

CPA FLIGHT LINES

Vol 6, No. 6

June, 1989



B-25 medium bomber attracts CPAers at the Liberal Air Museum during fly-in on April 29.
See Scott Hamilton's article beginning on page 7.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

by Walt Barbo

I am now half way into my term as President of Colorado Pilots Association. And as with any task, it is timely to make a self evaluation of how things are going and to make a few course corrections where appropriate. I share these with you.

One of my priority objectives in accepting the leadership was to involve more people in the policy and direction of the organization. I had hoped to do this through an expanded committee structure. This was the basis for increasing the number of standing committees from six to the current ten committees.

To some extent, this restructuring of the organization has contributed to my objective. However, I confide that I am far

from satisfied. Perhaps I am too impatient . . . but I am disappointed that the committees have not progressed farther than they have in developing stronger programs and team structures within the committees. For example, with the exception of the Denver-Jackpot Committee, most of our CPA committees consist of only the chairperson.

My committees tell me, however, that more leadership is needed in defining their role and in publicizing this information to the membership. I accept this counsel, and as a first step, have set aside a section of the FLIGHT LINES (starting with this issue on the inside back cover) to identify the committees, their chairpersons, and telephone numbers at which they can be reached. I also plan to give more press to activities of the committees. With this information, I hope that members with an interest in greater involvement in our organization will feel free to participate. It is a means of gaining an active and gratifying role in general aviation matters and a way to make the organization more responsive to your interests.

I feel our greatest gains as an organization have been in creating an environment for open and expanded communication. A great deal of attention has been given to publicizing activities of your board and to alerting you to planned aviation activities and events. Most of this information is supplied through your newsletter and special mailings, however, we recently added our new "Telephone Hotline". We hope that members (and nonmembers) will get into the habit of calling the hotline as a primary source of infor-

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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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1989 CPA SCHEDULE OF EVENTS

- Fri.-Sun.,
June 9-11 **FOURTH ANNUAL MOUNTAIN FLYING CLINIC**, Aero Services,
Denver-Centennial Airport. Info: **Vern Foster** 751-
9421.
- Sat., July 1 **CPA POKER FLY-IN**. Details unavailable at press time.
Watch for special flyer. 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.
- 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. 11-13 **WINGS PROFICIENCY PROGRAM**, Pueblo, CO. Sponsored by
CPA. This is a **date change** due to conflict with State
Fair. 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.

mation on what is going on in
Colorado aviation.

I have shared with you some of
the things we are doing . . . and
a few of my concerns. But we
need your evaluation and sugges-

tions as well. Phone numbers of
your leadership are provided in
the newsletter. Please call
them. But if you would rather
remain anonymous, tell it to the
"Hotline", telephone 266-6266.



BOARD OF DIRECTORS

MEETING REPORT

The CPA Board meeting of May 4 was again held at the corporate offices of Centennial Airport's Jet Center. The meetings are held at 7:00 p.m. on the first Thursday of each month and are open to CPA members.

Significant activities included a report from Walt Bell, Chairman of the Airspace Committee, on responses from members of Congress to our request for support of the "Buffer" TCA proposal. Responses have now been received from Skaggs, Wirth, Armstrong and Schroeder. But Walt notes that he would be surprised to see anything come of the request. He notes the 30 mile circles are already depicted on the charts. The rule is scheduled to go into effect on July 1. And the avionics shops are all busy with last minute installations of Mode C equipment. On a separate issue, the board asked Walt Bell to write comments opposing the FAA "icing placard" proposal. The action is consistent with AOPA's position.

Bruce Hulley, Chairman of the Denver-Jackpot Classic Committee reported a need for additional departure judges at Front Range Airport. He asks that anyone with an interest contact him. All other arrangements for this July 15 event are complete.

The April 29 fly-in to Liberal, Kansas didn't have ideal weather. However, Bill Totten reported that 26 participants in 8 aircraft showed up for the aviation museum tour (see separate article by Scott Hamilton). The only weather casualty he was aware of was an unplanned two day weather layover in Lamar on the return trip by CPA Member Woody Hillyard of Arvada.

Other activities included board action to approve a sponsorship in the 17th Annual New Mexico Pilots Bash to be held in Albuquerque on June 3 (CPA has participated in this event for a number of years), advice that the CPA telephone hotline is now operational (phone 266-6266), and agreement to consider an offer to provide logistics support to "High on Colorado" airshow activities scheduled at Jeffco Airport on August 18-20.

It was a short meeting.



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PREOILING - THE ULTIMATE ENGINE "TLC"

by George McCrillis

It's been a while since you started your airplane's engine, but it starts without a whimper. You check for oil pressure within 30 seconds. The pressure gauge starts to rise, and you feel assured that the engine is properly lubricated. But, has it been? The answer is a resounding "No!" It is now. But it wasn't!

During those brief moments from starter engagement to oil pressure rise, the engine runs without sufficient lubrication. In particular, if the engine sits for long periods - days, weeks or months - oil will evaporate and drain from critical parts. They will run without lubrication until the entire system is pressurized. Some SAE reports attribute as much as 70% of total engine wear to this starting interval.

Different engine parts have different lubricating needs. Gears in the accessory section need oil on the surfaces to prevent distress. Main and rod bearings need oil at the onset of motion to prevent contact between the crank journals and the bearings. Cylinder walls need oil to lubricate the pistons and rings.

Cam lobes and lifters endure high loads even during start. Without lubrication, both lobes and lifters gall badly (a la Lyc 0320 H2AD). Hydraulic valve lifters need oil under pressure to operate properly. Without, lifters collapse and take a pounding as the valve system operates with excess clearance. With lubrication, the lifters extend properly and valves operate with correct timing and little undue distress.

Valve stems and rockers require little oil to operate; yet, they

still require some to avoid unnecessary wear. Turbocharger shafts need oil at first motion to avoid bearing and shaft wear. In brief, all engine parts need lubrication at the first onset of motion to keep wear to a minimum. Pumping oil through the engine before starting will eliminate that excess wear.

Changing oil and filter, insidious as it may seem, creates special conditions for wear. Air in the filter must be purged through the engine and the filter must be filled with oil - this takes time. During that interval, air lubricates critical engine parts. Oh, yes: the up-side-down filter on a Bonanza engine is never purged of all air and acts like an accumulator to evacuate oil on shutdown. It always has to be refilled during start. Preoiling will fill the filter with oil and purge the air.

In summary, preoiling an engine can reduce excess wear attributed to insufficient lubrication during start. Oil pressure in the "bottom of the green" before the propeller starts turning is most comforting.

Preoiling engines has been my fetish for the last few years. I have designed and now produce an electric motor driven pump that plumbs into the engine's oil system. Thus far, I have STC's and PMA for C-172's (Lycoming engines) and C-182's (Cont. engines) and am working on a T-210. If you have something different and would like to be the certification test bed for your type - any Piper or Beech would be fine - I'd like to talk with you. I'll make you a deal you can't turn down and your engine will love the TLC. Please call me at (303) 770-0175.

MYSTERY AIR RACE

The sixth annual Mile High Air Derby will be held September 8, 9 and 10. The Derby is an air speed race open to all pilots, and is sponsored by the Colorado Chapter of the Ninety Nines, Inc. For the first time in its history the Derby will feature a mystery route. The race course will not be announced until the Friday night pre-race briefing. Thus all entrants will face an equal test of their flight planning as well as speed management skills.

Entry in the Stock Category is limited to production model aircraft between 140 and 570 total horsepower. Cash prizes of \$1,000, \$500, and \$200 will be awarded to the first three finishers, along with trophies and leg prizes. Non-stock entrants will compete for sport, fun and secret prizes. Any airplane with a documented speed may be entered, except for restricted or experimental aircraft. Both categories are eligible for door prizes.

The Derby will be a round robin, starting and ending at Front Range Airport in Watkins, Colorado. Although intermediate checkpoints will not be announced until the race, the course will be approximately 450 statute miles over non-mountainous terrain. Scoring will be based on cumulative times and aircraft handicaps. Both novice and experienced racers are encouraged to participate.

A complete set of rules and entry forms can be obtained by sending \$3.00 for the Race Kit to the address listed below. Entry deadline is **August 1st**.

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14437 W. 32nd Avenue
Golden, CO 80401-1475

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Robert Sumner, Aurora
Neil Keddington, Watkins
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Mike Bundgaard, Denver
David Warrender, Greeley
Michael Baldwin, Evergreen
John Shaw, Denver
Jack Doak, Lakewood
Charles Aden, Henderson
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Don Dolce, Boulder
Joseph Fox, Lakewood
Raymond Peterson, Northglenn
Maurice Steward, Arvada



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Boulder, CO 80303

Hawkins, Raymond
128 S. Poplar Way
Denver, CO 80231

Shannon, Robert S.
6845 South Adams Way
Littleton, CO 80122

Von Pichl, Alex
8150 Ponderosa Drive
Parker, CO 80134

CPA FLY-IN TO LIBERAL AIR MUSEUM

by Scott Hamilton

There are few experiences in life to compare with being a free person at large with a fast airplane, but that is even better with a planeload of kindred spirits tucked in behind each wing tip.

Gray upslope clouds hung all along the Front Range and obscured the mountains, as they had for days, when we took off from Jeffco on Saturday, April 29 as a flight of 3: Dave Burke's Mooney 201, Walt Barbo's Cessna 210 and my Bellanca Super Viking. But as were tightening up the formation, we emerged into sunshine over the Front Range Airport and broke out the cameras for some air-to-air photography. The air was cool and smooth as glass, and the Loran C was leading us on a beeline for Liberal, Kansas.

Other CPAers were converging on Liberal from other directions, and we soon raised Tom Bein on 122.75. Tom had gotten an earlier start and was far ahead of us in his Cessna 182. We were still running in a slight upslope headwind and Tom reported a slight tailwind a thousand feet higher. Sure enough, we popped up to his altitude and gained 10 to 14 knots of ground speed. A few miles out of Liberal, we finally overtook Tom and as we slowed for landing, he joined up with us. Peter Luce had already arrived with his MU-2 full of friends and several other CPA aircraft arrived in the next few minutes.

The FBO's shuttle bus ferried us a few blocks down the ramp to the Liberal Air Museum which, although it opened only 10 months



CPAers attending the fly-in to the Liberal Air Museum pose in front of the B-25 medium bomber on display at the museum.



Museum Director Jim Burt introduces CPAers to the Grumman Avenger torpedo bomber, similar to the one flown by President George Bush in the Pacific during WW II.

ago, is already the fifth largest general aviation museum in the United States. The museum is a non-profit organization which is funded by admissions, gift sales, grants, donations and memberships in its IRS tax-exempt foundation. We did our part to reduce the gift shop's inventory before sitting down to a great catered lunch in the museum's theater. Then museum director Jim Burt took us on a tour of the display area, which presently houses about 60 aircraft ranging in size from a Phoenix hang glider to a B-25 bomber, with near equal representation of general aviation and military aircraft.

The museum also has quite a film collection, and we enjoyed a humorous collection of 1930's newsreel clips of early aeronautical oddities in the theater.

Finally, we were admitted to another hangar where several of the museum's more recently acquired aircraft await restoration before being put on display. The museum has commitments to acquire about 15 additional aircraft this year, and the staff have great plans for more informative and attractive displays, including suspending some of the aircraft from the ceiling, a la the Air and Space Museum in Washington, D.C. It's quite an addition to this old WWII B-24 Liberator heavy bomber base.

If you missed the fly-in, I recommend you check it out on your own. It's attractive, well-stocked with interesting airplanes, and operated by a very hospitable staff.



"Is it an airplane or a boat?" Peter Luce tries his hand at piloting this fragile machine while Terry Barbo searches for some helpful pieces of equipment from the box. This is one of several planes awaiting restoration in the adjoining hangar before earning a display place in the museum.



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AOPA AND THE PRIVATE PILOT

by Arnold Goldberg

Increasingly, over the past several years, I have had misgivings about the effects of AOPA activities on the continued well-being of the private pilot community.

My concern is that the AOPA's counter-progressive stance on many issues facing the private pilot -- and its confrontational tactics vis-a-vis the FAA and the Congress -- will goad and prod the government into pressuring the private pilot through regulations, enforcements and economics out of the sky.

These concerns were rekindled and intensified by the AOPA presentations on April 27 of John Baker and two other AOPA officers, Bassett and Carter, at Denver as part of the AOPA 50th Anniversary Tour. Immediately, Baker's presentation -- patterned after a TV talk show format -- was his usual litany of inflammatory railing against, "cheap-shot" jokes about, and demeaning characterizations of the FAA; all of which suppresses any serious exchange of ideas. This was another clear sign to me that AOPA is still not interested in meaningful dialogue with and/or input from the private pilot membership.

The one hard piece of information which Baker conveyed before finishing his remarks ("I must be finished because I'm beginning to make crap up") was that the Recreational Pilot Ruling had become final and that this was one victory for the AOPA; but it did carry with it an unfortunate side effect, that is, for all private pilots without instrument rating with less than 400 hours, there would be an Annual Flight Review (AFR) instead of the current Biennial.

The Recreational Pilot License Certificate is symptomatic of the AOPA problem; and it is what set me to seriously thinking about the AOPA, when the AOPA began pushing it hard three or four years ago. I talked around the hangars out at Centennial, and I could not find one student, one instructor nor one licensed pilot who was in favor of it, out of the several dozen whom I asked -- all members of AOPA.

When I called AOPA headquarters to understand why they were pushing this NPRM, I discovered to my astonishment that the AOPA is not a member-run organization and no input was solicited from the membership on this or any other issue. The AOPA is not, either legally by its by-laws nor by its modus operandi, a representative organization in any sense of the word. In fact, if you re-read the fine print in your AOPA membership application to which you affixed your legal signature, you will find that you gave AOPA the right to represent you on all aviation matters without any further consultation with you. AOPA has a self-perpetuating Board of Trustees which selects the AOPA Officers and Executive Staff. AOPA policies are solely the decisions and/or the whim of the President, John Baker -- and one must presume generally approved by the Board.

The Recreational Pilot Certificate was viewed by all pilots I talked to as an air safety problem in that it restricted the most poorly trained pilots to the highest accident density location, the airport vicinity.

Under what rule-of-reason would the AOPA vigorously advance an

unsafe rule making? Certainly, by definition, the then members of AOPA did not need a Recreational Pilot Certificate. By pushing this wild cannon into the airport traffic areas, AOPA gave the FAA another opportunity to further constrain the private pilot community -- by putting into effect a concomitant Annual Flight Review (AFR) for new pilots. (And if an AFR is now good for newer pilots, isn't it even better and can it be far behind for older pilots?)

I do not fault the FAA for the AFR requirement. When the FAA wants to implement a rather simple rule, say to eliminate private pilot landings and take-offs at TCA Primary Airports, which given all the other airports available to the private pilot is not an onerous restriction to the private pilot's operational freedom, the AOPA storms to the battlefield, mouths ablaze with profanities, and dares the FAA to modify the ATC system into a more efficient and safe format. And so, the FAA goes about it another way; if it can't restrict the private pilot operations in the TCA, it can continually restrict the number of private pilots in the ATC system until there are none, and accomplish the same goal.

This latter goal becomes more and more attractive to controllers on a personal level as AOPA uses more and more abusive and demeaning language in describing their organization and by inference themselves.

The last slide of the AOPA 50th Anniversary Tour said "Air Safety is The Exclusive Goal of the AOPA." The emptiness of this claim is evidenced by the facts: 1) AOPA has opposed the introduction of many technical advances in air safety for the private pilot; and 2) Only \$1.00 (one dollar! can you believe

that?) out of every \$35.00 of membership dues goes to the Air Safety Foundation.

Is all of the other \$34.00 well spent in terms of the private pilot's best interests? I do not think so. The AOPA has a severe identify crisis, and maybe that is one of the reasons its policy positions are so erratic. The AOPA wants to represent the private pilot, the express package delivery services, the corporate aircraft, etc. It can't be done. The respective legitimate interests are in many cases divergent. Perhaps what is needed is an "APPA" -- Association of Private Pilots of America.

I believe there is a large silent majority of private pilots -- members of AOPA -- who feel that they have a terrific deal going in using the ATC system, and who feel that the FAA and its controllers are their friends. I believe this silent majority is willing to make many reasonable compromises in their flying practices in order to make the FAA's job easier and to help keep the ATC system safe and operating. At the next CPA Annual Meeting, I want to test this belief and offer a motion for the CPA to express some of the above concerns to the AOPA Board of Trustees and to request that the AOPA take a more enlightened and constructive posture with respect to issues facing the private pilot community.

Editor: The author is a research engineer who recently retired from the aerospace and petroleum industries. He has been a visiting professor at the U.S. Naval Academy. He is also an active member of Colorado Pilots Association.



STATE AERONAUTICS

OFFICE UPDATE

This update is presented as of May 10, the last day of the state legislative session.

In our last report, we briefed on delays taking place in the process for confirmation of Governor Romer's appointments to the Aeronautical Board.

On April 27 the Senate Transportation Committee recommended confirmation for terms expiring December 19, 1989: E. Lorraine Badger of Arvada, and William R. Haight of Steamboat Springs; for a term expiring December 19, 1990: Fred H. Jaeger of Greeley; for terms expiring December 19, 1991: Richard F. Bucknell of Aurora, David Leinsdorf of Crested Butte, and Michael J. Rock of Loveland. The appointment of Daniel Jones of Aurora (term expiring December 19, 1990) received an unfavorable recommendation.

Colorado Pilots Association had testified against the confirmation of Daniel Jones at a hearing of the Senate Transportation Committee in early February. CPA opposed the nomination of Jones for the reason he was designated to be the representative of a statewide association of pilots, but was not a member of any known statewide association. Subsequent to the hearing, the issue of confirmations became somewhat political since it was noted that the southern part of the state was not represented on the board. A legislative interest in gaining such representation added to the delay.

The first week of May saw a flurry of activity in the confirmation process. The Senate confirmed the six members recommended by the committee early in the week. CPA was

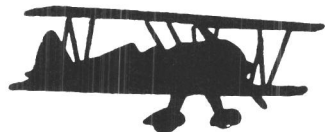
solicited for additional candidates for consideration and submitted a list of five names. Others also submitted names. However, May 10 arrived and, despite opposition by CPA and other pilot organizations, the Senate voted 26-9 to confirm Jones.

Daniel Jones has a set of impressive aviation credentials. He has a background in aircraft maintenance, flight instruction and commercial aviation. He bases his personal aircraft (a Cessna 310) at Front Range Airport. He currently flies out of Newark, NJ as a pilot with Continental Airlines.

For some reason, Jones has chosen not to affiliate with organized general aviation pilot organizations of Colorado. Now that he represents them on the new Board, it will be worth watching to see how he fulfills this obligation.

In other matters, actions are underway to select the director for the new Division of Aviation. Approximately 70 individuals applied for the position. We are told that the director should be selected by June 1.

Location for the new office is still uncertain, however, we are told there is a political and economic interest to see it located in a rural area of the state. We expect to see a lot of competition over this issue.



HEARD ALONG THE FLIGHTLINE

At the AOPA 50th Anniversary activities in Denver on April 27. State Representative (and CPA member) LOU ENTZ and State Senator TILMAN BISHOP were each presented with AOPA President's Award for accomplishments in creating a state aeronautics office in Colorado.

*

Major issues facing general aviation today, identified at the event by AOPA President John Baker, include airspace capacity problems (which he considers to be more of a capacity problem at 27 terminal locations); deterioration of weather reporting; FAA as a policeman rather than a partner; product liability; the 30 mile veil TCA proposal; and the absence of a national aviation policy.

*

Baker was critical of an apportionment provision of the Federal Airports Grant-in-aid Program for the reason it doesn't permit flexibility in funding airport capacity needs. Of course, operators of small airports see the issue quite differently. They see apportionment as protection against large airports getting all the funds.

*

In a lighter vein, Baker noted that he could never understand how flying through a rainstorm will take the paint off an aircraft . . . but not remove birdcrap.

*

Our excerpts last month from the personal ads section of Plane People brought a number of

queries on how to contact the group. Those interested should contact Aviation Singles, P.O. Box 551, East Hanover, NJ 07936.

*

General Aviation News, "The Green Sheet," of Dallas, Texas is offering annual subscriptions to CPA members at a 50% reduced rate of \$8.00. Particulars in the next issue of FLIGHT LINES.

*

Aviation fuel prices in the Denver area remain relatively stable compared to rapid rises in auto fuel. Some representative costs (all taxes included) per gallon of 100LL in mid-May were:

\$1.50 at Aurora Airpark
1.57 at BJC Denver Air Center
1.66 at Front Range (\$1.56 Cardrol)
1.65 at Meadow Lake
1.70 at Weld County Airport
2.02 at APA Jet Center.

*

BABETTE ANDRE tells us her WINGS WEST sponsored mountain flying course of May 6-7 drew over 100 participants, half of which were from out of state. Either a fantastic course . . . or early signs of a recovery in general aviation. Probably both!

**Copy Deadline for
FLIGHT LINES
1st Thursday
of the Month**

FRED JAEGER, Area Representative from the Greeley area, carries a number of interesting credentials these days. Most of us know him as manager of the Weld County Airport. But he is also president of the Colorado Airport Operators Association and was recently confirmed by the State Senate as a member of the new Colorado Aeronautical Board.

Fred wanted to clarify the current status of the AIMS flight school program in consideration of labor problems at Eastern Airlines. Recall that AIMS was affiliated with Eastern to develop a pool of future pilots. Fred tells us that AIMS has notified the airline it no longer wishes to be affiliated. The flight program is continuing without interruption. Other airlines are being contacted for possible affiliation, however, the school thinks it may be to their advantage to remain independent.

In other matters, Fred tells us he is underway with a three-year airport improvement program that will result in a set of N/S parallel runways (8500 ft & 4600 ft in length) and an air traffic control tower. He admits, however, that plans for a tower at Front Range Airport could delay his plans. Weld County Airport currently has about 260 based aircraft and activity of over 200,000 annual operations.

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Fly-in Events	Bill Totten (H) 364-5238
Flight Safety	Vern Foster (H) 751-9421 & Bruce Hulley (H) 344-2843
Legislative Affairs	Frank Gallo (H) 337-5864 (O) 837-3649
Membership	Mark Meyer (H) 388-1593 (O) 399-5039
Newsletter	Terry Barbo (H) 367-0670
Programs	Tom Daly (H) 337-6984
Public Affairs	Wayne Phillips (H) 526-1689

Colorado Pilots Association

APPLICATION FOR INDIVIDUAL MEMBERSHIP/RENEWAL

Name _____ Spouse _____

Mailing Address _____

City _____ State _____ Zip _____

Phone (Home) _____ (Bus.) _____

Pilot Rated? ☐ Yes ☐ No Profession _____

A/C Owned (Make) _____ (Model) _____ N _____

Check enclosed in amount of:

- ☐ \$20 for 1 year membership
☐ \$38 for 2 year membership
☐ \$55 for 3 year membership

Applying for: (Indicate)

- ☐ Renewal or
☐ New membership

Please complete form and mail to: **Colorado Pilots Association • P.O. Box 38555
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