

CPA FLIGHT LINES

Vol. 8, No. 3

March, 1991



CPAer Bill Bredar of Denver poses with his B-55 Baron on the ramp at Stapleton Airport. His article on a landing incident at Leadville appears on page 7.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

by Bill Marshall

Colorado Pilots Association has been busy this past month at the state capitol building in Denver promoting bills which are favorable to general aviation. Frank Gallo, the chairperson of our Legislative Committee, has been very involved furnishing information to those who appeared at the hearings. Without Frank we would have a difficult time keeping up with all that happens at the capitol. Please read the article by Gary Doernhoefer in this newsletter regarding the fuel tax issue.

Summer is coming and there are some really fine fly-ins being planned. Check for these in the COLORADO AVIATION CALENDAR. I want to encourage you all to attend these fly-ins and have some fun. Life has been very

serious lately and sometimes we need to let go a little to relieve the stresses that have built. Homer Lyle, along with Mark and Barb Meyer, has planned a good time for all in Deadwood, SD on April 27. Call Homer now (303/755-3271) for more information so you will all have a motel reservation.

The Air Safety Committee will have its first out-of-state Mountain Flying Ground School in Greenfield, Iowa on April 6. Robert Henley, Vern Foster, Bill and Ann Standerfer and others have put in many, many hours on this course. If you would like to go to Greenfield for moral support, please call Bill or Ann (303/229-9442) to inquire about any available space. In any event, plan to sign up for the course when it arrives back in Colorado. I think you will be impressed with the basic philosophy of the course contents and goals. It is different.

HITCHHIKER

On different occasions a discussion has come up about sharing rides in aircraft to fly-ins. There seems to always be a few empty seats and I wonder if we could fill them if there was a system to do just that. For those of us who have an aircraft flying to one of our programs, would we be willing to let someone ride along with us on some occasions? Also, are there any members who would like to "hitchhike" and occupy one of these seats if one is available? If you want to participate in the HITCHHIKER program, either to give or receive, call me at 303/341-4744 (leave a message on the answering device if no one answers). It might be possible to get this going.

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Publication Notice

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All articles should be sent to:

CPA FLIGHT LINES editor

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Aurora, CO 80012

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BOARD OF DIRECTORS

MEETING REPORT

A highly detailed Agenda printed on sky blue paper signaled the beginning of Bill Marshall's term as CPA president at the February Board meeting. It appears very evident that Bill has "hit the ground running" since assuming the presidency upon the departure of Mark Meyer for his new career in Deadwood, South Dakota in January.

Walt Bell, Chairman of the Airspace Committee reported on an FAA meeting of January 30 at Thornton City Hall on the proposed new Denver TCA. It was the last of a series of meetings sponsored by the regional office of the FAA to invite public comment on the proposal before sending its recommendations forward. It was a low key meeting, thanks to groundwork done earlier by CPA and other regional aviation interests. And there were few changes from proposals made earlier by the Ad Hoc Advisory Committee established to study the issue.

Principal changes included a lowering of controlled airspace over Front Range Airport from 7500 ft. AMSL to 7000 ft. There were also a few minor changes to facilitate charting. Efforts to retain VFR airspace over Aurora Airpark and Van Aire Airpark were successful. The FAA recommendations for these locations will go forward unchanged from those proposed by the committee. The next step in the process is in the hands of FAA Headquarters. Worth watching.

Front Range Airport was chosen by the Denver-to-Jackpot Air Classic Committee as the departure point for this year's event on July 13. In other changes, the turbos will fly direct to Jackpot with a requirement (for

safety reasons) that each contestant make a position report with Rock Springs Radio. Expect a new race category to determine overall winner, this to be worked out by the committee at a future meeting, according to Vanita Gallo, Chairman.

There may be an opportunity for members to help the Flight Safety Committee with a test flight of its newly devised mountain flying course ground school. Robert Henley informed the meeting that he expected they should be ready for their first out-of-state class at Greenfield, Iowa in the very near future and that the committee would like to do a "dry run" sometime in March. They are very excited about this program and anticipate that it will meet with great acceptance and success.

Instead of a Legislative Coffee during the legislative session, Frank Gallo proposed that CPA join forces with the Colorado Airport Operators Association in sponsoring a joint early evening reception. The Board gave its approval and the reception will be held on February 7 at 4:30 p.m. in the Colorado History Museum. As far as legislative issues are concerned, HB 1028 was scheduled for an early February hearing with testimony to be given in behalf of CPA. [See article by Gary Doernhoefer on this matter elsewhere in this newsletter. ED]

Several suggestions on possible opportunities for CPA to get together with other aviation-related groups were outlined by Al Lopez. Al is a member of the Aeronautical Board and a CPA member. He expressed an interest in the possibility of CPA expanding its involvement to issues that might include contact

with NOAA in Boulder, the Colorado National Guard in helping to solve the problem of their needing additional airspace now that they are acquiring new planes, and perhaps establishing a speakers' bureau.

A committee name change came about at the behest of Peter Luce. His committee will now be known as the Education Committee dropping the "Aviation" from it. Since everything we are involved in has the word "aviaton" in it, Peter decided that was redundant. He and his committee members are awaiting response to their call for volunteers to take young people on airplane rides so that they can proceed and get a date or dates set up during the summer months. If you haven't already indicated a willingness to participate, please consider this worthwhile project and contact Peter.

A schedule of fly-ins has been set up and published in the

previous newsletter. However, Homer Lyle indicates that a few dates have already been changed. Those changes are noted in the **COLORADO AVIATION CALENDAR** in this issue.

CPA will again participate in Aviation Night during the Channel 6 membership drive in March. This will be a joint effort with the Colorado Chapter of Ninety-Nines. Tony Miller will recruit members to handle the phone bank and oversee this project.

A committee composed of Frank Gallo, Don Vander Ploeg and Terry Barbo was established to recruit a member to fill the vacancy of Vice President.

Board meetings are held on the first Monday of each month in the Board Room of the Denver Jet Center at Centennial Airport. Members are most welcome to attend.

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COLORADO AVIATION CALENDAR

- APR 6 **NATIONAL INTERCOLLEGIATE FLYING ASSN.** Team from Metro State practice for competition in regional events. Boulder Airport. Colorado Chapter Ninety-Nines. Anyone interested in learning how to be judges for NIFA competition welcome to participate. Info: Trine Jorgensen 303/989-1948 or Joyce Hilchie 303/443-0145.
- APR 27 **CPA FLY-IN TO DEADWOOD, SD.** Destination airport will be the Black Hills-Clyde Ice Airport at Spearfish. Practice your gambling skills before Colorado offers you the same opportunity. Info: Homer Lyle 303/755-3271(H).
- APR 6 **CPA MOUNTAIN FLYING COURSE - GROUND SCHOOL.** Greenfield, Iowa. First out-of-state session. Info: Robert Henley 303/771-6092.
- APR ? **12th ANNUAL COLORADO BALLOON SAFETY SEMINAR.** Info: Joyce Bundgaard 303/759-3907.
- MAY 6 & 13 **BALLOON PILOT GROUND SCHOOL.** BFA approved for Back to Basics. Info: Mike Bundgaard, FAA Certified Ground Instructor, 303/759-3907.
- MAY 11 **COMPANION FLYER GROUND SCHOOL COURSE.** Colorado Chapter Ninety-Nines. Info: Trine Jorgensen 303/989-1948 or Joyce Hilchie 303/ 443-0145.
- MAY 11 **SAFETY MEETING & COMPANION FLYER PROGRAM.** 9:00 a.m. Aspen Flying Club hangar at Centennial Airport. Guest speakers will be the two pilots of the UAL flight that crashed at Sioux City, Iowa in 1989. Topic: Cooperation in the Cockpit. Info: Aspen Flying Club 303/799-6794.
- MAY 25-
MAY 27 **CPA MEMORIAL DAY WEEKEND FLY-IN.** Laughlin, NV. Land at Bullhead City, AZ. Info: Homer Lyle 303/755-3271(H).
- MAY 24-
MAY 27 **UNITED STATES PILOTS ASSOCIATION QUARTERLY MEETING.** St. Louis, MO. Headquarters will be the Hampton Inn-St. Louis Union Station (314/241-3200). Activities include: Aviation exhibits, tours of aviation facilities and historic sites, aviation safety education seminars, and social activities. Info: Manfred Kuehnel, 1522 Valley View, Arnold, MO 63010, phone 314/544-4000 or 314/464-8668.
- JUNE 1* **VAN AIRE FLY-IN.** Sponsored by Colorado Pilots Asson. Fly in or Drive in to this residential air park east of the Denver Metropolitan Area for coffee and hangar talk. Details later. Info: Tim Morgan 303/659-2834(H).
- JUNE 1-2 **GRAND JUNCTION BALLOON RALLY.** Info: Joyce Bundgaard 303/759-3907.
- JUNE 8* **CPA FLY-IN, LA JUNTA, CO.** Overnight trip. Tour Bent's Old Fort on the Santa Fe Trail; Koshare Indian dancers; and tour SAC Radar Bomb Scoring site. Info: Frank Gallo 303/337-5864(H).

* Denotes date change.

In Memoriam

PAUL S. PUSTMUELLER. Long-time CPA member Paul Pustmueller died on January 24, 1991 at his home in Denver.

Paul graduated from East High School in Denver and obtained a degree in petroleum engineering from the University of California at Berkeley in 1934. He worked for Shell Oil until 1947. He was the founder of Fremont Petroleum Co. and was its president. With a partner, he discovered the Brandon oilfield in southeast Colorado. They were recognized as explorers of the year by the Rocky Mountain Association of Geologists in 1983.

Paul and his wife Helen travelled extensively, both overseas and throughout the U. S. and enjoyed flying their Cessna 210 on many of their trips within the country. They were great supporters of CPA and attended many of its activities throughout the years.

In addition to his wife, he is survived by five daughters and three stepdaughters.

HAROLD E. RAVNSBORG

ALAN JAMES YARMEY

Hal Ravensborg and Alan J. Yarmey were killed on Wednesday, February 13, 1991 in an airplane accident near the Aspen Airport. They were flying a charter Learjet for Richmor Aviation.

Hal was an accomplished pilot with over 9,000 hours of flight time. He was also an A&P mechanic. He owned and operated Flight Resources, Inc. at the Brush Municipal Airport and held the multi-place altitude record for gliders in Colorado.

Norma, Hal's wife, served on the CPA Board last year. He is also survived by a stepson, Brian Faulkner, of the home; four other sons and a daughter.

Alan Yarmey became a CPA member in 1990. He graduated from Riverside School of Aeronautics in Utica, NY, in 1983. He joined Richmor Aviation in 1985 as operations manager for the western United States and was captain on the Learjet and Diamond Jet.

Alan is survived by his wife, Catherine, a four-year old daughter and an eight month old son.

Watch Those Snow Banks

by Bill Bredar

Alertness is a wonderful trait. In fact in flying, especially in situations that the pilot does not find himself routinely in, it is more than a wonderful trait. It is absolutely essential. The interesting thing is that not being very alert in an unusual or strange situation can cause even an experienced pilot a lot of grief.

The NTSB accident report stated that "the pilot under-shot the runway on landing and impacted a snow bank, with the aircraft sustaining extensive damage. No injuries."

There is a little more to the story than the brief NTSB report.

The time was February, 1978. It was a clear day over the Rockies west of Denver. I hadn't flown into the airport at Leadville, Colorado, in a number of years and it (Lake County Airport) being the highest airport in North America at 9,927 feet msl, I took more than normal pre-flight precautions. After getting an early morning telephone weather briefing from FSS (good VFR) I called the airport an hour or two later from my office to specifically get conditions at the field.

The operator sounded like a nice lady and stated that the weather was clear with only a cirrus overcast, that there had been a light skiff of snow on the runway, but that it would all be gone by the time I arrived in our company Duke, which was scheduled for just before noon. She also said later that she had mentioned high snow banks completely surrounding the runway. To this day, I have no recollection of hearing this warning.

Seemed simple enough! The wind at mountaintop level was not even especially high. This is what I have learned to watch closely. I don't like strong winds over the Rockies and the resulting mountain waves. They can jar your teeth, prevent a powerful plane from climbing and make you wish you had stayed home. Airline pilots have told me that on some days their Convair 580s with 4000 horsepower on each side cannot maintain a positive rate of climb.

I filed for flight level 200 and away we went--we being our chief architect and myself, an engineer. We were meeting with the hospital staff in regard to a proposed addition to their existing hospital in the town of Leadville.

We had a smooth climb out and an uneventful 30 minute flight southwest from Denver Stapleton on a general heading which would take you to Aspen. I had flown this route many times during the previous 21 years of flying around the Rocky Mountains in many types of aircraft, including 180s, Bonanzas and Barons, as well as my current Duke.

Leadville is situated at 10,000 feet in a mountain valley with the Continental Divide to its west and north and high peaks ranging from 12,000 to 14,000 feet on its east. Approaching the airport from the east, I requested a descent from Center to below flight level 180 in order to cancel the IFR flight plan as the weather was CAVU. After canceling, I continued further descent and called the Unicom frequency on which the nice lady told me that there was one departing aircraft and that

the wind was out of the north favoring Runway 34. With that in mind I continued west, then south for a left hand downwind and began a normal approach to the Leadville Airport, landing to the north.

Leadville's runway is 4,800 feet long and at 9,927 feet msl you come in pretty hot and my intent was to put her on the numbers so I could conserve runway. As is usually the case in February in the high mountains of Colorado, everything is covered with snow and it is WHITE, very white. As any skier knows, with flat light on the slopes you have very little depth perception. In other words, it is hard to see variances in terrain. This was to be my problem.

The thoughts going through my mind on final approach were to put her on the end of the runway on the numbers, to conserve the 4,800 feet which was long enough for the Duke but certainly not excessive. Everything on the approach, which was a bit low, seemed normal as I approached the threshold, when BANG . . . I felt a strong jolt and at that point I

really did not know what I had hit, as I saw nothing but white terrain while approaching the black asphalt runway.

Control was easily maintained after the bump and I proceeded to make a normal landing, touching down on the runway within a few seconds and beginning to roll out. In a few more seconds I knew I had big problems as the right wing started to lower and I remember saying 'I can't hold it.' The right gear slowly collapsed. We began a general right ground loop, went off the right side of the runway and impacted a high snow bank, really quite gently with the plane now turned in almost the opposite direction. I said 'Let's get out of here' and my passenger and I quickly exited through the cabin door (I still had probably 175 gallons of fuel in the wing tanks).

Outside of the plane, standing there in the snow, I'll never forget the sight of that beautiful red/white/blue Duke sticking into the high snow bank with a collapsed right main and nose gear. What had happened?



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Looking south to the threshold of Runway 34 to which we immediately walked, I saw a four-foot high snow bank (actually it was frozen snow, like ice) with three definite semi-circle holes cut in the top, one for the nose wheel and one for each main gear wheel. I, not seeing the obstruction, had flown through the top of that snow bank (it all looked white to me) and in so doing, because it was frozen into ice, I had damaged that strong Duke gear enough so that it would not support the aircraft when touching down on the runway. The deepest hole in the top of the bank, which the wheels made, was 18 inches. Had I been only 18 inches higher everything would have been perfect, but had I been, say another 12 inches lower, it may have been a real bad scene.

The high airports of Colorado have a big snow removal problem and it is common practice to remove snow by pushing it off to the sides and a lot of time high snow banks remain through much of the winter. However, I don't think it is good practice to leave a snow bank across the end of a runway. Many operators, when they have to leave such a bank, at least throw green pine boughs on the banks or mark them in some other way so that pilots have a visual contrasting reference in all that white background.

My expensive lesson was this: Be especially alert when going into airports that you do not frequent. When landing in unusual circumstances (very high elevation airports are one example), take extra precautions, look for trouble because it might be hiding there. Don't short cut anything, fly it by the book and expect the unexpected. Mountain flying is the hardest because of quick weather changes, up and down drafts, and other peculiarities.

Looking back on this incident, it certainly wouldn't have hurt anything if I had taken the time to drag the airport; then I might have seen the high snow banks.

You'd think an experienced pilot would not get caught in such a situation, but I've learned one thing in 40 years of flying and that is you cannot be too alert; the gremlins will turn around and bite you when you least expect it.

The author is a Dever consulting engineer and CPA member. He currently flies a Baron B-55.



RENEWALS

Earl Baird, Canon City
Beverly Sinclair, Denver
Max Watson, Longmont
William Rourke, Evergreen
Aaron Schomberg, Littleton
Dr. Thomas Beamon, Lakewood
Sparkey Imeson, Denver
Donald Rodewald, Lake City
David Corlett, Dove Creek
Peter Paul Luce, Englewood
Jim Biber, Grand Junction
Robert Lohne, Broomfield
John Warrender, Greeley
Vern Foster, Aurora
W. L. Bredar, Denver
Carmen Grillo, Englewood
Paul Whistle, Wheat Ridge
Dennis Roberts, Englewood

STATUS REPORT ON COLORADO FUEL TAX ISSUE

The Colorado Airport Operators Association (CAOA) has initiated legislation again this year to compel compliance with Article X, Section 18, of the Colorado Constitution requiring the state to return the proceeds from the 3% state sales tax on aviation fuel to the development of aviation in the state. This tax revenue was estimated to be \$8.8 million before the recent dramatic increase in the price of aviation fuel. Current estimates project approximately \$12 million annual revenue.

Article X, Section 18, of the Colorado Constitution states: "Any taxes imposed upon aviation fuel shall be used exclusively for aviation purposes." There are two state taxes on aviation fuel: the Gasoline and Special fuels excise tax, and the state sales tax. All aviation fuel is subject to only one of the two taxes, with the exception of jet fuel used by private jets, which is subject to both taxes. The Gasoline and Special Fuel tax statute imposes an excise tax of \$.04 per gallon on jet fuel and \$.06 per gallon avgas. Avgas subject to the excise tax is exempt from the state's 3% sales tax. Fuel used by commercial air carriers or commuter airlines is subject to the 3% state sales tax but is exempt from the excise tax. The proposed legislation concerns the revenue from the 3% sales tax on commercial and commuter airline fuel.

There have been three arguments opposed to the dedication of all aviation tax proceeds to aviation purposes, but none are persuasive. The state revenue department has argued that despite the

language of the Constitution, only the excise tax, not the sales tax revenue, was intended to be dedicated to aviation purposes. Governor Romer's office has argued that the state already devotes \$8.3 million to "aviation purposes" through its support of higher education, the department of military affairs and other executive branch functions. Last, many of the legislators have lamented that the state simply cannot afford to dedicate the aviation fuel tax revenue to aviation purposes at this time.

House Bill 1028 was introduced by Representative Entz and was assigned to the House Finance committee for consideration. On Wednesday, February 6, 1991, the bill was considered by the committee, which heard testimony from several supporters of aviation in Colorado, including Walt Barbo from CPA. There was no opposition to the bill from any of the witnesses. After the testimony was concluded, an amendment proposed by Representative Irwin was adopted by the committee. The amendment may completely eliminate the benefits of HB 1028.

The amendment to HB 1028 relates to HB 1046, which exempts sales of aircraft parts from the 3% state sales tax. The principal purpose of this legislation is to entice United Airlines to locate a new maintenance facility in Colorado. The amendment to HB 1028 requires the aviation fuel tax proceeds to first replace the general tax revenue lost on sales of aircraft parts under the new exemption. The aviation development fund will benefit only if more fuel tax revenue is gene-

rated than the lost sales tax revenue from the sale of aircraft parts. With this amendment, HB 1028 passed unanimously.

House Bill 1028 has been sent to the House Appropriations Committee. There, its supporters will try to strike the Irwin amendment. If it passes in that committee, HB 1028 should be reported out to the House. If the House adopts HB 1028, it will then go to the Senate, where it will be assigned to at least one more committee. At any of these stages, HB 1028 could be defeated by vote, or not acted upon before the end of the legislative session. Assuming HB 1028 is eventually adopted by the Senate as well, we are told that Governor Romer opposes the bill and is likely to veto it.

The taxes you pay and that our state Constitution dedicates to aviation purposes are being misappropriated. The \$8-\$12 million lost annually to the state's general fund could have a major impact on the availability of aviation services, and the safety and enjoyment of flying in Colorado. It is vital that our members show their support for Colorado aviation, and express their views to the legislators in their district, and especially to our fellow member, Governor Roy Romer.

Gary Doernhoefer is an attorney in Denver who has donated time to the CAO's legislative effort. He's also a CPA member.

MEMBERS: PLEASE NOTE . . .

As you are aware, the mailing labels contain the expiration date of your membership. This line is highlighted in yellow to call to your attention when your dues are payable.

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. Reminder: You will need to indicate on the renewal form if you wish to exercise the option of subscribing to Flying Review magazine at the special rate of \$5.50 per year.

It is also important that you notify CPA if you change your address. CPA has to pay first class postage on any returned undeliverable newsletters; then pay first class postage again to remail them. So for each newsletter returned the total cost of postage is well in excess of \$1.00.

ALSO, if you subscribe to **Flying Review** magazine, you will need to inform them of your change of address.



HEARD ALONG THE FLIGHTLINE

Aircraft accident statistics hit close to home in February as two of our CPA members lost their lives in a Lear 35 accident during an approach to Aspen. There were two other fatal aircraft accidents in the same general area during the same week. Sobering!

★

The good news is that the accident rate continues to decline. Nationally, the 1990 rate was 7.01 per 100,000 hours flown . . . the lowest rate ever recorded. GA accidents had dropped to 2,138 compared to a high in 1967 of 6,115 accidents.

★

MICK WILSON, Accident Prevention Specialist with the FAA Denver FSDO, tells us that Colorado has experienced a similar drop in general aviation accidents. (See plot of his data in the accompanying chart.) Accidents involving fatalities, however, have remained relatively constant at approximately 15 per year. Or stated another way, roughly 20% of Colorado accidents result in fatalities, which is nearly equivalent to the national average.

★

Views on aviation safety have changed dramatically over the years. This observation from watching a late night movie portraying Amy Johnson on a 1925 flight from England to Australia in a Gypsy Moth. The aviatrix was 22 at the time. Her comment to an admiring throng following the flight, "We must abandon the slogan of 'SAFETY FIRST' if we are to make progress in aviation."

Meanwhile, production of new aircraft continues to slip. GAMMA reported production of only 1085 aircraft last year, of which 40% were exported. This included only 608 single engine aircraft. This along with the impact of accidents, out-of-country sales of used aircraft, and aircraft placed on an inactive status for whatever reason, makes it easy to understand why the number of civil aircraft in this country is not growing.

★

And AOPA warned, in a release of January 29, that lack of general aviation fuel could ground the vast majority of general aviation aircraft. The warning was based on a concern that Clean Air Act Amendments of 1990, which prohibit use of leaded fuels in motor vehicles by 1996 and cessation of manufacturing of new lead-burning engines by 1992, would discourage fuel companies, for economic reasons, from manufacturing fuel required by the general aviation fleet. AOPA notes that manufacture of aircraft engines is not affected by the amendment since aircraft are regulated under a different act. But the availability of aviation fuel is.

★

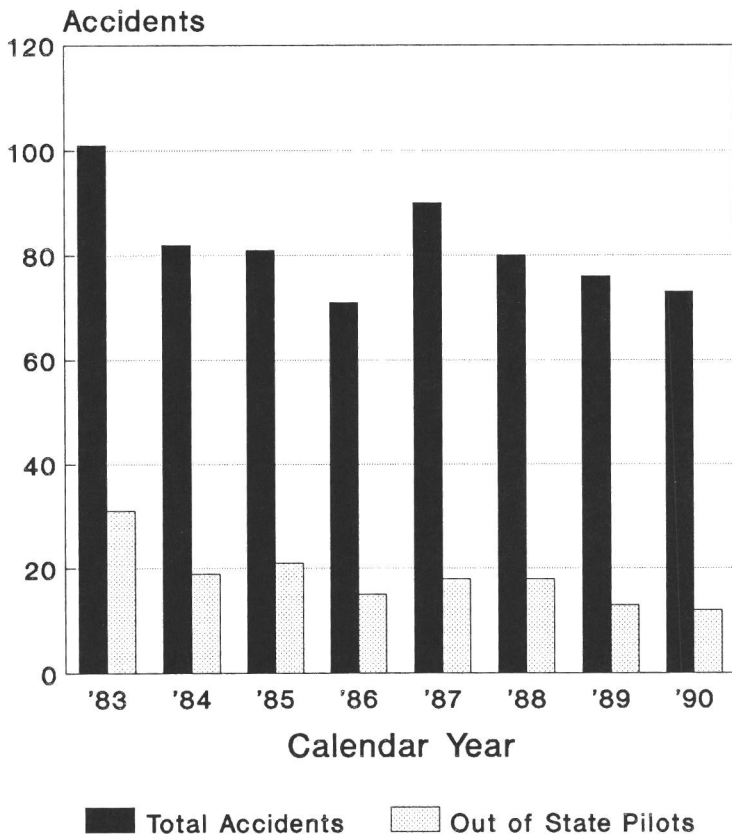
On the high cost of aircraft ownership. HELEN PUSTMUELLER refers to it as a money disposal system. But when considering its therapeutic value, less costly than giving the money to a shrink.

★

Regional FAA officials tell us they have sent their recommendations forward on the proposed new Denver TCA. On its

COLORADO AIRCRAFT ACCIDENTS

1983 THROUGH 1990



current track, the rule will be out in mid-1993. If there are delays in completing the airport in the fall of 1993 (Denver's estimated completion date), charting of the TCA will be delayed but not the rule. Also, we should expect that DEN will continue as the three letter designator. Secondary impacts to a change would make it too costly to do otherwise.

If you are unable to find a copy of the February 1991 issue of FLYING magazine on the racks, it is because the folks out at Van Aire bought them out. The issue features a nine-page article (unheard of) on the quality of life in living at the residential airpark. Must reading. If unable to find a copy, perhaps one of the Van Aire group will share one of theirs.

Quote heard at the House Finance Committee during a hearing of HB 1028 on February 6: "There are two things in this world you should never watch being made: Sausages and Laws." (Source unknown.)

★

Membership in airport pilot associations, such as the ones at Jeffco and Centennial Airports, tend to lose membership where there are no significant airport issues. So it appears that the greatest compliment to airport management, in administration of their airports, is to have small airport pilot associations.

★

AL LOPEZ informs us that he has been appointed to a new 3-year term on the State Aeronautical Board. Al was appointed as representative for a statewide association of pilots. He attends many of the CPA board meetings and solicits views and concerns from all Colorado pilots. He can be reached at (303) 721-6118.

★

CPA Member DAVID CORLETT, in his last membership renewal, noted that he soloed on March 17, 1941. Anyone care to challenge on an earlier date?

**WELCOME
NEW MEMBERS**

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2500 Vine Street
Denver, CO 80205

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