

P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

by Vanita Gallo

AIRSHOW COLORADO: Our hats are off to the organizers of AIRSHOW COLORADO presented at Front Range Airport on August 11 and 12. Much to my disappointment, I was unable to attend, but from all reports it was extremely well done. CPA volunteers staffing the Pit Gate sold over \$10,000 worth of passes. Not as many folks took advantage of the CPA Chalet as we had hoped, probably due to the weather conditions. A great big "THANKS" to Mark Meyer, along with Frank Gallo and the volunteer staff: Terry and Walt Barbo, Tom Bein, Walter Bell, Dave and Sue Burke, Vern and Kay Foster, Bev Green, Dudley LeBeau, Bob and Carolyn Liddle, Al and Shirley Lopez,

Peter Luce, Bill and Marlys Marshall, John Miller, Paul and Sheila Rossman, Barbara Stender, Bill and Bev Totten, Les, Fran and Eric Von Hagel, and Lucy Walker. Volunteers welcomed fly-ins at the parking area and drove them to the ramp, as well as staffing the pit gate and CPA Chalet. We look forward to participating on an annual basis.

ANNUAL MEETING: Please be sure to reserve **Saturday, October 20**, on your calendar for the Annual Meeting. As I write this, we are still in the planning stages, but it promises to be a very interesting event. We are inviting some excellent speakers, and will also be presenting some dynamic ideas for the future direction of CPA involvement. A timely segment regarding aircraft accidents is being planned to inform you what kind of investigation to expect, what agencies may be involved, and your responsibilities and rights. You will find more information in the flyer. Hope to see you all there.

That's all, folks! Have to get ready for our daughter's wedding. See you in October!

PRESIDENT

Vanita Gallo
303-337-5864

VICE PRESIDENT

Mark Meyer
303-388-1593

SECRETARY

Tony Miller
790-1863

TREASURER

Don Vander Ploeg
303-757-1310

PUBLISHER

Colorado Pilots
Association
P.O. Box 38555
Denver, CO 80238

EDITOR

Terry Barbo
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

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1st Thursday
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BOARD OF DIRECTORS MEETING REPORT

The monthly meeting scheduled for August was adjusted to accommodate President Vanita Gallo's flying schedule. So apologies are extended to anyone who may have tried to attend the meeting on the first Monday of August. Sorry! It was held instead on the first Wednesday.

Vanita opened the meeting with discussion of an issue relating to a pilot who unfortunately landed gear up at Jeffco Airport in early July. The pilot wrote a letter to Vanita describing some harsh treatment he and his teenage son, who was with him in the accident, suffered at the hands of the Jeffco County Sheriff.

From the content of the letter it appeared that the sheriff arrived at the accident scene and proceeded with a formal accident investigation. This brought up the interesting question as to pilot rights when interrogated under these circumstances. And it also brought up the question as to who has authority for accident investigation. Is it the FAA (who incidentally had a representative at the site), the NTSB . . . or local police officials as it appeared in this case? An aviation attorney might offer some useful advice on the first question. The board will seek clarification from the FAA and NTSB on the second.

In the committee reports, Robert Henley read a note from Scott Hamilton concerning a meeting of attorney/pilots he attended recently in Santa Fe and of a presentation given there on airplane crashes within 50 miles of Aspen. It was given by Margaret Lamb, a New Mexico attorney/flight instructor. Scott recommended that she be invited to present the program at some future CPA meeting. The board accepted this suggestion

and authorized an invitation for her to appear at the CPA annual meeting in October.

In reporting on the Denver-Jackpot Air Classic, Bruce Hulley noted there was a computer glitch during the computations at Jackpot such that three entries were computed with the wrong distance. There was also a complaint of the wrong "time off" at Jeffco for one of the entrants. Unfortunately, it was not possible to resolve the issue of the departure time from ATC records at Jeffco. The time and speed corrections were made, however, with results printed in the August issue of FLIGHT LINES. The board also approved the payment of additional prize monies to those who moved up in the rankings because of the adjustments.

Much of the evening was consumed by issues related to the TCA design for Denver's new airport. An ad hoc committee including Walt Bell, Tim Morgan, Robert Henley, Vern Foster and Walt Barbo was named at an earlier meeting to head this effort for CPA. Our involvement has snowballed to such an extent, however, that separate coverage is given to it elsewhere in this newsletter.

Other items of significance included last minute planning for CPA involvement in the unlimited races at Front Range Airport (now history), a progress report by Chris Wiant on his mountain flying project, and final planning for an all-day retreat to be held on October 22 at the Clarion Hotel, Centennial Airport. Also, Robert Henley, Vanita Gallo and Vern Foster were named as the nominating committee to select candidates for office in the new fiscal year beginning November 1.

Lee Porter

Twenty-five years ago LEE PORTER was taking flying lessons at Star Aviation at Stapleton from CPAer Vern Foster, one of the owners of the FBO. He has been flying ever since, and usually in the company of his wife Flo, who enjoys flying just as much as Lee.

A transplanted Ohioan, Lee was a radio operator in B-25s and B-17s, and before he left the service, a radio operator at Peterson Field in Colorado Springs. He went back to Ohio to get a college degree, and then returned to Colorado. Jobs followed in Colorado Springs, then Denver, and finally Pueblo, where Lee and Flo settled down. They live in Pueblo West.

Lee related that a few years ago CPAer Bob Figgie of Colorado Springs called him up and told him that he was coming down to Pueblo for a cup of coffee at the airport, and he was bringing an old friend of Lee's. Bob wouldn't disclose who the old friend was. When Lee went out to the airport to meet Bob, he found out that the old friend was "18 Tango," the C-182 that Lee had owned 20 years before. Bob had bought and still owns that aircraft, which he and Lee flew in the Denver-to-Jackpot Air Classic this year.

Lee owns another Skylane, and flies about 100 hours a year. He is often in the company of not only Flo but also a loosely knit group of Pueblan pilots who call themselves the "pendejos." Lee and Flo were on their way to Edmonton with several other "pendejos" in the latter part of July for a weekend fly-in. Lee said that every time a "pendejo"

screws up, a pendejo ball cap is awarded. There is a reason for this tradition. "Pendejo" is an hispanic slang word for "stupid."

A "pendejo" ball cap was given to Lee after a non-flying incident in January of this year. Lee, who is a manufacturer's representative for building materials, had been told by a builder that he was short of windows at a new home being constructed in Pueblo. Lee went to the home, and while counting windows, stepped through a hole and fell from the first floor to



CPAer Lee Porter of Pueblo West poses in front of his Cessna 182.

the basement, banging himself up badly. He is still using a cane. The ironic side of the accident, according to Lee, was that all the ordered windows were at the construction site after all.

Lee and Flo have three children, one in Montana, one in Louisiana, and one in Kansas. They also have 10 grandchildren, Lee relates proudly.

If you stop in Pueblo at the airport restaurant, especially on a Saturday morning, you are likely to see Lee and a few "pendejo" buddies hunched over their cups of coffee, planning their next trip to Canada, Mexico, or some other interesting spot.

IN THE SPOTLIGHT is a special feature of FLIGHT LINES that will profile a pilot who has had a significant involvement in aviation in Colorado. If you know of someone whose accomplishments you consider noteworthy, please contact the Editor.

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COLORADO AVIATION CALENDAR

- OCT 6-7 **CPA FLY-IN TO DEADWOOD, S.D.** Destination airport will be the Black Hills-Clyde Ice Airport at Spearfish, SD. Deadwood is one of most recent locations in the country to offer legalized gambling. Info: Homer Lyle 755-3271.
- OCT 6 & 7 **ROCKY MOUNTAIN FLYING SEMINAR**, FAA approved Wings Safety Program Seminar, Oct. 6, 8:30-4:30; Flying - Oct. 7. Centennial Airport. Info: (303) 778-7145 or 466-1718.
- OCT 12 - **10th ANNUAL EL PASO INTERNATIONAL AMOGO AIRSHO**, featuring
OCT 14 the Canadian Snowbirds Jet Team, plus many other demonstrations. Info: (915) 545-2864.
- OCT 20 **COLORADO PILOTS ASSOCIATION ANNUAL MEETING.** Location and details to be announced. Info: Vanita Gallo 337-5864.
- NOV 17 **COLORADO AVIATION HALL OF FAME BANQUET**, USAF Academy. Sponsored by Colorado Aviation Historical Society.
- NOV 23 **CPA QUARTERLY MEETING AND FLY-IN/DRIVE-IN**, Fort Collins/Loveland. Details to be announced.
- DEC 7 **COLORADO PILOTS ASSOCIATION CHRISTMAS DINNER.** Clarion Hotel at Centennial Airport. Details to be announced.



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AN ALASKA ADVENTURE

by Tom Bein

Our long awaited trip to Alaska commenced on Saturday, June 16, when Beverley (Green) and I departed Colorado in my Cessna 182. We planned on flying through Canada and reached Calgary the first day out.

Our next stop was Athabasca where we visited some friends, did some sightseeing and toured a Huderite farm colony. From there we headed to Whitehorse, stopping for gas at Fort St. John and Watson Lake. At Whitehorse, we rented a car and drove down to Skagway. This town was the beginning of the gold stampede to the Yukon and Dawson City in the old days. In fact, we weren't sure if another stampede wasn't in progress as the town was filled with people. We soon learned that they had come by a more modern mode--cruise ship. Four of them were docked in the harbor.

About five miles outside of Skagway we picked up the Chilkoot trail. This took us over the pass to the Yukon River south of Whitehorse. We flew at about 2000 feet along the river to Dawson City. After checking with flight service there we discovered that there was clear weather at Inuvik and Tuktoyaktuk, so we proceeded north to the Arctic ocean.

At a place called Tuk, the ships in the harbor were still frozen in the ice. We flew out over the ice and came back up the Mackenzie to Inuvik and Dawson City. The Mackenzie River drains the whole north of Canada. Rain and obscured mountain tops gave us a chance to look around Dawson City and do a little shopping. About noon the clouds raised to about 3000 feet, so off we went down the Yukon to Eagle, Alaska for customs clearance. From

there we continued down the river to Circle, where it had cleared sufficiently to fly direct to Fairbanks.

We overnighted at Fairbanks and as soon as the clouds permitted the next day we were airborne again, headed for Nome. We followed the Nenana River and once again, the Yukon. We made a stop at Galena for fuel (the highest priced we encountered on the trip). To our surprise, we saw this cable of about four inches in height stretched across the runway. I ran right over it. Upon landing we learned that Galena is a combination Air Force and civilian field where extensive training of pilots flying F-15s takes place. I didn't know those things had tail hooks. I asked the tower why the barrier on the runway and was informed that I should have read the book! The controller did not say a thing about coming in another way or landing long.

We proceeded on to Nome next. We took a walking tour of the town that afternoon. That night --no night, actually, as it stays bright for so long--Summer Solstice was being celebrated with an all-night street dance which we attended.

We flew on to Fairbanks and McKinley Park. We took advantage of the bright, clear conditions and flew along the side of Denali at about 13,000 feet snapping lots of pictures all the way. Deadhorse and Prudhoe Bay were next on our path. We flew out over the oil installations, the town, and the Arctic Ice. There was only about one quarter mile of water between the land and the ice.

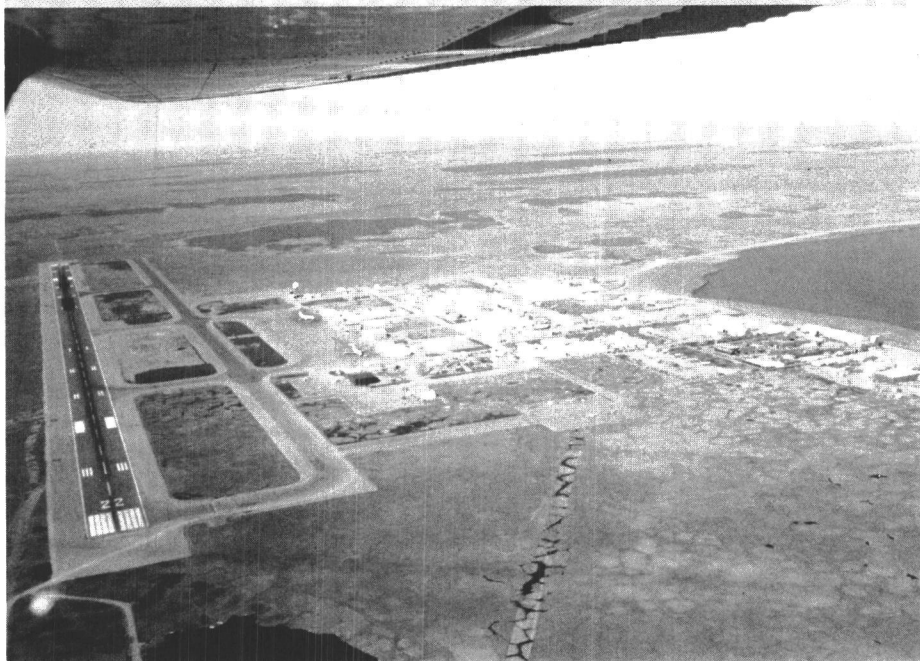
Enroute back from Deadhorse we stopped at Bettles for gas and

found the guy running the store, cafe and gas pumps was born in Berthoud (Colorado).

On the way to Merrill Field in Anchorage we flew up Ruth Glacier. It is interesting to get that close to a glacier and see how the ice slides down the mountain. We stayed in Anchorage two days. We headed from there to the town of Kenai on the Kenai Peninsula. We rented a car there and drove to Homer, a picturesque harbor with people and fishing boats all over the place. Homer also proved to be our turning point on this great trip as both

time and money were running out by now. From here we headed for home. We made stops at Fort Nelson and Edmonton. At the latter, we toured the world's largest shopping center. Located at one end of it was an amusement center as large as either Elitchs or Lakeside in Denver. It was contained in a lot less space and completely covered.

All in all, we experienced excellent weather and saw a whole lot of beautiful country. We flew a total of 61 hours in two weeks. And are now glad to be home.



The airport at Deadhorse, AK with Prudhoe Bay on the right.

HEARD ALONG THE FLIGHTLINE

Planners for the new Denver Airport have to be a little embarrassed . . . that issues related to relocation of a 230-kv which currently traverses the site have not been resolved. Those flying over the site will note a lot of excavation, except where the power suspension towers are located. Denver proudly announces it is at least 3 months ahead of schedule towards a fall 1993 opening date. Without a quick solution to the powerline issue, however, the project could end up at least a year behind schedule. Without a solution, "Fly-by-wire" will have real meaning for aircraft using the new airport.

*

PETER LUCE noted that an August 25 trip to Rapid City for Air-LifeLine was his 27th trip for the group in the last 3 years.

*

Intercooler, or interheater? At the fly-in for the CPA quarterly meeting at Wray, Colorado on August 25, HELEN PUSTMUELLER remarked that the new intercooler on the family T210 seemed to generate more heat than cooling. To which ROBERT HENLEY commented, "perhaps it was installed backwards!"

*

John Frank, Editor of Cessna Pilots Association Magazine, at an owner performed maintenance seminar at the EAA fly-in to Oshkosh, gave his view of why relief from aircraft product liability hasn't gotten anywhere in the Congress. He noted simply that 97% of members of Congress are lawyers. Incidentally, he

never expects to see production lines reopened for Cessna piston powered aircraft.

*

At another seminar on what to look for in buying a used Cessna, John gave advice useful to anyone in the market for a used aircraft. Some are worth repeating:

- Be alert for corrosion when buying a used aircraft. Corrosion blocks such as ACF-50 are useful in neutralizing existing corrosion, and will minimize future growth, however correcting existing damage can be frightfully expensive.

- High time is not reason to reject an aircraft, particularly if well maintained. Similarly, a "bent" aircraft, dependent on the fix, can be as good as new. After all, he points out, some of the original workmanship at the factory wasn't all that great.

- Don't be misled by advertisements of fresh annual. Use your own mechanic for an in-depth pre-purchase inspection . . . even if it costs a few hundred dollars.

- His comment on Cessna 182's is certain to please owners of Cessna Skylanes. He described them as the best airframe/engine combination of any Cessna aircraft made. It is worth noting, however, that his personal aircraft is a Cessna T210.

*

Anyone remember the program for recreational pilot certificates? Apparently it has fallen flat on its face, this according to FAA Administrator Busey in a talk

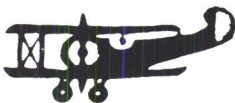
before pilots at the EAA fly-in. It had a noble purpose. It was promoted to make pilot entry easier. But only 25 of the certificates have been issued thus far. An in-depth look, however, will probably reveal the problem to be the high cost of entry rather than any fault with the recreational flying program.

★

ROBERT HENLEY put on quite a display of the troubleshooting capabilities of an Insight Graphic Engine Monitor on the return trip from Oshkosh. Occasional roughness in the engine of his F33A Bonanza was followed by a flashing of the indicator for the #2 cylinder. Turning the mag switch to left and right indicated it was a problem with the plug fired from the right mag. SONNY ELGIN happened to be on the airport when he landed at Front Range Airport. With the spark plug identified, Sonny pulled it and found a loose lead deposit to be the culprit. Quite a diagnostic tool.

RENEWALS

Donald Ross, Lafayette
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 Robert Billings, Lafayette
 Cliff Malmquist, Westminster
 Robert Ruehle, Denver
 Mary Senft, Longmont
 Ken Peterson, Aurora
 Bill O'Brien, Aurora
 Edward Cole, Brighton
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 Vince Jehlik, Aurora
 Bob Figgie, Colo. Springs
 Bill Willeford, Lakewood
 Gary Schafer, Boyero
 (rejoined)
 Ralph Hanson, Arvada
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PROPOSED DENVER TCA

Our cover this month shows how the new Denver Terminal Control Area would look if recommendations of a TCA Ad Hoc Committee are accepted by the FAA in its rule-making process. It is the product of a design process which started with a small design committee from the Colorado Pilots Association in early July. The design group subsequently expanded to include representatives of most aviation user groups from the front range area. The proposed TCA is the recommendation of the expanded group.

Local pilots were notified of proposed rulemaking on the Denver TCA in an FAA "Letter to Airmen" dated July 9, 1990. The letter included a drawing of a strawman proposal for the new TCA and advised of informal airspace meetings to be conducted in the Denver area on September 11, 12 and 13. Users were invited to present views on the proposal.

The FAA strawman proposal was a generic TCA design of 30 nm radius centered on the new airport. It included an inner ring of 13.5 nm radius and a middle ring of 20 nm radius. It was obviously designed for the carriers. The design group's objective was to develop an alternative that would be more responsive to the needs of general aviation.

CPA was a dominate factor in the design process. Its involvement started several months ago with a policy position by the board to take a leadership role. A committee was named . . . and it took off running.

The original committee included Walter Bell (Chairman), Tim Morgan, Walt Barbo and Vern Foster. Robert Henley and Scott Hamilton joined the effort soon after.

One of the more significant meetings of this early design group took place at Van Aire Airport on July 1. It was a morning coffee for Van Aire residents to discuss the future (or fate) of their airport when the new Denver Airport became operational. Several members of the CPA TCA committee were in attendance. Also, attending was Bill Hamilton, AOPA representative for our region, who subsequently became a CPA member.

Bill brought up the interesting point that AOPA, like many groups, was so caught up in the excitement of Denver's new airport that it overlooked potential adverse impacts to general aviation. Jobs and economic benefits of the new airport was the "only game in town." As he worded it, information coming into AOPA was that it was already a "done deal!" Nothing else could be done.

But general aviation had been seriously wounded by Denver and FAA actions. Van Aire residents had taken legal actions to protect their interests . . . and failed. Front Range Airport and Buckley ANGB were busy trying to strike separate deals. No one was speaking for the other 13-14 airports threatened by closure because of airspace requirements for the new airport. And no one was standing up for rights of general aviation pilots with need to use the airspace.

One of the frustrations experienced in developing a constructive response to the FAA strawman was the absence of information from FAA on operation requirements for the new airport. Under these conditions, the design group was faced with developing and submitting to the FAA a recommended design, in a vacuum, with nothing more than a hope

that a portion of what was recommended would be accepted. Though CPA had asked for information which could be used in preparation of its recommendations for the September hearings, the information was not forthcoming.

This all changed, however, with an opportune meeting of CPA representatives with Fred Isaac, Director of the FAA Northwest Mountain Region. The meeting took place in late July during an FAA self-evaluation of its services to the aviation public. Fred agreed to loan the expertise of Walt Flood, FAA Project Manager for the airport from the Seattle office. He also committed FAA airspace specialists to participate as advisors with the TCA design group. The first such meeting took place on August 13.

Prior to the first meeting with FAA representatives, however, the design group met over the course of several evenings to develop its own strawman TCA proposal. The proposal was first introduced at the August 13 meeting as the CPA alternative.

During development of its alternative, the CPA committee had expanded to include Bill Hamilton. And Bill brought in AOPA resources to assist in the effort, including Bob Carter, Vice President of Government & Technical Issues. Carter was chairman of the users group which put together recommendations for the Baltimore/Washington National/Dulles TCA and worked with a number of other user groups in TCA design. Needless to say, he proved invaluable to the design effort. And our architect member, Tim Morgan,

used the computer capabilities of his office to assure the proposal would have a professional appearance.

The State Aeronautics Office also entered the picture at about this time. Thanks to Dennis Roberts, Director of the office, representation in the group was expanded to include most aviation user groups on the front range. His office also hosted subsequent meetings of the expanded Ad Hoc Committee and provided invaluable administrative support.

CPA objectives in developing its original TCA proposal were to: (1) Assure that existing general aviation airports were not lost as a result of the new TCA; (2) Use identifiable land marks to define boundaries; (3) Provide the maximum width possible for a VFR corridor on the west side; and (4) Keep it simple.

These objectives were adopted by the expanded committee and influenced many of the features of the recommended TCA . . . such as an inner core radius of 10 nm instead of the 13.5 nm proposed under the FAA strawman, the cut-off in the west side, the use of I-25 and Wadsworth Boulevard as westerly boundaries of the upper layers and the use of several radials off the new Denver VOR to define sectors between layers.

At its meeting of August 29, the TCA Ad Hoc Committee voted to accept a modified version of the CPA proposal as its recommendation for the FAA meetings to be held in September. CPA member Scott Hamilton was designated to act as spokesman for the committee in making the presentation.





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Morrison, CO 80465

Berrong, Bert H.
2801 Youngfield, #360
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Bertram, D. Geniene
253 S. Jasper Circle
Aurora, CO 80017

Bowdish, Brenda
3400 S. Lowell Blvd.
Denver, CO 80236

Charleston, Bob
P. O. Box 2
Watkins, CO 80137

Crawford, Roger L.
6118 W. 84th Avenue
Arvada, CO 80003

Danyew, Paul
15754 DeGaulle Cir.
Brighton, CO 80601

Ernst, James R.
4763 Betty Pl.
Erie, CO 80516

Good, William A.
P. O. Box 4321
Highlands Ranch, CO 80126

Hildebrand, Walter
300 West 9th
Wray, CO 80758

Kazyak, A. J. "Kaz"
384 S. Ironton
Aurora, CO 80012

Minor, Frank
4674 Sylvia Lane
Erie, CO 80516

Odell, Perk
775 East 4th Street
Akron, CO 80720

Pett, Bruce
428 E. Raintree Ct.
Louisville, CO 80027

Peyton, Gary L.
9984 W. Arlington Ave.
Littleton, CO 80123

Poeling, Thomas
2136 Vaca Dr.
Eckert, CO 81418

Ritter, Susan S., M.D.
UCHSC, OB/GYN Dept.
Box B198
4200 E. 9th Avenue
Denver, CO 80262

Rowe, James
3885 S. Idalia
Aurora, CO 80013

Saint John, Harold J.
P. O. Box 322
Golden, CO 80402

Segelke, Burlie
13043 Rd. 55
Hillrose, CO 80733

Smith, Dan
7927 S. Niagara Way
Englewood, CO 80112

Smith, Ray G.
7811 W. Glasgow Pl.
Littleton, CO 80123

Vitullo, Michael
1009 Glenmoor Drive
Ft. Collins, CO 80521

Zilik, Roy P.
750 Dudley Street
Lakewood, CO 80215

Zimmerman, G. M.
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AREA REPRESENTATIVES

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(H) 332-5143 (O) 332-4955
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(H) 547-3339 (O) 547-3339
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