

CPA FLIGHT LINES

Vol. 6, No. 9

October, 1989



CPAer Mike Seavall of Longmont and his S-35 Bonanza N9461S photographed on departure eastbound out of Montrose following the CPA Labor Day Weekend Fly-In.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

by Walt Barbo

I am breathing a little easier these days now that my T210 got a clean bill of health to operate for another year. Those of you who own aircraft know the feeling. Even though there may be no indication of a problem, as time for the annual inspection nears, there is always a feeling of apprehension. Something like the feeling experienced when nearing time for a flight physical. A desire to confirm that everything is OK, yet a fear that something serious might turn up.

My case was somewhat conditioned by my experience with an annual inspection last year. The inspection revealed that for some reason an exhaust valve guide had decided to let go and resulted in a cylinder com-

pression loss to 10/80. A couple of weeks, an overhauled cylinder and a few hundred dollars later I was back flying again. It was a relatively costly experience, one that I understand happens fairly frequently with Continental TS10-520 engines.

This year I had the good fortune to visit the EAA convention in Oshkosh and took time to do some research on valve guide problems. I don't have many skills in mechanics and I leave these matters to the experts. However, my perception of what they were saying was that valves typically run dry in their guides. With wear, oil can seep into the guide and be cooked into a varnish when it contacts the hot valve stem. And this can result in stuck valves, or where more serious guide wear is present, the valve can cock over and seat off center. This later characteristic was what happened on the T210 last year.

I had been toying with the thought of converting from the one half synthetic oil I had been using the last few years to a full synthetic. After sitting through a lecture at Oshkosh by technical experts from Mobil Oil Company on the subject, I was hooked and converted at my annual inspection to the company's new Mobil AV 1. This is the same oil used in the Voyager around-the-world flight. One of the claims for the oil is that it is cleaner running and does not have the sludge and varnish deposits characteristic of mineral based oils. I don't know if this will help the valve guide problem found in TS10-520's, but it can't hurt. I will be writing an in-depth article on the subject at a later date and will let you know.

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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:

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HEARD ALONG THE FLIGHTLINE

Pour la France, the new cafe at Centennial Airport's JET CENTER, is a real departure from the norm. Its location on the upper level of the Center gives it a breathtaking view of the aircraft operations area and a westerly view into the front range of the Rockies.

Entrees from its gourmet menu are equally as breathtaking. Breakfast entrees include a range of selections starting with croissants in eight different flavors to a number of egg entrees identified by elegant sounding French titles. In between are selections to please those with a taste for health foods, waffles or a continental breakfast. The luncheon menu includes a number of appetizers, homemade soups (including French onion, of course), salad plates, a dozen different kinds of sandwiches (on a choice of croissant or French bread) and an entre entitled Pissaladieres (a pizza of southern France). Cocktails are available also as well as 'take-out' cakes and pastries from the bakery counter. And the prices are surprisingly moderate. Worth a stop!

*

The SILVER WINGS FRATERNITY notes in its last newsletter that President George Bush is the first-ever professional aviator elected to the White House. And they note with pride, he is one of the newest inductees to the fraternity.

*

Retired TWA Chief Pilot PAUL SODERLAND addressed some controversial views on use of flaps in small aircraft when he appeared as a guest speaker at the annual meeting of the Wyoming Pilots Association on Saturday,

September 16 at Gillette. He argued it was a "myth" that flaps should be used during takeoff. This was based on his observation that any advantage in decreased takeoff distance by use of flaps was more than offset by a degradation in climb performance. His counsel, other than for short fields, don't use flaps for takeoff. And on short fields, he questioned the judgement of pilots who would intentionally operate there.

*

On landings, Paul noted that use of full flaps can increase landing distances over distances for intermediate settings. This is based on his observation that full flaps rarely decrease stall speed by more than a knot from the intermediate setting. Therefore, approach and touchdown speed for the two conditions is approximately the same. And since there is less weight on the wheels during rollout with full flaps, the aircraft rolls farther. So Paul notes the view that full flaps will shorten the landing roll is another "myth."

*

Representatives of AURORA AIRPARK and VAN AIRE who attended the DRCOG Aviation Advisory meeting of September 13 in hopes of gaining some insight to the future of their airports following construction of the new Denver airport went away disappointed.

FAA air traffic types appeared at the meeting to describe the process for creating the new Denver TCA. It starts with a generic proposal consisting of an inverted wedding cake of 30 nm radius, a 13.5 nm radius inner area extending from the surface

to FL 125, a 20 nm radius middle area extending from FL 82 to 125, and the outer area extending from FL 104 to 125. The generic plan will be modified to meet local needs before it is issued as a Notice of Proposed Rulemaking (NPRM). For example, FAA recognizes the need for a cutout on the west side of the TCA to allow for a general aviation VFR corridor. And Buckley ANGB has asked to be excluded from the inner area . . . and FAA representatives noted that the military traditionally has its way in these matters. But the representatives were non committal as to whether Van Aire or Aurora Airpark could enjoy similar privileges.

It will be at least a year before FAA issues the NPRM. A 60 day comment period will follow, after which the FAA will make appropriate modifications, recirculate for additional comment, and issue its final rule. The total process could take 2-3 years. Van Aire and Aurora Airpark representatives were told they can voice their views in the interim, but they cannot expect answers.

*

The FAA Airspace Approval for the new Denver airport, issued in Seattle on August 14, is more specific. It notes that operations at airports located within the Denver TCA (identified as satellite airports) would have to be very limited because of interaction with Denver traffic and the requirements of separation standards. It describes a scenario in which all aircraft operating from satellite airports must be under positive control . . . and in which clearances could seldom be expected. In effect, the approval amounts to a taking of airspace from these airports, but avoids saying so. It also declines to address the issue of the "right of domain" by noting this as a legal question

outside the purview of the airspace study.

The airspace study does recognize the continuance of Buckley ANGB and Front Range Airport, Buckley because it has an ATCT, and Front Range because it will have one.

*

Some of our members find they are impacted by the new rule on recreation pilots. Part of the rule carries a proviso that any private pilot with less than 400 hours and without an instrument rating must have an annual flight review consisting of at least one hour of flight instruction and one hour of ground instruction by a certified flight instructor. Pilots subject to the provision must take the annual flight review if the last such review was more than a year ago . . . even if it was then called a "biennial."

*

Now that the 30 nm Mode C requirement for TCA's is fact, the next controversial issue facing the pilot community is certain to be the FCC rule on communication radio frequency tolerances. The new requirement is expected to obsolesce radios in as many as 93,000 aircraft by January 1. The radios in question are 360-channel types with frequency tolerances of .005 percent. The new standard provides for a frequency tolerance of not more than .003 percent. Radios affected by the rule include the King KX-170, KX-170A, KX-175, KY-195, and the Narco Mark-12, -16 and -24 series.

The technical requirements were apparently part of an international treaty signed by the President and ratified by the Senate ten years ago. Public opinion may extend the transition period, but there seems no way to waive the requirement. Those

affected should prepare themselves for another cost burden in operation of their aircraft.

*

CPA member ALAN WINTER recommends that our association take advantage of small airshows to offer free rides to select individuals of the visiting public as a way to increase enthusiasm for general aviation . . . and increase visibility of CPA.

*

We hear that the most important instrument in an aircraft, for a rental pilot, is the HOBBS METER.

*

Greeley Airport Manager FRED JAEGER has received a commitment of federal trust fund monies to reconstruct the terminal area parking apron next year. The project should put an end to his problem of Cessna Citations dropping through existing pavement. Future development will include construction of additional runways to convert the airport from E/W to a N/S orientation.



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

WELCOME NEW MEMBERS

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RENEWALS

Rocky Warren, Gunnison
Darwin Miner, Boulder
Dewey Reinhard, Colo. Springs
Greg Isbill, Aurora
Glenn Channell, Loveland
R. D. Sealock, Brighton
Larry Bartlett, Pagosa Springs
Mary Senft, Longmont
Philip Norton, M.D., Denver
James Kinlen, Albuquerque
Wallace Love, California
Bill Jones, Denver
Irv Mee, Brighton

PUEBLO FAA WINGS PROGRAM

by Vern Foster

The FAA WINGS Flight Safety Program was held August 11 and 12, 1989 at Pueblo Memorial Airport.

The program was co-sponsored by Colorado Pilots Association, the 99's and Flower Aviation.

Friday evening the program consisted of an F.A.R. 91 review by Babette Andre and a presentation on "Pilot Decision-Making" by Vern Foster.

The flying schedule planned to begin at 0700 Saturday was delayed due to low ceilings; however, all the flying was completed by 5:30 p.m. by compressing the schedule.

Saturday seminars were conducted by Scott Hamilton, who spoke on "How to Avoid Aviation Lawyers," and Vern Foster, who spoke on "The Traffic Pattern, Approach and Go-Around."

Saturday forenoon Cindy Wright of the 99's conducted the Pinch Hitter course at a motel meeting room.

Special thanks to Lee Porter, the PUB CPA Area Representative,

for making advanced arrangements; Ken Peterson for handling the registration and schedule; the PUB Tower gang for their patience and professionalism during a very busy time; and to Tom Buhr and all the folks at Flower Aviation for their many courtesies and the use of their hangar and ramp. Lastly, thanks to Mick Wilson of the FAA for his usual tireless efforts on these safety programs.

There were 13 pilots who received flight training and were awarded their FAA Wings by Mick. They were: John Pallister, Don Dolce, Fred Wehrli, Roger Jorgensen, Wes Cummings, Frank Niehus, Fred Wheeler, Liz Wheeler, Bruce Osmun, John Gustavson, Jesse Adams, Burt Alexander and Bob Svejksky.

The following flight instructors conducted the flight training: Rod Beaumont, Rick Mason, Paul Eubanks, Ken Peterson, Bob Schram, Babette Andre, Al Potanko and Vern Foster.

Watch for the 1990 CPA Schedule of Events when we expect to co-sponsor more FAA WINGS programs.



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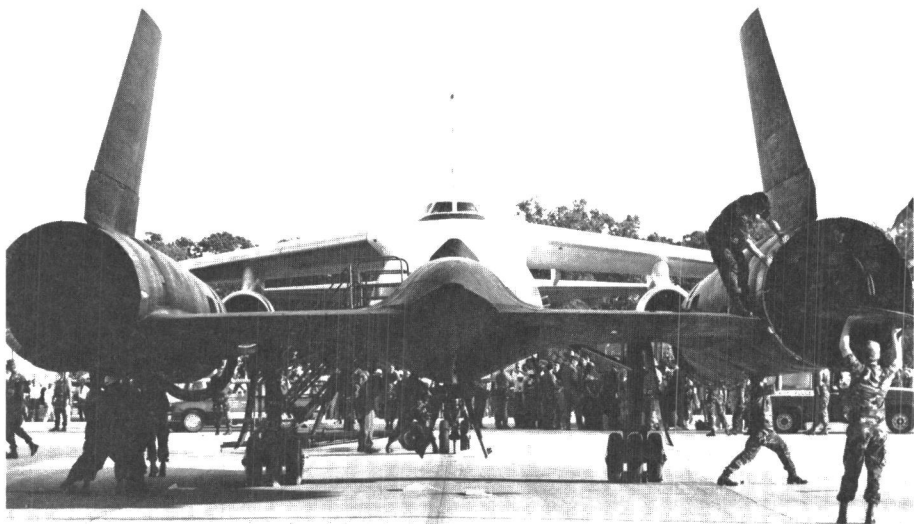
In the Islamic religion, the faithful are required to make the pilgrimage to Mecca ("the Haj") at least once in their lives. For those of us to whom flying approaches a religious experience, our Mecca is Oshkosh. I wanted to make the pilgrimage every year since I was a high school kid in the 50's, but it seemed like one thing or another kept getting in the way. Not wanting it to slip by again, this year I made a commitment to EAA to put on a couple of forums on aviation law at Oshkosh, and to make a dinner speech there to the Bellanca-Champion Club. There would be no backing out this year.

With 22,000 aircraft expected to fly into Wittman Field for the event (although not all would be quipped with radios), it came as no surprise that 122.75 was congested beyond usefulness from a couple hundred miles out. I thought that I had pretty well kept abreast of developments in aviation, but soon discovered that a new form of radio navigation has become popular and apparently widespread without my noticing it. Not RNAV, but ORAL NAV. At the high-tech end, it seems that the practice involves one aircraft owner purchasing a Loran C, then sharing its information with his flying buddies (not through a simple "follow me" but by an endless stream of transmissions on 122.75): "Hey, Jerry, turn a little bit left. Naw, a little bit more. Naw, that's too much." This technique was also in widespread use for navigation by visual reference: "Let's see, now, that must be Lake Minnewocatoccapocca there on the right and I guess that's Highway 42 going across here, so that town over there must be Ripon." "I don't think so, Billy

Joe Bob; I'm pretty sure that's Chicago." And the more familiar chatter like: "This is Gringo 7, I am here, where is everybody else?" And, "Hey, Howard, why don't you come in a little closer so we can take a picture? Come on, Howard, you can get in closer than that. JESUS, Howard, not THAT close!" Then, multiply that by a couple thousand airplanes and you get the picture.

Just listening to ATIS, then OSH Approach was a lot more tranquil, since they didn't let anybody else talk, "Rock your wings to acknowledge" was the order of the day. Despite the fact that my airplane was in the mod shop, so I was flying Debbie Gary's old aerobatic mount, a bright yellow Bellanca Super Viking with **BELLANCA!** in full-chord lettering all the way across the underside of both wings, the initial approach controller at Ripon had to play a little guessing game: "Mooney following the Cherokee rock your wings." (No response; I figured she was talking about me, but maybe not, and the closer the thunderstorm which was also coming in got to the airport, the fewer of us who were pressing on in, so I thought I would let the game go on a few more seconds.) "Maybe that's a Bonanza." (No response.) "Or a Comanche." (No response.) "Or a green BELLANCA!" Close enough; a quarter roll each direction confirmed the correct identification, and she sounded delighted. Don't kids grow up learning to identify arcane airplanes, anymore? What if a vast Russian air armada were to sneak in, pretending to go to Oshkosh?

Well, it turned out that they had. As I taxied in, a great Aeroflot Antonov was regurgita-



Red bird meets Blackbird: The SR-71, foreground, head-on with the world's largest aircraft, the Soviet Antonov AN-124 transport.

ting a pair of Sukhoi 26 aerobatic planes for delivery to U.S. customers. Glasnost (bless you) and perestroika had come to the corn belt!

Have you ever tried to assemble your new tent, the one with instructions which have been carefully translated from Korean into gibberish, with the assistance of a few thousand well-intentioned onlookers? The first airshow wouldn't be until Friday; I was Thursday's entertainment.

The level of organization at Oshkosh is legendary, from air traffic control down to port-a-potties, but there was one facet of it which I still can't figure out how they do. Exactly 50 paces from the airplane (I went back and paced it off), I ran into an old friend, Warren Eaton (formerly an aerial mapping photographer based in Greeley, and now living and working out of Michigan) from then on, they were spaced out an even 50 paces apart: old friends from all over

the county. I even tried erratic course changes to see if I could outwit the system, but as soon as I did I'd bump into another one, 50 paces off in a different direction. It was uncanny.

Next morning, I was up at first light and headed for one of the restaurant tents to grab a bite of breakfast before my 8:30 a.m. forum. There, on the front page of The Milwaukee Journal was a color photo of CPAer Jack Cronin of Denver, arranging these traditional Colorado pink plastic flamingos(?) in front of his beautiful classic Cessna 140A. Figure the odds on that one.

I hadn't really expected much of a turnout for a forum at that hour of the morning (I thought that only balloonists got up that early on vacation). I was wrong. By the time we had the VCR, monitor and sound system set up, the tent (capacity about 160) was full, and the side flaps were being pushed back so that more

people could gather around outside and listen. My subject for the morning was the FAA's Zero Tolerance Enforcement Policy, a subject that I tend to get rather passionate about, and the scene reminded me of when I was a kid in Arkansas and one of the highlights of a summer was often when an itinerant preacher would come to town and hold a tent revival, especially when my comments drew a few resounding "Amen!" It was great!

And that, of course, was one small ring of about a 200 ring aviation circus. Ten forum tents were operating simultaneously, with a new topic every hour and a half while about a half dozen more workshop tents and buildings were simultaneously offering hands-on experience in skills like welding and wet layup of fiberglass. At the "fly market," vendors were hawking everything from T-shirts to a Cessna Citation bizjet. There were a couple of EAA "warehouses" each about the size of a Wal Mart, more displays and forums at the FAA's new hangar (which also housed the new temporary FSS, where the most dedicated and patient bunch of FSS specialists you ever say dispensed a continuous stream of weather briefings to ever-present (but fast-moving) streams of pilots planning for departures.

And on every available patch of pavement or grass not occupied by a building or tent were the airplanes: homebuilt and factory, antique (including at least 5 of the 7 to 9 Jennies known to be flyable remaining in the world) and classic, and some brand new from the factory, with everything else in between; war birds old

and new and even, for a while, a Quantas 747 which flew in from Australia with about 400 aviation enthusiasts (and several of their aircraft stowed in the cargo hold). At the south end of the flight line, the ultralight area was constantly abuzz with activity. (Am I losing my hearing, or have they finally got some good mufflers on those otherwise delightful flying machines?)

There were more tires there than you could kick in a lifetime. And then, of course, there were the fly-bys and the air shows with different performers every afternoon. It was enough to make your head spin, and when it all got to be just too much, I hopped the shuttle bus over to the Brennard Seaplane Base on Lake Oshkosh. The walk in is on a new nature trail through the woods and helps with the emotional transition from the frenetic bee-hive activity over at Wittman Field to the tranquility of this enchanted setting, where seaplanes beach or anchor among the water lilies of a quiet pond connected by a narrow entry to the vast expanse of Lake Winnebago. I didn't want to leave. I must not have been the first person who ever felt that way, because when it came time to go, our tour guide was very insistent: "I came here with 34 people, and I've got to leave here with 34 people, or I'll be in trouble." Only those who arrived by seaplane were allowed to camp in that beguiling spot. The rest of us were permitted only an hour's glimpse of paradise.

Hmmm; I've got the rating, now how can I get a hold of a seaplane for next year?

Have you tried the

CPA HOTLINE (303) 266-6266

CPA ANNUAL LABOR DAY FLY-IN

OURAY, COLORADO



Adventuresome group of CPAers and friends pose during a stop on the jeep trip in the San Juan Mountain Range on Sunday, Sept. 3. The trip was an all-day event, about a 60-mile loop, with a stop at Telluride and a side trip to Yankee Boy Basin.



A convoy of eight jeeps made the trip. Here the lead jeep sets the pace through the magnificent scenery. The area is known as "the Switzerland of America" and definitely lived up to its billing. Both Imogene Pass at 13,114 feet and Ophir Pass (slightly less) were on the route.



Jeep stop for lunch next to an abandoned mine (barely visible in the upper left-hand corner) provided an opportunity to admire the surrounding mountain ranges.



A long distance view of the Telluride Airport.

AOPA AND THE PRIVATE PILOT

by Karl Sutterfield

Arnold Goldberg's observations on AOPA in the June 1989 FLIGHT LINES are not altogether without merit, but I feel compelled to offer an alternative viewpoint.

He says "AOPA's counter-productive stance on many issues . . . will prod the government into pressuring the private pilot . . . out of the sky." If I'd been watching events for only the last couple of years I might be tempted to agree, but I remember thinking during most of the Reagan regime that AOPA was too eagerly trying to "be reasonable."

If they sound strident recently it's for good reason. Extreme conditions justify extreme measures . . . in the last several years, self-serving politicians and bureaucrats have driven many abler, more honest people out of the FAA. The level of invective from AOPA has increased in direct proportion to the asinine policies emanating from Washington, D.C. I don't just think it's forgivable, I think it's appropriate to get angry when I'm being lied to and cheated. Anything less is just a lame excuse for being too lazy to fight a malaise that is crippling the whole country. If more people yelled "HOGWASH!" when they stepped in it, we'd all be better off.

Mr. Goldberg observes with some apparent surprise that AOPA is not a member-run organization. AOPA has never made any pretense of being a "democracy," and if that offends him then he has the option of declining to renew his membership. I don't agree with all of their goals and positions, but I support AOPA anyway. Why? Because, when it comes to lobbying Congress, FAA and the Executive branch at large, AOPA

is the best we've got. Nothing else even comes close.

Frankly, I'm inclined to agree with Mr. Goldberg (and to disagree with AOPA) in opposing the Recreational Pilot proposal (but see the June '89 "AOPA Pilot" editorial; AOPA isn't 100% happy with the way it came out either). I'm also inclined to agree with FAA (and again to disagree with AOPA) on the need for an Annual Flight Review for low-time pilots who don't hold instrument ratings. But I'm not going to "throw the baby out with the bath water" by renouncing AOPA as totally worthless. They may not be right every time but they've got a lot better track record than the geniuses we've had recently in the Office of the Secretary of Transportation.

If the "Association of Private Pilots" that Mr. Goldberg envisions were ever to come about, I might find its positions more completely compatible with my own. But by then there may not be any General Aviation left to defend.

AOPA plays a vital role in getting information to the public -- information that otherwise would stay buried in the Federal Register until it's too late for public comment. Without AOPA and similar groups to blow the whistle, we (the public) would just be unsightly stains on the windshield of the "Airliner of Progress." Sure, AOPA urges me to take particular stands on the issues. But the last time I checked I was still capable of making up my own mind.

What about Mr. Goldberg's objection that only \$1 of his \$35 AOPA dues goes to the AOPA Air Safety Foundation? Well . . .

1) AOPA/ASF accepts donations directly. If you like them a lot, send them a lot of money. Me? I donate to AOPA's Political Action Committee.

2) The Air Safety Foundation will be superfluous when we're all legislated/regulated out of the air.

3) It costs more than the remaining \$34 for one of the commercial rags like "Private Pilot" or "Flying," magazines which contain more advertising and less fact than "AOPA Pilot." And the only thing those other guys will do with his money is put it in their bank accounts. AOPA uses it to subsidize their lobbying activities.

Come on, Mr. Goldberg, you agree with at least \$34/year worth of what AOPA does, don't you?

And finally, he says "there is a large silent majority of private pilots -- members of AOPA -- who feel that . . . the FAA and its controllers are their friends," implying that AOPA isn't making our friends' jobs any easier.

Well, I might be among that silent majority, but consider this: former DOT Secretary Elizabeth Dole and her minions worked wonders when it came to wrecking that once friendly relationship, and AOPA bit its collective tongue for a long time before finally getting fed up and denouncing her for the shameless demagogue that she is.

Maybe Shirley MacLaine's right about reincarnation. Remember Alice? Remember the Queen of Hearts? Remember "Off with their heads!"? Lewis Carroll was describing Mrs. Dole in a former life!

So what's my advice? It's this . . .

If you disagree with some of AOPA's positions, write them and tell them. They respond much more readily than does the government. And if you really don't like AOPA, just don't send them your money. The IRS forces you to pay DOT's dues -- you can tell AOPA to whistle Dixie. But then, who's going to keep the coyotes out of the chicken coop?

AIRPORT DEVELOPMENT ACTIVITIES

Ken Hardison, the new FAA State Airport Engineer for Colorado, provided us recently with the following information on some of the more significant federally funded airport development projects taking place in Colorado. The information is worth sharing.

EAGLE COUNTY AIRPORT will benefit from a project to widen, lengthen and strengthen the existing runway to accommodate larger commercial flights from out of state for the nearby recreational areas. Completion of the project will place Eagle County in the same league with

other westslope communities such as Aspen, Hayden, Gunnison, Montrose and Grand Junction in its ability to accommodate scheduled snowbird flights. The project will involve a crash effort to complete the work before close of the construction season.

TELLURIDE had hoped to begin a construction project this year but has experienced delays over problems in land acquisition. Expect a project next year to widen the runway and improve safety areas.

STEAMBOAT SPRINGS was recently acquired by the city from the county to the effect that the cloud has been removed as to whether the airport has a future. Previously the county owned both the Steamboat and Hayden airports. And the county's first priority had to be improvement of Hayden. Initial development by the city will consist of a \$1 million federally funded project to improve the safety areas of the airport.

RIFLE is underway with site preparation for a runway extension. Next year should see completion of the project which will result in an improved safety area and 1000 ft extension to the runway. Completion of the project is expected to make the airport more attractive as an alternative to aircraft destined for Aspen.

ASPEN is expected to have a project next year which will expand significantly the aircraft parking area. Major construction is involved, including realignment of the highway on the east side of the airport. Completion of the project is expected to take several years. As an aside, the FAA installed Secondary Radar at Aspen this year. It has the capability to radar vector transponder equipped aircraft and should increase IFR traffic capacity by 50-100%.

SALIDA is underway with a project to extend the runway by 1000 feet. Development this year has consisted of site preparation and a road relocation. Paving should take place next year. Incidentally, CPA Member MERLE ENTZ, has closed his FBO at the airport and Chaffee County is currently looking for a replacement. The airport is currently without an FBO.

LIMON dedicated its new 60 ft. x 4700 ft. concrete runway at a fly-in/airport dedication and airshow on Saturday, September

23. The old asphalt runway was converted to a parallel taxiway to the new runway. The federal trust fund investment amounted to \$903,000.

AKRON will be the next east-slope community to benefit from a new runway. A 2-3 year program is currently underway to build a 4400 ft. long runway on the alignment of the current dirt crosswind runway.

A number of additional projects involving federal funding in FY 1990 are in the final planning stages. Ken promised information on these projects would be made available following headquarters approval of their funding program for next year.

In related airport development matters, we are advised that Automated Weather Observation Systems (AWOS) will be installed and commissioned for service next year at the following locations and dates: Hayden (6/28/90), Fort Collins (6/28/90), Greeley (6/28/90), Eagle (6/28/90), Gunnison (6/28/90), and Trinidad (8/23/90).



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PAGOSA SPRINGS Larry Bartlett
(H) 731-2489
LEADVILLE Ursula Gilgulin
(H) 719-486-1743 (O) 719-486-2727

COMMITTEE CHAIRPERSONS

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DEN-Jackpot Air Classic	Bruce Hulley (H) 344-2843 & Sonny Elgin (H) 361-9365
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
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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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