

CPA FLIGHT LINES

Vol. 8, No. 11

November, 1991



New CPA officers for the 1992 fiscal year elected at the Annual Meeting held October 19 (l. to r.): President Bill Standerfer, Ft. Collins; Vice President Ben Kramer, Aurora; Treasurer Don Vander Ploeg, Denver; and Secretary Beverly Green, Aurora. See article beginning on page 8.



COLORADO PILOTS ASSOCIATION, INC.
P. O. Box 200911 Denver, CO 80220

PRESIDENT'S MESSAGE

by Bill Standerfer

Another fiscal year has come and gone and it's time for a shift change on the CPA management team. Bill Marshall and his better half, Marlys, have given tremendous amounts of time and energy since having the job of president unexpectedly thrust on them early this year. When you see them next, please give them your thanks for a job well done.

And exactly who is this new president? An engineering job with Hewlett-Packard in Loveland pays the bills. After hours, though, my wife Ann and I are both pilots and own a Baron, based at Fort Collins-Loveland. I'm also a fairly new CFII/MEI and mission pilot with the Civil Air Patrol. After 21 years of flying, I seem to be more involved in aviation than I thought possible on a part-time basis.

But this is not about one member of CPA. This is about an organization that has established itself as a respected part of the Colorado aviation community, an organization that is asked for its advice and counsel on aviation issues, and an organization that enhances aviation safety through its education programs. You can be proud to be a part of CPA and to recommend it to other pilots.

Where do we go from here? Well, that's not necessarily an easy question. CPA is still a relatively small organization, with about 450 members. While membership numbers are certainly not a goal in themselves, a larger support base opens up new opportunities. I expect to maintain our new member growth rate, but would also like to reduce our drop-out rate. It is sad to me to have successfully encouraged a pilot to join CPA, only to leave when renewal time comes around. We need to find out what expectations we didn't meet and see if there are changes we should make to the organization.

Aviation safety is my particular passion and I expect CPA to continue its involvement with the excellent education programs held in the past. The Mountain Flying Course, originally developed by Vern Foster, was a success this year with classes taught outside Colorado for the

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Publication Notice

Articles for the CPA FLIGHT LINES are sought from members and other persons and organizations. Stories and articles can include flying tips, rebuilding and restoration experiences, special trips, activities, etc.

All articles should be sent to:

EDITOR, CPA FLIGHT LINES

P. O. Box 200911

Denver, CO 80220

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FLIGHT LINES**

20th of the Month

first time. There are already plans for more classes, some as far away as Minnesota and Illinois. This course should help reduce Colorado's worse than average accident rate.

Education of a different sort is also important. The Education Committee, led by Peter Luce, has developed an excellent program to introduce young people to aviation careers through the Student Airlift. Programs like this help generate the excitement we all have in a new generation of aviation professionals and enthusiasts. A side benefit is the positive community exposure General Aviation gets.

Through the efforts of many dedicated CPA members, we have had some considerable influence in local airspace matters. The ad hoc TCA committee, led by Walt Bell, came up with a TCA design that all users of Denver airspace can live with when the new airport opens. The new TCA design, essentially unchanged from what the committee proposed, may have been published in the Federal Register by the time you read this. I expect CPA to remain active with efforts to represent the interests of General Aviation in actions that seem to continually threaten our use of airports and airspace.

Finally, we all like to have a good time and CPA already has events for the next year planned to meet that goal. The flying events, like the Jackpot trip or Forth of July poker rally, are great opportunities to have fun and talk flying with other pilots. Give one a try! And if you have an idea for a new event, please let the Fly-In Chairman (and vice president), Ben Kramer, know.

RENEWALS

Greg Isbill, Aurora
David Barth, Lakewood
Bob Doubek, Littleton
Alfred Andersen, Morrison
Jon Andrews, Aurora
Charles Koch, Loveland
George Rossman, Aurora
Larry Nelson, Littleton

(rejoined)

Glenn Nicholls, Denver
William Linenberger, Aurora
Carl Mason, Parker
Larry Robison, Manitou Springs
Bruce Prestien, Broomfield
Babette Andre, Denver
Sandy Wickham, Pagosa Springs
Bill Marcy, Littleton
Martin Duffala, Aurora
Jack Roberts, Denver
Gary Justus, Evergreen

As you can see, CPA is quite an organization with a full plate of activities. I challenge each of you to find one activity and involve yourself in it. Finding just one event this year to work on, just a few hours, will give you a sense of satisfaction of helping the local aviation community. I also challenge each of you to recommend CPA membership to one non-member pilot this year. In this way, the Colorado Pilots Association can continue to grow and be an important part of the aviation community.

CPA HOTLINE (303) 266-6266

■ Appears the FAA intruded into FCC territory on frequency management when it changed the multicom frequency for private airports (not open to the public) from 122.725 MHz to 122.75. The advice on frequency assignment appears in the current issue of the AIM. FCC assignment for fixed wing aircraft air-to-air communications is also on 122.75 MHz.

Caught in the middle was the residential community of Van Aire. It had conscientiously changed to the new frequency, even to the extent of recoding radio controlled runway lights to the new frequency. FCC monitoring to identify abuses of 122.75 picked up on the "screwup". Ironically, it happened on the very day that FAA Regional Director Fred Isaac was in town on an evaluation of FAA services to the aviation public.

At this writing the issue is still unresolved. But it appears that FAA will end up being a little red faced. And that Van Aire will again change its multicom frequency.

■ FAA Accident Prevention Program Manager MICK WILSON tells us to expect a large Air Fair to be held in the Denver area in the summer of 1992. It will be similar to the one held at Front Range Airport a few years ago but more in scale with the ones held annually in Tacoma, Washington.

■ We are told that the Platte Valley Airport near Hudson has been acquired by a private corporation which includes principals from the group which currently operates Aurora Airpark. The acquisition should bring about some urgently needed maintenance along with significant improvements to Platte Valley. The Aurora group plans to continue operating Aurora Airpark.

■ Aviation Simulator Technology of Bedford, MA has developed a new generation of high tech flight simulators for

general aviation, at a cost of less than \$100,000. Features are very similar to the \$25 million simulators used to train 747 pilots at the UAL training center. The AST simulators are smaller and do not have a motion base. But the heads up display is so realistic that it gives the feel of motion.

The simulator consists of a full sized "generic" cockpit with a center console hosting throttles, prop controls, mixtures, and many other devices topped by a windscreen that encloses a computer generated visual display for pilot and copilot. Instruments and radios are precise replicas of real gear. Avionics includes a full stack of King radios with RNAV and HSI.

The simulators can be configured for aircraft types from single engine through twin and turbine powered aircraft. Displays can be adjusted for various meteorological conditions. And a variety of emergency situations can be injected into its operation.

CPA member CARL MASON has acquired two AST Model 300s and placed them in the training programs at Aero Training of the Rockies and Wings of Denver at Centennial Airport. Anyone with an interest in seeing the equipment should look in on the flight schools. Or groups can arrange for a demonstration of the simulators by contacting CARL at (303) 841-2365.

■ Some unusual "goings on" in the current operation of Centennial Airport. The Arapahoe County Commissioners removed two members from the airport authority and reformed the authority to include all three county commissioners.

Typically, airport authorities are formed for the purpose of buffering commissioners from the day-to-day operations of airports. In this case, however, the county commissioners have

structured an authority composed of themselves . . . which is responsible to themselves as county commissioners. Did we overlook something here?

■ The new north/south runway at Front Range Airport will be 100ft x 8500ft when completed. Though planned for future expansion to meet requirements of air cargo operations, the expansion will not take place prior to an acceptable environmental determination.

Under normal circumstances, the environmental process would probably result in a "finding of no significant impact" (FONSI). But Denver is bent out of shape at the thought of losing the air cargo operators and can be expected to object . . . which would extend the environmental process into a full "environmental impact statement." This would be ironic considering that Denver paid Adams County (owner of Front Range Airport) \$7 million to offset adverse affects that could result to Front Range as a result of development of Denver's new airport . . . and that part of Denver's payment could end up as a principal source of funding for an extended environmental process precipitated by its actions.

Meanwhile, the FAA appears to be dancing all over the place in hope that the whole issue of air cargo at Front Range Airport will blow away. Looks like the FAA is caught as a victim of its own indecisiveness.

Back some 3-4 years ago when the FAA could have done something to discourage air cargo at Front Range Airport, it failed to do so. Rather, by its inaction, it encouraged events which took place.

It is now a bit late to say no. Adams County has invested additional millions of dollars in the facility. And airport officials have successfully marketed the airport and currently have letters of intent from both Federal Express and UPS to relocate there when Stapleton closes.

To Front Range's credit, it was not secretive on its plans and intentions. Everyone knew what they were up to. But nobody thought they could pull it off.

Under the circumstances, it seems that FAA should "bite the bullet" and do the honorable thing. Since it was responsible for fathering the development, FAA has a moral responsibility to assist in the cost of its care and feeding . . . including the cost of environmental studies and development.

■ A cold front passage didn't help the October 13 MEADOWLAKE AIRPORT ceremonies to dedicate a new runway. Winds were gusting to 25k and contributed to at least one aircraft incident. High winds caused cancellation of many of the planned activities. But the event still attracted an overflow crowd of visitors and itinerant aircraft, including a Lear 24 flown by CPA member ROBERT RESLING.

■ Denver loses in its bid to locate the new United Airlines maintenance base in Denver . . . but general aviation in the state was a winner. Had it not been for the UA proposal, Governor Romer would never have accepted legislation which returned the 3% sales tax on jet fuel sales to aviation. (Denver's share of the tax was the funding source for the state provided incentive for the proposed facility).

The airline role in state aviation is somewhat ironic when one considers UA opposition to a state aviation office delayed creation of the office for many years. With need to provide an incentive to UA, the governor suddenly became very supportive of legislation which would return the 3% fuel tax to aviation purposes. The effect was to place UA in the interesting role of catalyst for support of general aviation . . . when for years it had lobbied against it.

■ CPA member AL LOPEZ, who represents the pilot community on the

Colorado Aeronautical Board, has gone back with his former employer as an airline pilot flying DC-10s. We understand he desires to continue as a member of the board.

■ The Colorado Department of Revenue has communicated to the State Aeronautics Division that regular reporting of revenues from the jet fuel tax should be available starting about November 15.

This is the controversial tax which generates something over \$8 million annually, which revenues previously went into the state general fund, but were recovered for aviation purposes by provisions of HB 91S-1009. The legislation provided that 75% of revenues derived from the tax would be returned to the airports which generated the revenues . . . the remaining 25% would be directed to the State Aeronautics for use in an aviation grant program.

If the Department of Revenue meets its planned schedule, airport refunds should begin to flow on a monthly basis following that date.

■ Can't help but notice that the Colorado Aeronautical Board will have been in existence 3 years effective January 1, 1992 . . . and has not yet established policy for the growth and development of aviation in the state.

The policy is identified in enabling legislation as one of the principal duties of the board. The policy could be critical as a defense in any attempt to divert recently acquired jet fuel tax revenues to general fund purposes . . . particularly in the aftermath of the failed attempt to entice the UA maintenance facility to the new Denver airport. □

MEMBERS: PLEASE NOTE . .

THAT we now have a *new* Post Office Box and Zip Code number. This is necessitated by the fact that the Stapleton post office we've been using will be closed when the new Denver Airport opens in 1993.

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.

If you do subscribe to *Flying Review* magazine, *you* will need to inform them of your change of address:

FLYING REVIEW
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Please continue to notify CPA of any address change also. Thanks!



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CPA ANNUAL MEETING

The annual meeting of the Colorado Pilots Association was held on Saturday, October 19, 1991 in the corporate offices of Jeppesen Sanderson in Englewood, Colorado. About 75 members and guests attended.

Highlight of the event was a conducted tour of the firm's aeronautical charts printing and distribution system and its video production facilities. It ended with a sneak preview of Jeppesen Sanderson's new video on mountain flying.

The video is of particular significance to CPA because of the CPA role in promoting such a film as a part of its Mountain Flying Program . . . and in the advisory service provided during its production. The film is beautifully done, contains dazzling aerial photography of the Colorado mountains . . . and some sobering counsel on flying in them.

Election of Officers. Bill Standerfer of Fort Collins was elected president for the new fiscal year beginning November 1. Also elected were Benjamin Kramer of Aurora as Vice President, incumbent Beverly Green of Aurora as secretary and incumbent Don Vander Ploeg of Denver as treasurer.

Committee Reports.

WALTER BELL (Airspace) reported the major accomplishments of his committee during the past year included its participative role in working with the Ad Hoc Committee for design of the new Denver TCA. The committee, working under the umbrella of the State Division of Aeronautics, arrived at a design recommendation acceptable to FAA and with minimum impact on the aviation community. The proposal continues in the NPRM process with implementation scheduled consistent with opening of the new airport. His committee continues to work on other aspects of the new TCA implementation including matters such as changes in instrument approach procedures for neighboring airports.

Other significant activities of the Airspace Committee included work with the Colorado Air National Guard on airspace proposals to meet requirements of F-16 aircraft currently being acquired by the ANG, participation with airport support groups on issues relating to continuation and protection of airports, acting as a watchdog against construction of tall radio towers that would adversely affect flight, and input to the State Aeronautics Division in developing a policy for implementation of its Aviation Grant Program.

PETER PAUL LUCE (Aviation Committee) petitioned for support of aviation pioneer JACK KNIGHT to be recognized on a U.S. postage stamp. Jack Knight was a hero of the "First Transcontinental Airmail Flight" 70 years ago. Others recognized in the aviation pioneer series include William Piper (currently on sale at post offices).

Peter also reported on success of the first student airlift and urged support for the next one scheduled at the Downtown Fort Collins Airport on November 9. He also reported that CPA member Neil Stein is currently updating the Directory of Flight Schools and expanding the document to also show flight schools for gliders and balloons.

ROBERT HENLEY (Flight Safety) discussed significant changes made during the past year in conduct of the CPA Mountain Flying Course. There has been a recognized need to carry the ground school portion of the course out of state. That was initiated this year at two locations in Iowa and Nebraska. An additional ground school was also given in Denver. The ground school course now offers a completely revamped curricula with professional graphics and photography. The flying portion of the program was separated from the ground school portion such that the flying could be scheduled at a time most convenient

to participants. Robert reported that the mountain flying program is the primary focus of his Committee.

BEN KRAMER (Fly-in Events) reported that the scheduled fly-ins were exceptionally well attended . . . even one (a fly-in to Deadwood, SD) that was canceled because of weather. Fly-ins for next year are expected to include locations such as Cody, WY in August, and Kremmling (to view fall colors). These would be in addition to the annual Jackpot Air Classic and Poker Fly-in events.

TONY BILELLO (Membership) spoke of efforts by his Committee in developing organizational chapters. Tony is also revamping the area representative program and has negotiated a discount program for membership purchase of aeronautical supplies from Jeppesen Sanderson. Expect more information on the discount program in the next month or two.

TONY MILLER (Publicity) said he was pleased with TV and press coverage

gained on many of our events. He also recognized valuable assistance provided by Lucy Powers during the year.

VANITA GALLO (Air Classic) reported that Jackpot was so impressed with the large number of aircraft participating in the event this year (there were 35 aircraft) that they forced a contract on her for next year's event before she left. This was unprecedented in the 15 year history of the event. Of course it didn't hurt that one of the participating aircraft was a Cessna Citation (flown by CPA member John Warrender). Also, Ben Kramer noted that the October, 1991 issue of the Comanche Flyer had 1½ pages on the event. He also noted that the winner of Class "B" was a paraplegic and just happened to be flying a Comanche . . . which may have influenced the article. The Comanche pilot, of course, was none other than CPA member Paul Nunn from Pueblo, Colorado.

In other reports, DON VANDER PLOEG (Treasurer) noted there were a few days



Outgoing President Bill Marshall is presented with a plaque commemorating his service as president by incoming President Bill Standerfer.

remaining before the end of the fiscal year on October 31, but it appears that the organization's financial position will be approximately \$2,000 improved over last year . . . much of this thanks to the mountain flying program. Expect an annual statement of the organization's financial condition to be printed in the next issue of the newsletter.

TERRY BARBO (Newsletter) was presented with A Certificate of Recognition from the United States Pilots Association for the most outstanding affiliated state newsletter for the years 1990-1991. Don Vander Ploeg, who is also USPA treasurer, made the presentation in behalf of that organization. In reflecting back over the history of the newsletter, Terry spoke of how the newsletter was created in its current format in 1984. It was created primarily through the efforts of people like Wayne Thetford (who owned a printshop), Lisa Thetford (a graphic artist), and Ken Monahan (a computer consultant and first editor).

Terry assumed the role of editor in July of 1985. She spoke of how much of the quality can be contributed to Tumbleweed Press, which subsidizes part of the printing cost, and to members who contribute to the publication's content. She also noted that much of her loyalty in continuing as editor was as an ongoing tribute to the Thetfords who were killed in an aircraft accident four years ago during the Denver-to-Jackpot Air Classic.

Terry also reported that CPA membership had increased from 411 to 451 members during the past year.

FRANK GALLO (Legislative) summarized the role of his Committee in reviewing all legislation with aviation impacts, of the trials in lobbying for H.B. 91-1028, only to have it vetoed by the governor, and later resurrected as H.B. 91S-1009 (the UAL bill). He expressed disappointment that S.B. 91-41 failed to get serious consideration. This bill would have increased the allowances of those that use private aircraft for state business. The current

rate is only 20 cents per mile reimbursement . . . which, in effect, is a disincentive to use private aircraft. The feds reimburse at a rate of 45 cents. S.B. 41 would have increased the state rate to 35 cents . . . but it failed.

On other matters, Frank commented that we declined to take a position on legislation creating a State DOT for the reason there appeared to be no impact to the aviation community. Frank also commented that the Legislative Coffee sponsored this year with the Colorado Airport Operators Association was somewhat of a disaster. . . thanks to the remote location of the event. But we intend to try again next year with a location in the capital. It will be held on February 6 and will again be cosponsored with the CAO.

Frank also spoke of disappointment in efforts to have Mike Rock confirmed as a member of the DOT Transportation Committee. It would have been nice to have someone with an aviation background on the committee. As with nominations these days, however, the confirmation process tends to be highly political. Mike was exceptionally qualified for the position. But he went in with two strikes against him . . . for the probable reason that he was nominated by the governor. So Mike graciously removed his name from nomination . . . and remains as Chairman of the Aeronautics Board.

Special Guest Speaker. Representative Lewis Entz was presented an award for his accomplishments over the past several years in behalf of general aviation. It was primarily through his effort that legislation was enacted to have taxes collected on aviation fuel in Colorado be used for aviation purposes.

In reviewing the history of aviation legislation, Entz noted that prior to adoption of H.B. 1250 (this is the bill which created the State Aeronautics Office) the only source of state revenue for aviation purposes was the registration tax imposed on aircraft. County clerks

were charged with the responsibility for collecting the tax. Collections of the tax tended to be fragmented. At larger locations, counties sometimes had someone to bird dog collections and hound aircraft owners into paying. In smaller locations, however, collections proved difficult. And the fact that aircraft don't stay in one place didn't help.

With enactment of H.B. 1250, the registration tax was removed and replaced by a 6 cents/gal on avgas and 4 cents/gal on jet fuel. Four cents/gal of the tax was returned to the airports from which it was collected to be used for aviation purposes. The remainder went to an aviation fund to be used for operational costs of the new State Aviation Office and for funding of state aviation programs. At this point, in effect, the 2 cents/gal on avgas not returned to airports was the only source of funding for the aviation office.

H.B. 1028 was designed to return the additional 3% sales tax collected on all jet fuel sold in the state to aviation purposes. Revenues from the tax, which had been collected by the state since 1972, were previously diverted to the state general fund . . . in the face of authorizing legislation which provided the tax would be used only for aviation purposes.

Entz spoke of a meeting with the governor shortly after successfully guiding H.B. 1028 through the legislature. The governor had threatened to veto the bill. As Entz described the meeting, the governor said he was faced with a decision of "kids or airports." As we all know, he chose kids. With resurrection of the legislation (now H.B. 91S-1009) in the special session, however, Entz noted that the governor was faced with a similar decision. This time it was "kids or UAL." And UAL won.

H.B. 1009 provides that 75% of the 3% sales tax collected on jet fuel be returned to the airport which generated the

revenue. The remaining 25% remains in the aviation fund for use by the state aviation office to carry out its programs. Considering that the total revenues generated by this tax is something over \$8 million annually, the impact on Colorado aviation will indeed be dramatic.

Entz cautioned the aviation community to guard against efforts by the state to defer authorized spending from the trust fund (as happens with the Federal trust fund) and of possible efforts to divert the tax revenues back to the general fund.

On other matters, one of them very sobering, Entz noted that there are some redistricting actions under way that could redistrict him out of office. His concluding comments in this regard had the flavor of a farewell address.

WELCOME NEW MEMBERS

Cremer, Steven P.
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Turner, Scott P.
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Greeley, CO 80634

COLORADO PILOTS ASSOCIATION

CASH RECEIPTS AND DISBURSEMENTS

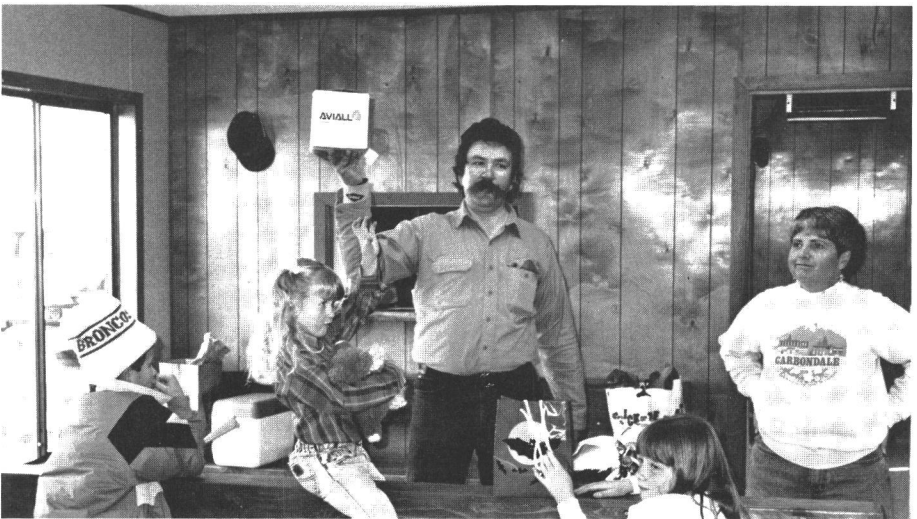
Summary For Fiscal Years Ending October 31, 1991 and 1990

	1991	1990
INCOME:		
Membership Income		
Dues	8,140.00	8,111.00
Advertising in FLIGHTLINES	535.00	645.00
Sales	835.50	382.00
Miscellaneous Income	0.00	31.75
	<u>9,510.50</u>	<u>9,169.75</u>
Dinner Meetings	(202.55)	210.86
Jackpot Classic	548.65	611.96
Poker Fly-in	420.61	454.96
Mountain Flying	2,193.10	1,865.96
Other Fly-ins	338.12	3,328.44
TOTAL INCOME	<u>12,808.43</u>	<u>15,641.93</u>
EXPENSE:		
Membership Expense		
Newsletter Expense	4,428.36	4,580.65
Postage and supplies	2,247.10	1,985.27
Printing Expense	849.40	2,052.16
Inventory for Sales	1,507.54	1,820.99
Pilots Hotline	163.53	42.60
USPA Dues	400.00	200.00
Miscellaneous	472.64	1,359.90
	<u>10,068.57</u>	<u>12,041.57</u>
Donations and Contributions	500.00	0.00
TOTAL EXPENSE	<u>10,568.57</u>	<u>12,041.57</u>
NET INCOME:	2,239.86	3,600.36
Bank Balance Beginning of Year	10,106.60	6,549.26
Bank Balance End of Year	<u><u>7,579.86</u></u>	<u><u>10,106.60</u></u>

PHOTO GALLERY



Three former CPA presidents, Frank Gallo, Walt Barbo and Bill Marshall, pose in front of an F-86 Sabrejet at Buckley ANG Base in Aurora. They were recognized by the Colorado Airport Operators Association at its Annual Meeting Banquet on October 3, 1991 for their help with state aviation legislation during the past year.



Newly elected CPA Vice President Ben Kramer conducts auction of box lunches at the joint fly-in of CPA and the High Country 99's at Rifle Airport, on October 26. About 25 people attended the event. Funds raised were divided between the two organizations.

COLORADO AVIATION CALENDAR

- NOV 21 **MONTGOLFIER DAY, 208th ANNIVERSARY OF BALLOONING.** Info: Joyce Bundgaard 303/759-3907.
- NOV 17 **SILVER WINGS, COLORADO CHAPTER.** Lunch at Bennett's Bar-B-Que on Arapahoe Road near Centennial Airport. Guest speaker will be Orville Meyer known as "The Wizard of AHS." Info: Peter Paul Luce 303/850-0600(O) or 303/781-1078(H).
- NOV 23 **1991 HALL OF FAME BANQUET,** Colorado Aviation Historical Society. US Air Force Academy Officers Club, 1:00 p.m. Seven new members will be inducted into the Colorado Aviation Hall of Fame. Info: Bill Madsen 719/596-3811.
- DEC 8 **CPA CHRISTMAS DINNER.** Clarion Hotel at Centennial Airport. Details later. Info: Terry Barbo 303/367-0670.

1992

- FEB 6 **LEGISLATIVE COFFEE** at State Capitol. Sponsored by CPA and Colorado Airport Operators Association. Info: Frank Gallo 303/337-5864.
- FEB/MAR ? **AVIATION NIGHT** at membership drive for Channel 6. CPA and 99's combine to provide phone bank personnel for an evening at the TV station during the membership drive. Info: Tony Miller 303/790-0329.
- JUL 11-12 **DENVER-TO-JACKPOT AIR CLASSIC.** 557-mile route to Jackpot, NV. Overnight at Cactus Pete's. Cash prizes. Aircraft handicapped by manufacturer's published maximum speed. Open to all interested pilots. Info: CPA Hotline 303/266-6266.



AREA REPRESENTATIVES

SAN LUIS VALLEY

Gordon Scott

BOULDER

Ken Carter (H)303/494-3663 (O)303/444-2216

BURLINGTON

Larry Mack (H)719/346-7884 (O)719/346-5352

COLORADO SPRINGS

Kent Eckhart (H)719/599-9259 (O)719/570-9173

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FORT COLLINS DOWNTOWN

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GREELEY

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