

CPA FLIGHT LINES

Vol. 8, No. 9

September, 1991



Photo: Dennis Wruk/Lakewood

"The Diamond Ring" -- The point just before the total eclipse when the Moon, the Earth, and the Sun were in perfect alignment on July 11, 1991. CPAer Don Dolce of Boulder tells about his trip by Mooney N5763H to Baja California, Mexico for this event. His article begins on page 8.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

by Bill Marshall

CPA has taken on new responsibilities in our state in representing and promoting general aviation over the last few years. Sometimes there are voids in life that must be filled to protect our rights and those voids in general aviation in Colorado have fallen to CPA whether we like it or not. CPA just happened to be in the best position of any of the aviation organizations to do this and has accepted its responsibilities.

Colorado Pilots Association has among its members almost unbelievable talent. I am convinced CPA could run a small airline or administer most of the airports in Colorado if ever given the opportunity. It is these kinds of people who have given their time in the past to lead CPA to the

front in general aviation in Colorado. As our responsibilities grow, so must the participation of our members. If not, general aviation in this state will fall by the wayside as we have known it in the past and want it to be in the future.

Soon, October 19, the new leaders of Colorado Pilots Association will assume their offices. There is more that needs to be accomplished than the present functioning members can do. Some of our members have joined CPA in order to increase our numbers for political clout and that is enough reason to send in \$20 each year. Keep doing this. However, if you have the kind of expertise that CPA needs to fulfill the goals and the needs of general aviation, step forward.

Sometimes the officers just do not know of your desire to help and your talents. Call the new president or one of the committee chairpersons and let them know you can help. There are more ideas and tasks to be done than people to do them. Support CPA and your officers this next year for some short or long term project. Your help is needed and wanted.

Call or write!

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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.

***Copy Deadline for
FLIGHT LINES***

20th of the Month

BOARD OF DIRECTORS MEETING REPORT

President Bill Marshall welcomed a total of 19 people to the August Board meeting. It was held in the Boardroom of the Denver Jet Center at Centennial Airport and any CPA member is welcome to attend these meetings. You may even want to come join some of the attendees for dinner at Pour la France across the hall beforehand at six o'clock.

A reminder that the present fiscal year is now three quarters over was evident when *Treasurer Don Vander Ploeg* distributed his financial report. It showed a balance in excess of \$7,500 on hand in spite of the fact that the organization is a tax paying one with over \$700.00 paid out in taxes so far this year.

And speaking of the fiscal year, the Annual Meeting is scheduled for Saturday, October 19. It will be held at Jeppesen Sandersen and those attending will have an opportunity to tour the facility. This should be especially interesting in that the new Denver airport main terminal has been officially named for Elrey Jeppesen who was the founder of the company and still lives in the Denver area.

CPA *Vice President Bill Standerfer* reported on some of the significant proposals introduced in a DVX TCA Ad Hoc Committee meeting held in Denver on July 24. The meeting was chaired by Denver Tower personnel to present FAA proposals on Victor Airway changes and Instrument Approach procedure changes at a number of front range airports resulting from operational requirements for the new Denver airport. The meeting served as a forum to gain general aviation input to the process.

Most of the proposed changes result in simplified procedures. Airports affected include Centennial, Jeffco, Front Range, Tri County, Fort Collins/Downtown, Fort Collins-Loveland and Greeley-Weld County. Specific information on proposals will be shared with CPA members later in the process.

Some good news heard was that the Erie tower will be dismantled soon as its mission has been completed. Also, that the Colorado National Guard has cut down on its space requirements in connection with its "Redeye Complex"; they have not completed their work with the FAA on this issue yet; therefore, the impact on GA in Colorado may not be as serious as previously thought. (See update in HEARD column.)

The usual committee reports reflected on the success of the Denver-to-Jackpot Air Classic (results already published in the August FLIGHT LINES), the possibility of a fall Student Airlift, and a proposed 'fly-out' to the Western Slope in the near future.

What role Area Reps play in the organization is being explored in a series of meetings being conducted by Membership Chairman *Tony Bilello*.

He's also studying the idea of a chapter structure for CPA with hopes of creating chapters in some areas of the state in the future.

You can probably spot Tony and the CPA booth at the Peterson Air Force Base Air Show September 21-22. He will have T-shirts, CPA caps, lapel pins, and other merchandise for sale. If you need any of those items, seek out your CPA booth.



NEW MEDICAL FORM

by Philip Norton, M.D.

The purpose of this article is to help prepare pilots for their next medical examination by familiarizing them with new medical history reporting requirements.

Effective July 1, 1991, the FAA began using a new form (FAA Form 8500-8) for reporting of medical history when applying for a medical certificate. A copy of the form is included with this copy of FLIGHT LINES along with the FAA's instructions for the pilot to use when filling in the history. The portion of the form to be used by the Aviation Medical Examiner (AME) also has some changes which will be covered further along.

My recommendation is that each pilot gather all the information needed and fill in the history part on the sample form before arriving at the AME's office for the physical examination. Everything will move along faster if this is done.

Parts of the form which deserve your attention are:

ITEM 14. Pilots are asked to enter civilian pilot time including total hours flown to date and hours flown during the last 6 months. The instructions ask that an indication be made as to whether the time is estimated or logged.

ITEM 17. Refer to the instructions by the FAA on the meaning of "any medication."

ITEM 18. This part still covers medical history for your entire life. However, in the explanation box you may note "PREVIOUSLY REPORTED, NO CHANGE" only if the explanation of the condition was reported on a prior application for an airman medical certificate and there has been no change in your condition. Minor colds or illnesses need not be reported.

ITEM 18, v and ITEM 18, w. ask information on convictions as a result of drug or alcohol violations. Item 18, v relates

to traffic violations. Item 18, w of this subheading asks if you have ever had any other (nontraffic) convictions (e.g., assault, battery, etc.). If so, name the charge for which you were convicted and the date of conviction in the explanations box. These parts of the form have and will provoke controversy, but at this time the FAA expects each person to comply truthfully. The entries should be completed only after careful reading of FAA instructions.

ITEM 19. A pilot only needs to go back 3 years instead of the 5 years previously required on reporting information relating to health professional visits. Note that a health care professional is defined as a physician, physician assistant, nurse practitioner, psychologist, clinical social worker or substance abuse specialist for treatment, examination, evaluation or counseling. Again it is important to follow the FAA's instructions carefully.

ITEM 20. This item on Applicants Declaration should be read very carefully before signing. Many pilots have not been reporting convictions involving driving while intoxicated. In the 7 years before 1987 76% of the pilots with convictions of driving while intoxicated did not report those convictions on their medical applications. With the pilot's signature on this item, the FAA can now check your driving record in the National Driver Register. Make sure all information is correct before signing. You could be fined up to \$250,000 and/or up to 5 years in prison. If the "Applicant's Declaration," is not signed, the AME cannot issue the certificate (Form 8500-9).

During the physical examination by the AME, the breast, digital rectal and pelvic exam now are done at the option of the applicant, unless the AME finds clinical indications to do those exams. The pulse measurement after exercise and two

RENEWALS

Homer Lyle, Aurora
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Kevin Kennelly, Denver
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Joan Drage, Denver
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Jo Clemons, Wray
Scott Noall, Evergreen
Dr. Philip Norton, Denver
Dr. Bruce Lee, Aurora
Traver Metcalf, Aurora
Kenneth Knight, Parker

minutes after exercise along with the intraocular-tension test have been deleted from the exam.

Read the form, read the FAA's set of instructions, and fill out the sample form before going to see your AME. Also it is probably a good idea to keep your filled-out sample form for reference at your next medical application. And, if you have still more questions, you might want to call your AME prior to your appointment.

Dr. Norton is a CPA member who maintains his medical practice in Aurora.

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

■ The Colorado Air National Guard continues to solicit views on its proposed "Redeye Complex." This is the proposal to change Military Operations Areas in Colorado to meet training requirements of the ANG following conversion to F-16s. In all probability, the process will take approximately 2 years to complete and will include an environmental assessment.

CPA Airspace Chairman WALT BELL set up a meeting with ANG representatives on August 14 to provide general aviation input to the process. Attending with him were CPA President BILL MARSHALL and Past President WALT BARBO. It was a constructive meeting in which the ANG representatives listened attentively to suggestions from general aviation and openly sought ways to coexist.

The most controversial aspect of the proposal appears to be expansion of the current La Veta MOA to include the Sand Dunes National Park and the Westcliffe area at a very low altitude (100 ft. AGL).

A problem faced by representatives of both sides was that not enough was known of current general aviation use of the airspace to evaluate impacts of the proposal. The CPA representatives were also at a disadvantage in not knowing enough of the ANG mission to challenge the Guard's justification of airspace requirements. For this reason, the meeting progressed on the assumption that MOAs (currently undefined) would eventually be designated and the two interests would work together to minimize the impact to each. In a way, the process appears to be a repeat of the new Denver TCA process.

The ANG representatives were receptive to a suggestion that "Time of Use" for the MOAs (as depicted on aeronautical charts) be set at a minimum consistent with their mission. There was also considerable soul searching on how information could

be obtained by VFR pilots to verify the current status of a given MOA shown by chart or NOTAM to be active.

This led to suggestions that FAA be solicited as to whether the information could be made available through FLIGHT-WATCH. There was also a suggestion of a longer range program that would make use of an AWOS type of facility which pilots could tune in to get current status of an MOA.

Not much progress to date. But it was very encouraging to see the receptiveness of the ANG representatives to general aviation concerns.

■ The new Colorado Department of Transportation, in its August 1991 newsletter, gives front page coverage to the Division of Aeronautics. Must reading! Hope to obtain sufficient copies of the article to share with our members. If successful, it will appear as an enclosure.

■ It is now official! The new Denver Airport Terminal will be named Jeppesen. Denver Mayor Wellington Webb signed the authorizing paperwork on August 15. This completes a successful effort by the Colorado Chapter of the Silver Wings Fraternity and other Colorado aviation organizations to honor aviation pioneer ELREY JEPPESEN.

■ BOB DUBECK shares with us that the usual in-aircraft check to determine if an ELT is working may not be reliable . . . should you have a weak transmitter. Most of us tune a radio to the 121.5 MHz emergency frequency, turn on the ELT, and if we hear the signal, determine it to be OK. In a bench check of his unit during his last annual, however, Bob tells us that the signal was not picked up by an antenna only 50 feet away . . . even though the signal was picked up by his aircraft radios when installed in the aircraft. It was found to be a case of a

weak transmitter. The ELT had to be replaced.

■ However, a good transmitter doesn't guarantee that an ELT will work. Following his last airworthiness inspection, WALT BARBO found that the FBO had left the ELT switch in the OFF position.

■ AOPA has expanded its "Fuel Watch" program in selected areas of the country to take advantage of the new technology of computers and fax machines. The new online service allows pilots to compare fuel prices among participating FBOs. It provides up-to-the-minute information

that allows pilots to plan fuel stops for best price and availability. President Phil Boyer describes it as an AOPA response to the high cost of flying.

The service was started on a trial basis in Florida. It was then expanded into the Northeast and Midwest. Service to Colorado and points west will not be realized until at least mid-next-year.

Pilots with computer modems can access the system at a cost of \$1 per minute of connect time. Free computer software for accessing the system can be obtained by calling 1-800-932-AOPA. □



CPA SHARE-A-FLIGHT

For some CPA fly-ins there are members who have empty seats in their airplanes and other members who would like to occupy those seats. The rules are simple. The cost of the fuel is divided by the number of people in the airplane and each pays his/her share: e.g. if there are four persons, each pays 1/4 of the fuel bill for the trip.

If you would like to participate in **SHARE-A-RIDE**, either as an owner/pilot or passenger, please call BILL MARSHALL (303) 341-4744 and he will try to match participants for specific events.

TOTAL SOLAR ECLIPSE

by Don Dolce

I was so excited I had hardly slept, even though I had gone to bed early. All the packing had been completed the night before: beach clothes, sun screen, camera, telescope, film.

It was hard to believe that my persistence in the past few weeks had resulted in a room in Punta Pescadero, a resort that had been completely booked for this week for 2½ years. The urge to witness the longest total eclipse of the sun to be seen in North America in recorded history was so strong, we were willing to stay anywhere in Baja California. We were lucky enough to find accommodations in a lovely villa just 10 miles from the center line!

By 0500, Monday, July 8, I met Dennis Wruk, a co-owner of our 1984 Mooney 201, and his radio control modeling friend, A. J. DeVorss, at Jeffco. After loading and preflighting the aircraft and checking to make sure we had all the paperwork necessary for Mexico, we were ready to depart. Conspicuously absent were the Jeppesen charts for Mexico, which had failed to arrive in time. With baggage and 50 gallons of fuel we were very close to gross weight. Denny had used a PC based flight planning program to develop our route for the 1000 NM trip. DUAT, Denver Flight Service and the Weather Channel all agreed that the flight would be "severe VFR."

Denny flew the first leg--down the Front Range over Raton Pass, to Las Vegas, Albuquerque and Socorro, New Mexico. Our first landing was 3.4 hours after departure in Deming, New Mexico. After a brief fuel stop and a 1.4 hour flight we approached Nogales International. Repeated calls to the tower went unanswered; we circled the field and made an uneventful landing.

The airport manager assisted us

greatly in getting our tourist cards, General Declaration (essentially a tourist card for the aircraft), and a flight plan filled out. Just thirty minutes later, we had the necessary forms completed, had taken on fuel and were on our way south.

Our II Morrow 612B Loran had not been updated to utilize the new chains and the existing nearby chains were providing erroneous information, thus making the readout useless. We "dead reckoned" south until picking up Hermosillo VOR, then RNAVED to the coast near Isla Tiburon. To remain within gliding distance of land I climbed to 8500 MSL and we flew over Isla Tiburon, Isla de San Esteban and Isla San Lorenzo before reaching the eastern shore of Baja at Punta San Francisco. This reduced the 55 NM crossing of the Sea of Cortez to three legs over water of approximately 12 NM each. The flight along the coastline to La Paz was 3.4 hours of breathtaking beauty. The coastal mountain range is very rugged and 3000 to 5000 feet high. White sand beaches and clear turquoise blue water comprise most of the coastline. Many of the beaches are accessible only by boat or by foot.

As a great many planes were expected to arrive in the area for the eclipse, we decided to refuel in La Paz, so as not to be caught short when we departed on July 12. The flight from La Paz to Punta Pescadero took 20 minutes. (We later heard that a taxi ride was about 2½ hours.) The Punta Pescadero airstrip was a relatively level, 3500 x 60 foot asphalt surface. A call on 122.8 alerted the hotel to our arrival and a van arrived just minutes after we shut down.

Flight time from Jeffco to Punta Pescadero was 8.5 hours. Total time from departure to arrival was 12 hours (1.0 hour taxi at 5 different airports, 2.5 hours

refueling, customs and flight planning in Mexico).

The eclipse was two days away. All we could do was enjoy the quiet solitude of the resort. There were no telephones or FAX machines; safe arrival calls could not be made. If an emergency arose, the hotel could contact La Paz by short wave radio and a message could be sent from there to the resort booking office in the States.

The days were mostly sunny, temperatures in the low 90's, with scattered mid-morning and mid-afternoon clouds. Many of us spent time enjoying the sea life by snorkeling, but an inopportune encounter with a Portuguese Man of War ended my fun in the ocean. About 15 stings of varying severity were reported during our stay. To treat such an injury, one might consider taking along some Benedryl and adrenaline (epinephrine).

The night skies were clear and very dark with no light or atmospheric

pollution. Venus, Jupiter, Mars, and Saturn each took their turn as objects of interest in the telescope, as did globular star clusters, craters on the moon, and the Milky Way. The stars were as numerous and bright as on any clear night high in the mountains.

The hotel and nearby beach homes offered superb accommodations. Air conditioning and overhead fans helped reduce the temperatures and make sleeping more comfortable, though two electrical "brown-outs" prevented the use of air conditioning part of two nights.

The food at the hotel was excellent. Each lunch and dinner was different, fresh and well prepared. I had actually planned on losing a few pounds while on this trip, but I had no "won't" power when it came to the food.

Thursday, July 11, the day of the eclipse, dawned bright and clear. We were out at 0600 MST surveying the skies. (It should be noted that Baja



Private homes and villas are in the foreground while Punta Pescadero resort is located in the palm trees along the coast near top of picture. Runway 29 has a displaced threshold.

California is on Mountain Standard Time year round.) There was some apprehension about the weather, as there had been several hours of continuous lightning along the west coast of mainland Mexico the previous night.

A record 47 planes were parked on the ramps and old dirt airstrip at Punta Pescadero. The terrace around the hotel bar was packed with people and equipment. I had set up my telescope on the pool terrace of the villa where our group was staying. There were only seven of us there -- plenty of room to spread out and even take a dip in the pool as the temperature rose to above 90 degrees under clear blue skies.

An eclipse occurs when the Moon, the Earth and Sun are in perfect alignment. Since the moon's diameter is 1/400 that of the sun's and the moon is about 400 times closer to the Earth than the Sun, the disks appear almost identical in size.

Approximately 300 miles east of the International Date Line, the sun and moon had begun tracing their path across the Pacific Ocean. The path of the eclipse was marked by a 140 mile diameter shadow. First landfall was over the island of Hawaii shortly after 1000 MST.

After crossing the Pacific at a speed of approximately 1900 miles an hour, the shadow, now 160 miles wide, reached the southern region of Baja California. The first contact there was at about 1024 MST.

As we watched in awe, the moon drifted across the face of the brilliant sun. Over a one hour and twenty minute period, the sun changed from a full disk to a thinner and thinner crescent. As this occurred, darkness could be seen moving from west to east. Pelicans flying along the shoreline sensed that night was coming and landed on the water to wait for sunrise. At about 60% coverage, Venus appeared as a glowing diamond in the deep blue-black sky. As darkness

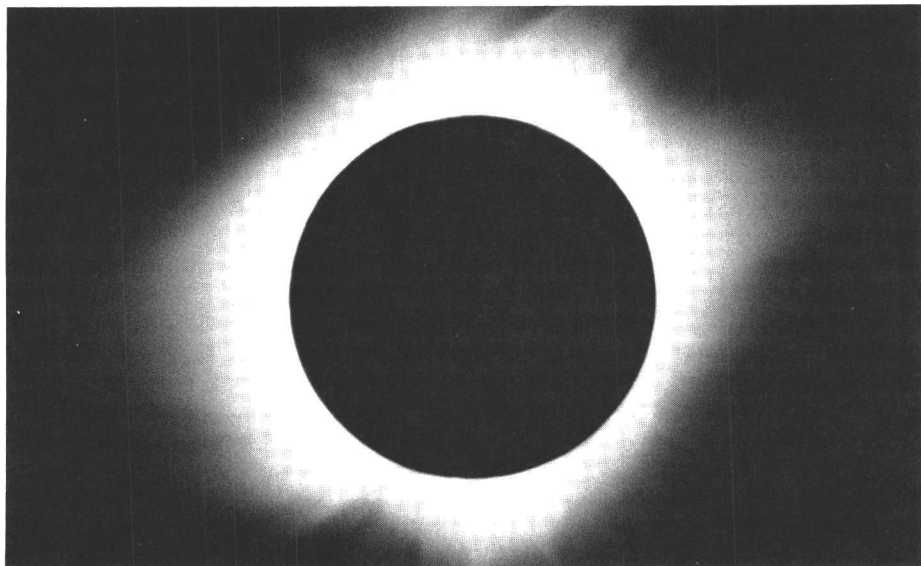
increased, Jupiter appeared higher in the sky and at totality Mercury could also be seen. Flowering bougainvillea began to close their petals. Shortly before totality, "shadow bands" were seen moving across the patio's surface. These shimmering bands of light and shade have been likened to the ripples of light moving across the bottom of a swimming pool and are believed to be caused by the bending of sunlight through the Earth's atmosphere.

The temperature had dropped at least 10 degrees and was now in the low 80's. The thin crescent of sunlight quickly narrowed from the "horns" or "cusps" to a smaller and smaller sliver. Finally, a single ray of light, known as the "diamond ring," shining through one of the irregular mountain valleys on the edge of the moon, announced the beginning of totality. At 1150 MST, scores of people at the hotel and villas along the beach could be heard cheering. The only thing which seemed faster than our heartbeats was the rate at which film was being consumed. This convergence would not last very long!

During the eclipse, the level of sunlight diminished to the extent that the corona--the sun's outer atmosphere--glowed. The sky was as dark as 8:00 o'clock on a summer evening.

The altitude of the sun was 83 degrees above the horizon and at an azimuth (direction measured clockwise from north) of 99 degrees. Around the darkened disc, the sun's chromosphere (lower or inner atmosphere) appeared as a continuous ring of light. Through the telescope lens, solar prominences--greatflame-like jets of hydrogen gas--appeared as tiny pink and reddish flames.

Surrounding the chromosphere was the corona, visible only during a total eclipse and observable with the naked eye. It appeared as a pearly white light



At the point of total eclipse, the level of sunlight diminished to the extent that the corona—the sun's outer atmosphere--glowed.

that extended several lunar diameters. In several places, long, sharp streamers of light extended beyond the soft, brush-like edges of the corona. The corona was offset by the midnight blue sky, studded with planets and the bright stars of the winter constellations.

After 6 minutes and 47 seconds, the reappearance of the "diamond ring" signaled the end of totality. The streamers of light and the corona quickly faded. Over the next few seconds, the light intensity increased sufficiently to require the use of protective filters for viewing. As the sky brightened, the stars and planets disappeared, the temperature began to rise, birds stretched their wings and began to fly, flowers opened and people returned to swimming and snorkeling in the crystal clear waters of Punta Pescadero.

By 1221 MST, final contact was observed. The total eclipse had yet to move across central mainland Mexico, southeast across Central America, Colombia, and disappear into eternity over Brazil. Total time, from the start

near the International Date Line to the finish over Brazil, was 209 minutes.

The rest of the day was spent talking with people about the event and checking where and when the next eclipse would occur. Not until the year 2045 will North America experience an eclipse totaling six minutes. An eclipse like this one, nearly seven minutes long, and visible in North America, will next occur June 13, 2132.

In looking back, it is difficult to find words to express my emotions. Suffice it to say I was humbled by this spectacular display of nature.

We arose before breakfast on Friday morning. It was already getting hot and we had a long day ahead of us. Our hotel bill had been settled the night before and we had enough snacks to get us back to the States before we would need to stop for a meal. Our take-off took us along the beautiful coastline, past the villas and the hotel. People on their patios were watching the sunrise through the clouds over the Sea of Cortez. We hoped the sight of our Mooney flashing past stirred the spirit of adventure in them as

watching other departing aircraft had for us.

There was a lot of air traffic working its way north from Baja that morning. As Denny piloted us north along the coast 180 NM to Loreto, morning clouds along the route kept us below 4500 feet MSL. After refueling and clearing customs in Loreto, we retraced the same route we had flown on Monday. After reaching the mainland of Mexico, we climbed and attempted to make contact with a flight service station, approach control or flight watch in order to alert them to our border crossing. At 12000 feet and about 120 NM from Nogales, Arizona, we reached Tucson Flight Watch and they agreed to notify Customs of our arrival. We made a leisurely descent and slowed as much as possible so as to cross the border within the required 60 +/- 15 minute period. Clearing Customs presented no problems. In the hour we were on the ground, only three other aircraft had arrived.

We had the opportunity to watch a customs agent's dog go through the airplane of an individual who met the

"search profile." The dog is very thorough. According to the agent, there are a lot of problems with contraband. Smugglers continuously cross the border on foot, in cars and airplanes. In light of their limited resources and manpower, the Customs Service does an admirable job.

We dodged some light rain showers over Albuquerque and northern New Mexico and arrived in Pueblo at 1830 MDT. The tropical monsoon which brought the moisture in northern New Mexico had caused heavy rain and flooding in the Colorado Springs and Denver area. A number of level four and five cells were showing on the National Weather Service radar. We filed an IFR flight plan and departed Pueblo at 2330 MDT, spent a brief time in light rain and clouds, and flew the rest of the 40 minute flight to Jeffco in "severe clear".

Don Dolce is a CPA member living in Boulder. Dennis Wruk is a professional photographer in Denver. Anyone interested in obtaining copies of eclipse pictures can call Don at (303) 494-2965.



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COLORADO AVIATION CALENDAR

- 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**. At Jeppesen Sandersen. Info: Bill Marshall 303/341-4744.
- OCT 26-27 **21st ANNUAL GREELEY HALLOWEEN BALLOON RALLY**. Info: Joyce Bundgaard 303/759-3907.
- NOV 21 **MONTGOLFER 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.



WELCOME NEW MEMBERS

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