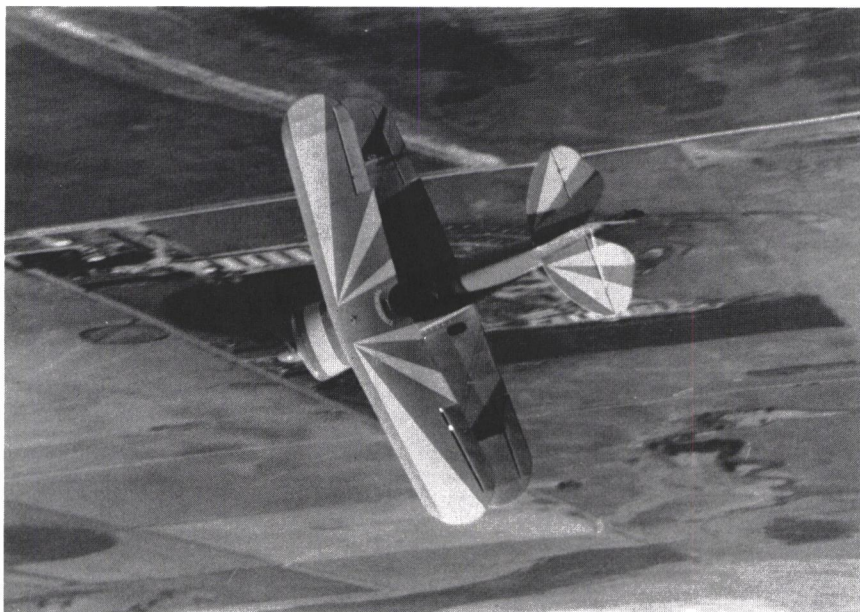


CPA FLIGHT LINES

Vol. 8, No. 5

May, 1991



CPAer Marshall Burr practices aerobatics in his beautiful Pitts Special in the vicinity of Aurora Airpark. See his article on page 9.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

by Bill Marshall

It never ceases to amaze me how much time and effort pilots will give back to General Aviation. Sometimes I cannot believe what they will do for aviation safety, education, legislation, airspace preservation, public relations, mercy flights or anything else of which one might think.

I have just returned from Grand Junction where the High Country 99's sponsored an FAA Wings Program. The program was a great success any way one might measure it. Phyllis Kramer and her helpers are to be congratulated for their efforts. What was so interesting was where the instructors came from to serve the trainees. Some, of course, were right off Walker Field. Others either flew or drove two or three hours from western slope towns. And some came from the

eastern slope areas of Colorado, driving the seven or eight hours over snow-covered and hazardous roads.

After the Wings Program was over they all had to return to their homes over those same roads. They sure did not do it for financial gain as all of the instructors donated their services to the Wings Program. Colorado Pilots Association can be proud that some of the CFI's were our members.

I was only at Kempton FBO, which also helped sponsor this event, for about four hours but in that time I sure did meet some wonderful people. They seemed to take great interest in the ground school part of the program. Mick Wilson gave the first presentation of his new lecture about how to survive off airport landings. He had done an extensive amount of research and preparation on the subject and will be repeating it in other areas of Colorado, I am sure. When you know he is going to be presenting it, go listen. You will be glad you did. It may save your or someone's life. He won't guarantee the airplane though.

CPAer Vern Foster talked about the stabilized approach. As usual, many of the trainees gathered around the "master" afterward to pick his brain for more information. Again, just examples of people who must love aviation. Why else would they do so much.

I could go on with many more names of other men and women who have, are and will donate much to General Aviation but I would probably slight someone. I do not want to do that. Just thanks to all of you. You should feel good about yourselves.

Join some first rate professionals. Tell CPA you want to help general aviation in Colorado.

PRESIDENT

Bill Marshall
303-341-4744

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303-229-9442

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Publication Notice

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

All articles should be sent to:

CPA FLIGHT LINES editor

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

Many of the members attending the April Board meeting met for dinner at Pour la France prior to the meeting. Convenient to have such a nice restaurant across the hall from where our meetings are held.

As a reminder, Board meetings are held the first Monday of each month, starting at 7:00 p.m., in the Colorado Room of the Denver Jet Center at Centennial Airport. Members are invited.

President *Bill Marshall* opened the meeting with an introduction of new Vice President *Bill Standerfer*. He fills the vacancy created when Bill Marshall moved into the presidency position following Mark Meyer's relocation to Deadwood, South Dakota. This was a first opportunity for some Board members to meet Bill even though he has been actively involved as a member of the Aviation Safety Committee for several months.

In the committee reports, Aviation Safety Committee, Chairman *Robert Henley* reported arrangements were complete for the first out-of-state presentation of the new CPA Mountain Flying Ground School. It was to be held at Greenfield, Iowa on April 6. (See related article by *Joan Drage* elsewhere in this issue.)

In other safety matters, Robert reported that Admiral Donald Engen, President of the AOPA Air Safety Foundation, has accepted an invitation to appear at a meeting in Denver on April 25 to discuss general aviation safety issues affecting Colorado.

The invitation to Admiral Engen was extended by CPA member *Michael Baldwin* in his role as a pilot representative with the foundation. It was extended over a concern that the general aviation accident rate in Colorado is disproportionately

higher than the rest of the country . . . with the thought that there may be a role for the safety foundation to improve this situation. Robert Henley plans to share information on the CPA Mountain Flying Course during the meeting.

Visits to various high schools in the Metro area have kept *Peter Luce*, Chairman of the Education Committee busy. He has offered students an opportunity to visit an airport and take a flight in a private airplane under a CPA Student Airlift to take place at Aero Services on Centennial Airport on May 11. Volunteers to assist with the many aspects of the event are now being recruited. This program also is a first for CPA and promises to be an exciting activity for everyone involved.

Lucile Bledsoe of Wray and *Al Lopez* of Englewood were reappointed to the State Aeronautics Board on March 18. Both are CPA members and were in attendance at the Board meeting.

Membership Chairman *Tony Bilello* has hit the ground running in his new job. He reported visiting 17 airports in the past month to deliver word on the benefits of membership in CPA. He even had information packets ready for distribution by participants in the Easter Food Lift.

Efforts expended by Alpha Eta Rho fraternity at Metro State paid off this year and resulted in a very successful food lift. Many CPAers participated and helped distribute the food to the designated areas along the Front Range.

Terry Barbo reported on the new appearance for FLIGHT LINES commencing with the April issue. It will be composed entirely on Word Perfect 5.1 using scaleable fonts. Not only the text will be formatted this way but the headlines as

well. This should produce some savings on typesetting for CPA. She will continue to do the layout. Also, a new format will be used for the mailing labels which should help speed up delivery by the Postal Service. With advice and help from Tony Bilello (he works for the P.O.), the labels will now follow the preferred format of the Post Office. This means ALL CAPITALS on the label, standard abbreviations, NO punctuation, and use of the 9-digit ZIP CODE. Assistance will be obtained from the Post Office with bringing all addresses up to date as to the latter. It should take a month or two to complete this task. This should result in speedier delivery and savings on mailing costs.

In other business, *Bill Rourke* of Evergreen was appointed a representative of the CPA to the United States Pilots Association.

CPA HOTLINE

*** * * * ***

(303) 266-6266

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:

FLYING REVIEW
4801 Charlotte Ct. NE
Albuquerque, NM 87109

COLORADO AVIATION CALENDAR

- MAY 24-27 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 CPA VAN AIRE FLY-IN.** Hosted by Van Aire Residential Airpark Association. Fly in or Drive in. 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).
- JUNE 10-12th ANNUAL COMPOSITE AIRCRAFT CONSTRUCTION WORKSHOP.**
- JULY 5 Indian Hills Community College, Ottumwa, Iowa.** Laboratory activities will revolve around the building of an "E" Glass Resin Glasair III. The "wet layup" composite workshop is open to all who are interested in or considering building a composite aircraft. Taught by Dr. Riley of Iowa State University. Info: John Vandello 515/683-5183.
- JUNE 15-16 SOUTH PARK CBS/BSOPP SUMMER BALLOON FLYOUT.** Cookout and crew Olympics. Info: Joyce Bundgaard 303/759-3907.
- JUNE 21-22 CPA MOUNTAIN FLYING GROUND SCHOOL.** Centennial Airport. An intensive 2-day course to familiarize pilots with the unique requirements of mountain flying. All-day ground school at Clarion Hotel on June 25 followed by dual instruction in pilot furnished aircraft into 4 mountain airports on the following day. Flight activities from Aero Servies. Reasonable fee. Free tiedowns for class participants. Info: Bill Marshall 303/341-4744.
- JUNE 21-23 FOREST OF FRIENDSHIP.** Atchison, KS. 15th year celebration. Sponsored by the City of Atchison, the Ninety-Nines, Inc., K.S.U., State and Extension Forestry. A living memorial to the magic of flight. Info: Lu Purdy 303/470-0630.
- JUNE 22-23 ROCKY MOUNTAIN REGIONAL FLY-IN.** Weld County Airport, Greeley. Colorado Chapter 99s. Info: Carol Leyner 303/442-5002.
- JUNE 29 50th ANNIVERSARY CELEBRATION OF BERGMAN FIELD AND SAN LUIS VALLEY FLY-IN & AIRSHOW.** San Luis Valley Regional Airport, Alamosa. Breakfast 0700-1000 (local), free to pilot-in-command. Aerobatics by Janet Crosby and Mike Entz. Airport closed for airshow 0930-1130 (local). Info: Paul J. Foster, Jr. 719/754-2107(H) or 719/852-3341(O).
- JUNE 29-30 SNOWMASS BALLOON RALLY.** Info: Joyce Bundgaard 303/ 759-3907.
- JUNE 30 ASPEN AIRSHOW,** Pitkin County Airport. Info: Kim Bracher 393/925-2522.
- JULY 4 CPA POKER FLY-IN.** One-day event. Stops at five airports to pick cards for best poker hand competition. Final destination Greeley Airport for awards ceremony and lunch. Wings Proficiency program. Info: Fred Norton 303/777-4164(H).

DESTINATION: GREENFIELD

By Joan Drage

April 6th officially began at Centennial Airport's AMR Combs at 5:15 in the MORNING for CPAers Peter Luce, Walt Barbo, Joan Drage, and Penelope Purdy of *The Denver Post*. Peter had his MU-2 fueled and ready to go.

As we boarded the Blue Moo, I wondered why I was giving up a free Saturday to fly to Creston, Iowa, where we would transfer to a van and drive for 30 minutes to a tiny town 22 miles away named Greenfield.

We landed late, at 8:30 A.M., and were greeted with heat and lots of wind.

Welcome to Iowa.

The operator of the Creston FBO had coffee ready - and refused to accept payment. He said he'd have a fresh pot waiting for us when we got back, if we'd like.

Our ride was patiently waiting for us, complete with a big smile. We were off to Greenfield, literally over hill and dale.

We arrived at the Iowa Aviation Preservation Center and were greeted with more Iowa hospitality: coffee, muffins and smiles. There was a hanger full of beautifully restored and displayed pre-World War II aircraft. Iowa has a proud flying heritage and the museum was well worth the trip.

Several other CPAers flew over prior to Saturday and were there to meet us. Bill Marshall and Anne Standerfer met us at the door. At the back of the room were Marlys Marshall, Vern and Kay Foster, and Bill Standerfer, with Robert Henley talking to the attendees from the front of the room. Mick Wilson, Accident Prevention Program Manager from Denver, and his



Gary Maas (left) of the Iowa Antique Preservation Association arranged for the CPA Mountain Flying Ground School to be given in Greenfield. Robert Henley (c) and Vern Foster (r) of the Flight Safety Committee served as instructors.



Robert Henley, Chairman, CPA Flight Safety Committee, hands out certificates of completion at first out-of-state Mountain Flying Ground School Course. Instructors Vern Foster and Bill Standerfer (both in background) applaud the recipients.

wife, Loretta, were also present. Also joining us was Roger Clark, Mick Wilson's counterpart from Des Moines.

The room was rimmed with all kinds of aircraft props, pictures and paraphernalia. And it was filled with rows and rows of real flesh and blood Mid-West pilots who had flown from as far as Minnesota for the Colorado Pilots Association Mountain Flying Ground School. The tricky part wasn't the flying in, but the landing. Windssocks for 5 counties around were straight out. The participants asked us if we'd added "Landing in a 50 mph cross wind" to our Minimum Pilot Requirements for the course. There were several late arrivals due to the winds. They had diverted to another airport after watching one aircraft gracefully go off the end of the runway and dance around the lights.

CPA Mountain Flying Ground School instructors Bill Standerfer, Robert Henley and last, but not least, Vern Foster, presented the course to 35 Mid-west pilots.

Concentration was intense.

Each slide showing approaches to Glenwood Springs, Aspen and Leadville brought a stunned silence from the group. During a break, one pilot said, "Thank you for presenting us with reality. Until we saw those slides, we had absolutely no idea what mountain flying was really about." Several other attendees in the group nodded in agreement.

Several people said they took the seminar with no intentions of coming to Colorado. However, even after seeing the slides of our Rockies and the flying challenges they presented, having gained

the knowledge, they now want to visit Colorado and possibly take the Mountain Flying Course.

One couple took the course to assist in their upcoming flight to Alaska. They assured us that they will be in Colorado next year.

It was fun and rewarding to watch all the effort put into the presentation come together so smoothly. The countless hours spent perfecting the program were well worth it. The result was a polished and professional presentation to a group of pilots who discovered that reality can be fun.

It was a WONDERFUL way to spend a Saturday.

Joan Drage of Denver is a member of the CPA Flight Safety Committee.



POKER FLY-IN Thursday, July 4

by Fred Norton
Co-Chairman

We will again have the Poker Fly-In on July 4. Greeley will be the final destination airport where we will have the BBQ lunch and at which time the winners will be awarded their prizes.

We will be using Tri-County Airport at Erie with its new 4700 foot concrete runway and taxiways this year instead of Longmont. As an introduction, the FBO will offer a 10% discount on fuel purchased that day or issue a card for later use. For the BBQ lunch at Greeley the meat will be donated by Monfort and Harris Aviation located immediately southeast of the terminal building will be the host FBO. They will offer a discount on fuel purchases also that day.

Some rule changes will be in effect this year:

1. Centennial will close at 10:30 a.m. All other locations at 11:30 a.m.
2. At Greeley a 6th "discard" card may be purchased for \$2.00. All other cards will still be \$1.00.
3. For those desiring less stops, up to three cards, in addition to the "discard" card, may be purchased upon arrival at Greeley.

Finally, a new co-chairman has come on board to help with all the arrangements. **Don Ross** of Evergreen has firmed up all destinations and looks forward, along with his lovely wife, **Sandy** (if not working at United Airlines that day), to meeting everyone at that time.

Please watch for our flier with all the final details in the June issue of **FLIGHT LINES**.

AEROBATICS ANYONE?

by D. Marshall Burr

The peaceful Colorado countryside is stirred by the faint drone of an airplane engine high overhead. Suddenly the rpm exceeds redline and the volume increases. An observer on the ground shouts "heads up" bringing the attention of a panel of judges placed in strategic locations, relative to the flight of the aircraft. All eyes watch intensely as the little airplane dives for even more speed and the engine strains to keep up. The pilot rolls the airplane sharply to a knife edge and back to level flight three times. This maneuver is called the "wings wag" and signals the start of a competition aerobatic sequence.

A volunteer designated as the "panel flipper" turns over four painted sheets of plywood from white to red, signifying a "hot box." This tells other airborne competitors to remain clear of the designated aerobatic box (the area in which competition flights are conducted).

With the first flight of the day the 1991 Rocky Mountain Aerobatic Championships are under way.

Each year on Memorial Day weekend the Rocky Mountain Aerobatic Club sponsors a regional aerobatic contest at the Vance Brand Airport, Longmont, Colorado. This year's schedule begins with registration and practice on Friday, May 24, with competition beginning Saturday morning, May 25, and continuing through Sunday, May 26. Monday, Memorial Day, is reserved as a rain day.

All USA competition is sanctioned by the International Aerobatic Club, the governing body that represents the United States in world level aerobatic competition. The International Aerobatic Club is a division of the Experimental Aircraft Association, headquartered in Oshkosh, Wisconsin. Formed in the early

fifties, EAA is largely responsible for the existence and support of sport aviation worldwide, with four divisions and hundreds of chapters around the globe.

Thirty pilots from over six states are expected to compete in the event including men and women. The contest is similar to Olympic competition in that pilots follow a designated flight sequence of figures, flown in a 3300 foot square "box," marked with boundary lines on the ground. The flight is graded by a panel of judges and assistants, with additional judges monitoring the "box" boundary lines.

Each figure flown is assigned a difficulty factor that is multiplied by each judge's score (from 0 to 10), zero being an incorrect or misplaced figure. A positioning and presentation score is also assessed and added to the total points. There are five categories of competitors: basic, sportsman, intermediate, advanced, and unlimited.

The event is free to the public, although access on the airport ramp is limited to pilots and contest personnel only. Aircraft used in the competition vary from factory built to custom and amateur homebuilts. All the aircraft are subject to stringent regulation by the FAA, as well as the International Aerobatic Club.

Aircraft types include single passenger biplanes and monoplanes with weights of 750 pounds and 200 horsepower engines, to two-passenger models weighing just over 1000 pounds and harnessing 400 horsepower. Price tags in extreme cases approach the \$200,000 mark!

Competitors are eligible to participate at the National Aerobatic Championships held in Dennison/Sherman, Texas, in September each year. On odd number

years (1987, 1989, 1991) a team of unlimited pilots is chosen to represent the United States in the World Championships held during the summer of even numbered years (1988, 1990, 1992). Locations of the event move around the globe with last year's meet held in Switzerland. Red Deer, Canada, was the location of the 1988 contest with the United States claiming team champions and men's world championships.

Countries from around the world are represented with the hottest competition being the U.S.A. and the USSR.

Although competition is fierce, camaraderie runs unparalleled throughout the sport. Unlike airshows, flying is conducted at a regulated altitude above the ground with altitude violations resulting in disqualification of the competitor. That's not to say it doesn't get exciting; unlimited pilots are allowed to use the bottom of the "box" and in the four-minute freestyle anything goes as the pilot tries to dazzle the judges with everything possible in a strict four-minute time frame. (The pilots actually carry a stopwatch.)

Safety is the number one rule in any sanctioned competition. In over 20 years

of competition there hasn't been a single serious accident. The IAC membership is dedicated to the promotion of entry level aerobatics as well as a general awareness of all the axis involved in control of an aircraft. Whether you are just curious about aerobatics or have aspirations of becoming a world class competitor, the International Aerobatic Club has something to offer.

The Rocky Mountain Aerobatic Club welcomes all interested to witness and support the sport of aerobatics. Longmont Airport is located two miles west of Longmont on Nelson Road and 85th Street, north of the Highway 119 diagonal.

For more information, please contact:
International Aerobatic Club
758 Grovewood Drive
Cordova, TN 38018
Phone: 901/756-7800

Right rudder!!!

Marshall Burr of Aurora flies a Pitts Special and is a new CPA member.



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HEARD ALONG THE FLIGHTLINE

◆ *VERN FOSTER* gets into the record book on two counts this month. He successfully challenged a date published in the March issue of *FLIGHT LINES* on earliest solo flight for a member. Vern soloed in an Aeronca Chief on April 24, 1940. His second record was the long delay in receiving the March *FLIGHT LINES*. It took 13 days for him to receive our March 20 mailing. Anyone care to challenge these records?

◆ The record of long delay caught the attention of *TONY BILELLO*, our new CPA Membership Committee Chairman (who happens to also be a bureaucrat with the U.S. Postal Service). Needless to say, we have had problems with delivery time from the new Denver Bulk Mail Facility. We suspect that it will take more than Tony to resolve this problem. But he suggested some changes in mailing label format . . . including such things as capitalization of street names and addition of the 4 digits to ZIP codes, which could help. He even took time to edit the mailing list to provide these additions. So if you noticed changes in the mailing label format last month, and should you have received *FLIGHT LINES* early, thank Tony!

◆ Newsletter Editor *TERRY BARBO* wondered if CPA had reached the point where it could dispense with a monthly newsletter . . . and send members a bundle of flyers in its place . . . this after stuffing four flyers in the envelope with the April issue. And six the month before.

◆ Thought we had seen everything until observing how one of our (unnamed) Jeffco Airport based members swept out his hangar. He pulled his Mooney 201WN

about 10 feet out of the hangar, cranked up the engine, and blew the hangar clean. Must have rationalized, if wind blew the dust and dirt in, the process could be reversed.

◆ Good news for pilots operating out of Jeffco. A new FBO on the airport has created some REAL competitive prices on aviation fuel. 100LL is available for as low as \$1.79/gal. Haven't seen those kinds of prices since early last summer. One doesn't even have to call for service. Fuel trucks continually cruise the tiedown and parking areas . . . looking for business. Have to wonder how long it can last.

◆ Speaking of Jeffco, DOE still hasn't given up on its objective to create a prohibited airspace area over Rocky Flats. Impacts to Jeffco would be disastrous. A group of 20 federal and local officials met "on site" to discuss the issue on April 20. The decision (for now) was that the location will remain as a National Defense Area with *voluntary* airspace restrictions. Should there be a need for increased security, FAA could (through the rule-making process) change the airspace to a prohibited area. Apparently that decision will rest with the FAA.

◆ As of mid-April, a bill to create a Colorado Department of Transportation had cleared the House by a vote of 66-0 and was waiting action by two Senate committees and the Senate floor. Senate approval appears certain. Expect to see the new department in place by July 1.

If the DOT is approved, the Division of Aviation (currently under the Department of Military Affairs) will transfer to the new department. The aviation community will hardly notice the change. The division

will continue to operate as it currently does. And the Aeronautical Board will continue with its normal functions.

◆ CPA can't complain that it does not have adequate representation on the Board. Five of the seven members are members of our association. Latest to join was *DAVID LEINS DORF*, attorney and Cessna 310 owner from Crested Butte. Other CPA members on the Board are *MICHAEL ROCK*, *RICHARD BUCKNELL*, *LUCILE BLEDSOE*, and *AL LOPEZ*. *DENNIS ROBERTS*, Director of the Aviation Division, is also a CPA member. *AL LOPEZ* was chosen for the Board to represent a statewide association of pilots. As such, he is our normal point of contact on pilot related issues. However, all of the Board members are receptive to aviation concerns and welcome comment and suggestions.

◆ Are mustaches associated with people of power and influence? *AL LOPEZ* seems to think so. At least that was the reason given for his new mustache at the April CPA Board meeting. *LUCILE BLEDSOE*, who was also present, remarked that all she could offer was a stiff upper lip.

◆ By now everyone is probably familiar with "Redeye Complex." But for those who haven't, it is the name given to proposed special use airspace to meet Air National Guard requirements for F-16 training missions. It extends over large portions of southeastern Colorado and western Kansas.

A white paper distributed by the guard notes that airspace currently used for training is reduced 11% with Redeye. The airspace would be much more usable for its needs, however, due to improved design and better geographic position.

A review of the proposal shows that the new MOAs typically extend from 100 AGL to FL 290 and higher. The impact to general aviation could be severe. But the

guard is anxious to talk about the proposal and willing to accommodate aviation interests to the extent possible.

Toward this end, *DENNIS ROBERTS*, Director of Aviation, has taken the lead in bringing aviation groups together to create a task group to work on the issue. Expect something similar to the task group which was created to develop recommendations for the new Denver Airport TCA. As of this writing, his office had sent invitations to 19 aviation organizations to attend an initial meeting on the issue. It will be held at 7:00 p.m. on May 16 in the conference room at the division offices.

◆ *FRANK GALLO* was reflecting over efforts of the CPA Aviation Committee to stimulate aviation by getting young people involved . . . and suggested our efforts may be misguided. He observed that older people have the time and money . . . and that we might be more successful by focusing our efforts on senior citizens.

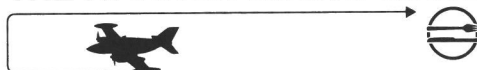
◆ CPA member *ROBERT JAIN* (telephone 303/394-1330) has volunteered to be a permanent member of the CPA Hitchhikers Club. Robert tells us he has a commitment every Wednesday, but is anxious to fill an empty aircraft seat at any other time. As an aside, we note that Robert meets Frank Gallo's suggested criteria.

◆ Passengers riding with one of our aviation attorneys in his Super Viking have to be somewhat apprehensive . . . to note he wears a parachute when flying the aircraft.

◆ In a more serious vein, we note that aircraft accidents declined in Colorado last year to 73 from 76 in 1989. But Cessna T210 pilots did nothing to help the decline. Cessna 210s were involved in 9 aircraft accidents, 5 of which involved fatalities, and most of

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which were weather related in mountainous areas. Sobering, considering that Cessna 210s accounted for 1/3 of all accidents with fatalities. Last October was a particularly bad month for Cessna 210s. There were 5 Cessna 210 accidents that month.

◆ Glenwood Springs Municipal Airport is threatened with closure by local interests who would like to see it converted to housing and open space. An Airport Advisory/City Council workshop on the issue was scheduled on April 17. Apparently city officials have debated for years over whether the airport should be closed or moved elsewhere. City Council has stated it will decide the matter this year.

Airport advocates are organizing to provide a show of support for retention of the airport. CPA has yet to take an action as of this writing, but is expected

to align with airport supporters.

◆ Buried in the fine print of a Rocky Mountain News article on the proposed Lowry AFB closure was the following quote from Air Force officials: "One factor that led to Lowry being placed on the Defense Department's list was that . . . it has no active runway." Ironical, considering the last active runway at Lowry was closed to accommodate the airspace requirements of Stapleton, and that Stapleton is now in the process of relocation. Another example of the value of an airport to a community.

◆ Grand County pilots and aviation promoters have formed the Grand County Aviation Association (GCAA). Stated goals are to promote aviation, airport development, aviation education and serve as a communications link for other aviation organizations and aviation enthusiasts.

RENEWALS

Margaret Dwelle, Aurora
 Ernest Goldberg, Denver
 Don Bymaster, COS
 Don Vander Ploeg, Denver
 Glen Cheney, Delta
 Wilbur Orson, Broomfield
 Ray Aaro, Aurora
 Dieter Hantschel, Parker
 Dr. Alan Dahms, Denver
 Howard Cammack, Littleton
 John Kane, Littleton
 Bruce Hulley, Aurora
 John Sasso, Denver
 John Graves, Pine
 Roald Flater, Denver
 Carl Bratfisch, COS
 Bob Jain, Denver
 Robert Starck, Berthoud
 Bill Farrell, Boulder
 Fred Norton, Denver
 Terry Barbo, Aurora
 Neil King, Boulder
 John Papalia, Littleton
 Bill Madsen, Colo. Springs
 Jack Doak, Lakewood
 Ronald Grande, Longmont
 Woody Hillyard, Arvada
 Richard Hayes, Denver
 Stan Oleson, Denver

WELCOME NEW MEMBERS

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 Littleton, CO 80127

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 Aurora, CO 80010

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Strangfeld, Douglas A.
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Walker, Martin R.
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