

CPA FLIGHT LINES

Vol. 6, No. 3

March, 1989



Sparkling cherry red Staggerwing at Santa Paula Airport, California.
See article by Scott Hamilton on page 10.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

by Walt Barbo

I noticed in one of the trade magazines a report that 1988 factory shipments of general aviation aircraft were up slightly over the prior year. Preliminary figures show 1100 aircraft shipped in 1988 compared to 1085 shipped in 1987. Not much of a gain, but considering it is the first gain in 9 years, it may be significant.

As a practical matter though, new aircraft added to the fleet come nowhere near replacing those lost through attrition and through foreign buyers who see our used aircraft as one of the better buys on the market. Considering that the average price for a new single aircraft exceeds \$130 thousand, I have to agree with them.

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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

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Aurora, CO 80012

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When is the downtrend going to change? Most agree that it may take another decade . . . if ever.

The depressed condition of general aviation has created some interesting opportunities and benefits for pilots and aircraft owners, particularly in the Denver metropolitan area. Note how airport owners are going through all kinds of effort to improve relations with aircraft owners and to attract small aircraft. Airport maintenance and services have improved. Tiedown and hangar fees have remained stable for years. Rules and regulations at most airports have been relaxed to accommodate owners who wish to do more self maintenance on their aircraft. Maintenance fees for aircraft at quality FBOs are typically lower than those charged by garages for automobile repair. Fuel is available at competitive prices at most locations.

Fantastic times for pilots and aircraft owners. But airport operators are facing some serious financial problems . . . and it could affect us.

Note all of the excess capacity available at most of our general aviation airports. This includes runways, apron areas and vacant buildings. Some of it is the consequence of over optimistic planning and development. Some from operators unable to cope with the downturn in general aviation and found it necessary to exit the airport.

Regardless of cause, there are danger signals ahead. Under the current scenario, airport operators are faced with relatively fixed costs with less income. All kinds of strategies are underway to try to increase in-

(Con't on p. 14)

1989 CPA SCHEDULE OF EVENTS

- 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: 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. Open to anyone willing to supply aircraft to transport donated food to 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. 21 **SAFETY SYMPOSIUM**, Metro State College, 8:00 a.m. - 3:00 p.m. Theme: Physiology of Flight. 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 April FLIGHT LINES. Info: **Bill Totten 364-5238.**
- Thu., May 18 **MONTHLY PROGRAM MEETING**, 7:30 p.m., Centennial Airport Tower & Administration Building Board Room. Details April FLIGHT LINES. 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.** Southwest Colorado: Ouray via Montrose. Info: **Dave Burke** 989-1014.
- 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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IS FAA ON AN ENFORCEMENT RAMPAGE?

YES! With steep penalties to be expected for those unfortunate to be caught in the violation of a FAR. This according to J. Mac McClellan in a critical article appearing in the February issue of Flying. YES! According to J. Scott Hamilton in a similar article published in the December issue of Private Pilot. And YES! By frequent accounts in various aviation publications.

Predictably, the FAA has suffered lot of bad press over this issue. This prompted Robert Shelton, Manager of the FAA Flight Standards District Office in Denver, to try to do something about it. His position has been that there is another side of the story, one he wanted to share with the pilot community. This led to a presentation by Shelton and key members of his staff before an open meeting of Colorado Pilots Association on January 19.

The interaction which took place between pilots and FAA could best be described as somewhat "creampuffy". It lacked the confrontational environment that some expected. It was a comfortable opportunity, however, for discussing mutual problems. And some useful information came from it . . . information worth sharing.

For example, clarification was provided on Minimum Equipment Lists (MEL) as revised under FAR Part 91.30. The revised rule became effective December 13. The prior rule left a lot of uncertainty as to whether an aircraft could legally take off with inoperable instruments or equipment. In the ridiculous case, there was the question as to whether an aircraft could take off with an inoperative cigarette lighter. The FAA now will allow

pilots operating under Part 91 to determine for themselves what equipment is needed for a planned flight. (Note to our readers: Good article on this subject in the February, 1989 issue of Business & Commercial Aviation.)

The rule does not remove the need for a MEL. Where airframe manufacturers have developed lists for aircraft types, those lists must be used. Those without a list can obtain one by request through the FAA FSDO.

Where an item of inoperative equipment is determined not needed for a planned flight, the rule requires that the equipment be placarded "inoperative." According to the FAA, failure to do so could expose one to a certificate action. Their current enforcement policy, however, is education rather than violation. But somewhere along the line, some diligent FAA enforcement type, during a ramp inspection, will stop you to ask if all your flight instruments are working. To be on the safe side, one of the pilots suggested that the correct answer was always "affirmative." However, we wouldn't have much credibility with this answer if there was a hole in the panel where an item of equipment had been removed.

Speaking of ramp inspections, the FSDO has 10 people in enforcement of which national policy provides that 35% of their time be in surveillance activities of which 20% of that time be during non-duty hours (evenings and weekends). So the chances of a ramp interview with an FAA inspector are relatively high.

What are they looking for? Primarily unairworthy aircraft. If stopped, expect to be asked for the aircraft airworthiness

certificate. Also, for your pilot certificate and current medical. And with the revision to PART 91.30, any indication of inoperative equipment.

A question as to whether this type of surveillance was worth all the effort brought an FAA response that we had 11 aircraft accidents in Colorado last year from aircraft system failures. This is considered to be an unreasonably high incidence of maintenance-related accidents. FAA hopes to reduce this through the surveillance program.

Apparently the problem of unauthorized penetrations of the DEN TCA have dropped to almost nil. Last year, penetrations averaged almost 5/hour during busy periods. This has dropped to an average of less than 1/month. So the education program on TCA violations has apparently paid off. Or is it, as one pilot noted, that all the violators have been caught.

Shelton made a strong case for his policy of education rather than violation. His appeal: "Call with any question you may have on interpretation or enforcement of a regulatory policy." Have to believe he is sincere. His telephone number: (303) 340-5400.

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of the Month**

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BOARD OF DIRECTORS

MEETING REPORT

We reported in the February issue of FLIGHT LINES that we expected to hold future monthly board meetings at the corporate offices of Radio Station KYGO. But Wayne Phillips, our Public Affairs Committee Chairman, who was Vice President and Manager for KYGO, decided to move on to bluer skies. This left us out on the street until Larry Ulrich, President of the Jet Center at Centennial Airport, offered us the use of his corporate board room. Looks like we will be there for the next few meetings. So if members have an interest in attending future board meetings, expect to find us in the Colorado Room of the Jet Center at 7:00 p.m. on the first Thursday of each month. This report will provide a few of the highlights of the meeting of February 2nd.

During the Committee reports, Walt Bell, Chairman of the Airspace Committee reported that a correspondence had gone forward to FAA General Counsel in support of AOPA's "Buffer" airspace proposal. Walt reported that the buffer proposal was developed jointly by AOPA, EAA, and HAI and was filed in a petition to the FAA on December 2, 1988. If adopted, it would provide a one-mile lateral and 500-foot vertical "buffer" area around TCA's beyond which aircraft would be authorized to operate without Mode C. It was filed as an alternative to FAA's proposed 30 nm rule . . . which is scheduled to go into effect on July 1, 1989.

Mark Meyer was confirmed as Chairman of the Membership Committee and welcomed as the newest member of the board. Mark is a sales and marketing representative from Texas International Transportation Inc., an

interstate trucking company headquartered in Commerce City.

In our last newsletter we reported a concern that the Governor had appointed a member to the new State Aeronautics Board to represent a statewide association of pilots . . . who was not a member of such an association. The issue appeared as an agenda item in the January meeting of the CPA Board and was repeated for the February meeting.

Procedures require that appointments to the Aeronautics Board be first confirmed by the Transportation Committee of the State Senate after which they are referred to the floor of the senate for final confirmation action. Attempts to gain an explanation and clarification on the appointment to represent the pilots were unsuccessful. So the CPA board asked Robert Henley, CPA Vice President, to testify against confirmation of the appointment before the Transportation Committee. Henley presented his testimony before a meeting of the committee on the morning of February 2. And he reported on the experience to the CPA Board that evening.

Henley described his testimony as a statement urging confirmation of all seven appointments to the board with the exception of the representative for the pilots. The exception was based on our understanding of the legislation which created the board and its provisions on how board members were to be chosen. Similar testimony was given by Carol Leyner in behalf of the Colorado Chapter of the 99s, Antique Aircraft Association, and Experimental Aircraft Association. Opposing testimony was

also given by other participants in support of the governor's appointee.

A point of confusion in the debate had to do with an interpretation as to whether AOPA is a statewide organization of pilots. It turned out to be a significant issue since the appointee subject to challenge, though not a member of any other statewide pilot organization, is a member of AOPA. His selection to the board may have been influenced by this affiliation. Henley and others who testified against the appointment argued that AOPA does not meet the definition of a statewide organization.

Outcome of the hearing was a decision to defer confirmation of all appointments to the board. We understand that the committee has tentatively rescheduled a February 20 hearing to complete its action, however, CPA does not plan any further involvement in the issue.

A final action by the CPA Board was to consider a request by the Colorado Chapter of Silver Wings Fraternity for support in its efforts to name Denver's new airport "Jeppeson International Airport." The board approved a motion to endorse this proposal.



THE APPROACH AND GO-AROUND MADE EASY

by Vern Foster

The following are points to ponder for safe and orderly approach and go-around phases of flight--day, night, rain or shine! ONE plan for all. Students routinely do "spot" landings on the first solo using this plan.

1. Fly the specified altitude for each airport traffic pattern. This will lessen the risk of a mid-air collision in the traffic pattern.

2. This plan is a general aviation adaptation of the standard airline stabilized approach. Use a definite plan for each approach. The proper approach speed is 1.3 times stall speed for weight and flap setting. Descent should be continuous from 1000 feet to landing. Have airport elevation plus 500 feet as you begin the turn from base leg to final. This turn will lose

approximately 150 feet of altitude, thus you will roll out at 300-350 feet above the runway approximately one mile from touchdown on descent profile. You are now flying down a three degree descent path on or near the VASI or ILS glide slope. The final approach consists of minor power adjustments to touchdown 500-800 feet from the threshold. Altitude planning is essential for safe approaches to mountain airports and for night and restricted visibility approaches any place.

For straight-in approaches, have airport elevation plus 1000 feet at 3 miles, 650 feet at 2 miles and 300-350 feet at one mile from touchdown.

3. Use a landing checklist on every approach. The approach is a bad place to run a tank dry or forget the gear.

4. A go-around should begin early--no later than 50 feet AGL. EXECUTE a go-around if the approach is not stabilized, if a traffic conflict appears, etc. Go-arounds are easy and simple--be it a Cessna 152 or B-747--you begin with the two "P's": POWER & PITCH!! Add power positively, raise the nose to slightly above level flight pitch altitude, then flaps to a takeoff setting and accelerate. Retract remaining flaps, then gear up and you are out of there nice and easy! A go-around is not an emergency flying maneuver, but rather a conversion from approach to take-off operation, beginning with plenty of airspeed and some altitude. Have you practiced these lately? Go do it. You don't need an instructor.

In summary:

1. Know and fly correct traffic pattern altitude.
2. Use a landing checklist, EVERY approach.
3. Fly a stabilized approach, EVERY approach.
4. Touchdown at the selected spot on the runway.
5. If a go-around is required, begin early before it becomes hazardous.

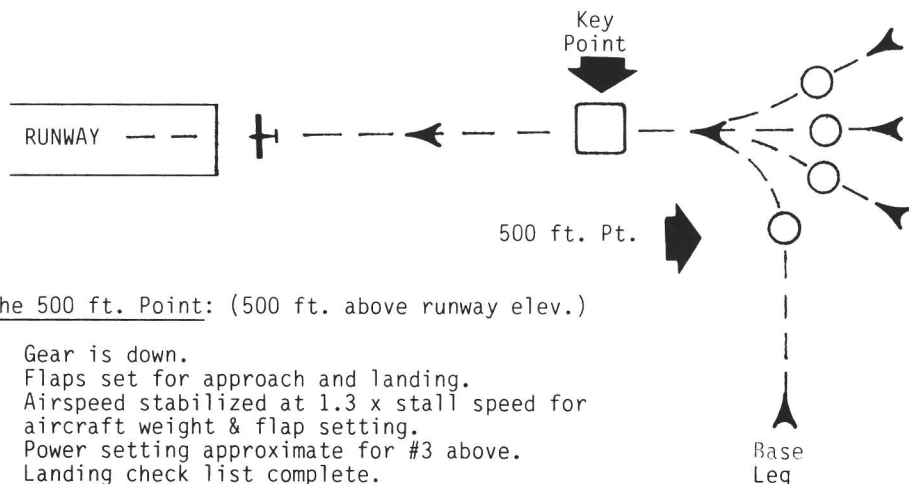
I'll see you around the ramp, or better yet--on a well-planned stabilized approach!



FOR A STABILIZED APPROACH:

At The Key Point:

1. Altitude should be 300 - 350 ft. above runway elevation.
2. Distance from touchdown should be approximately 1 mile.
3. Aircraft is aligned with runway centerline.
4. Plan touchdown point as appropriate.
5. Adjust descent with power - as appropriate.



At The 500 ft. Point: (500 ft. above runway elev.)

1. Gear is down.
2. Flaps set for approach and landing.
3. Airspeed stabilized at 1.3 x stall speed for aircraft weight & flap setting.
4. Power setting approximate for #3 above.
5. Landing check list complete.

IF NORMAN ROCKWELL PAINTED AN AIRPORT

by Scott Hamilton

Picture, if you will, this Norman Rockwell scene set in the shadow box of a small but tidy hangar, front doors open to a southern exposure admitting warm sunshine on this otherwise cool Southern California winter Sunday afternoon. The right half of the hangar is occupied by a small bumblebee yellow and black bi-plane and the left by a sort of family room without walls with a sink and cabinets, sofa and easy chairs around a carpet, the barbeque kettle against the back wall. The family, parents and adult son, sit reading the Sunday paper, on display like mannequins in a MAY D&F window.

We stare unabashedly, as people will at department store windows, until one of the mannequins turns his head and says "Hi," startling us back into the charming otherworldly reality of Santa Paula Airport, 1989.

We had not even parked before I had already fallen madly in lust with a sparkling cherry red Staggerwing Beechcraft and glimpsed a half dozen other only slightly less titillating classics out of the corners of my eyes.

Santa Paula Airport, about three valleys northwest of Los Angeles on the Santa Clara River (20 miles from the Fillmore VOR on the 252 degree radial) was built in 1930 as a result of the efforts of some local airplane addicts ("air-minded citizens"), the plaque and copies of the newspapers of the day displayed in the airport cafe call them). They'd feel right at home there now (in fact they may well be, for all I know), because most of the airplanes we saw there were designed in that decade or within a few years before or after.

After salivating all over the Staggerwing, we headed down hangar row toward a shocking chartreuse and yellow Cessna Air-master beckoning from halfway out of a hangar. Inside, the perfectly restored skeleton of what I think may have been a Stinson Detroiter awaited the final assembly and covering which would reveal its true identity. No one was around, so we moseyed on down the line to the next open hangar, where a Howard DGA in final stages of restoration had swallowed all but the legs of its restorer. Across the way, another Howard shared a hangar with its owner (fully outside the airplane, sunning in a chair by the hangar door, reading the latest Trade-A-Plane) and something with an intriguing shape covered by an anti-pigeon poop drape with a shapely pair of silver wheel fairings flashing like well-turned ankles below a Victorian dress.

"Is that a Ryan?" I asked. "Yep," he replied. "Mind if we take a look?" Swinging his legs aside, "Make yourselves at home." And I feel that I am at home, having been an airport kid who haunted hangars and admired airplanes and asked questions longer ago than I care to admit. But now, a peek under the skirts reveals a quicksilver gleaming Ryan SCW side-by-side 2 seater with a Warner Scarab radial engine in front with those little teardrop-shaped bumps around the cowling for each rocker-arm cover. One of two left flying in the world. Admission free. No crowds. "Thanks!"

Next door, Bob Van Ausdel is puttering with his pale yellow and bronze Staggerwing, cover and centerfold girl in February's PLANE & PILOT magazine. There



1939 Cessna Airmaster, the most efficient personal airplane of its day. Note the beany propeller of the wind-driven generator in the right wing leading edge!

and everywhere else, we roam on the airport, a polite request draws an invitation to come inside and look around. Here, two 1920's Travelairs await restoration of their OX-5's. There, two slim Porterfields watch a third being restored. And over there, a pair of Great Lakes Specials share a Screaming Eagle Aviation hangar, each with a FOR SALE sign on the prop. Good thing they don't take American Express.

The red Staggerwing's big Pratt & Whitney rattles the whole valley on takeoff as we head for the airport cafe for a fresh

fruit salad. Looking around, I note that only about a tenth of the hangars are open, and we have still enjoyed a good afternoon of browsing and visiting. But I wish I could blow an official whistle like a lifeguard at a summer camp and yell, **"Airplane check: open all the hangars!"** and get compliance. I know that there are a lot more interesting flying machines hiding out in there, but I forgot my whistle. Guess I'll just have to bring it when I come back, next time.

And I'd better not find you all crowding up the place like Oshkosh, when I get back.

HEARD ALONG THE FLIGHTLINE

Recall those aircraft ID tags the FAA required we place on our aircraft last year. Understand it was an accommodation to the Drug Enforcement Administration. And have you noticed the large number of aircraft on airport ramps without them. We asked the FAA to explain and were told that no additional data plate is necessary if a manufacturer installed data plate is in place . . . even though it may not be visible from outside the aircraft. Makes one wonder what happened to those poor souls who were cited for not having the data plates prior to the change in policy.

*

AOPA Regional Representative HANK NEWMAN tells us that 5,841 of Colorado's 18,202 pilots (32.1 %) are AOPA members. Percentage-wise, the state ranks 6th in the nation.

*

Interesting offer from a young aviation enthusiast at our January 19 meeting. He offers \$10/hr towards fuel to just ride along . . . whether touch & go's or short trips. But his budget limits him to no more than two hours/week. Must be someone out there who can make him a better deal. Available Saturdays. Call Michael: 753-6875.

*

Synchronous Vibration? A possible contributing factor . . . according to the heliarc welding service that repaired cracks in the exhaust manifold of LARRY MERKOWITZ'S Super Decathlon. Fortunately for Larry, it was not an NTSB finding. He was lucky to end up with nothing more

than an interesting story about carbon monoxide in the cockpit . . . and a memorable headache.

*

Incidentally, for those interested, carbon monoxide detectors are available for less than \$4 at NELSON AVIATION PRODUCTS at Centennial Airport. Owner JIM NELSON cautions that the detectors have a useful life of only 3 to 6 months. The Air Force replaces theirs every 30 days. He tells us also that a long life detector will soon be on the market at a cost in the range of \$50 to \$60.

*

DON VANDER PLOEG got quite a surprise when he went to pay his tiedown on his last trip to Manzanillo, Mexico. A 12-day stay cost him \$146 in tiedown fees. Rates the prior year were 2000 pesos/night (about \$1). Don thinks he may have been the victim of confusion by new airports personnel on the job rather than skyrocketing inflation. Overnight fees at other locations were typically in the 2000 peso range. Don suggests getting a clarification of fees on arrival . . . rather than a few minutes before departing. On a nicer note, he reported that fuel costs on his Mexico trip averaged 603 pecos/liter (just over \$1/gallon).

*

Can you imagine the performance a supercub would have with a 180 hp engine and a constant speed prop. Space Center Aviation at Meadowlake is building one up for an owner who hopes to set new records for altitude and time to climb.

Last time we visited Aurora Airpark it looked like the pavement areas were about to be overgrown with native grasses. It appeared to be a problem of neglect. But understandable neglect. Owners of the airport had publicized an intent to close the airport and convert it to housing. Why invest money in a lost cause. But along comes CPA Member ED CUTLER . . . with a plan to extend its useful life. Plans to make it a "grass roots" airport. Considering its condition, this won't take much effort. In a more serious note, the rebirth includes a scheduled breakfast fly-in on **Saturday, April 1.** Ed invites everyone to stop by.

*

And while Ed is trying to salvage an airport, CPA Member WAYNE LINDHOLM is leading an effort to develop a new general aviation airport in the Woodland Park area west of Colorado Springs. He hopes to get Federal funding later this year to share in the cost of a feasibility and site study.

WELCOME NEW MEMBERS

Auman, Paul
9288 E. Nassau
Denver, CO 80273

Ball, Troy E.
P. O. Box 531
Norwood, CO 81423

Beaumont, Roderick F.
10911 WER 80
Eaton, CO 80615

Bilello, Tony
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Denver, CO 80227-3817

Burrington, John D.
P. O. Box 18735
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Foster, Paul J., Jr.
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AIR SHOW SCHEDULED

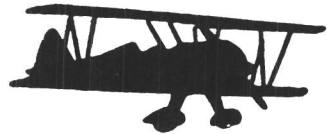
The Military Heritage Command has announced plans for a benefit airshow on Armed Forces Day, May 20, 1989 at Front Range Airport, Watkins, Colorado. The event will be jointly sponsored by the Military Heritage Command, the Colorado Wing of the Confederate Air Force, and the P-51 Mustang Pilots Association. Proceeds will be donated to the Live POW Committee of Colorado in support of their efforts to increase public awareness of the plight of our servicemen who remain unaccounted for in Southeast Asia.

A full schedule of airshow activities is planned including a "Missing Man" formation fly-by, an air to ground battle re-

enactment, a flight demonstration by the P2V Neptune, warbird rides, etc. Vintage automobiles from several area clubs will be invited to display their vehicles in keeping with the early warbird theme. Also considered is an authentic 1940's style USO Reception and Dance.

Any CPA members having warbird or antique aircraft available for static display are very welcome to participate.

Additional information may be obtained from Robert A. Resling, Maj Gen, MHC, P. O. Box 38629, Denver, Colorado 80238. The telephone number is 303 841-6769.



PRESIDENT'S MESSAGE

(Cont'd from p. 2)

come without raising fees. For example, the larger airports are concentrating on attracting more business aircraft activity. In one case, commercial air carrier activity is seen as a way of returning financial solvency. All are hungrily awaiting the demise of Aurora Airpark and Stapleton with the thought of attracting a healthy portion of the displaced activity to their airports.

But when it all shakes out, I suspect that most of these airports will still be in financial problems. And their final recourse will be us. So I suggest we enjoy the honeymoon while we can.

RENEWALS

Anna Scholten, Denver
Larry Merkowitz, Aurora
Joseph Cook, Englewood
Don Welsh, Aurora
Renee Welsh, Aurora
Kathryn Hach, Loveland
Sparkey Imeson, Denver
Ansel Mc Allaster, Aurora
George McCrillis, Englewood
Tom Pierce, Erie
Ursula Gilgulin, Leadville
Dan Hofmann, Sterling
Wayne Lindholm, Woodland Park
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