RICHARD F. BUCKNELL of Aurora; DAVID LEINS DORF of Crested Butte; and MICHAEL J. ROCK of Loveland. The appointments are subject to confirmation by the Colorado State Senate.

Legislation creating the new aeronautics office provides that members shall be chosen: Four members, two from the eastern slope and two from the western

slope of the state, representing local governments which operate airports; one member representing a statewide association of airport managers; one member representing a statewide association of pilots; and one member familiar with and representative of the state's aviation issues, interests, and concerns.

As of early January, Governor Romer had not identified the constituency each represents. As the statewide association of pilots, CPA was understandably concerned as to who its representative would be. A letter has been sent to the Governor requesting advice and clarification on this matter.



Vern Foster presents Flying Review Blue Max Award to Margaret Dwelle at CPA Christmas Dinner on December 11.

FCC Radio Frequency Enforcement

by Robert Henley

In the December issue of Sport Aviation there is an article on page 11 that indicates that the FCC is monitoring frequencies 123.4 and 123.45 for misuse. These two frequencies are assigned, along with 15 others, for aircraft and electronic test station use only. There are only two air-to-air frequencies: 122.750 (low altitude) and 122.975 (high altitude).

What happens if the FCC catches you using the incorrect frequencies? Plenty! You are subject to a \$2,000 fine if your radio station license is current and up to \$10,000 per occurrence if your license has expired! The Experimental Aircraft Association is checking into the situation and is thinking about petitioning the FCC for additional frequencies for air-to-air use.

This brings up a good point. Check to see if you have a current radio station license in your airplane. It is one of the three documents you must have in the aircraft (of course you only need it if you have a radio) to be legal. The correct form to use is FCC 404 and this form is available at most avionics shops. As the form says, "Use FCC form 404 to apply for: A new station license when the station aboard an aircraft is first licensed **or the ownership of the aircraft is changed** and the previous owner is not to continue as the licensee of the station. . . ." There is no charge currently for this license. So if you are an aircraft owner and that aircraft has a radio, check your FCC radio station license to be sure it is in the correct name and that it has not expired.

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Editor:

Having been on both sides of annual inspections, some thoughts with reference to Jim Dykes' "What's an Annual Worth?" in the November issue of FLIGHT LINES.

Costs of "annuals" do vary widely. In 1988, our annual inspection cost was approximately \$58.00, plus labor (1962 Comanche 250, 4000 + T.T.). And I remember two guys with a light twin, about 3 years old, who had to secure a third partner to pay the "annual" bill (\$10,000+). Same mechanic/I.A., so why the difference? - MAINTENANCE.

The annual inspection is supposed to be an inspection, not a one-time-per-year maintenance session. Maintenance is a constant ongoing process, every time you see or operate the airplane.

There are two keys, to my mind, in lowering your "annual" and your maintenance costs:

1. Recognize who is responsible for maintenance: the OWNER and the PILOT, not the mechanic who usually sees the airplane once a year (the FAR's say so). The preflight inspection needs to truly be an inspection, not just to see if the tires are still there, but to identify any and all mechanical problems with the airplane. These should make their way to two lists: a.) Fix before flight, and b.) Fix on return . . . not "next month" or "next annual."

2. Select a mechanic who will help you maintain the aircraft in the condition you want it. And, be careful about the condition you choose: Who's going to pay you test pilot pay if that wing root fairing comes off in flight, or the brakes only work on one

side, or the nose gear won't extend? I want a mechanic who'll be willing to ride my airplane to minimums in actual IFR, at 2 a.m., at my second alternate, after he's worked on it - and I will happily pay for that quality of work, so that my kids will have a daddy they can expect to come home.

How to reduce your annual inspection expense?

- a.) BEFORE it breaks, Lubricate it/Coddle it/Preventative it.

- b.) When it stops working, FIX IT NOW, before it wears out other parts.

- c.) LEARN YOUR AIRPLANE - how to drive it right for longevity, and how to spot when it's broken. One of the best ways to start is by being supervised through an annual inspection. (On an average S.E. retractable, it takes up to 2 days to remove and replace inspection covers. Can you stand to use a screwdriver and pay yourself in learning and saved shop rates?)

- d.) Pick a mechanic who likes airplanes, and knows your type. Look at his airplane (or his customer's).

- e.) Have the mechanic/IA explain why a given thing is being done to your bird, and show you the old parts (and why they needed replacement). Insist on (and pay for) a squawk list before the repairs start.

- f.) Talk to other customers and mechanics about your mechanic (ask for references).

- g.) Read the FAR's. There is a list of unsupervised maintenance any pilot can do. BUT -

PLEASE make entries in the logs! The airplane is not legally air-worthy if you don't keep the logs current, and the good mechanics I know are really uncomfortable with inaccurate or incomplete logs. That means it will cost you for them to redo work you didn't get properly logged.

h.) Join your type's owner's association for parts and mechanics/shop leads, and tips on operation, restoration and maintenance.

To find a mechanic who'll work with you this way, you'll probably have to stay away from the big shops, and most FBO's in the Denver - Colorado Springs area, from what I've seen and heard.

Finally, if you want quality work at a reasonable price (and if you can catch him between other airplanes and the fishing trips he hasn't been taking), try Ben G. Kramer (A & P, IA), Wings & Things, Inc., Kramer Ranch, (Denver Sectional) Hotchkiss, CO. You'll never get a "paperwork annual," but he might tell you where the fishing's good . . .

Benjamin P. Kramer
Attorney at Law, Denver

NEWS FROM AREA REPS

JIM HOGAN, Area Rep from Canon City, reports that Jim Wells took over the operation of Fremont Airport last July.

During the weekend of December 17-18 Jim hosted a free "get acquainted" steak and egg breakfast at the airport and offered an introductory flights for \$10.00. More than 300 people took advantage of the free breakfast. Numerous people took the flight and some were still coming in for a ride long afterwards, because of the publicity. Fantastically successful! So successful, he plans a similar airport relations event for next April.

Improvements have been made to the aviation repair shop, including new paint. Mr. Wells operates under the name Canon Air Service and offers fuel, aviation repairs, transport service and instruction.

The resident flight instructor is Earl D. Baird, retired FAA Flight Examiner and CPA member, now living in Canon City.

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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

Vol. II, No. 1 . . . January 1989

SOUTH BECKONS FOR USPA'S NEXT MEETING

The U.S. Pilots Association will return to the South again, this time to Mobile, Ala., for its next board of directors meeting March 9-12, 1989.

Highlighting the meeting will be a tour of Teledyne-Continental, which manufactures aircraft engines. Also on tap is a visit to Bollingrath Gardens & Home, a 65-acre estate world-famous for its collection of antique china, silver and rare Boehm porcelains, plus flowers that bloom every month and more than 200 species of birds.

The convention will also feature meetings of the executive committee, regional directors, state association presidents and USPA's board of directors.

Also planned are two FAA/USPA-sponsored Safety Seminars, one for USPA delegates and another for Mobile-area pilots. The latter is designed to introduce non-members to the aims of USPA and the benefits of membership.

Delegates may also tour the 350,000-ton battleship U.S.S. Alabama, the submarine U.S.S. Drum, the Mobile City Museum, and the antebellum mansion Oakleigh Complex. The city also features the reconstructed 18th Century French Fort Conde, with guides staffed in period uniforms. For the sports-minded, Mobile's Greyhound Park offers parimutuel wagering, fine dining and cocktails.

The winter meeting previously was scheduled for Orlando, Fla., but no local contact could be identified to organize that meeting, according to USPA Executive Director Arnold Zimmerman.

Convention headquarters will be the Raddison Admiral Semmes Hotel, located in the heart of Mobile's historic, business and cultural district. Rooms cost \$57/night single or double, and may be reserved by calling (205) 432-8000 or writing the hotel at 251 Government St., Mobile, AL 36602. Deadline for reserving rooms at a convention rate will be Feb. 17, 1989.

The \$60 conference fee should be mailed to Arnold Zimmerman, 8814 Woodfox Dr., St. Louis MO 63127, or call him at 314-843-2776 for additional information.

TRANSPORTATION WILL BE PROVIDED TO AND FROM THE HOTEL FROM MOBILE'S BROOKLEY AIRPORT (BFH).

ILLINOIS PILOTS ASSOCIATION SPONSORS CONFERENCE ON AVIATION PUBLIC POLICY

The Illinois Pilots Association, a state affiliate of USPA, hosted a conference of aviation dignitaries Oct. 29 in Matteson, Ill., to design a national aviation public policy that will be submitted to President-elect George Bush, the U.S. Department of Transportation and to Congress.

Panelists agreed that the national aviation policy should affirm general aviation's right to exist and to have access to public airports, with reasonable landing and parking fees.

The conference panel agreed that aviation needs greater national attention, with the federal government spending more of the Aviation Trust Fund to increase airport capacity. Panelists suggested the federal government offer incentives to encourage private funding for development.

The group agreed that federal money should be spent to hire more air traffic controllers, obtain better hardware and software in the air traffic control system, and develop better management within the ATC system. All panelists opposed ATC privatization, but some suggested the FAA administrator be appointed to a seven-year term and that FAA civil service and procurement procedures be changed. Panelists suggested that airline deregulation problems stemmed from poor management within the system.

The group focused on preserving airports, and suggested that increased capacity could be achieved by constructing more runways at existing airports.

Joint use of military airports got the nod from panelists, as did the need for aviation product liability legislation. But the group reached no consensus on drug testing in the aviation industry.

McCLURE TO HEAD USPA AWARDS COMMITTEE

Past USPA President Bob McClure was named at USPA's meeting in Natchez to head USPA's Awards Committee, which decides USPA's Annual "Member of the Year." Send nominations to McClure at 5348 N. Michigan, Kansas City MO 64118. The "Member of the Year" will be named at USPA's annual meeting May 25-28 in Las Cruces, NM.

United States Pilots Association

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