

CPA FLIGHT LINES

Vol. 8, No. 7

July, 1991



CPA Fly-In Events Chairman Ben Kramer of Aurora is pictured in his Comanche 250 enroute to La Junta Fly-In on June 8. He was accompanied by wife Marla, son Benji, and daughter Katie.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

by Bill Standerfer
Vice President

From time to time I contribute articles and comments to a world-wide computer "bulletin board" (Usenet for you computer jocks). The topics discussed on "the net" cover the full spectrum of aviation, from learning to fly a Cessna 150 to flight test aircraft at NASA. Some of the most interesting (and sometimes heated) discussions are about safety, procedures, and personal limits.

There has been some discussion lately about flying safely in the mountains, with one recent article giving me cause for a little chuckle. Seems a California pilot took a mountain checkout recently, leaving the San Francisco Bay area for the high country.

The checkout consisted of a landing at an airport in the gold country of the Sierras (2583' MSL), then on to Lake

Tahoe (6264' MSL) for a few landings. The chuckle came, of course, because of the difference in perceptions folks in other parts of the country have about what a mountain is. I suspect that pilots in other parts of the world smirk a little at Colorado's mountains.

The point of all this is that we fly in a rather unique place in the U.S. On the same day we can have 90 degrees on the west slope, snow in the high country, and hail and tornadoes out east. Unfortunately, statistics don't show that we handle this situation very well, with one measure of accident rates 25% higher than the national average.

Encouraged by the insurance company used by a former flying club, pilots had to go through a check ride of sorts every six months in the highest performance aircraft you were allowed to fly. I found that this was an excellent way to keep flying skills sharp and procedures up to date.

Another goal that some of my computer cronies have adopted is to never have to take a BFR. How does one do this? Remember you don't have to take a BFR if you've attained a new rating before the BFR is due. You certainly don't have to use the new rating after you get it, but the new knowledge you gain while learning new skills might come in handy someday. On the other hand, you might find some new part of aviation that interests you. How long have you been wanting to take that glider or aerobatic ride?

There are plenty of opportunities to improve your knowledge and skills. Take the time to try one of the programs sponsored by CPA or the other organizations in our area.

PRESIDENT

Bill Marshall
303-341-4744

VICE PRESIDENT

Bill Standerfer
303-229-9442

SECRETARY

Beverly Green
303-755-5690

TREASURER

Don Vander Ploeg
303-757-1310

PUBLISHER

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

EDITOR

Terry Barbo
303-367-0670

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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NEBRASKA MOUNTAIN FLYING

by Bill Standerfer

Beatrice, Nebraska was the site of the most recent CPA Mountain Flying Ground School on May 11.

Our class was small, but very enthusiastic. CPA members in attendance were instructors *Robert Henley*, *Vern Foster*, and *Bill Standerfer*. Administration help was supplied by *Ann Standerfer* and *Kay Foster*. FAA support and comic relief came from Denver FSDO's *Mick Wilson*. We also took along *Cindy Morgan* who will be helping with the teaching duties for future classes.

We have had one Iowa attendee come to Colorado to complete the flying part of the course. He praised the course for completeness and just plain fun after flying in the Colorado Rockies with CFI *Rick Mason*. Other ground school attendees are scheduled for the flight portion later this summer.

The CPA Safety Committee will be presenting the course again soon, both out of state and here in Colorado. Please check *FLIGHT LINES* for the dates and come join us to refresh or improve your mountain flying skills.

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

(No, CPA doesn't have yet a third new President this year. Bill Marshall asked me as Vice President to write this to share the duties a little.)

BOARD OF DIRECTORS MEETING REPORT

Considering the aversion most people profess towards 'meetings,' one could not help but be impressed by the attendance at the June 3 Board of Directors meeting.

A total of 21 people were present at the meeting. In the observation of this writer, that is a record for a Board Meeting. In fact, it reminded me of past monthly general meetings (remember, when CPA used to meet at the Rodeway Inn (north of Stapleton). We would have considered it a great success to have had 21 people at a meeting! Such general meetings were dropped, in part, due to poor attendance.

In addition to the expected officers and committee chairman who usually attend, President **Bill Marshall** had the pleasure of welcoming Area Representative **Lee Porter** of Pueblo and Area Representative **Larry Bartlett** of Pagosa Springs. Larry was accompanied by wife **Ginny** on his trip to Denver. During dinner Ginny mentioned that she would walk back to the Clarion while Larry attended the meeting. But she changed her mind and decided to sit in "for a little bit." Must have been entertaining; she stayed the course.

Lucy Powers, who is a student in the Aerospace Science Program at Metro State College in Denver, told of plans for a fundraising event that will be held in the fall to raise scholarship help for students to acquire their private licenses. She brought with her another student, **Jodi Landry**, who helped with CPA's Student Airlift in May. Jodi is now a CPA member; she has 250 hours of flight time and is a commercial pilot with instrument and multi-engine ratings. She has volunteered to ride as a safety pilot for members of CPA; so if you have a need in this area give her a call at 303/758-7985.

A very pleasant piece of news was delivered by **Treasurer Don Vander Ploeg**. He announced that CPA's FLIGHT LINES

was chosen by the USPA Awards Committee as the best state newsletter for 1990-91 at the United States Pilots Association Meeting held over Memorial Day weekend in St. Louis, MO. As you may recall, **Don** is also Treasurer of USPA and a CPA delegate to the USPA.

Airspace issues always seem to be somewhere on one of the front burners. **Walt Bell**, Airspace Committee Chairman, discussed the "Redeye Complex" matter. He was particularly pleased to have some area reps from the part of the state that will be mostly effected when these new airspace requirements go into effect. The acquisition of F16 aircraft by the Colorado National Guard makes this change necessary. Feedback is being solicited from pilots in the southwest portion of the state. **Walt** intends to communicate GA concern to the Guard when he has more information.

The second out-of-state Mountain Flying Course held on May 11 at Beatrice, NE was less successful (in terms of participants) than anticipated, according to **Robert Henley**, Chairman, Aviation Safety Committee. The third, and final, session for this year is scheduled for June 21 at the Clarion at Centennial Airport.

Robert indicated that the Committee had prepared a handbook of policy and procedural guidance for flight instructors who will participate in mountain flying instruction for the CPA course. He had met with local flight instructors to go over the handbook and clarify the Committee's philosophy and procedures.

He also indicated that he had been contacted by the Denver Center to have CPA's input for a flier they plan to prepare to distribute to people flying into mountain airports from out of state. Included in the flier will be a schedule of future CPA Mountain Flying Courses. An estimated 7,000 or more of these fliers

will be printed and distributed. The flier should serve as good publicity for CPA.

Yet another project that this Committee is working on is a mountain flying video in cooperation with AOPA and Jeppesen Sandersen. It this sounds like a busy committee--you bet it is!

Weather, weather, weather! Bad weather, that is. Well, in case you've had your head in the sand or been off in better climes, it reared its head again and snapped at a planned fly-in on June 1. Seems that most of the CPAers attending the Van Aire Fly-In arrived by their second most favored means of transportation. Yeah! You guessed right--by car. About half a dozen planes flew in inspite of the gloomy skies and rain anyway. But all was not lost by any means. Not a drop fell on Van Aire and everyone had a good time. An estimated 75 people were there for the usual hangar talk, great lunch, entertainment by **Ken Wells** performing his aerobatic routine in his nifty Skybolt again this year. A one-man air show, no less. On the ground, one could not help dividing his time looking over both aircraft and vintage cars, of which there were several interesting ones going all

the way back to a Model T.

A report of the May 11 Student Airlift (CPA's first) was delivered to the Board by **Walt Barbo** for Education Chairman **Peter Luce**, who was out of town. A total of 24 pilots participated providing 57 students--and a few family members--with rides. If you read **Peter's** article in last month's FLIGHT LINES you already know that this was a very successful and positive event for CPA. A tape of Channel 9's film coverage is available and can be borrowed from **Walt Barbo**, if anyone is interested in seeing it. **Peter** plans to repeat the Airlift again in the fall.

Plans are in place for both the Poker Fly-In on July 4 and the Denver-to-Jackpot Air Classic on July 13. Fliers on both events have been widely distributed and both **Fred Norton** and **Vanita Gallo**, Chairmen, respectively, of the Committees, are expecting a great turnout.

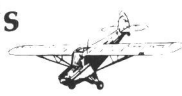
Membership Chairman **Tony Bilello** announced that he has purchased hats, tee shirts and jackets with the CPA logo. These are now available for sale to CPA members (and others). If you have an interest in purchasing any of these items, **Tony** will be happy to hear from you.



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HEARD ALONG THE FLIGHTLINE

■ No one was surprised. Disappointed, yes, but not surprised. **GOVERNOR ROMER** vetoed the jet fuel tax bill (H.B. 91-1028) . . . after it was passed by an overwhelming majority vote in the state legislature. The bill would have returned revenue from a 3% sales tax on jet fuel (\$8-10 million annually) to local governments for operation, maintenance and development of the state's air transportation system. The monies are currently diverted to the state general fund.

Reason for the veto is now clear. The governor hoped to use the fuel tax revenues to finance an incentive package for the UAL maintenance facility at the new Denver airport. But there is some good with the bad.

Two bills were passed at the special session of the legislature called in early June to deal with the UAL issue. One set forth the UAL incentive package. And the second was a rewrite of H.B. 91-1028.

The rewrite was approved as H.B. 1009. It would return 75% of fuel tax revenues to the airport where the jet fuel was sold (compared to 50% under H.B. 1028). The remaining 25% would go to the aviation trust fund (compared to 50% under H.B. 1028) for use by the State Aeronautical Board for aviation purposes.

At least 85% of jet fuel taxes collected in the state are collected at Stapleton. Assuming total tax revenues of \$10 million annually, Denver currently contributes \$8.5 million annually to the state general fund. With 75% return to the airport which collected the tax, Denver will benefit over \$6 million in new revenues it never had before. This oversimplifies the issue, however, these new revenues will provide the state share of the revenue flow needed to finance bonds for the UAL incentive package.

The good in the new bills is that 25% of

jet fuel taxes collected will be available for aviation purposes through the State Aeronautics Office. This could amount to nearly \$2.5 million annually. It will probably be used primarily to fund aviation programs in rural parts of the state. The bad side is that it could have been twice that amount under S.B. 1028.

At this writing (late June), the governor is holding action on the two bills until the State Supreme Court has made a determination of constitutionality on the UAL incentive package. Should the decision not be favorable to UAL, expect additional vetoes.

■ **DAVE GORDON**, Jeffco Airport Manager, didn't seem too unhappy with the new direction of jet fuel tax legislation . . . when seen at a tenant/pilot meeting on June 18. Like Denver, his airport will also benefit from the 75% return of jet fuel taxes collected. The benefit would be approximately \$28 thousand annually . . . up from less than \$19 thousand with a 50% return. Wonder what kind of an incentive package for new industry he could develop with that kind of revenue flow.

■ Some major changes are underway at Jeffco . . . including construction of a new 7,000 ft runway (to be open in 1993 consistent with closure of Denver Stapleton), a new general aviation terminal, reconstruction of taxiways between T-hangars, and development of new commercial size hangars. All of the development is general aviation related.

■ The other major relievers in the Denver area are also looking at major development . . . but seem to have overlooked that they were created as general aviation relievers. For example, Front Range Airport is busy with development designed to attract cargo service in competition with (or compatible to) the new Denver airport. And

Centennial Airport is spending much of its effort trying to gain approval for air carrier service.

The other reliever in the Denver area, private owned Tri-County Airport, is currently being offered for sale at a bargain price of \$2.8 million (see ad in Summer 1991 issue of *Wings West Magazine*). But the airport is also faced with a property tax lien sale in mid-August. We are confident that it will remain as an airport. The federal investment in the recent runway reconstruction project gives that assurance. But its future is clouded.

■ Airspace briefings at an FAA sponsored users meeting at the Denver ARTCC in Longmont on June 20 reported that FAA Headquarters had accepted the recommended TCA design for the new Denver airport developed by the Ad Hoc Advisory Committee. The approval process provides for addition comment following publication in the Federal Register. No changes are expected unless something significant comes out of the public comment process.

■ At the same meeting, it was noted that the new Denver airport was 862 days away from opening day. Airway changes to accommodate the facility will be phased in incrementally, including some as early as next year. Expect frequent changes in charts during the transition. LORAN data bases will also be affected.

■ An airway change of particular interest to VFR pilots will be creation of a VFR airway extending from the COS VOR over Jeffco Airport to the CYS VOR. Installation of a new VOR/DME at Jeffco is part of the planned change. The routing will facilitate VFR flight outside and west of the new Denver TCA. A similar VFR airway (flight corridor) is in the proposal stage for the east side of the TCA.

■ State Aeronautics changes. Effective July 1, our Colorado Division of Aviation will transfer from the Department of Military Affairs to the new Colorado Department of Transportation. It will be

renamed **Division of Aeronautics**. Office space will continue to be provided by the Department of Military Affairs at its offices adjacent to Centennial Airport. So address and telephone numbers are unchanged.

No information at this time on how the Aeronautics Board will function under the new organization. However, it is expected to continue in the same role it had under Military Affairs with, perhaps, the added function to act as an aviation advisory board to the DOT.

■ A tip for those impatient with the long wait in contacting a FSS briefer to close flight plans. You can expedite the process by calling Flight Data on 800-843-5619. You can also close on Fast File, but FSS does not recommend you do so . . . for the reason such calls are (procedurally) transferred to Flight Data.

■ At the La Junta Fly-in on June 8. On a tour of Bents Fort. A remark was heard, "It makes one realize that the good old days are now."

■ Also at the La Junta Fly-in. In the 40's and 50's when the town was a significant railroad transportation center, railroads were beginning to hurt from competition by airlines. To counter, the railroads paid for photos of any aircraft incident which could be published to demonstrate the hazard of flight. Didn't help the railroads . . . or aviation.

■ June 6 was not a good day for **BRUCE HULLEY** of Aurora. . . or any of the other aircraft owners who had aircraft tied down at Front Range Airport. The hail storm that afternoon totalled at least 10 aircraft. Another 30-40 aircraft were seriously damaged. Bruce had a pristine Cessna 140 that had nearly 30 holes punched through each wing . . . and too many holes to count over the rest of the aircraft. Were it not for the new engine, he would have considered the aircraft a total loss. And his Cessna Skylane was badly dimpled. Bad day!

■ For those who do not subscribe to **Flying Magazine**, the May issue described

WELCOME NEW MEMBERS

Brinkhaus, Greg
8994 W. Warren Drive
Lakewood, CO 80227

Eberhard, Gerald H.
902 Teal Drive
Ft. Collins, CO 80521

Eckhart, Kent H.
828 Dunston Street
Colorado Springs 89097

Emick, Russell E., Jr.
15885 Delta Court
Brighton, CO 80601

Fish, Gregg
2694 s. Zurich Ct.
Denver, CO 80219

Landry, Jodi
1250 Galapago, #113
Denver, CO 80204

Lewis, Brian C.
696 W. Sagebrush Dr.
Louisville, CO 80027

Maxeiner, Bob
6870 W. 91st Ct., #6101
Westminster, CO 80021

Mog, Linda E.
426 W. Caley Circle
Littleton, CO 80120

Moore, Hal
25 Canongate Lane
Highlands Ranch, CO 80126

Nickels, W. M. (Bill)
4670 So. Lipan Street
Englewood, CO 80110

Ruggeberg, Jeff
4806-C E. Kentucky
Denver, CO 80222

Stockon, Chase C.
3300 S. Tamarac, K206
Denver, CO 80231

Watson, Amy
15969 Harvest Mile Rd.
Brighton, CO 80601

an incident in California in which an FAA inspector grounded an aircraft during a ramp check because of bent propeller tips. Yes . . . it was a Q-tip propeller. Must be a lesson here for at least two of our CPA members known to be flying Q-tips on Cessna T210s.

■ Nice report on Freedom Avionics at Jeffco Airport. *WALT BARBO* tells of a planned trip to the northwest in an aircraft equipped with one of the new Flybuddy LORANS. But he didn't know

how to operate it. *GENE SHRIVER* at Freedom Avionics pulled a new unit off the shelf, powered it up, and gave a 20 minute briefing on its characteristics and operation. And he declined any compensation for his effort. People like him deserve special recognition.

■ Expect State Representative *LOU ENTZ*, cosponsor of H.B. 91-1028 relating to jet fuel taxes, to be a featured speaker at the CPA Annual Meeting in October.

COLORADO AVIATION CALENDAR

- JULY 26** **EAA ANNUAL FLY-IN**, Oshkosh, WI. A reminder for those planning to attend.
- AUG 17** **CPA MAINTENANCE SEMINAR**. C-172s and C-182s. Conducted by Sonny Elgin at Front Range Airport. Info: Bill Marshall 303/341-4744.
- AUG 29-
SEP 2** **COLORADO SPRINGS BALLOON RALLY**. Info: Joyce Bundgaard 303/759-3907.
- SEP 7-8** **CONFEDERATE AIR FORCE FIRST ANNUAL AIR SHOW**, Front Range Airport. Info: Dick Jones (303) 366-9301 or (303) 771-8631.
- AUG 31 -
SEP 2** **CPA LABOR DAY WEEKEND FLY-IN**. Jackson Hole, WY. Details later. Info: Dave Burke 303/989-1014(H).
- SEP 12-15** **RENO AIR RACES**, Reno, NV.
- SEP 14-15** **SOUTH PARK AUTUMN BALLOON FLYOUT**. Info: Joyce Bundgaard 303/759-3907.
- SEP 20-21** **MILE HI AIRDERBY** in combination with Colorado Chapter of Ninety-Nines' 50th anniversary celebration, Centennial Airport. Airderbby Info: Linda Horn 303/278-4435; 50th Anniversary Celebration Info: Carol Leyner 303/442-5002.
- SEP 21-22** **AIR SHOW**, Colorado Springs Airport. Features the Navy's Blue Angels. Info: Major Gilbert 719/554-4711.
- OCT 19** **COLORADO PILOTS ASSOCIATION ANNUAL MEETING**. Info: Bill Marshall 303/341-4744.
- OCT 26-27** **21st ANNUAL GREELEY HALLOWEEN BALLOON RALLY**. Info: Joyce Bundgaard 303/759-3907.
- NOV 21** **MONTGOLFIER DAY, 208th ANNIVERSARY OF BALLOONING**. Info: Joyce Bundgaard 303/759-3907.
- DEC 8** **CPA CHRISTMAS DINNER**. Info: Terry Barbo 303/367-0670.

CPA HOTLINE (303) 266-6266

PHOTO GALLERY



VAN AIRE FLY-IN. About 75 CPAers and Van Aire residents gathered at Steve Harless' hangar for barbeque on June 1st. This was the Second Annual Fly-In/Drive In hosted by the Van Aire community for CPA.



VAN AIRE FLY-IN. Many vintage cars, such as this Model T, were on display and shared the spotlight at the fly-in.



LA JUNTA FLY-IN: Some of the CPAers attending the La Junta Fly-In on June 8 pose in front of the Strategic Air Command's Radar Bomb Scoring Site following their conducted tour of the facility. A total of 17 aircraft made the trip.



LA JUNTA FLY-IN: CPAers chatting with the Koshare Indian Dancers are (L. to r.) Vanita Gallo, Tony Gittes, Gretchen Jahn, Anne Standerfer, Frank Gallo, Don Vander Ploeg, Jean Vander Ploeg (with camera), and Terry Barbo. A special dance performance was put on at the Koshare Indian Kiva and Museum on Saturday evening for our group. Fly-in participants also browsed through the multi-million dollar collection of Indian and Western art housed in the building.

TRIED PLAIN LANGUAGE DUAT ?

by Walt Barbo

The June issue of FLIGHT LINES carried a news item about Plain Language Weather now available with DUAT. But the item may not have had meaning for those without access to a computer and a computer modem. This article, therefore, excerpts part of a briefing from CONTEL DUAT as an example of what you can expect from plain language translations of FAA weather data.

The weather information was obtained for a trip Terry and I took to the Seattle area on May 24. It was printed to a floppy disk during the DUAT session and recovered almost a month later for use in this article.

As an aside, I prefer to record DUAT data to a disk because the weather comes across the computer screen too fast for me to absorb. Having the data on a disk permits me to go back and peruse the information at a more leisure pace. Also, printing the data to a disk reduces telephone time. True, it doesn't cost anything for the telephone time. DUAT service is on an 800 telephone number and is available free (if you overlook the cost of acquiring the computer equipment necessary to access the system). My experience is that I can usually get all of the weather information I need within three minutes when printing to a disk. When trying to absorb the information on the screen I find it difficult, at times, to get a complete briefing within the 20 minute time limit allowed for a briefing.

It is also convenient to print data from a DUAT session to a printer. However, I find that you will occasional get much more information than you want . . . particularly when asking for route information. When printing to a disk,

there is the advantage that you can pick and choose and print only information of interest.

The example provides data on surface observation and terminal forecasts for the Seattle trip. Please note that CONTEL first gives what is termed the official FAA weather briefing. The plain language translation which follows is introduced with a disclaimer which advises pilots that plain language is an additional aid and not intended to relieve you of FAR responsibilities.

Those who haven't had occasion to read FAA weather reports for some time might find it a useful exercise to do your own translation of the official FAA briefing . . . and compare results with the CONTEL translation.

Begin DUAT session...

Welcome to the CONTEL DUAT System. Plain Language Weather is now available and FREE on ConTEL DUATS. Superior translation is yours following the FAA briefing. Select the Plain Language Weather option for descriptions and details.

The plain language weather briefing will be displayed at the end of the official FAA weather briefing. You are allowed 1 free plain language briefing per DUATS session.

.....

Locations: DEN RKS BYI BOI BKE PDT EAT SEA
Types: SA FT
Current Time: Thu May 23 11:21 (UTC) **Departure time:** UTC (hhmm) 1400

***** SURFACE OBSERVATIONS *****

DEN SA 1050 50 SCT E140 BKN 250 OVC 10
112/53/50/1304/005/FEW ST W-NW BINOVN
RKS SA 1049 50 SCT E95 BKN 15
151/43/40/2106/011/RE10

BYI SA 1050 120 SCT 15 136/52/41/2110/002
BOI SA 1050 CLR 15 149/43/35/1204/001
BKE SA 1050 CLR 15 183/41/33/0000/008
PDT SA 1053 250 -SCT 15193/45/35/1506/010
EAT SA 1051 80 SCT 15 188/47/30/3506/009
SEA SA 1050 M20 BKN 50 BKN 15
227/48/41/0508/020

***** **TERMINAL FORECASTS** *****

DEN FT 231010 24 SCT C60 BKN OCNL C24 BKN.
15Z 120 SCT 0808 OCNL 28 SCT C120 BKN. 20Z
50 SCT 120 SCT 1212 OCNL C50 BKN 5TRW G45.
03Z 35 SCT C60 BKN 1309 OCNL C35 OVC
5TRW/RW G35..

RKS FT 230909 100 SCT C250 BKN OCNL C100
BKN. 10Z 10 SCT 100 SCT OCNL C10 BKN 4F.
16Z 45 SCT 100 SCT. 21Z 50 SCT 100 SCT 250
-BKN OCNL C50 BKN CHC 5RW-/TRW-. 03Z VFR
CIG ABV 100..

BYI FT 230909 120 SCT 220 -BKN 1812 OCNL
C120 BKN. 15Z 60 SCT 120 SCT 220 -BKN 2710.
03Z VFR NO CIG..

BOI FT 230909 CLR OCNL WND 1206. 15Z CLR
3108. 03Z VFR NO CIG..

BKE FT 230202 250 -SCT 3512G22. 05Z CLR.
20Z VFR NO CIG..

PDT FT 231010 CLR. 18Z 250 -SCT 3116. 04Z
VFR NO CIG..

EAT FT 231010 250 -SCT 3007. 16Z 250 -BKN.
04Z VFR NO CIG..

SEA FT COR 231010 0945Z C20 BKN 50 BKN
510. 12Z C20 BKN 45 OVC 1606. 19Z C50
BKN 250 BKN 2408. 04Z VFR..

***** **PLAIN LANGUAGE TRANSLATION** *****

The plain language translation which follows is intended only as an additional aid to be used in conjunction with the FAA provided weather and is not intended to relieve your FAR responsibilities.

Plain Language Surface Observations:

Denver CO (Stapleton Intl) [DEN] hourly observation at 4:50am MDT (1050Z): 5,000 scattered, estimated ceiling 14,000 broken, 25,000 overcast, visibility 10 miles, temperature 53, dewpoint 50, wind 130 at 4, altimeter 30.05, few stratus W-NW breaks in overcast north.

Rock Springs WY (Rock Springs-Sweetwater County) [RKS] hourly observation at 4:49am MDT (1049Z): 5,000 scattered, estimated ceiling 9,500 broken, visibility 15 miles, temperature 43, dewpoint 40, wind 210 at 6, altimeter 30.11, rain ended 10 minutes past the hour.

Burley ID [BYI] hourly observation at 4:50am MDT (1050Z): 12,000 scattered, visibility 15 miles,

temperature 52, dewpoint 41, wind 210 at 10, altimeter 30.02

Boise ID (Boise Air Terminal /Gowen Fld/) [BOI] hourly observation at 4:50am MDT (1050Z): clear, visibility 15 miles, temperature 43, dewpoint 35, wind 120 at 4, altimeter 30.01

Baker OR [BKE] hourly observation at 4:50am MDT (1050Z): clear, visibility 15 miles, temperature 41, dewpoint 33, wind calm, altimeter 30.08

Pendleton OR [PDT] hourly observation at 4:53am MDT (1053Z): 25,000 thin scattered, visibility 15 miles, temperature 45, dewpoint 35, wind 150 at 6, altimeter 30.10

Wenatchee WA (Pangborn Memorial) [EAT] hourly observation at 4:51am MDT (1051Z): 8,000 scattered, visibility 15 miles, temperature 47, dewpoint 30, wind 350 at 6, altimeter 30.09

Seattle WA (Seattle-Tacoma Intl) [SEA] hourly observation at 4:50am MDT (1050Z): measured ceiling 2,000 broken, 5,000 broken, visibility 15 miles, temperature 48, dewpoint 41, wind 050 at 8, altimeter 30.20

Plain Language Terminal Forecasts:

Denver CO (Stapleton Intl) [DEN] terminal forecast valid through 4am MDT (10Z): 4am MDT (10Z): 2,400 feet scattered, ceiling 6,000 feet broken, occasional ceiling 2,400 feet broken. 9am MDT (15Z): 12,000 feet scattered, wind 080 at 8 knots, occasional 2,800 feet scattered, ceiling 12,000 feet broken. 2pm MDT (20Z): 5,000 feet scattered, 12,000 feet scattered, wind 120 at 12 knots, occasional ceiling 5,000 feet broken, visibility 5 miles in thunderstorms and rain showers wind gusting to 45 knots. 9pm MDT (03Z): 3,500 feet scattered, ceiling 6,000 feet broken, wind 130 at 9 knots, occasional ceiling 3,500 feet overcast, visibility 5 miles in thunderstorms, rain showers, and rain showers wind gusting to 35 knots..

Rock Springs WY (Rock Springs-Sweetwater County) [RKS] terminal forecast valid through 3am MDT (09Z): 3am MDT (09Z): 10,000 feet scattered, ceiling 25,000 feet broken, occasional ceiling 10,000 feet broken. 4am MDT (10Z): 1,000 feet scattered, 10,000 feet scattered, occasional ceiling 1,000 feet broken, visibility 4 miles in fog. 10am MDT (16Z): 4,500 feet scattered, 10,000 feet scattered. 3pm MDT (21Z): 5,000 feet scattered, 10,000 feet scattered, 25,000 feet thin broken, occasional ceiling 5,000 feet broken, chance of visibility 5 miles in light rain showers, thunderstorms, and light rain showers. 9pm MDT (03Z): VFR, ceiling above 10,000 feet..

Burley ID [BYI] terminal forecast valid through 3am MDT (09Z): 3am MDT (09Z): 12,000 feet scattered, 22,000 feet thin broken, wind 180 at 12 knots, occasional ceiling 12,000 feet broken. 9am MDT (15Z): 6,000 feet scattered, 12,000 feet scattered, 22,000 feet thin broken, wind 270 at 10 knots. 9pm MDT (03Z): VFR, no ceiling..

Boise ID (Boise Air Terminal /Gowen Fld/) [BOI]
terminal forecast valid through 3am MDT (09Z): 3am
MDT (09Z): clear, occasional wind 120 at 6 knots.
9am MDT (15Z): clear, wind 310 at 8 knots. 9pm
MDT (03Z): VFR, no ceiling..

Baker OR [BKE] terminal forecast valid through 8pm
MDT (02Z): 8pm MDT (02Z): 25,000 feet thin
scattered, wind 350 at 12 knots gusting to 22 knots.
11pm MDT (05Z): clear. 2pm MDT (20Z): VFR, no
ceiling..

Pendleton OR [PDT] terminal forecast valid through
4am MDT (10Z): 4am MDT (10Z): clear. 12n MDT
(18Z): 25,000 feet thin scattered, wind 310 at 16
knots. 10pm MDT (04Z): VFR, no ceiling..

Wenatchee WA (Pangborn Memorial) [EAT] terminal
forecast valid through 4am MDT
(10Z): 4am MDT (10Z): 25,000 feet thin scattered,
wind 300 at 7 knots. 10am MDT (16Z): 25,000 feet
thin broken. 10pm MDT (04Z): VFR, no ceiling..

Seattle WA (Seattle-Tacoma Intl) [SEA] terminal
forecast (corrected) valid through 4am MDT (10Z):
4am MDT (10Z): 3:45am MDT (0945Z) ceiling
2,000 feet broken, 5,000 feet broken, wind 050 at
10 knots. 6am MDT (12Z): ceiling 2,000 feet
broken, 4,500 feet overcast, wind 160 at 6 knots.
1pm MDT (19Z): ceiling 5,000 feet broken, 25,000
feet broken, wind 240 at 8 knots. 10pm MDT (04Z):
VFR..

Transaction number: 001130
Thu May 23 11:23:23 1991 (UTC)

... end DUAT session

Walt Barbo of Aurora is a Past President of CPA.



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CAN YOU BEAT THIS?

In the unofficial contest to
determine which CPA member
soloed the earliest, we announced
last month it was GRACE BIRGE
MAYFIELD of Denver. She beat
VERN FOSTER of Aurora by a few
years. Now we are informed that
RICHARD G. MILLER of Brighton
has Grace beaten by a few
months. Dick soloed March 28,
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by an OX5 engine.

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