

CPA FLIGHT LINES

Vol. 9, No. 6

June, 1992



CPAers Vern Foster of Aurora and Carl Williams of Denver celebrate the end of their 5000 mile flying trip at Brisbane, Australia, Redcliffe Airport in March. See article beginning on page 8.



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

PRESIDENT'S MESSAGE

by Bill Standerfer

In my first message to you last year, I challenged each CPA member to recommend our Association to another Colorado pilot. A few have taken that challenge and brought new CPA members into our organization. I am very concerned, however, that we have failed to grow over the past 12 months.

This is a serious problem for CPA for several reasons. First, our credibility is threatened when we take up issues in the community. In the past few months, I or other CPA volunteers have made presentations or testified to various governmental hearings on a variety of matters. A strong organization with adequate representation of the general aviation community is essential when responding to issues that face us.

Next, we have many programs which can only be supported by a growing mem-

bership. For example, as I write this, CPA board member Walt Bell is in New Jersey representing Colorado pilots in airspace simulations for the new Denver airport. Without this representation, we stand to have problems with GA flights when the new airspace structure is implemented. Unfortunately, with limited funds, CPA could only fund part of Walt's trip, with the remainder out of his own pocket.

Finally, we simply need some new blood to take over some of the projects in which CPA is involved. Many of the standing committee chairpersons have been giving their time to CPA for many years and would like a break from these demanding volunteer activities. Other parts of the organization, from area representatives to such activities as the July Fourth Poker Fly-In, always need additional helpers or new sponsors.

So, once again, I challenge each of you to bring in a new CPA member this year. I also ask each area representative to make a presentation about CPA to at least one local pilot organization by the end of our fiscal year in October. By spreading your enthusiasm about CPA, the quality of our service to the community can continue to grow and our fly-in activities will be the entertaining events you've come to expect. Be a CPA Champion!

PRESIDENT

Bill Standerfer
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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

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 CPA FLIGHT LINES is not an endorsement by the Association, nor does the Association assume responsibility for the accuracy of the information contained in FLIGHT LINES. Permission is granted to reprint, provided credit is given to CPA FLIGHT LINES.

**Copy Deadline for
FLIGHT LINES**

20th of the Month

WELCOME NEW MEMBERS

Brand, Marilyn L.
8897 Baseline Road
Lafayette, CO 80026

Dunn, Randy L.
2014 S. Xenia Way
Denver, CO 80231

Lewark, Larry
P. O. Box 1341
Frisco, CO 80443

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P. O. Box 577
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4708 Chippendale Drive
Ft. Collins, CO 80526

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2613 Meining Road
Berthoud, CO 80513

Reynolds, William A.
289 Flint Way
Broomfield, CO 80020-2251

Smith, Dale E.
8943 W. 66th Place
Arvada, CO 80004

Stephen, Robert H.
3370 Lynnwood Way
Colorado Springs, CO 80918

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
4801 Charlotte Ct. NE
Albuquerque, NM 87109

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

CPA HOTLINE (303) 266-6266

BOARD OF DIRECTORS MEETING HIGHLIGHTS

CPA was 'on the road again' in May. The meeting took place at the Eagle County Airport terminal building on the afternoon of Saturday, May 2.

Not all Board members expected were able to make the trip due to marginal weather in the Denver area. However, those who did make it enjoyed a beautiful day over there -- in far contrast to the overcast, cloudy skies along the Front Range.

The selection of Eagle for a Board meeting coincided with the Fly-In and Navigation Rally sponsored by the Eagle County Aviation Association that morning and to give their members an opportunity to become better acquainted with CPA.

President Bill Standerfer and wife, Ann, participated in the Rally, as did Bob Doubek of Littleton. Bob brought along with him as copilot, Jack Levandowski of Denver, a fairly new member of CPA. Sorry to report but neither of our contestants placed in the contest, although they did enjoy the nearly 1½ hours of flying over the area and picking out the

required landmarks along the way. Better luck the next time, fellows!

The Eagle Fire Department prepared an outstanding barbeque lunch which was eaten outside.

Following the luncheon and the lengthy process of determining the results of the Rally, the Board meeting commenced about 3:00 p.m.

Issues of airspace, particularly the Redeye Complex, and the closing of certain flight services stations were items of discussion and have resulted in letters being sent to various FAA officials in Seattle by both President Standerfer and Walter Bell, Airspace Chairman. Meetings on these issues continue to be monitored by CPA members.

The 3rd Student Airlift was held on April 25 at Jeffco, according to Peter Paul Luce, Education Chairman. It was the most successful one so far in the number of students participating. (Please see separate article elsewhere in this newsletter.)

The upcoming 16th Annual Denver-to-



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Jackpot Air Classic preparation is well under way. The departure will be from the Front Range Airport at Watkins and other than a few changes it should be a routine event. Rock Springs Airport no longer has a flight service station, so the Committee is working on a solution to this problem. Also another change this year will be having arriving aircraft at Jackpot fly westbound at 1200 feet over the airport instead of over the resort so as to avoid any annoyance from low flying aircraft or noise. New maps of both Rock Springs and Jackpot will be made for the use of the contestants.

The Mountain Flying Course will be held at Olathe, Kansas on May 16 and at Minneapolis and Duluth on May 30-31. A local session is scheduled at Centennial Airport for July 17. Robert Henley, one of the original instructors, will be rejoining the team of Bill Standerfer and Bill Marshall.

An additional fly-in is being put together for September 19 as a one-day event to the San Luis Valley. A tour of a potato operation and lunch are planned.

The proposed Airfare and Trade Show for September, patterned after the one held annually in Tacoma, Washington, has been postponed. The need for more planning time and funding made this action necessary.

The Board decided that its experiment of holding its meetings at locations outside of Denver would be reviewed.

BOARD MEETING HIGHLIGHTS is prepared to provide members with coverage of issues considered to be of interest to members and frequently embellished with greater detail than what transpired at the meetings. A copy of the official Board meeting minutes may be obtained by contacting CPA Secretary Beverly Green or from your Area Representative.

RENEWALS

John Mulhall, Thornton
James Kettering, Boulder
W. J. Baumgartner, Rapid City
Joan Drage, Denver
James Custis, Denver
Douglas Strangfeld, Golden
Raymond Grundy, Boulder
Russell Wilder, Lakewood
Stan Oleson, Denver
Charles Aden, Henderson
Arnold Zaharia, Aurora
Carl Bratfisch, Colorado Springs
Russell Ward, Wheat Ridge
Robert Shannon, Littleton
Bill Chandler, Colorado Springs
Howard Cammack, Littleton
Brian Lewis, Louisville



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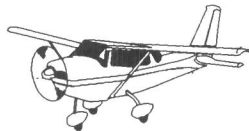
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CPA STUDENT AIRLIFT

*by Peter Paul Luce
Chairman, Education Committee*

If size is any measure of success, our 3rd Student Airlift was certainly successful.

We had beautiful weather -- clear and very little wind. Our hosts at Jefferson County Airport were splendid. The statistics were as follows:

93 students and 4 adults were carried; 47 missions were flown by 24 planes and pilots.

There were no reports of any students getting airsick. A list of the names and addresses of the students has been provided to the Denver School System and to the Aerospace Department of Metro for the students to receive follow up material by mail.

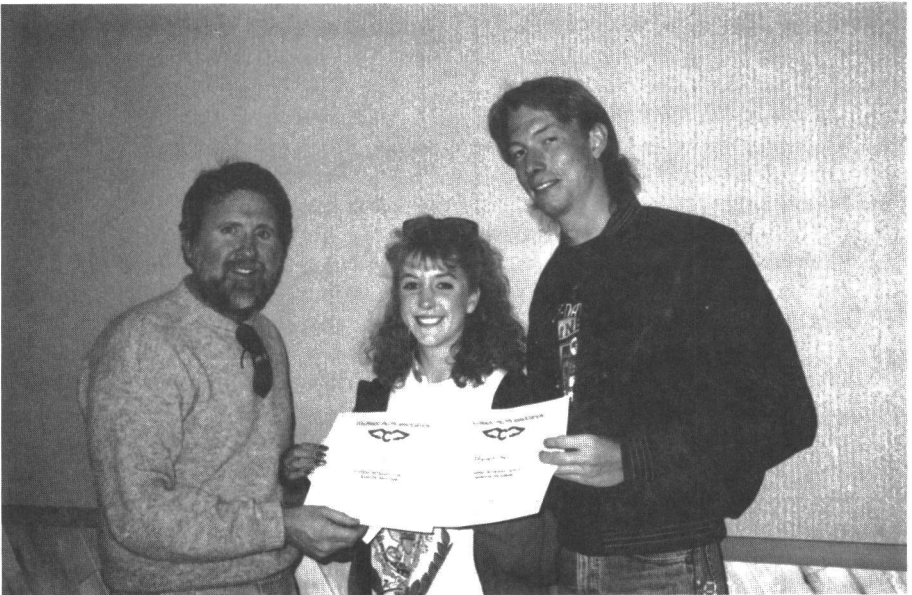
The static display, although not as big

as on previous occasions, was long on variety. On display were a Ryan, a Nugget homebuilt, a MU-2, and a sail plane.

The next Student Airlift will be after school resumes in the fall. It is my hope that more members will volunteer to fly students, or to help on the ground.

As much as I love seeing my friends at these events, it makes for a stronger organization if a greater percentage of the membership would turn out. Having said that, I must thank those members who did come to their first Airlift this time. And, of course, thanks also to those who were repeats.

Here's hoping to see you ALL next time!



CPAer Phil Steitenroth of Denver presents certificates to Carol Stevenson and Steven Hall, both of Golden High School, following their flight during the 3rd Student Airlift at Jeffco on April 25.

FLYING SAFARI

by Vern Foster

I was delighted when Carl Williams, my friend and fellow CPAer, invited me to join him on the 1992 YANKS DOWNUNDER FLYING SAFARI originating at Brisbane, Australia.

March 20th, we arrived in Sidney, after a 14-hour nonstop flight from Los Angeles on a United Airlines 747-400. We transferred to Australian Airlines for the flight to Brisbane. Alan and Arlaine Miles, who operate and guide the safaris, met our flight. Enroute to the hotel, we visited the museum which houses "The Southern Cross," the Fokker Tri-Motor that Sir Kingsford Smith flew across the Pacific to Australia in the late 1920's.

March 21st we spent sightseeing in the Brisbane area and south along the Gold Coast. Upon returning to the hotel, we met the other safari members.

March 22nd was the day scheduled to qualify for our temporary Australian pilot license, have a Cessna 172 assigned to us and complete a check out in the airplane. The group consisted of 19 safari participants, three of whom were ladies, plus Alan and Arlaine Miles and Lang Kidby, who would direct the safari. An early bus took us to Archer Field on the western outskirts of Brisbane. We were briefed on Australian airspace, regulations and communications procedures by the head CFI of the Aero Club. Following this, we were issued our kit consisting of ONC charts, VEC charts and a thick loose-leaf book of airport VFR charts which contained airport diagrams and data. Each airplane was issued a two-gallon water cooler and a small ice chest. The water was "enough to last two or three people for 24 hours if you go down in the desert!"

Carl and I drew a Cessna 172, VH-EIU, which was to be our trusty bird for over 5,000 miles. Then we began our "official

check out" in the 172. We each qualified in a single circuit of the pattern with a full stop landing.

When the qualifications were finished, a bus took us to the downtown area where an Aussie gentlemen, who makes and sells Outback hats gave each member a hat of their choice – for free. This was a very generous gesture and we found the Australian people to be very hospitable and friendly. Enroute to the hotel, we enjoyed Aussie beer and Aussie meat pie, which was delicious.

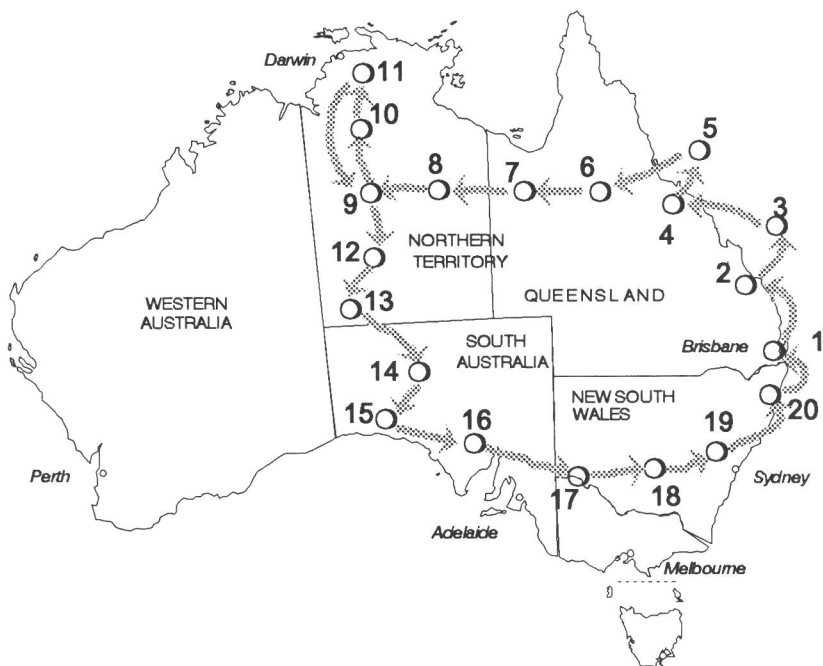
Each night we spent an hour or more plotting our course and preparing a flight log for the next day's flying. We accomplished this planning with great care as we were to be operating in desolate territory.

March 23rd - At 8:30 a.m., we arrived at Archer Field. I picked up six litres of oil while Carl loaded the plane. We departed via a VFR flyway northbound, then turned northeast to reach the coast and over water via the coastal route to Gladstone for fuel. We then proceeded over water to Great Keppel Island where the blacktop strip was uphill, short and narrow. Australian Airlines runs the resort and provides Twin-Otter service at Great Keppel Island. A pleasant evening was spent enjoying great food and conversation.

March 24th - We departed over water direct to Mackay for fuel, then over water again for Brampton Island which is also operated by Australian Airlines. Champagne and hors d'oeuvres were enjoyed while we watched the beautiful sunset from the pier. After another fine dinner, we turned in early.

March 25th - A diesel catamaran was our transportation to the Great Barrier Reef area where swimming, snorkeling and a small submarine tour were enjoyed. On

ROUTE OF YANKS 1992 DOWN UNDER FLYING SAFARI



- | | |
|---------------------|---------------------|
| 1 Brisbane | 11 Katherine |
| 2 Gladstone | 12 Alice Springs |
| 3 Gr. Keppel Is. | 13 Ayers Rock |
| 4 Mackay | 14 Mt. Dare Station |
| 5 Brampton Is. | 15 Coober Pedy |
| 6 Hughenden | 16 Port Augusta |
| 7 Mt. Isa | 17 Wentworth |
| 8 Barklay Roadhouse | 18 Parkes |
| 9 Tennant Creek | 19 Scone |
| 10 Elliott | 20 Coffs Harbour |

our return in the late afternoon, the group gathered for another tasty dinner.

March 26th - Departed southbound, 25NM, to Mackay to top our tanks, then west about 40NM to cross the Dividing Range, elevation 4,000 feet more or less. Ahead of us was desert/outback with no roads, streams, towns, VOR, NDB, radar, etc. It was now serious dead reckoning time for the next 2 hours and 20 minutes. Our destination was Hughenden for a fuel stop. We arrived uneventfully, quickly

fueled and departed toward Mount Isa, our overnight stop. Here we had our first encounter with the black flies which were to be with us throughout the outback. As we approached Mount Isa, we flew between developing thunderstorms. We were cleared for a straight-in approach and landing.

March 27th - We toured the Mount Isa mine which has 350 miles of tunnels and goes to a depth of more than 4,400 feet. Here they mine lead, zinc, silver and gold.

We received a safety briefing and dressed in "mine suits." A 3-hour underground tour, in a special Toyota 4WD vehicle, was most interesting. After the tour, we picked up our luggage enroute to the airport and departed for the Barkly Roadhouse strip. The Barkly Highway was followed for this leg of the trip. Our charts were dated 1979 and had not been updated since that time, so the road and the chart did not agree at times, but we pressed on assuming that the chart displayed the old highway. Good navigation allowed us to arrive at the Barkly Roadhouse strip on our ETA. (One of the planes got lost on this leg and landed off course at a cattle station fifty miles north.) At Barkly, we refueled from Shell Oil Company barrels which had been ordered in advance and shipped via road train. A roadhouse is a U.S. type truck stop-restaurant-bar and a few motel units plus living facilities for the employees.

March 28th - One of the planes had a stuck valve so the passenger load was divided among other planes. (The "sick" plane was later ferried to Alice Springs for repair.) After the reloading, we flew west-bound to the Stuart Highway, then turned northbound toward Elliott for a fuel stop. Per our instructions, we buzzed the Elliott Motel but were unable to rouse the fueler as planned, so after we landed, Carl caught a ride to town and returned shortly with fueler and Toyota pickup with fuel drums. After fueling, we continued northbound toward our next destination, Katherine, where we would land at the joint RAAF/ Civilian Tindal Field. Military exercises were in progress, so we made the required call to Tindal Control at 100 miles out and were cleared into the area, handed off to the tower and landed.

March 29th - The group went to Katherine River Canyon which is about



Safari guides Lang Kidby and Alan Miles fueling Cessna VH-EIU at Barkly Roadhouse (Stop 8) from Shell Oil Company barrels. Fuel was ordered in advance and shipped via road train.

eight miles from town and took a boat tour. Upon returning to the hotel, the group was invited to the nearby Veteran's Club, which is similar to our American Legion. Our greeting was warm and friendly and we enjoyed making new friends, sharing tall tales, etc. We returned to the hotel where a delicious barbecue dinner was awaiting us on the patio.

March 30th - Very early in the morning, we left for Alice Springs with fuel stops at Elliott and Tennant Creek. About 40 miles out of Tindal, the vacuum pump on our 172 failed. Both the horizon and directional gyro were dead in a minute. Now we were looking at over 3,000 miles on the "whiskey compass" and the clock! After a long, hot day, we landed at the Alice Springs Airport.

March 31st - The day was spent visiting the Alice Springs Telegraph Museum, the Flying Doctor Headquarters and Museum, plus some shopping in the downtown area.

April 1st - We are off early again, southbound via the Stuart Highway to Erldunda, then westward to the Yulara Airport, some 10 miles north of the hotel at Ayres Rock. After lunch, we took a bus tour to Ayres Rock and the Olgas. Later, we enjoyed a delicious outdoor barbecue at the Bistro near the hotel.

April 2nd - We departed for Mount Dare Station (Ranch) via Erldunda and Finke. Our route took us past the Great Salt Pan area to join the highway about 25 miles west of Erldunda, then dead reckoning across the Simpson Desert to Finke and on to the Mount Dare strip. We arrived at Finke, barely distinguishable from the air, and took our heading to Mount Dare. All of the terrain looked like the face of the moon so we stayed on our course and, at the ETA plus a minute, Carl saw the strip about a mile to our right. We landed and taxied on a vehicle trail to reach the building area where we were to tie down. After lunch, some of the group flew 40 miles to a primitive strip and

enjoyed a swim in a natural hot spring in the low desert.

April 3rd - After fueling from barrels at Mount Dare Station, we departed southbound, dead reckoning via Oodnadatta, then to Coober Pedy, the opal capital. Our accommodations were in an underground hotel. We visited a church and residence underground and had dinner in an under-ground restaurant. The afternoon was spent on a tour of small opal mines near town and at a large mine and museum in town.

April 4th - Port Augusta was our next destination, which took us over trackless desert dead reckoning for 275 miles! Port Augusta is in the southern area with more landmarks in the immediate vicinity. This was our lucky day -- when we located the airport, we were about six miles out and lined up on the downwind leg! We had a delay in fueling but were soon on our way to Wentworth. Again, our route was over desert terrain. On arrival, cooler temperatures of 85 to 88 degrees were welcomed. At a local museum, a group of ladies served us a fine lunch. Later, we boarded one of the three houseboats rented for the group. Carl and I shared a boat with a couple from Palo Alto, California and Alan and Arlaine Miles. After loading our baggage and provisions, we then proceeded up the Darling River where we tied up for the night.

April 5th - We cruised up the river until 1:00 p.m., then turned around and proceeded to a park in Wentworth where the three boats tied up and we had a fine out-door barbecue during the evening.

April 6th - We left the houseboats and went to the airport in a cool, light rain. The ceiling was 1,500 feet, visibility 8 miles and light wind. We departed east and northeast for Copps Harbour, which is on the coast, south of Brisbane. The weather became CAVU 25 miles after departure. A mix-up at West Wyalong resulted in our not getting fuel at that stop so we proceeded to Parkes where



Dalhousie Hot Springs strip, near Mt. Dare Station (Stop 14), following trip across the Simpson Desert.

we fueled and had lunch. Scone was our next fuel stop. We made a short visit to the on-field aviation museum. The country is fertile in this area. Ag operators are based here. Shortly after takeoff, we were over heavily-wooded mountains up to around 4,000 feet MSL. We dead reckoned toward our first check point about 30 miles south of Copps Harbour. It was near sunset when we taxied in at Copps Harbour. The group, except for L.C. Ruff, Carl and me, traveled south for overnight and spent a day on a rain forest tour. The three of us went to Brisbane the next day to catch our flights home. We said a reluctant good-bye to our 16 safari friends and went to a fine resort for the night.

April 7th - When we arrived at the airport, a TV station interviewed Carl about the group – who we were, where we went, etc. We departed for Brisbane with instructions to leave the plane at Redcliffe Airport, which is in the northeast area of Brisbane. When we arrived south of the city, we had scattered clouds at 2,500 feet and visibility of 8 to 10 miles. We

con-tacted Brisbane for a clearance through their area, which is similar to our TCA. We couldn't get a clearance. We were over water and turned outbound to take a cir-cuitous VFR flyway around the area. We called again, got a different controller who vectored us direct to Redcliffe where we turned the aircraft over the the FBO owner and gave him a CPA cap to remember us by.

Carl and I stood by VH-EIU, patted her cowlings and congratulated ourselves that we hadn't had engine trouble, hadn't been lost and hadn't scratched paint in a very challenging 5,000 miles plus flying safari. The Australian people made us feel at home at all times. We enjoyed their hospitality and the opportunity of touring this vast country. It was the flying adventure of a lifetime with a great group of people.

VERN FOSTER of Aurora is a past president of CPA, helped create the CPA Mountain Flying Course, and is a frequent contributor to FLIGHT LINES.

HEARD ALONG THE FLIGHTLINE

■ Caroline Scott of the State Aviation Division informed us (in late May) the CAB had made tentative awards to 32 airports for a total of approximately \$1.2 million under its first grant-in-aid program. Most of the awards will fund aviation maintenance related items of a type which are not eligible for funding under the federal airport grant program. Contracts were expected to be sent to successful airports by the end of May. Expect a listing of projects in the next issue of Flight Lines.

■ Considering the division had to first develop project selection policy and procedures for administration of the program prior to awarding grants, the division deserves a lot of credit for its accomplishments over the last year in getting this new program cranked up.

■ Can't say anything as positive about the Fed's efforts in reauthorization of the Airport and Airway Improvement Act. If not extended, the act will expire at the end of the federal fiscal year on September 30. The Bush administration has requested a \$1.9 billion funding level for airports in FY 1993 (same as FY 1992) and additional funding to cover 85% of costs for operation of the FAA. Current legislation authorizes 75% of FAA costs from the aviation trust fund.

Senator Wendell Ford, Chairman of the Senate Aviation Subcommittee, has introduced legislation that would authorize \$2.5 billion for airports and limit FAA reimbursement to 75% of costs.

The House is also working on its separate version of a bill. At last report, its bill had cleared the Commerce Committee but had not cleared the house floor. Provisions are certain to be significantly different than the Senate version . . . and the Administration version.

Procedurally, once the two houses pass

a version, a conference committee compromises differences and refers a final version back to the two houses. But there isn't much confidence this year that legislation can be agreed to prior to the general elections. There are just too many distractions. So reauthorization could easily slip until the next congress.

■ An idle thought while attending the Airport Appreciation Day at Longmont on May 16, "Be thankful you don't fly aircraft like a Staggerwing or Stearman trainers (with their double wings and large frontal surfaces) . . . when cleaning bugs off leading edges."

■ Also at Longmont, couldn't help but notice how departing aircraft seemed to experience a climb problem. Barely cleared the deck before leaving airport area, after which they suddenly got their climb performance back. Obviously some kind of density altitude problem.

■ CPA member ROBERT SUMNER had some good luck and some bad luck when departing the Fort Collins Airpark fly-in on May 9. The bad luck, an engine failure 10 minutes after departure on his way back to Aurora Airpark. The good luck, he landed the aircraft safely on a gravel country road.

■ CPA member TOM BEIN had the perfect squelch to the FAA Flight Service Station Specialist who suggested he was at the wrong altitude when enroute to the CPA Board meeting at the Eagle airport on May 2nd. Tom reported at 13,500 feet westbound in his Cessna Skylane when the specialist made his remark . . . to which Tom reminded the specialist that the flight level rules do not apply when less than 3,000 feet above ground. At the time he was flying over the ridge just south of Longs Peak.

COLORADO AVIATION CALENDAR

- JUN 20 CPA VAN AIRE FLY-IN. Hosted by Van Aire Residential Airpark Association. Fly in or drive in for picnic lunch & hangar talk. *Info: Tim Morgan 303/659-2834.*
- JUN 25-26 CAO A SPRING CONFERENCE, Beaver Creek. *Info: Kathryn Shultz 303/363-0894 or Annetta Saxerud 303/484-4186.*
- JUN 26 14th ANNUAL ROCKY MOUNTAIN REGIONAL FLY-IN/AIRSHOW AND MANUFACTURER'S EXPO, Greeley. Sponsored by the EAA and Colorado 99s. Fly-bys, competition, awards, displays, concessions. Aircraft manufacturers exhibiting the hottest aircraft kits and planes on the market. Numerous aircraft prototypes and aviation support businesses on site. Participants welcome to join "Parade of Flight" over Stampede Fairgrounds on Saturday. BBQ party Saturday night. AIRSHOW ON SUNDAY AT HIGH NOON. Camping free at airport. *Info: Kevin Bunnell/Airport Manager (303) 356-9141.*
- JUN 28 ASPEN AIR SHOW. Pitkin County Airport. *Info: 303/925-2522.*
- JUL 4 CPA POKER FLY-IN. One-day event. Stops at five airports to pick cards for best poker hand competition. Final destination Greeley Airport for awards ceremony and lunch. Participants will have opportunity to attend activities of Greeley Independence Day Stampede. *Info: Don Ross 303/670-3317(H) or 303/451-0422(O).*
- JUL 11 14th ANNUAL SAN LUIS VALLEY PILOTS' ASSOCIATION FLY-IN at Monte Vista. Breakfast 6:30 - 10:30 a.m., field closes at 9:30 for airshow, and opens after 11:00 a.m. *Info: Paul Foster (719) 852-3341.*
- JUL 11-12 16th ANNUAL DENVER-TO-JACKPOT AIR CLASSIC. Overnight at Cactus Pete's. Sponsored by the CPA. Depart from Front Range Airport. Mandatory check in and/or fuel stop at Rock Springs, WY on this 557 mile route. Aircraft handicapped by manufacturer's published maximum speed. Cash prizes. Event open to all interested pilots. *Info: Vanita Gallo 303/337-5864(H).*
- JUL 17-18 CPA MOUNTAIN FLYING COURSE, Centennial Airport. An intensive 2-day course to familiarize pilots with the unique requirements of mountain flying. All day ground school at Clarion Hotel on July 17 followed by dual instruction in pilot furnished aircraft into 4 mountain airports on the following day. July 19 rain date. Flight activities from Aero Services. Reasonable fee. Free tiedowns for class participants. *Info: Bill Marshall 303/341-4744 or Vern Foster 303/751-9421.*
- JUL 31 EAA ANNUAL OSKOSH FLY-IN AND CONVENTION, Oshkosh, WI. Event runs through August 6.
- AUG 8 CPA PILOT SAFETY SEMINAR, Sterling. Program includes showing of new Jeppesen Sanderson video on Mountain Flying, and presentations on Risk Management and Cockpit Resource Management. *Info: Mike Baldwin 303/674-3836.*
- AUG 8-9 CPA FLY-IN TO CODY, WY. Features visit to Buffalo Bill Museum. Details later. *Info: Sonny Elgin 303/361-9365.*

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!

AREA REPRESENTATIVES

SAN LUIS VALLEY

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