

# CPA FLIGHT LINES

Vol 6, No. 10

November, 1989



New officers elected at CPA Annual Meeting October 21 are President Vanita Gallo, Vice President Mark Meyer, Secretary Tony Miller and Treasurer Don Vander Ploeg. See report page 5.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

## PRESIDENT'S MESSAGE

by Vanita Gallo

As your new President, let me first express my appreciation for the opportunity to belong to an association of the quality of CPA, and secondly, my appreciation of the fine members with whom I have associated as a result of CPA activities.

At this time, CPA numbers around 300 members, a substantial increase over the past year, but far short of an effective total. CPA is the only local organization I'm aware of that was established for the benefit of ALL general aviation pilots, regardless of airport affiliation, aircraft age or type, member occupation or gender, etc. If GA is to have a strong voice in Colorado, CPA would seem the

natural source. There has never been a more timely need for such a voice.

In order to accomplish this, we must increase our numbers and member participation substantially. Vice President Mark Meyer has many dynamic plans and ideas for 1990. He will be leading our drive for new members and will be calling on the membership to assist. Each member is essentially on the "Membership Committee." Mark will, however, require several specific members to assist in leading the "Committee." If you have time, interest, and/or ideas, please call Mark or the Hotline [303 266-6266] and VOLUNTEER.

Being a strictly volunteer organization, there are numerous other committees in need of VOLUNTEERS. See the list inside the back cover. If you have an interest and/or expertise in a particular area or simply in becoming involved in some way, we want to hear from you!

Thank you for honoring me by electing me as your President. True, it is a huge responsibility but, as well, an opportunity to be of service to an organization that has served me well!

There's not a finer group of people than General Aviation pilots--I'm proud to be one! Let's have an effective and delightful 1990!

---

### PRESIDENT

Vanita Gallo  
303-337-5864

### VICE PRESIDENT

Mark Meyer  
303-388-1593

### SECRETARY

Tony Miller  
790-1863

### TREASURER

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Denver, CO 80238

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303-367-0670

### TYPOGRAPHY BY

George Ferguson, Inc.

### \*Publication Notice\*

The CPA Flight Lines is published once each month. Articles for the CPA Flight Lines are sought from members and other persons or organizations. Stories and articles can include flying tips, rebuilding and restoration experiences, special trips, activities, etc.

All articles should be sent to:

CPA FLIGHT LINES editor

Terry Barbo  
12579 E. Cedar Ave.  
Aurora, CO 80012

Material for publication will be accepted up to the deadline date which appears in Flight Lines. Flight Lines staff reserves the right to accept, refuse, or edit any material submitted. Publication of articles and opinions in the CPA Flight Lines is not an endorsement by the Association, nor does the Association assume responsibility for the accuracy of the information contained in the Flight Lines. Permission is granted to reprint, provided credit is given to CPA Flight Lines.



## BOARD OF DIRECTORS

### MEETING REPORT

The October 5 meeting was again held in the Colorado Room of the Denver Jet Center at Centennial Airport. The meetings are always open to CPA members, however, it is infrequent that members take advantage of the opportunity. But the October meeting proved to be an exception. Attending in addition to the board were Chet Jewell, Dave and Sue Burke, Homer Lyle, and Chris Wiant.

The board meetings do offer an excellent opportunity for members to gain first-hand information on activities of the association and to influence its future direction. This was particularly true of the October meeting.

For example, Dave Burke gave a presentation to the board on costs being borne by Tumbleweed Press in the printing of our CPA FLIGHTLINES. His message was that if we were unable to pay for a greater share of its production costs we were in danger of losing it.

For members unfamiliar with the background of how our publication is produced, it is worth reviewing that the publication was created jointly by Ken Monahan and Wayne Thetford in early 1984. Ken was the original editor. Wayne co-owned a printshop and donated the printing. When Wayne lost his life in an aircraft accident during the 1987 Denver-Jackpot Air Classic, Charles Goetz, his partner in Tumbleweed Press, continued to carry much of the burden of the printing cost in Wayne's memory. The board agreed that it was unreasonable to expect Mr. Goetz to continue the arrangement.

Members currently pay a substantial portion of their annual dues in production and distri-

bution of the newsletter. Monthly costs to CPA average about \$255 of which \$100 is paid to the printer to offset the cost of paper and printing labor/supplies. The remainder of monthly costs pays for typesetting, pasteup and postage. Word processing, layout and photography costs are donated. Out of pocket costs for the newsletter, however, consume approximately one half of revenue generated from membership fees.

In addition to FLIGHTLINES, membership benefits also include a subscription to FLYING REVIEW and membership in the United States Pilots Association. Annual per member costs for these added benefits are \$5.50 and \$1.00, respectively.

It was proposed to the board that CPA increase its monthly contribution towards printing costs for FLIGHTLINES from the current \$100 to \$200 (plus tax). This amount is far less than the actual cost of printing the newsletter but will assure its continuance. The effect of the increased costs, however, will create a situation in which the organization can no longer afford to offer two newsletters under its current membership dues. Rather than increase annual dues, it was proposed as an alternative that FLYING REVIEW be discontinued as a membership benefit and be offered instead as an optional benefit at additional cost. The actions were subsequently approved by the board. The increased contribution towards printing costs will take place immediately and the change in subscription to FLYING REVIEW will become effective for new memberships and renewals on January 1, 1990.

In another membership presentation, Chris Wiant described research he has undertaken in causes of mountain-related general aviation accidents. Chris is Director of Environmental Health for the Tri-County Health Department in Englewood. He described his effort as an opportunity to combine his professional interest in injury research with a personal interest in flying.

Chris suggested that CPA consider establishing a network of participating CFI's on the front range which could be advertized as available for transient pilots wanting instruction on flight into mountainous areas. CPA currently sponsors two mountain flying clinics each year and additional clinics are sponsored by a number of other organizations. However, Chris points out that the clinics are not likely to attract participants from very far away because of distance and the related expense. He sees a need for transient pilots to be able to contact a source of instruction on an individual basis when arriving at the front range. The Flight Safety Committee will review the proposal as a possible project for the next fiscal year.

Other activities included a report that CPA will host the annual meeting of the United States Pilots Association in Denver on the third weekend of June, 1990. Coincidentally, CPA plans to sponsor a Mountain Flying Seminar during the event.



## RENEWALS

Babette Andre, Denver  
 Walter Bell, Denver  
 Ian Bentley, Littleton  
 Don Boyle, Boulder  
 Daniel Cooper, Englewood  
 Howard Culver, COS  
 Bob Doubek, Littleton  
 Martin Duffala, Aurora  
 Charles Fisher, Littleton  
 Jon Gallo, Aurora  
 Scott Hamilton, Broomfield  
 Jack Igoe, Boulder  
 Gary Justus, Evergreen  
 Ronald Kanter, Telluride  
 Larry Lambrecht, Englewood  
 Larry Mack, Burlington  
 Bill Marcy, Littleton  
 Mark Meyer, Denver  
 Larry Pace, Westminster  
 Lee Porter, Pueblo West  
 Jack Roberts, Denver  
 Bill Totten, Aurora  
 Liz Wheeler, Littleton  
 Sandy Wickham, Pagosa Spgs.  
 H. T. Winsor, Rocky Ford  
 Glen Wold, Grand Junction

## 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; \$38 for two years; or \$55 for three years. A membership renewal form is provided for your convenience inside the back cover of FLIGHT LINES. Thanks for your help . . . .

## CPA ANNUAL MEETING

The annual meeting of the Colorado Pilots Association was held on Saturday, October 21, at the Clarion Hotel, Centennial Airport. Vanita Gallo was elected President for the next year. Also elected was Mark Meyer as Vice President, Tony Miller as Secretary and Don VanderPloeg as Treasurer. Tony and Don were incumbents to their offices. Vanita was previously chairperson of the Aviation Education Committee and Mark was chairperson of Membership.

The four elected officers constitute the Executive Committee. One of its initial responsibilities will be to appoint chairpersons of each of the standing committees. Many of these selections have already been made and are identified on page 15 of the newsletter. These individuals, the committee chairs and the elected officers, make up the new CPA Board of Directors.

During an open forum session, CPA member Ray Hawkins, Facility Chief at Buckley ANG Tower, briefed on a problem that his facility is having with unauthorized penetrations of the airport traffic area. He advises that most requests for clearance through the area are approved. His counsel--just ask. Tower frequency is 121.0 Mhz.

On a separate issue, Ray warned of a serious safety hazard from aircraft overflights of Lowry Control Firing Area. The area is located approximately 8 miles southeast of the airport and under the 7,500 floor of the Denver TCA.

During firing operations, debris is occasionally thrown as high as 2,000 feet above ground level . . . almost to the floor of the TCA. Most pilots are unaware of the existence of the

firing range. As a result, avoidance of the TCA in this area can place an unsuspecting pilot in range of debris from the firing range. To make matters worse, the range is not identified on aeronautical charts. Ray tells us, however, that the FAA has informed him that the area will be shown on charts scheduled for release in February of next year. In the interim, if you are in that area, watch out for flak.

FCC Presentation: The morning session included a sobering presentation by Steve Linn, Senior Investigator with the Denver office of the Federal Communications Commission. Some points worth repeating include:

- \* Air-to-air communications are authorized for only those communications deemed necessary for the safe and efficient operation of aircraft. This excludes what he described as "chit chat." In further clarification, he noted that communications involving queries on location and power settings such as would take place in photo or buddy flights were acceptable within the definition. But it was not acceptable to interact on matters of a social nature.
- \* Air-to-air communications are also limited to authorized frequencies. He notes, for example, that there has been a history of unauthorized use of 123.4 and 123.45 Mhz for air-to-air. His office currently monitors these frequencies, and where violators can be identified, takes enforcement actions.
- \* The new frequency tolerance rules which were to become effective on 1-1-90 have been extended to 1-1-92. This has

been widely publicized in aviation publications. In general, radios with 720 channels meet the frequency specification requirement of the new rule. However, Steve indicates that the trend is for more split frequency use in busy terminal areas and he anticipates that there will be an eventual need for 760 channel radios to access those areas. The effect would be to obsolesce most of the current generation of 720s.

- \* Licensing requirements provide that aircraft have a current base station license. The license is issued without fee, has a certificate life of 5 years, and must be posted in the aircraft or kept with the aircraft registration certificate. Also, the license does not transfer with an aircraft upon change of ownership.
- \* Fixed station licenses have a fee of \$60 and a 5-year life. Contrary to what many believe, the requirement extends to hand-held radios. However, it does not include

hand helds where operated in an aircraft with a valid station license (used as a backup or supplemental radio). And hand helds in aircraft without a valid base station license (such as balloons, gliders, and aircraft without electrical systems) can obtain a no fee base station license.

- \* Operator licenses are no longer required for use of VHF radios in domestic flight.

Weather Phenomena Presentation:  
Another highlight of the meeting was a slide presentation by Dr. Wayne Sand, Deputy Director of Research for N.C.A.R., on the subject of weather phenomena as viewed from the cockpit. Dr. Sand was a pioneer in use of research aircraft to penetrate thunderstorms. So unlike most of us, he tends to look at thunderstorms and cloud formations in terms of cloud physics. For nearly two hours he shared with attendees the visible signs to look for and what to expect when flying in and near cloud formations typically found near the front range.



Incoming President Vanita Gallo presents outgoing President Walt Barbo with gift.

## SILVER WINGS...MORE

by Peter Luce

You may remember my telling you in a previous article about the Silver Wings Fraternity, the national organization exclusively limited to those who have soloed a powered aircraft 25 or more years ago. There was not space to mention a project that the Colorado Chapter undertook a few months ago. The project was to persuade the Denver city council to name the new international airport after a long-time Colorado resident whose name is recognized throughout the world. We felt that it was not only appropriate but very important that it be named: Jeppesen International Airport.

Those of us who fly, know all about Captain Elery Jeppesen who drew himself charts of airport areas in a ten cent notebook while he was flying the mail in the 1920's. We all know about how his friends were frequently borrowing the notebook to copy it, and how this gave him the idea to start printing the charts for sale. The resultant company has grown to be the multi-billion dollar Jeppesen-Sanderson Company that still prints charts, and has invented the approach plate, and produces a great many other aeronautical products. Today they have a new plant in Englewood, next to Centennial Airport and one in Frankfurt, Germany. They receive navigation information,

via satellite, from over 160 countries. The world's airlines subscribe to their chart service as do most of the instrument rated private pilots.

Captain "Jep" is given credit for saving countless lives by making aviation safer through his development of aviation charts and other navigation aids.

Because there are not very many people who have made major contributions to aviation safety, AND who are internationally known AND who have lived in Colorado most of their lives, we felt that Captain Jeppesen's name was an ideal choice for the name of the new airport. The flying acquaintances that I have spoken to about this cannot think of a better choice. If you can't either, it is probably because there is none.

Recently, the Denver city council decided to name the new airport simply Denver International Airport . . . for the present. However, we did succeed in making them more aware of Captain Jeppesen's existence and of the tremendous contribution he has made to aviation safety and of his world-wide fame. Accordingly, we have been assured that he will be given some recognition at the new airport.

Have you tried the . . . . .

**CPA HOTLINE . . . . . (303) 266-6266**

# CPAers CHRISTEN NEW LIMON RUNWAY

by Scott Hamilton

On a cold and blustery Saturday, September 23, the city of Limon opened its Municipal Airport's new runway. The runway, which is almost 5,000 feet in length, 40 feet wide, and constructed of concrete 5 inches thick, was built at a cost of \$1.2 million, 90% of which was funded by the FAA's Aviation Trust Fund. That fund represents revenues collected from general aviation fuel taxes and airline passenger ticket taxes.

CPAer Bob Hawthorne, a Limon attorney who owns and flies a Piper Cherokee 180, alerted CPA to the event only about two weeks beforehand, and the association's "Hot Line" proved its effectiveness in getting the word out.

About a dozen planeloads of CPAers left home under sunny skies to find Limon overcast, with visibility below VFR minimums, but rapidly improving. Conditions soon improved, allowing the swarm to stream in and enjoy the new runway, which was pointed right into the wind. Flagmen quickly directed arriving aircraft to parking spaces on a broad new concrete ramp, which was also a part of this airport improvement project. Shutting down and opening doors, we were greeted by a biting cold wind and scurried for the shelter of Bob Hawthorne's hangar, where hot coffee and donuts were being served.

How cold was it? Well, at one point a local wag called everyone's attention to me and Bob Hawthorne, exclaiming: "You know it's cold when the lawyers have their hands in their own pockets!" That one drew hearty laughter all around.

Not a moment too soon, the skies cleared, the mayor (dressed

in his Sunday-go-to-meeting bib overalls and parka--all 300 pounds of him) waddled out to the symbolic ribbon, reached deep into his overall pocket and produced a Barlow knife. Opening the knife he sawed through the ribbon, folded the knife and returned it to his pocket and waddled off into the crowd without a word. Limon doesn't stand on ceremony.

A small air show, featuring a Pitts Special, a Skybolt, and a pair of Confederate Air Force T-6s followed. By this point, having burned off a lot of calories shivering, great interest was expressed in getting some lunch. President Barbo, in the decisive style which has characterized his reign, appointed Frank Gallo to chair a transportation committee. Frank rose to the occasion, flagging down a family in a large pickup truck which agreed to give the contingent a ride three blocks into town.

When I first learned of the event, I sent a note to CPAer Dick Bucknell, honcho of US West's aviation operations and a member of the newly-formed Colorado Aeronautics Board, challenging him to "be there or be square." Not wanting to be square, Dick put in an appearance, but as members were being rounded up for the trip into town for lunch, we found Dick taking a nap in his Bonanza. Leave it to him to find a way to both be there and be square!

After feasting at the local Wendy's, which must be the largest one in the world (the salad bar alone was bigger than my house), it was time to head for home. It is not unusual for pilots who have been enthused by

an air show to get a little carried away by the spirit of the occasion and come back over the field for a high speed low pass on departure. But CPAer Karl Sutterfield from Van Aire reversed the custom, making a low speed high pass in his STOL Maule which he brought to a near hover while flying into the brisk wind. It is rumored that pilots of the faster aircraft may have reciprocated by giving Karl a personal demonstration of their capabilities at the other end of the

airspeed envelope, on the way home.

All in all, it was a day of happy fellowship, and we will know where there is another great runway in the neighborhood in case we need a place to wait out the weather, practice our landings, or just get the urge to fly some place for a cheeseburger.

Check it out for yourself; you'll be impressed.



Several CPAers attended opening of new runway at Limon on September 23.  
Collage: S. Hamilton

## HEARD ALONG THE FLIGHTLINE

The Daedalians are sponsoring an Aviation Art Show and Auction on Friday, December 1 at the Lowry Officers Club in Denver. The festivities commence at 6:00 p.m. and will feature Keith Ferris, an aviation artist. Proceeds from the show will benefit the Lowry Heritage Museum. Anyone planning to attend should call ROSEMARY LAPORTA, LaPorta Art Gallery, at 761-3041. In order to enter the gate at Lowry it will be necessary that your name be on the list of those expected.

\*

WALT BELL got an unexpected thrill when taking a demo flight in a Cessna T210 last month. The incident happened in Wichita. He and the owner had just taken off when engine oil covered the windscreen. After a quick trip around the pattern and taxi back to the FBO it was found that a lineman had placed a quart of oil in the aircraft earlier . . . and neglected to replace the oil cap.

\*

The aircraft owner wasn't too upset . . . after learning that the same lineman, a few minutes later, had driven a pickup truck into the right wingtip of a new Cessna Citation III. At least the T210 got by without damage.

\*

Oh yes. Walt did buy the T210. Which leaves him with an excess 1964 Ray Jay equipped Mooney S21. It is the one he flew when he won Class C of the 1989 Denver-to-Jackpot Air Classic. The plane is pictured on the cover of the August, 1989 FLIGHTLINES. Should anyone want a fast Mooney, call Walt.

\*

Which reminds us, we hear that KARL SUTTERFIELD and GRETCHEN JAHN have acquired a Skylane RG. Understand they intend to keep the Maule M5 that they also own.

\*

And ALLAN WINTER is hoping to acquire a Cessna 320. If anyone knows of an available one, let him know.

\*

PETER LUCE tells us that the TIGHAR expedition in search of the remains of the Amelia Earhart aircraft has returned to the U.S. Recall that CPA member DR. C. BART WHITEHOUSE was a member of the expedition. Peter said he had information that the group brought back a number of artifacts, but there is nothing to indicate that any are from the lost aircraft.



## STATE AERONAUTICS OFFICE UPDATE

Communications between the new state aeronautics office and the pilot community should never be a problem if past experience is any indication of the future.

The Aeronautical Board holds monthly meetings at various locations in the state such that they are conveniently accessible to the aviation public. The meetings are well publicized and open to anyone wishing to visit with the board or any of its members. Also, members are often accessible on an individual basis.

Richard Bucknell is proving to be one of the more visible board members. He uses his Beechcraft Bonanza for personal transportation to represent the board at various aviation functions in the state. And he always takes time to visit on aviation issues and concerns. Needless to say, this leaves a nice impression.

And Dennis Roberts, director of the office, always makes time to share information on what's going on. Discussions with him in late

October revealed that the office continues to function as more or less a one-man show. This is due to budgetary constraints which prevent him from recruiting additional staff. The board has submitted a supplemental budget request, and if successful, Dennis hopes to recruit a staff assistant. He is also seeking a federal grant to update the state aviation system plan and hopes to recruit an aviation planner for that work. The outlook is for a small office, even if successful from both funding sources, and smaller if not.

He was not able to provide good information on what to expect in state revenues from fuel taxes and advises that it may take up to two years before good data is available. The problem experienced earlier of long delays in reimbursements to individual airports has been worked out, however, and reimbursements are now being made on a timely basis.

The issue addressed in one of our earlier reports regarding diversion of fuel tax revenues to



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the state general fund continues as a major issue. Apparently the state has been collecting a 3% sales tax on aviation jet fuel sold in the state for a number of years. It is big money! The tax generates an estimated \$8.3 million per year. Article 10, Section 18 of the State Constitution, however, states that any taxes imposed on aviation fuel shall be used exclusively for aviation purposes. The Aeronautical Board is in an all out effort to recover the revenue for aviation. It looks like an effort we could help in through contacts with our representatives in the state legislature. If successful, what a bonanza it would be for aviation in the state.

In other matters, Dennis tells us that the aeronautics office will remain at the Department of Military Affairs for the indefinite future. He had hoped to locate the office at one of the nearby airports such that it would be more convenient to the flying public. But the reality of his budget situation did not permit the move. Dennis also tells us that he has joined the CAP and hopes to use their aircraft to meet part of his transportation requirements. We understand that participants of that program must wear either uniforms or flight suits. So if you see him at various locations around the state in uniform, recognize that he is responding to a CAP requirement, not one directed by the Department of Military Affairs.

## WELCOME NEW MEMBERS

Lopez, Al R.  
6824 E. Briarwood Dr.  
Englewood, CO 80112

Muller, Peter  
3650 So. Joplin St.  
Aurora, CO 80013

Porter, Dr. Jim  
11361 West Frost Ave.  
Littleton, CO 80127-2859

Ravnsborg, Norma  
10864 E. Mexico  
Aurora, CO 80012

Rourke, William  
P. O. Box 3309  
Evergreen, CO 80439

Silva, Michael A.  
45859 Cottonwood Hills  
Parker, CO 80134

Sirhall, Jim  
3131 S. Vaughn Way, #343  
Aurora, CO 80014



## LETTERS

Editor:

Our family recently went on our first fly-in with the CPA to Ouray over the Labor Day weekend. We have belonged to the Flying Physicians for many years, but thought it might be fun to try a local organization to see what it had to offer.

We flew out of Centennial early on Saturday morning to Montrose Airport and arrived last (as usual). We left the airport at 10:00 a.m. by a school bus for the Victoria Inn in Ouray with the group. We enjoyed a pleasant afternoon lunching, exploring, and yes, shopping in this small mountain town. By 5:00 p.m. we checked in with the jeep rental office and were given a briefing on our jeeps and how to get the canvas tops down. (We later dis-

covered the real trick was getting the tops back up!)

Later that evening we caravanned by jeep to the Bar C Chuckwagon where we had a cowboy dinner and then enjoyed listening to western folk songs around the campfire. It was a beautiful brisk evening, so the stars and the Milky Way were enjoyed by all. We finally reached our limit of cool evening briskness and headed for the motel for some rest.

After our continental breakfast at the Inn we packed our gear into the jeeps. At 8:00 a.m. we departed for our adventure with me driving as my husband Dan had appointed me driver. Dave Burke did such a good job of organizing he even scheduled a clear beautiful morning. Dave gave the group a briefing and the rules of the



The Cooper family: Dan, daughter Erika, and Autumn, pose by their Jeep at Ouray prior to San Juan Mountains adventure.

trail so those of us who were not familiar with the sport would know what to do. Dave led the jeep line and Homer [Lyle] was at the end to pick up the pieces.

We took Ophir Pass to Telluride. This was a Class 2 out of 5 jeep rating according to our literature. There were some pretty Aspen groves that were half way through their change along the way. The San Juan Mountains as observed from the top of the pass have to be one of the most beautiful sights in the world. After we passed the small town of Ophir we made our way along the paved highway into Telluride. The group took an hour break to stretch and do their own thing.

We all mounted our jeeps for the more difficult part of our excursion. We were taking Imogene Pass, a Class 4, on our return trip to Ouray. It didn't take long at all to see the difference in jeep classification. We were on our way to San Juan tundra. Our inclines were steeper and the trail narrower. Drivers had to concentrate more on the trail as passengers would comment on the drop-offs, steepness, and bumps.

We stopped off at an old mine for lunch and then proceeded to

the top of the pass above 13,000 feet where we took a break and cast our eyes upon the fabulous view! A few hailstones then prodded us back to our jeeps and our descent into Ouray. The initial descent was a true test for the guts of this first-time jeep driver. The steepness and drop-offs caused me to wince. A few of us split off for a side trip after we were below the tree line to see a waterfall (Yankee Boy Basin area). Once in Ouray we buddied up and put the jeep tops back on and gave them a bath before turning them in.

That evening we were all on our own for dinner. My husband Dan, our daughter Erika, and I went to the Coachlight where we discovered a cozy atmosphere, lace tablecloths, wall paintings and good food.

The next morning we returned to the Montrose Airport, boarded our aircraft and headed for home.

We want to extend a warm and sincere thanks to Dave Burke for his time in organizing a very enjoyable trip.

We hope to join the CPA for more adventures in the future.

Autumn Cooper  
Englewood



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## AREA REPRESENTATIVES

**WRAY** Lucile Bledsoe

(H) 332-5143 (O) 332-4955

**BURLINGTON** Larry Mack

(O) 346-5352

**PUEBLO** Lee Porter

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**CANON CITY** Jim Hogan

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**LONGMONT** Lester von Hagel

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**GUNNISON** Rocky Warren

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## COMMITTEE CHAIRPERSONS

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**Aviation Education**

**DEN-Jackpot Air Classic**

Bruce Hulley (H) 344-2843 & Sonny Elgin (H) 361-9365

**Fly-In Events**

Dave Burke (H) 989-1014

**Flight Safety**

Vern Foster (H) 751-9421

**Legislative Affairs**

Frank Gallo (H) 337-5864 (O) 837-3649

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**Programs**

Robert Henley (H) 771-6092 (O) 850-0126

**Public Affairs**

Norma Faulkner Ravnsborg (H) 696-2170 (O) 773-1184 x 4544

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## Colorado Pilots Association

### APPLICATION FOR INDIVIDUAL MEMBERSHIP/RENEWAL

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Mailing Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

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Pilot Rated? ☐ Yes ☐ No Profession \_\_\_\_\_

A/C Owned (Make) \_\_\_\_\_ (Model) \_\_\_\_\_ N \_\_\_\_\_

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☐ \$38 for 2 year membership

☐ \$55 for 3 year membership

#### Applying for: (Indicate)

☐ Renewal or

☐ New membership

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