

CPA FLIGHT LINES

Vol. 9, No. 4

April, 1992



CPA member Mike Baldwin poses in front of his P210/N731CB at last year's Easter Food Lift. Mike is Chairman of the CPA Programs Committee, lives in Evergreen, and flies out of Centennial.



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

PRESIDENT'S MESSAGE

by Bill Standerfer

The past few weeks have had some ups and downs for general aviation in Colorado. In at least one case, we have been able to have constructive discussions between the parties involved. Unfortunately, however, others have taken on a "them versus us" character. Here's a quick recap of some issues, plus a request I have of you.

On the positive side, we've had some good discussions with the Colorado Air Guard about the proposed Red Eye complex, the proposed change of the Military Operations Areas in the southern part of the state. CPA got involved with this issue almost a year ago when we were invited to a briefing given by the Guard. We've since had several face-to-face meetings with the designers of the MOA changes to try to work out the differences we have with the implementation.

On the us versus them side, the Air Force Academy took it upon themselves to propose an MOA for some cadet pilot training operations. As reported in earlier articles, the Zoomie MOA would seriously impact operations at the Colorado Springs Airport. CPA got involved when the local pilots didn't like what they thought our position was on the issue. Due to the efforts of the users group, led by area representative Kent Eckhart, Zoomie should be put out of its misery.

Finally, the Longmont City Council just voted to annex the property just south of their airport for residential development. In spite of testimony by CPA members Otto and Mary Ann Senft, Walt Barbo, and yours truly, as well as many others from the local pilot association and Bill Hamilton from AOPA, the city council may have doomed the Longmont airport to stagnation. In this case, CPA was asked to participate by our area representative, Les von Hagel.

These issues, as well as others in the state, bring up a point I'd like to make. In a nutshell, the CPA executive committee and board of directors are not clairvoyant. We depend on you to keep us informed about your local issues that you may want our help on. We've been criticized about not being at this or that meeting to support local pilots. Unfortunately, we don't always hear about local meetings, or hear about them too

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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:

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20th of the Month

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Kalberer, Robert C.
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late to make arrangements to attend. If you know of some issue that you need CPA's support on, please call someone and let us know. Most areas of the state have a CPA Area Representative who should be the focal point for contacts. Les von Hagel from Longmont and Kent Eckhart from Colorado Springs have spent many hours working on their respective issues as representatives of CPA. If you can't contact an area rep, call me or one of the other board members for help.

Obviously, we can't be everywhere all the time. Through your efforts and your area representatives, however, CPA will make every effort possible to help you when local issues need attention.

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:

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

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■ Longmont City Council did the anticipated in its regular session on March 12. An annexation and zoning proposal which would result in residential encroachment and limit future expansion of the airport was approved by a vote of 5 to 2. Aviation community efforts to discourage the proposal ran into a brick wall. (Extensive coverage appears in March issue of FLIGHT LINES.)

Difficult to understand the basis for City Council non-support of the airport. We are told the city manager refers to the airport as a "recreational plaything". This may explain why the city planning staff, which is under his supervision, took a strong stand against the airport. And it may have influenced members of the council. Interesting to note, however, that the mayor sided with the airport. He was one of the "good guys".

In the interim, four members of the five member Airport Advisory Board resigned, enmasse, over the issue. And an injunction is being filed to prevent city from completing its action.

■ Jeffco Airport got good news this month when the DOE announced it will no longer seek a ban on aircraft flying less than 4,500 feet over Rocky Flats. The flight restriction would have, in effect, put the airport out of business. In a new conciliatory mood, the DOE concluded it could live with FAA suggestions to identify such security areas on aeronautical charts. Pilots would then be asked to avoid those locations.

■ CPA President BILL STANDERFER was notified by the FAA regional office that plans are underway to decommission the Grand Junction Flight Service Station effective October 15, 1992. Under the plan, weather observations will continue to be taken at the airport by the NWS. Responsibility for FSS functions will be transferred to the Denver AFSS. CPA expects to comment on the plan.

■ James Fritze and Peter Lert have been appointed to fill vacant positions on the Colorado Aeronautical Board. They fill positions occupied by David Leinsdorf who did not seek reappointment when his term expired, and William Haight who resigned to assume a new position on the Colorado Transportation Commission.

James Fritze is Eagle County Administrator. And Peter Lert is Senior Editor of Air Progress Magazine, a resident of Telluride, and a member of the Telluride Airport Authority. The appointees will represent local governments from the western slope of the state.

■ The Colorado Aeronautical Board initiated some serious soul searching at its March 11 meeting on future policy direction of the board. Future efforts are expected to include input from a new Strategic Ad Hoc Committee which would be established for the purpose of advising the board on a number of policy related issues. Each board member was asked to bring two recommendations for possible appointment to the committee for action at the CAB's April board meeting.

■ Pilots in Colorado will have a new Colorado Aviation Chart if a proposal by DRCOG Aviation Planner CHASE STOCKTON is accepted by the CAB. DRCOG is proposing to undertake the project if funding can be provided under the State Aviation Grant Program. CPA has testified in support of the proposal. Action on the request is scheduled at the April CAB board meeting.

■ A Denver firm is marketing a new aviation product called Flighttemp Indicators . . . which appear to be a "poor man's" approach to a graphic engine analyzer. The indicators are not much more than 1/4" in diameter and are coded to give a one-time reading of maximum temperature reached by engine components . . . such as aircraft cylinders.

They are being promoted as an inexpensive maintenance and diagnostic tool.

Each indicator is made up of 5 dots of a waxy material which melts at a design temperature. For a high temperature indicator, for example, the first dot melts at 250°F. The remaining are designed to melt at 50° increments above that. As they melt, each dot is absorbed onto a backing material and turns color from black to white. Temperature readings are then made by counting the number of white dots.

From a call to the developers we learned the indicators are currently hand assembled. If sufficient demand materializes, they hope to automate the process . . . which they tell us should reduce price by \$2-3/indicator strip. Current retail price is \$10/strip. So the cost is not cheap. For a 6 cylinder engine, a one time diagnostic cost would amount to \$60.

The developers told us they are currently advertising in Trade-a-Plane and are sending a sample indicator to all registered owners of aircraft in the state of Colorado. If you haven't received yours yet, watch for the mail. And if you choose not to try it, send it to your FLIGHT LINES editor. She knows someone who will.

■ CPA member BABETTE ANDRE, and editor of Wings West Magazine, has added teaching at Metro State College to her list of aviation accomplishments. She is currently teaching a course in basic instruments.

■ CPA member HELEN PUSTMUELLER of Denver has been elected to a three year term on the Silver Wings Fraternity Board of Directors. Silver Wings is a national aviation fraternity of pilots who soloed at least 25 years ago.

■ Some of you older pilots with apprehension about that eventual day when you are "too old" to continue flying should look to Limon, Colorado banker

Harry Liggitt as a possible role model. A recent issue of General Aviation News & Flyer identified Mr. Liggitt (age 92) as the oldest active pilot in the United States. He flies his personal owned Cessna Skylane.

■ Several CPAers joined with the 99s to man the phone bank during the spring membership drive at Channel 6 on Saturday, March 21. They were TONY MILLER, SUSAN ZVACEK, BOB JAIN, CLIFF MALMQUIST, LES and FRAN VON HAGEL, RAY HAWKINS, ROGER and KAREN CRAWFORD, ED CUTLER, and GRETCHEN JAHN.

This was the final night of the two-week drive of the Denver based public television station. TONY tells us that the group got a real workout during an intermission in the Lawrence Welk Show when the goal of 100 new members for that break was exceeded by nearly 40. That made the evening pretty exciting. And productive!

■ Don't be surprised if the FAA AIRFARE & TRADESHOW scheduled for Denver in the late September timeframe is slipped for a year. FAA authorized only \$4,000 for an event which will cost at least \$60,000. Efforts are continuing to find donors to fund the remaining, but it is an uphill battle. Even if successful on funding, confirming speakers on such short notice seems unlikely.

■ Should there be curiosity as to how membership sales of Jeppesen products is going, only four orders have been processed to date.

■ A listing of member owned aircraft is included as a new addition to the 1992 CPA Membership Roster. Purpose of the addition was to permit recognition of other members and their aircraft at various aviation activities and fly-in events. The listing is sorted sequentially by N numbers for aircraft where N numbers were supplied to our data bank. Let your CPA Board know if you consider such listings worth continuing. □

COLORADO AIR SAFETY FOUNDATION -- CPA: A PARTNERSHIP

by Frank Gallo

Incorporation papers have been filed to establish a Colorado Air Safety Foundation. This foundation will have aviation education and safety as a primary goal, and will be an adjunct of the Colorado Pilots Association, an arrangement similar to the AOPA-AOPA ASF relationship.

The incorporating committee includes Robert Henley, Denver; Vern Foster, Denver; Bill Marshall, Aurora; Scott Hamilton, Broomfield; Ben Kramer, Aurora; Bill Standerfer, Ft. Collins; and Frank Gallo, Aurora. I have agreed to serve as the president of the Foundation for at least the first year during the organization process. It isn't difficult to establish the CPA-CASF relationship, when you look at the incorporating committee. Four are CPA past presidents, Bill Standerfer is the current president, Ben

Kramer the current vice-president, and Robert Henley has held key committee chairmanships over the years.

The Colorado Air Safety Foundation will be non-profit, and an IRC 501c tax exempt status request will be filed. It is quite probable that the Foundation will take over the conduct of the CPA mountain flying training program, under license from CPA.

The Foundation will focus on several other areas of aviation education. As the incorporating committee meets in coming months, and by-laws are developed, these areas will be "fleshed out," as will the specifics of the make-up of the Board of Directors, length of terms, and other details. The incorporating committee would like to hear from CPA members and others as well, on any thoughts that they might have on the Foundation.



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BOARD OF DIRECTORS MEETING HIGHLIGHTS

At its March 2 meeting the CPA Board of Directors discussed the interesting issue of whether the Board Meeting minutes should be substituted for the type of coverage currently published in FLIGHT LINES. The issue surfaced as a result of a Colorado Springs member's criticism on coverage of an airspace issue in that area.

For the record, board meeting reports which appear in the newsletter are not the official record of the meetings. They are typically prepared by more than one author and are selective in coverage to those issues considered of greatest interest to members. And frequently issues are embellished with detail greater than that which appears in the minutes to provide greater understanding for the reader.

The board decided to continue with current practice in newsletter coverage of the meetings. The title has been modified, however, to show more definitively that the coverage represents only the highlights of the meetings.

In other matters, Vice President BEN KRAMER announced the May meeting of the CPA Board will be held at the Eagle Airport at 1:00 p.m. on May 2. The meeting is scheduled coincident with local aviation events which take place starting at 9:00 a.m.

Education Committee Chairman PETER PAUL LUCE announced completion of his Directory of Colorado Flight Schools. The directories were compiled in response to questionnaire surveys sent to each airport in the state. The summary shows 31 airports in Colorado have 52 flight schools, 301 instructors, 396 aircraft and 52 simulators. The publication includes data for each airport on flight school addresses and telephones, numbers and types of aircraft available for training, and pilot ratings offered. We believe this is the only such compilation in Colorado. Peter

also announced only two of our members had expressed an interest in a CPA sponsored ground school course for members. So it appears this proposal will go no further.

VERN FOSTER has turned chairmanship of the Aviation Safety Committee over to SCOTT TURNER so that he can give more attention to conduct of the CPA Mountain Flying Course. Incidentally, Vern will give a presentation on the Mountain Flying Program at the EAA Conference in Oshkosh on August 4.

A significant issue raised by President BILL STANDERFER on policy to insure greater safety in CPA sponsored flying events generated a lot of discussion. The board has an interest in formalizing a policy which would incorporate many features of the pilot briefings given during the annual Denver-to-Jackpot Air Classic and Student Airlifts. Discussion raised so many concerns on CPA liability in cases where information provided pilots may be incomplete or in error that board action was deferred to allow for further study.



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RECENT MEMBERS

SURVEYED

by Grank Gallo

Seventy-five recent members of CPA whose membership had lapsed in the past year were sent survey forms in February in an effort to determine the level of satisfaction with member services and association activities and programs. The survey yielded a response rate of 23%, and four of the former members returned their survey form with renewal checks. We expect at least another three or more renewals to result as well.

The survey results were quite favorable, which means the Association is on the right track. Even more follow-up with lapsing memberships will occur in the future as a result of the recent members' comments, in the form of letters, phone calls, and a follow-up survey.

Responses to questions about the quality of FLIGHT LINES, fly-ins, programs, legislative activities, air space and safety issues, and the education programs were for the most part laudatory. Responses to the question about the Association's education program showed that it needs to be "packaged" for better visibility to members.

One of the concerns of the Board of Directors was the adequacy of service to members who do not own an aircraft. About half of the survey respondents fell in that category, and each respondent indicated that their needs were met. Several of the respondents did say that there was a need for a "ride-sharing" program.

As a result of the valuable feedback that was received from this first survey, the Board of Directors has asked that the survey process be continued, with surveys sent out on a quarterly basis.

RENEWALS

Tom Bein, Berthoud
John Salewski, Idaho Springs
Bruce Hulley, Aurora
Ann Standerfer, Ft. Collins
Michael Plante, Evergreen
Roy Pogue, Denver
Perk Odell, Akron
Jim Howell, Lakewood
Glen Wold, Grand Junction
Lou Clark, Homer, AK
Ursula Gilgulin, Leadville
Wilbur Orson, Broomfield
George Mc Crillis, Englewood
Bart Whitehouse, Littleton
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Bruce Bosshardt, Thornton
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Paul Cole, Denver
Melvin Eisaman, Aurora
Roger Hughes, Arvada
Donald Rodewald, Lake City
Roald Flater, Denver
Margaret Dwelle, Aurora
Bob Sumner, Aurora
Dr. Warren DeHaan, Boulder
William Burkard, Berthoud



MAINTENANCE CORNER

By Walt Barbo

The FAA advertized it as an Inspection Authorization (IA) Renewal Program and Mechanics Seminar. For IAs, attendance at the one day seminar, held at the Holiday Inn in Aurora on March 14, satisfied minimum requirements for certification renewal. So it was almost a command performance for them. A&Ps do not have currency requirements, but the seminar offered one of those rare opportunities to visit with others in the industry. And the price was right for an outstanding set of exhibits and lectures by some big names in the industry. It was free to participants. And it attracted at least 350 IA and A&P types.

The event also attracted a number of pilots with an interest in learning more about their aircraft . . . including me. When one considers that many of us travel to the EAA convention in Oshkosh, at considerable expense, to attend the same type of seminar session . . . this has to be a fantastic bargain. I must admit, however, that I felt like an outsider when several of the lecturers cautioned the mechanic types against the dangers of working on aircraft with a history of owner maintenance. And there was counsel to avoid discounting costs for maintenance work. Such counsel had the appearance of not shortcutting on work because of the liability issues currently being experienced by the industry. But it appeared to me to be somewhat out of touch with the realities of the cost of aircraft ownership . . . and the need for most of us to do a certain amount of our own maintenance.

In a welcoming address, Robert Shelton, Manager of the FAA Denver Flight Standards District Office, provided insight as to what future FAA policy would be on IA certification. Under new policy, IAs can expect on-site visits by FAA inspectors a minimum of once every

two years. Program emphasis will be on assurance of certified equipment, maintenance manuals, inspection check lists, and documentation.

As an aside, one of our CPA members was refused a flight check by an FAA inspector when it was found the aircraft to be used did not have full documentation on AD compliance. There is also emphasis on aircraft logbook documentation under the FAA Aviation Courtesy Evaluation (ACE) Program. So we are finding a consistency in the FAA current emphasis on paperwork.

CHAMPION AVIATION PRODUCTS conducted a lecture on the care and feeding of sparkplugs. A lot of emphasis here on when to replace plugs . . . starting from the obvious that a dropped plug should be a throwaway. IAs may not have learned much that was new from this session, but for some of us neophytes, it was enlightening to hear the experts talk about what happens when such things as overworn plugs are continued in use. If I heard right, resistance to firing builds in plugs and creates pressure in the electrical system which, at a minimum, reduces power output, and in extreme cases could result in sudden electrical failures. With that message, the session focused on plug wear analysis to determine various engine operating characteristics. Champion also had a number of parts catalogs and service manuals available as handouts at exhibitor booths.

The representative from CESSNA AIRCRAFT confirmed that sale of the firm to Textron Lycoming was completed in late February . . . and hinted the sale could lead to production of piston powered aircraft. His session was on the manufacturing process of aircraft windshields. What caught my attention was his counsel on cleaning acrylics. If his counsel is

taken as gospel, aircraft operators would never again permit line attendants to clean windscreens. He recommended use of water and a soft mild soap for cleaning and a soft cloth or bare hands to dislodge contaminants. Waxes such as Turtle Wax and Simonize automobile waxes were recommended for polish because of their ability to fill small scratches and provide a protective coating on the windscreen. Of interest, Cessna does not recommend use of sunscreens because of heat buildup problems, primarily on laminates.

The TELEDYNE CONTINENTAL representative provided a wealth of information useful to aircraft owners, though it was discouraging to hear him "put down" the quality of self maintenance typically performed under Part 43. But his message was more along the line of urging IAs to watch for work not meeting an acceptable standard and/or undocumented work. This led to the question of responsibility when brought to a shop . . . and the issue of liability when attesting to the airworthiness of an aircraft. Of course, one has to realize that the representative was "preaching to a choir" of IAs. It would be nice to hear a similar lecture tailored to aircraft owners.

Some bits and scraps of information from the lecture worth repeating include:

- Braided hoses can appear to be in good condition when in fact they have internal leaks. This led to a recommendation for replacement with non braided hoses.

- Emphasis on replacement of worn baffle seals for adequate cooling.

- Engine instruments. Look for inaccuracy of engine instruments . . . particularly the tac. Erroneous readings can result in overleaning and lead to detonation at high power settings. Accuracy should be checked at least once annually.

- Manifold pressure gauge can be checked against barometric pressure. A difference of $\pm \frac{1}{4}$ " is considered acceptable.

- Oil analysis. Analysis doesn't always tell the story on oil contamination since particles can be trapped in the oil filter. For that reason an oil change should not be considered complete until the filter is cut open and examined for metal particles and contaminants.

- Corrosion. Exposure of aircraft to the environment (acid rain) is proving to be a BIG problem in aircraft maintenance. Some horror stories were told of corrosion in fresh honed cylinders in areas of high humidity. But the problem is universal as a result of combustion by-products, particularly in low activity aircraft.

- The engine breather location can influence corrosion to valve lifters on sand cast engines. Expect lifter problems on those cylinders located near the breather.

- Engine temperatures. Engine oil operating temperature should be at least 180°F and preferably 200°F. Similarly, cylinders are designed to run at approximately 380°. The engine must run at these temperatures for at least an hour to burn out contaminants. Ground running the aircraft will not do the job. Aircraft should be flown at least 1 hour/week to minimize effects of sludge buildup and corrosion. Change oil more often if not flown to this frequency.

- Synthetic oils. The oils are approved for Continental engines but the representative noted they tend to attract lead in suspension. For that reason, Continental recommends that oils such as Mobile AV-1 be changed at a minimum of 100 hours rather than the 200 hours between oil changes it is certified for.

The spokesperson for ALLIED SIGNAL AEROSPACE will probably be remembered more for what he said about company policy to fight liability claims than what he had to say about the company's turbochargers. Of course, the spokesman's background as an aircraft accident investigator for the company probably influenced his perspective. His job was to

go immediately to the scene of any aircraft accident in which company turbo parts were installed and do a turbo teardown to determine if it may have been a contributing cause to the accident. As with all aerospace manufacturers today, the company looks to identify who worked on what and do anything it can to place blame on someone else. His bottom line, of course, was to caution IAs to protect themselves, maintain good records, and avoid quick and dirty work.

The spokesman for TEXTRON LYCOMING completed the program of speakers for the seminar. His comments were more along the lines of troubleshooting on problems such as sticky valves and fuel flow maintenance. But he also made a few observations worth repeating:

- Cracked cylinders. Lycoming recommends against welding for the reason the welds usually break within 300-400 hours of operation. The same observation was made for welded cases where their experience is that it is hard to get 700 hours on a welded case. Lycoming uses all new cylinders on its overhauls.

- Mobile AV-1. Lycoming has finally gotten around to approving the oil in its

engines . . . subject to not more than 50 hours or 4 months of operation, whichever comes first.

- Auto Fuel. Lycoming continues to resist approval of auto fuel in its engines. To add insult to injury, the spokesman commented that if he couldn't afford the cost of \$2 100LL vs \$1 auto fuel, he would quit flying. Disturbing comment!

In the wrap-up session, FAA Inspector DON Bordenello (Sp ?) cautioned IAs to know their vendors because of problems with bogus parts. The agency has computer lists of fatalities resulting from the parts. FAA Advisory Circulars on identification and reporting the parts are currently in circulation. Serious business!

Overall impressions? I couldn't help but notice that the major vendors and manufacturers have a heavy emphasis on liability protection. And if those people who work on our aircraft take heed, maintenance is going to take more time at a higher costs.

One learns a lot in seminars of this type. The only way it could be of greater value would be to have it tailored more to the needs of pilots and aircraft owners. With enough pilot interest, I am certain the FAA would accomodate us.

PILOT ALERT

Sources inform us that Senator Tim Wirth has introduced an amendment to the Airport and Airway Improvement Act Reauthorization Bill which would require the NTSB to study safety of general aviation operations at mountain airports in the U.S.

Thrust of the amendment appears directed towards Pitkin County Airport, Aspen, Colorado.

NTSB would be required to report to the Congress its findings as to whether, and to what extent, operations

at mountain airports would entail less risk if regulated by the FAA to require a level of pilot training and aircraft equipment similar to that now required for commercial aircraft operations at those airports under FAR Parts 121 and 135.

The amendment would provide funds for the study and require that the NTSB report its findings to the Congress no later than 270 days after the date of enactment of the Act.

AIRSPACE ISSUES

By Walter Bell

Colorado Pilots Association has been working to represent GA interests on a number of airspace issues in Colorado. And I thought it timely to take a moment and give a brief status report on some of the more sensitive ones.

At the moment two of the most important airspace issues are the proposed Colorado Air National Guard REDEYE MOA complex and the proposed USAF Academy ZOOMIE MOA.

As presented in past *FLIGHT LINES*, the Redeye Complex is a composite of five MOAs to be located in northern, eastern and southern Colorado. The MOA's will take up a large area and will generally be Notammed for use from 0900 to 1600 hours, four to six days a week. ANG representatives have told us, however, that the actual time of military use of a MOA is far less than the Notam reflects. To lessen the impact of the proposed MOAs on GA, CPA has recommended that the military notify Flightwatch upon entering and leaving each MOA. In effect, we are asking the FAA to provide pilots with real time information on military use of each MOA.

If the FAA will go along with our recommendation, a pilot nearing a MOA could call Flightwatch for a status report. Flightwatch would report the status (hot

or cold), after which a pilot could decide if he/she wishes to penetrate the MOA. The CPA is preparing a letter to the FAA to formalize this request and Dennis Roberts, Director of the Aviation Division, has agreed to speak on our behalf when he meets with the FAA in April.

Our second major issue is the proposed ZOOMIE MOA. The Air Force Academy wants the special use airspace so that they can teach cadets basic aerobatics, formation flying and other maneuvers to screen out pilots who aren't likely to successfully complete flight training. While we have no objection to the idea, the area proposed for the MOA is terrible. Hopefully, we can convince the AFA that they need to use existing MOA airspace or make other arrangements.

Bill Standerfer, Ben Kramer and I attended a meeting in early March with CPA Area Representative Kent Eckhart and a number of other Colorado Springs pilots. The conclusion of those in attendance was we should vigorously oppose the proposed MOA. The CPA will continue to monitor the situation and work to support this position.

Walter Bell of Denver is Chairman of CPA's Airspace Committee.



COLORADO AVIATION CALENDAR

- MAY 2 CPA BOARD/GENERAL MEETING, Eagle, CO. In conjunction with Eagle County Aviation Association pathfinder flying event. Reservations and/or info: *Ben 303/699-6212.*
- MAY 2-3 ROCKY MOUNTAIN FLYING SEMINAR, Centennial Airport. FAA approved Wings Safety Program. Seminar, May 2, 8:00 a.m. to 5:00 p.m. Mountain checkout, May 3. Info: 303/778-7145 or 466-1718.
- MAY 1-3 USPA 11th ANNUAL MEETING, Branson, MO. Seminars, tours, social events. *Info: Bruce Hulley 303/344-2843.*
- MAY 1-3 1ST ANNUAL T-6/WARBIRD RALLY, Weld County Airport. All warbirds welcome. Activities include competition, bomb drops, formations, awards. BBQ dinner Saturday night. *Info: Ed Huber 303/356-0790.*
- MAY 9 CPA FLY-IN TO DOWNTOWN-FORT COLLINS AIRPARK. Arrive by 9:55 a.m.; runway 11 (preferred, left pattern, enter N of Hwy 14); runway 29 (right pattern, report over brewery), 4700' paved, patt. alt. 5800'; Unicom 123.0; NDB 387. Visit helicopter modification/vintage aircraft restoration facilities. Info: *Annetta Saxerud 303/484-4186 or Ben Kramer 303/699-8212.*
- MAY 16 PLATTE VALLEY AIRPARK SPRING FLY-IN, & Military Heritage Command Fly-In. 8 a.m. - 3 p.m. Continental breakfast and open house activities. Public invited. *Info: Marilyn Taylor 303/659-7265.*
- MAY 16 FAA AVIATION COURTESY EVALUATION (ACE) PROGRAM, Fort Morgan Airport. Sponsored by FAA Denver FSDO. Combines aviation safety seminar with courtesy aircraft inspection and flight check. Program conducted without threat of violation action against owner/pilot. *Info: Denver FSDO 303/286-5400.*
- MAY 16 CPA MOUNTAIN FLYING COURSE - GROUND SCHOOL, Overland, KS. Course designed to prepare out-of-state pilots for flight over mountainous terrain. Flight portion of course to be held in Colorado at a later date. *Info: Bill Marshall 303/341-4744 or Vern Foster 303/751-9421.*
- MAY 16 LONGMONT AIRPORT APPRECIATION DAY & OPEN HOUSE. Tentative date. Particulars to be announced. *Info: Mary Senft 303/776-7481.*
- MAY 22-24 ROCKY MOUNTAIN NATIONAL AEROBATICS COMPETITION, Longmont Airport. *Info: Jeff Puckett 303/773-1094.*
- MAY 23-25 CPA FLY-IN TO KRAMER RANCH, Hotchkiss, CO. Memorial Day weekend campout. Reservations required; limited to 40 people. *Info: Ben Kramer 303/699-8212.*
- MAY 29-30 WINGS PROGRAM & SAFETY SEMINAR, Pueblo. Sponsored by CPA in cooperation with the Denver FSDO. Qualifies for FAA Wings & Biennial Flight Review. Participants assessed nominal fee to pay for services of flight instructors. Program will include presentations on Risk Management and Cockpit Resource Management. *Info: Vern Foster 303/751-9421.*

NOTE ON CPA FLY-IN EVENTS: All events should be considered 'drive-in' events too. Or, if you would like to go to an event, but would prefer to fly with somebody else, call the contact for the event. We may be able to organize rides!

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