

CPA FLIGHT LINES

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Pictured at Cactus Pete's, Jackpot, NV (l. to r.): Ian Bentley of Littleton, 1st place; Jack Nellesen of Castle Rock, 2nd place; Ron Lewark of Frisco, 3rd place; and Mary Rawlings of Woodland Hills, CA, 4th place. They competed in the Class A fixed gear category of the 15th Annual Denver-to-Jackpot Air Classic on July 13. See story on page 6.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

by Bill Marshall

Confession is good for the soul. So here it is, folks!

Recently, Robert Henley, CFI, asked if I would take the flying Turtle (Cessna 172) up to Boulder and give him a ride home. He had to take his and Ann's Piper PA-12 in for the annual check up

When we arrived at Front Range Airport at 4:00 p.m. the wind was blowing out of the southwest at about 30 knots. Robert had explained to me that the wind was "up a little" but what the heck, if he could handle it in his tail dragger I should be able to do okay in our trike. Since Robert's appointment was at 5:00 we got him out of his hangar first. I thought the little yellow bird was going to start flying right there between the hangars before he started the engine. I held the plane in place and Robert cranked her up and taxied away. Looked easy enough to me.

I picked up my belongings and walked to my hangar and even though it is only one row away I began to have some thoughts about the wind that was darting around the buildings. After the pre-flight (this may be the last thing I did right), I started the Turtle and taxied toward runway 17. Unicom gave the wind at 210 degrees. On arriving at the runup area, the wind sock was showing the wind at about 270 and maybe 5 knots. Hmmm. Well, I can handle a 5 knot cross wind for sure. After the run up I back taxied on 17 and called my departure. All went well and as I expected at about 200 feet AGL I was beginning to get bumped around a good bit when I heard over the radio, "aircraft that just took off at Front Range, could you give a pilot report at 400 feet? Have you encountered any microbursts?" Gosh, I hope I was not. I had seen the other aircraft at the self-serve fuel farm as I taxied out. After reporting the wind conditions and the turbulence I suggested that maybe it was not a good day to do touch and go's at Front Range.

At a thousand feet the turbulence was gone and the flight to Boulder was as smooth as one could want. Robert reported on downwind at Boulder as I flew by Van Aire. The landing at Boulder was uneventful and Robert was waiting for me along with his mechanic. The mechanic had to wait even longer because he was expecting another aircraft that was to stop overnight. An American and a Russian were on an around-the-world flight. They were coming from Grand Junction. You all know the rest of that story.

On leaving, we were about 3/4 of the way down runway before our airspeed was up to 60 mph and lift off. Density

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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:

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altitude and runway length, must always know. The flight back went well and we had a good view of the new Denver airport. Van Aire, Denver and Front Range are close. The winds were reported to be the same and traffic was using runway 17. Since the cross wind was about the same on 17 and 26, we chose the wider 26. That was the first time I ever turned downwind without turning downwind. We were really crabbed into the wind. I did everything just a little wrong which made the whole approach and landing a "lot" bad. I kept correcting each little thing and on short final I had all lined up pretty well. Then just before touchdown we got a gust that moved us to our right. Still made it but touched down on the far right side of the runway. After turning off the runway, I forgot to use my ailerons correctly and Robert came to the rescue. CFI's have probably used up all of their adrenalin fairly early in their careers. Should have gone around!

The point of all of this is, do not hesitate to go fly with an instructor or a friend when you have the opportunity. If the price of learning is to be embarrassed, go learn. I did my own debriefing and learned that day. I was embarrassed but Robert was kind. Let us bring our critiques out in the open and have a learning experience. Let us talk about our own flying not someone else's.

I do feel better now.



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

CPA HOTLINE (303) 266-6266

BOARD OF DIRECTORS MEETING REPORT

The July Board meeting was held on the usual first Monday at 7:00 p.m. in the Boardroom of the Jet Center at Centennial Airport. Any CPA member is welcome to attend.

President **Bill Marshall** introduced a couple of guests: **Chase Stockon**, who is an Aviation Planner with DRCOG, stopped in to become acquainted with CPA. He took the position vacated by **Dennis Roberts** when Dennis became Director of the State Office of Aviation. Chase became a CPA member last June. The other guest was **Candace Covington**, also a new CPA member having joined in February.

Airspace Committee Chairman **Walter Bell** discussed the proposed "Redeye Complex" being instituted by the Colorado National Guard in connection with their acquisition of F16 aircraft. **Bill Rourke** urged that CPA object as strongly as possible to this proposal, and further that a list of questions be presented to the Guard pertinent to their low level flight operations and insist upon answers. Also, a map should be prepared outlining the areas impacted and that the AOPA should be contacted for additional help with the problem. He indicated that AOPA had some experience with this type of problem in other areas of the country and may be able to help.

Education Chairman **Peter Paul Luce** gave a report on the follow-up to the Student Air Life held in May. He sent out questionnaires to all participating pilots for their input. Most of those responding indicated that they would be willing to participate again. The Committee would like to repeat the event, probably in October of this year, and incorporate some of the suggestions that were received in the debriefings.

The Mountain Flying Course held at

Centennial Airport on June 21 had 20 students for the ground school and 15 students for the flying portion, according to **Robert Henley**, Chairman of the Aviation Safety Committee. Future schedules include St. Paul, Minnesota for December 3 and 4, and probable sessions in Davenport, Iowa and Wichita, Kansas next year.

Upcoming CPA activities were discussed by **Ben Kramer**, Fly-Ins Chairman, including a fly-in to view the fall colors. He's looking ahead to next season and hoping to add some exciting new locations to the schedule.

A major step was taken by the Board in approving the creating of the Colorado Flight Safety Foundation, Inc. This matter has been under consideration for several months and was finally presented to the Board by **Robert Henley**. He said the purpose of this foundation would be to provide aviation safety education; that there would be a three-person Board of Directors, and two officers. The Board of Directors will consist of **Robert Henley**, **Vern Foster** and **Bill Standerfer**. The two officers will be **Robert Henley**, *President* and **Frank Gallo**, *Secretary*. Articles of Incorporation will be filed immediately with the Secretary of State's Office. Thereafter, application will be made to the IRS for the Colorado Flight Safety Foundation, Inc. to be approved as a nonprofit foundation under the rules of Section 501(3)(c) of the IRS Code.

A complete overview of the legal aspects of this matter was provided to the Board by **Ben Kramer** who acted as legal counsel to the Committee during its formulation of the foundation documents. Ben indicated, however, that the filing of the Articles of Incorporation and application to the IRS are just the first steps of a process that could take up to eighteen months to complete.

POKER PLAYERS WIN BIG

Over 100 poker players spent the Fourth of July flying to various airports, collecting cards for their poker hands, and ending up at Greeley-Weld County Airport for prizes for the best poker hands, followed by a barbecue lunch. This annual event has been held on the "Fourth" for the second year in a row, and like last year, the ramp at Greeley-Weld County was filled to the brim with aircraft.

Fred Norton and co-chairman *Don Ross* put the event together. Those who manned the poker tables at the surrounding airports were *Ann Norton*, Centennial; *Nancy and Chet Jewell* at Front Range; *Tom Bein and Bev Green* at Loveland-Ft. Collins; *Les and Fran Von Hagel* at Tri-County; and *Ben and Marla Kramer* at Jeffco.

Harris Aviation provided its hangar and facilities, ball caps and mugs. *Monfort* again provided the beef for the barbecue. *Pour La France* at Denver Jet Center at

Centennial had free coffee on hand for poker players, and *Greeley-Weld County Airport* offered fuel discounts. *Univair* provided a free \$25 gift certificate. The *Celestial Navigator* pilot supplies and gift shop at Aero Services (Centennial) sold CPA several of the prizes at their cost.

The winner with the top poker hand was *Lee Porter* of Pueblo, who received a CX-1 Computer. Stangely enough, his wife *Flo* won a prize for the worst hand, which was a \$25 gift certificate from Univair. That this couple should win was particularly appropriate, since they traveled by auto from Pueblo to Greeley because their airplane was being repaired. They stopped at Centennial Airport along the way to pick up cards.

Other winners were *Linda Peyton*, Denver; *Lyn Dague*, Denver; *Dan Cooper*, Englewood; *Helen Sparks*, Thornton; *Hank Rist*, Englewood; *Linda Harless*, Brighton; *John Miller*, Aurora; *Jack Ashford*, Longmont; and *Karla Ashford*, Longmont.



Don Ross of Evergreen, Co-chairman of the Poker Fly-In; Ken Harris of Harris Aviation; Kevin Bunnell, Greeley-Weld County Airport Manager; and Fred Norton of Denver, Co-chairman, pictured in the Harris Aviation hangar during July 4 event.

AIR CLASSIC WINNERS HIT JACKPOT

by Frank Gallo

Sixteen winners claimed cash prizes in the 15th annual Denver-to-Jackpot Air Classic, held on July 13-14. The Air Classic is a 557 statute mile course from Denver's Front Range Airport to Rock Springs, Wyoming, and then on to Jackpot, Nevada which is 40 miles south of Twin Falls, Idaho. The winners are those who achieve the highest percentage of speed of the manufacturer's maximum rated speed at gross weight for the particular type of aircraft they are flying. Thirty-six aircraft participated in the event, which saw the highest percentages of max rated speed logged in recent years.

Winner of the Class A fixed gear category was *Ian Bentley* of Littleton, Colorado, flying the course at 95.4 percent of the maximum rated speed for his 1979 Piper Dakota. Second place went to *Jack Nellesen* of Castle Rock,

Colorado, third place to *Ron Lewark* of Frisco, Colorado, and fourth place to *Mary Rawlings* of Woodland Hills, California.

The Class B retractable gear category was won by *Paul Nunn* of Pueblo, Colorado, flying a specially modified Piper Comanche fitted with hand controls for rudder and brakes. Paul is a wheelchair aviator. He achieved a 94.9 percent of maximum rated speed. Second place was taken by *Sonny Elgin* of Watkins, Colorado; third place went to *Mike Seavall* of Longmont, Colorado; fourth place was won by *Steve Harless* of Brighton, Colorado.

The turbo-charged class C category winner was *Tom Koehler* of Denver, achieving 94.2 percent of the manufacturer's maximum rated speed over the course to Jackpot in a 1978 Comanche. *Bud Lewis* of Aurora, Colorado was second; *John Rostie* of Brighton was third;



Class B retractable gear category results (l. to r.): Paul Nunn of Pueblo, 1st place; Sonny Elgin of Watkins, 2nd place; Mike Seavall of Longmont, 3rd place; and Steve Harless of Brighton, 4th place.

and *Lucile Bledsoe* of Wray, Colorado, placed fourth. Air Classic rules were changed this year to permit Class C aircraft to fly directly to Jackpot.

A new class was created this year when a Lear 35 entered the race at the last moment, combining a business trip with an overnight stop at Jackpot. The maximum rated speed for the Lear 35 was 548 mph, and it averaged 458 mph. The pilot, *John Warrender* of Greeley, Colorado, has flown the Air Classic in small aircraft a number of times, and said he has been waiting for the opportunity to fly the jet in the Air Classic.

New for this year's Air Classic was the ten-story tower addition to *Cactus Pete's Casino* as well as a large new pool. The casino provided a poolside suite to be used as a hospitality suite during the day, as well as the usual open bar and elaborate spread of hors d'ouvres for the awards party. The casino's hospitality really began on the airport's ramp earlier in the day, where coffee and doughnuts awaited pilots and passengers when they climbed out of their airplanes.

The Denver-to-Jackpot Air Classic is sponsored by the *Colorado Pilots Association and Cactus Pete's Casino*. The Casino offered \$2,100 in cash prizes this year for both pilots and passengers. Others who contributed to the Air Classic were the *Front Range Airport* (departure

facilities and continental breakfast), *Rock Springs Airport* (judging facilities and hors d'ouvres tray); *Denver Avionics* (portable Unicom); *Denver Jet Center at Centennial Airport* (door prize); *Bamboo Airstrip at Centennial Airport* (door prize); *The Plum Creek Winery* (door prizes); and *Aurora National Bank* (door prizes).

Air Classic committee members who made this the most successful ever were *Chairman Vanita Gallo, Darlene and Sonny Elgin, Kay and Vern Foster, Fred and Ann Norton, Dudley LeBeau, Terry and Walt Barbo, Gary Valentine (Rock Springs Airport manager), Karl Sutterfield, Bill O'Brien, Bill and Marlys Marshall, Ben and Marla Kramer, Rod and Claudia Harrison, John Miller, Don Welsh, and Frank Gallo.*

Carl Hayden, the public relations director for Cactus Pete's and co-founder of the Air Classic along with *CPAer Hal Gamble* (deceased), was invaluable in arranging and carrying out this fifteenth Air Classic. *Carl* received a special plaque from CPA in recognition of his continued support of the Air Classic. We received a lot of help from *Tami Clark*, Cactus Pete's Convention and Sales Coordinator, who basically arranged for anything the Air Classic Committee asked.

Mark your 1992 calendar, if you have one, by circling July 11, which is the date for the sixteenth Denver-to-Jackpot Air Classic.

WANTED

YOU : A CPA member with access to a computer
BY : The CPA Education Committee
WHY : To update the Flight School Directory

If you can help with this project
please call:

Peter Paul Luce, Chairman
303/751-1078(H) or 303/850-0600(O)

	N #	MAKE	YEAR/TYPE	PILOT NAME	HANDICAP SPEED	TOTAL TIME	AVERAGE SPEED	% OF MAX SPEED
CLASS A — FIXED GEAR								
1	2096B	PIPER	1979 DAKOTA	IAN BENTLEY	170	03:26:04	162.1805	95.4003%
2	7555S	CESSNA	1977 182	JACK NELLESSEN	170	03:31:41	157.8773	92.8690%
3	70006	CESSNA	1971 185 E	RON LEWARK	178	03:23:03	164.5900	92.4663%
4	8269B	PIPER	1983 DAKOTA	MARY RAWLINGS	170	03:35:21	155.1892	91.2878%
5	3368U	CESSNA	1963 182	BOB LIDDLE	170	03:37:33	153.6199	90.3646%
6	55031	PIPER	1973 PA—28—235	CLIFF MALMQUIST	161	03:51:23	144.4356	89.7116%
7	1036V	CESSNA	1977 172XP	JANINE SCHIAVONI	152	04:08:21	134.5681	88.5317%
8	2685X	CESSNA	1966 P206	BILL CHANDLER	174	03:38:30	152.9519	87.9034%
9	8718T	CESSNA	1960 182	BOB FIGGIE	170	03:44:08	149.1077	87.7104%
10	8711T	CESSNA	1960 182	PAUL ADAMS	170	03:46:59	147.2355	86.6091%
11	5503T	CESSNA	1964 172	BILL TOTTEN	139	04:43:37	117.8351	84.7735%
12	4037F	CESSNA	1958 172	GARY SELF	135	04:52:53	114.1069	84.5236%
13	2400Q	CESSNA	1966 182J	PAUL ROSSMAN	170	03:53:55	142.8714	84.0420%
14	8554T	CESSNA	1960 182C	TOM BEIN	170	03:57:02	140.9928	82.9370%
CLASS B — RETRACTABLE GEAR								
1	5476P	PIPER	1958 COMANCHE	PAUL NUNN	190	03:05:26	180.2265	94.8561%
2	7164Y	PIPER	1964 PA—30	HENRY A ELGIN	205	02:52:02	194.2647	94.7633%
3	9461S	BEECH	1966 S35	MIKE SEAVALL	210	02:49:00	197.7515	94.1674%
4	3407X	MOONEY	1966 M20E	STEVE HARLESS	193	03:03:55	181.7127	94.1517%
5	7463N	BEECH	1968 V35 A	CHET JEWELL	210	02:49:45	196.8778	93.7513%
6	4449S	BEECH	1975 B55 BARON	HOMER LYLE	236	02:31:29	220.6183	93.4823%
7	201WN	MOONEY	1978 M20J 201	DAVE BURKE	201	02:59:19	186.3742	92.7235%
8	719SG	BEECH	1968 V35A	J H QUELLA	210	02:58:59	186.7213	88.9149%
9	4478S	BEECH	1975 A36	NORMAN D STEELE	212	03:09:29	176.3744	83.1954%
10	12CW	BEECH	1990 F33A	CARL WILLIAMS	209	03:17:16	169.4153	81.0600%
CLASS C — TURBO CHARGED								
1	3467Q	PIPER	1978 PA28—R201T	TOM KOEHLER	204	02:54:00	192.0690	94.1515%
2	6972N	CESSNA	1979 T210	BUD LEWIS	235	02:39:10	209.9686	89.3483%
3	5745V	BEECH	1966 V35T	JOHN ROSTIE	240	02:39:25	209.6393	87.3497%
4	11BC	BEECH	1991 B36TC	LUCILE BLEDSOE	245	02:46:50	200.3197	81.7631%
5	8139Y	PIPER	1966 PA—30BT	KEN WITHERBY	240	02:51:17	195.1153	81.2980%
CLASS X — NOT IN COMPETITION								
1	35KT	LEAR 35		JOHN WARRENDER	548	01:12:44	459.4867	83.8479%

1991 DENVER-JACKPOT FUEL RESULTS

	N #	MAKE	YEAR/TYPE	PILOT NAME	FUEL EST	FUEL PURCHASED	FUEL DIFF	% FUEL DIFF
1	4478S	BEECH	1975 A36	NORMAN D STEELE	44.70	45.262	0.562	1.2573%
2	3407X	MOONEY	1966 M20E	STEVE HARLESS	56.80	57.658	0.858	1.5106%
3	8718T	CESSNA	1960 182	BOB FIGGIE	46.90	46.149	0.751	1.6013%
4	719SG	BEECH	1968 V35A	J H QUELLA	54.60	53.600	1.000	1.8315%
5	55031	PIPER	1973 PA-28 235	CLIFF MALMQUIST	47.50	46.558	0.942	1.9832%
6	8711T	CESSNA	1960 182	PAUL ADAMS	49.00	50.081	1.081	2.2061%
7	12CW	BEECH	1990 F33A	CARL WILLIAMS	56.00	54.721	1.279	2.2839%
8	4449S	BEECH	1975 B55 BARON	HOMER LYLE	86.50	82.899	3.601	4.1630%
9	3467Q	PIPER	1978 PA28-R201T	TOM KOEHLER	50.40	52.595	2.195	4.3552%
10	6972N	CESSNA	1979 T210	BUD LEWIS	50.20	48.012	2.188	4.3586%
11	2096B	PIPER	1979 DAKOTA	IAN BENTLEY	82.50	78.883	3.617	4.3842%
12	70006	CESSNA	1971 185 E	RON LEWARK	52.00	54.489	2.489	4.7865%
13	201WN	MOONEY	1978 M20J 201	DAVE BURKE	54.20	51.500	2.700	4.9815%
14	8269B	PIPER	1983 DAKOTA	MARY RAWLINGS	49.20	51.659	2.459	4.9980%
15	11BC	BEECH	1991 B36TC	LUCILE BLEDSOE	72.40	68.239	4.161	5.7472%
16	7164Y	PIPER	1964 PA-30	HENRY A ELGIN	51.60	54.948	3.348	6.4884%
17	5503T	CESSNA	1964 172	BILL TOTTON	44.10	41.140	2.960	6.7120%
18	9461S	BEECH	1966 S35	MIKE SEAVALL	75.00	80.494	5.494	7.3253%
19	7555S	CESSNA	1977 182	JACK NELLESSEN	52.68	48.229	4.451	8.4491%
20	5476P	PIPER	1958 COMMANCHE	PAUL NUNN	44.50	40.332	4.168	9.3663%
21	2400Q	CESSNA	1966 182J	PAUL ROSSMAN	52.20	57.495	5.295	10.1437%
22	3368U	CESSNA	1963 182	BOB LIDDLE	48.50	53.442	4.942	10.1897%
23	8139Y	PIPER	1966 PA-30BT	KEN WITHERBY	66.25	73.037	6.787	10.2445%
24	2685X	CESSNA	1966 P206	BILL CHANDLER	49.60	43.532	6.068	12.2339%
25	8554T	CESSNA	1960 182C	TOM BEIN	44.20	49.764	5.564	12.5882%
26	7463N	BEECH	1968 V35A	CHET JEWELL	46.20	52.277	6.077	13.1537%
27	4037F	CESSNA	1958 172	GARY SELF	58.60	50.246	8.354	14.2560%
28	5745V	BEECH	1966 V35T	JOHN ROSTIE	38.00	50.452	12.452	32.7684%

WELCOME NEW MEMBERS

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HEARD ALONG THE FLIGHTLINE

■ The soap opera on the jet fuel tax issue continues . . . with Governor Roy Romer in the starring role. The last episode closed with Roy and his General Assembly jumping through hoops in an effort to convince UAL it should develop a maintenance facility at the new Denver airport. UAL was offered an incentive package with a value calculated at \$150 million. The offer was supported by legislation (HB 91S-1009) which would earmark about \$6 million (of some \$10 million collected annually from a 3% sales tax on jet fuel sold in the state) to collateralize bonding to fund the incentive package.

Since our last report, the State Supreme Court has deemed the legislation constitutional and the governor has signed it into law. At this point, there is at least \$375 million laying on the table. This includes \$150 million from the tax incentive package, plus an additional \$50 million committed from other state sources, and an additional \$175 million committed by the City and County of Denver. But for some reason UAL has failed to take the bait.

■ On the good side, revenues from the new law began flowing into the state treasury for aviation purposes effective July 1, 1991. The Division of Aeronautics will administer the 75% flowback of tax revenues to airports which generated the fuel taxes. The remaining 25% will be retained by the division for state-funded aviation programs. However, the office was authorized only \$24,000 this year to administer the program. Therefore, don't expect regular flowbacks to airports until at least the first of the year, or state-funded grant programs until the middle of next year.

■ Heard at a Denver Rotary Club lunch on July 25 in a speech by AOPA President Phil Boyer:

"General Aviation in Colorado generates 9,000 jobs with an economic impact of \$695 million annually. This includes \$40 million in direct expenses in the operation and maintenance of the 4,500 aircraft based in the state."

■ Expect some changes in the Colorado Air National Guard "Redeye Complex" special use airspace proposal. The Redeye proposal was driven by a scheduled conversion this year to F-16 fighters. It appears, however, that initial Guard proposals were shot full of holes by general aviation interests and the FAA. Several members of the CPA Board are meeting with Guard representatives on the issue in mid-August.

■ Any volunteers for an FAA RAMP CHECK? That is the substance of an FAA flyer currently being circulated for an Aviation Courtesy Evaluation (ACE Program) to be held at the Fort Collins Loveland Airport on Saturday, August 24.

In all seriousness, it is an opportunity for aircraft owners to visit with FAA Airworthiness and Operations Inspectors on airworthiness of their aircraft and adequacy of related paperwork. FAA officials describe it as a program to increase aviation safety through education. No violations are permitted against the voluntary participants . . . by directive from the FAA Administrator. Another example of the new "Friendly FAA."

Oh yes, if participating aircraft fail to pass the "ramp check", pilot/owners will be allowed to fly them home. And those that do pass will be accommodated with a courtesy flight check (pilot option).

■ CPA President nominee for next year, BILL STANDERFER, is latest of our members to gain a CFI rating. Current President BILL MARSHALL is in the process of acquiring one. No! A CFI rating is not a prerequisite to holding the office.

■ Assuming BILL STANDERFER (who resides in Fort Collins) is elected president at the annual meeting on October 19, which appears likely since there are no competing candidates, he will be the first president in the history of CPA from outside of the Denver Metropolitan Area.

■ Approximately two-thirds of CPA membership is from the Denver Metropolitan area. Only 25 of our members (less than 6%) reside in locations west of the Continental Divide. Bill hopes to increase statewide participation to avoid appearance of CPA as a Denver club.

■ Good maintenance tip on batteries from the April issue of A/C Flyer: "The first thing to remember is not to work on your aircraft battery while it is in the aircraft. Particularly, if you are charging it, take it out. Think of it this way: a fully charged lead acid battery is an explosion that just hasn't been set off yet."

"Keep in mind that aircraft batteries are negative ground, so you should remove the negative lead first and reconnect it last. It's also a good idea to wrap a bit of tape over the bare end of the negative lead wire while it is out of the aircraft."

■ ROBERT HENLEY shares his procedure for hot starts on his Bonanza F33A: Set mixture rich and throttle $2\frac{1}{4}$ turns in. Fuel boost pump on until fuel flow needle is off peg. Engage starter until engine starts. Do not change throttle or mixture control. If engine fails to start, repeat procedure and leave fuel boost on.

WALT BARBO reports success on his T210 with a slightly different procedure. The same procedure is used for hot or cold starts. He sets mixture full forward, engages low boost, and advances throttle until fuel pressure holds steady off the peg for a good 3 seconds. With vapor in the system, it could take as long 5-8 seconds to clear the vapor before getting pressure. Throttle is then retarded, starter engaged, and throttle moved forward to idle on engine start. If fuel pressure falls during the start, high boost is added momentarily to remove vapor and restore normal fuel pressure. Walt claims his procedure always works on the T210 . . . but admits it would help to have three hands.

MIKE SEAVALL tells us he uses a similar procedure on his V35 Bonanza. He also uses fuel boost to purge the system and notes that in severe vaporlock



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this could take as long as a minute.

BRUCE HULLEY, a CFI with something over 12,000 hours in flight time, cautions against overpriming. He recommends following manufacturer's procedures . . . which typically call for initial settings of full throttle and idle cutoff on the mixture. Following start, advance mixture and reduce throttle. He also urges that a fire extinguisher be available in the aircraft.

Anyone else out there care to share their procedures for "hot starts"?

■ MIKE SEAVALL, tells us he has acquired a Lancaire kit. It will be completed late next year, too late for the next Denver-to-Jackpot Air Classic, but expect to see it in the 1993 event.

■ Those with aircraft radios which do not meet the frequency tolerance specifications mandated by the FCC can breathe a little easier. The 1992 deadline for conversion has been extended to January 1, 1997. An estimated 93,000 radios were affected. AOPA played a major role in gaining the extension.

■ The Gates Corporation, in a June 1991 employee newsletter, announced it will no longer supply power transmission products for aircraft propulsion, power generation or other in-flight activity effective December 31, 1991. The company announced its decision was based on the high costs associated with product liability and insurance.

Gates' market withdrawal covers belt, sprocket and pulley products used on aircraft engines and engine-powered components such as alternators, air conditioners and heaters used on aircraft. The policy applies to all FAA-approved original equipment aircraft and products for the aftermarket.

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COLORADO AVIATION CALENDAR

- 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. 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. Airderby Info: Linda Horn 303/278-4435; 50th Anniversary Celebration Info: Carol Leyner 303/442-5002.
- SEP 21 - SEP 22 **BALLOON FESTIVAL AND AVIATION DAYS.** Downtown Fort Collins Airport. Over 60 balloons, aircraft on display, clowns, magicians, live entertainment, tether balloons and aircraft rides available. Saturday--concessions open at 6:00 a.m., opening ceremonies at 6:45, balloon inflation and ascension from 7 - 8:30 a.m. Aircraft and parachute demonstrations after balloon launch. Balloon Glow Saturday evening 6:45 p.m. Sunday--balloons launch 7 - 8:30 a.m. Info: Ft. Collins Convention and Visitors Bureau 1-800-274-FORT (3678).
- 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.** Clarion Hotel at Centennial Airport. Details later. Info: Terry Barbo 303/367-0670.



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