

CPA FLIGHT LINES

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August, 1992



Winner of Class B - Retractable Gear Category of the 16th Annual Denver-to-Jackpot Air Classic held on July 11 is Paul Nunn of Pueblo (center). Posing with Paul at Cactus Pete's is Eddie and Paul Whistle of Wheatridge. The Whistles placed sixth in the same category. See story, statistics, and pictures beginning on page 7.



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

PRESIDENT'S MESSAGE

by Bill Standerfer

As with everything else in our modern society, every pilot has to be increasingly vigilant to guard against encroachment on flying privileges. I believe that one of the primary benefits of membership in CPA is the help that the Association gives to Colorado pilots in maintaining that watch. I have reports this month on two problems that CPA is watching.

The first is a situation that we have discussed several times in the past. The Air Force Academy has requested a large piece of airspace near Colorado Springs to be designated a Military Operations Area. In that airspace, the Academy expects to conduct screening for potential Air Force pilots. CPA is on record opposing this new MOA. I wrote a letter a few months ago on behalf of CPA to the FAA's northwest region director asking that this MOA be disapproved due to the

potential disruption of both IFR and VFR traffic in that area. I recently received a letter from the Academy's Director of Operations who was surprised at our opposition to the MOA. His letter is published to allow you to hear the Academy's side of the argument. [Due to the extensive coverage of the Air Classic, this letter will be published next month—*Editor*.] The arguments presented in the letter, however, have not convinced the board of directors, and CPA's policy of opposition to the MOA will remain. If you, the members of CPA, have comments on this matter, please contact a board member or CPA Area Representative Kent Eckhart in Colorado Springs who is chairing the opposition committee there.

The second matter of interest is the action the Boulder city council took recently to restrict "aerial advertising" over the city. As detailed in an article in the July 7, 1992 issue of the Rocky Mountain News, this action has essentially preempted the FAA's authority to regulate airspace. I believe that this cannot be allowed to stand, regardless of the issue. If any local or state governmental body is allowed to make their own airspace regulations, our ability as pilots to navigate across the country would be an impossible job. We would stand the threat of breaking local regulations at every turn.

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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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P. O. Box 200911

Denver, CO 80220

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***Copy Deadline for
FLIGHT LINES***

20th of the Month

To reverse this situation, I ask you to write your U.S. senator and congressman to ask them to direct the FAA to act decisively to strike down this Boulder regulation. In an activity such as aviation, it is imperative that there be only one regulatory agency, and Congress has directed that this be FAA. We cannot allow local authorities to infringe on that responsibility.

Aviation is sometimes an easy target for those who don't understand the environment in which we operate. However, we must never let the fundamental management of the airspace be allowed to degenerate into a system of local regulations we can't possibly hope to keep up with. The civil segment also comes under attack as the military changes aircraft, operating parameters, and tactics. We must always be on guard to make sure that the best interests of all users are accounted for when airspace interests are involved. Your support of CPA, along with AOPA, EAA, and all the other aviation organizations, will insure that we always have uncluttered airspace with minimum regulations for business, travel, and recreational use.



CO AWOS FREQUENCIES & PHONES

DUR	135.175	303/247-4965
EGE	135.175	303/328-6575
FNL	135.075	303/669-9187
FTG	321(NDB)	303/360-5212
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POKER FLY-IN
July 4, 1992

Our Thanks to the following for their help

At Centennial Airport Larry Merkowitz
At Front Range Airport Dudley LeBeau
At Jeffco Airport Ben and Marla Kramer
At Longmont Airport Les and Fran Von Hagel
At Ft. Collins/Loveland Airport Fred Norton
At Greeley Airport Vanita and Frank Gallo
Marlys and Bill Marshall
Carol Bunnell and Bill Standerfer
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■ Active Airport User Groups are usually a sign of conflict between airport management and the users. Under this logic, airport users must be relatively satisfied in the Denver Metro area. User groups there are essentially dormant. Not so for some of the outlying areas. The user group at Longmont, for example, continues to fight city rezoning actions which would permit urban encroachment. And a new group has been formed at the Fort Collins-Loveland Airport to tackle a number of administration and operational problems. Vice Chair is CPA president BILL STANDERFER.

■ Hear that some airlines serving the Colorado ski areas are looking for Front Range locations as fuel stops on return trips next season. Runway lengths and altitude limit the amount of fuel that can be loaded when departing the resort areas. So an interim fuel stop is often necessary. Expect airport administrators at front range airports to jump through hoops to get these air carrier landings and fuel sales . . . and dormant airport user groups to get active again.

■ Past CPA President MARK MEYER, currently manager of the Gold Dust Casino in Cripple Creek, tells us he and BARBARA recently acquired a Super Viking, N382CB, and hope to join the crowd on future fly-ins. The aircraft is currently hangared at COS; however, he expects to base at Fremont County starting in August.

As an aside, Mark confides that the CB in the aircraft N number stands for "Crazy Barbara." When Barbara gets the word, expect at a minimum to see the registration changed to N382CM . . . if Mark gets by that easy.

■ CPA Member LARRY PACE reminds us that the new legislation which exempts certain aircraft parts from state sales and use taxes went into effect on July 1st. Aircraft parts are described as tangible,

personal property that is to be permanently affixed or attached as a component part of an aircraft.

■ The second June issue of General Aviation News & Flyer was very complimentary of the Michigan Bureau of Aeronautics for publication of a State Military Airspace Planning Chart. The chart depicts all restricted areas, MOA's and training routes in Michigan. As described, it is chock full of information designed to minimize "close encounters of the worst kind." Don't suppose the Colorado Aeronautical Board would be interested in a similar project.

■ Speaking of aviation safety, changes taking place under the FAA Accident Prevention Program are worth noting. The program is facilitated by a group of volunteers who are designated Accident Prevention Counselors. There are over 70 such designees in the State of Colorado. Duties consist principally of conducting safety meetings, airman counseling and reporting of airport and/or airspace safety deficiencies.

Of course there is a counselor reporting requirement. That is how the FAA determines the effectiveness of the program. The reporting is also used to support budget allocations for the program.

Under a new policy change, however, FAA now requires that reporting be expanded to include much greater detail. For example, reporting of airman counseling must include name of the airman who received counseling, his or her pilot certificate number, and the 3 letter airport designation of the airport where the counseling took place.

Have to believe that the request for greater information is well intentioned. Feedback thus far, however, indicates a suspicion and backlash that could kill a very successful volunteer program. Makes one wonder if the counselor program is

to be used for a new form of enforcement policy. What ever happened to that new image of a friendlier FAA.

■ SCOTT HAMILTON, one of our CPA aviation attorney members, alerts us of a conflict between the City of Boulder and the FAA on control of airspace over the city. The issue relates to a banner towing service and brings up the question of who controls airspace.

Boulder's sign ordinance states that commercial signs towed over the city by aircraft are a distraction to motorists and other users of the public streets and ways, impair traffic safety, and a source of noise created by multiple passes over the city and therefore should be prohibited for the health, safety, and welfare of the people of the city.

On the other side, FAA takes the position it has sole responsibility for regulation of navigable airspace and that local ordinances to regulate airspace are pre-empted and not enforceable.

Boulder Municipal Court and the District Court have decided with Boulder. And the Colorado Supreme Court refused to hear the case on appeal. Looks like the next level will be the federal court system.

In the interim, the banner towing service is out of pocket thousands of dollars in fines and attorney fees.

■ DAVE BURKE informs us that Gates Rubber Company (his employer) is re-entering the market to manufacture and supply select power transmission components for aircraft. The company will not support power transmission components for use on kit, home built or ultra-lite aircraft. Gates had quit the market a couple of years ago because of liability concerns. Is this the beginning of a change in thinking by manufacturers??

■ The CPA MAINTENANCE SEMINARS originally scheduled on August 15 and 22 will be rescheduled for a later date. Delay is due to problems on notification procedures. Mr. Scott Utz, Director of Maintenance, Arapahoe Aero, Centennial

Airport, will conduct the course that will feature Piper aircraft.

■ Our CPA XMAS DINNER will feature best selling novelist STEPHEN COONTS as guest speaker. Coonts will highlight his 3 month adventure across the U.S. in a 1942 Stearman. The adventure is the subject of his recent book, "The Cannibal Queen."

■ REMINDER ON FEDERAL AIRSPACE RECLASSIFICATION TIMETABLE. New regulations on airspace categories become law on September 16, 1993. Charts produced after October, 1992 will show a dual legend for current and new designations. In the spring of 1994, the old names will be dropped from the charts entirely. □

MEMBERS: PLEASE NOTE . .

THAT the mailing label on your newsletter contains 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*.

This form can also be used to inform CPA Membership Records of a change of address or other pertinent information.

If you subscribe to *Flying Review* magazine, please inform them of any change of address at:

FLYING REVIEW
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By Walt Barbo

Unusual event this year! Weather, airplane problems, frequency changes, and a number of "tongue in cheek" excuses contributed to a memorable, if not fast, event.

Terry and I have done the judging at Rock Springs for a number of years (we can't decide whether it's our 11th or 12th year). We are the ones who time aircraft past the checkpoint, monitor fuel loaded at the airport, and forward the data to race officials at Jackpot.

Our day began at the sound of the alarm clock at 4:30 a.m. By 5:30 a.m. we had left our home in Aurora on the 40 minute commute to Jeffco Airport where we hangar our aircraft. At 6:00 a.m. I was on the phone with Sonny Elgin (at Front Range Airport) to find out if there were any last minute entries. We also used the call as a final coordination to determine if there is to be any delay on the start. As it turned out, there were 4 scratches and one add on . . . which left us with 31 aircraft in competition. By 6:30 a.m. we had loaded our aircraft, pre-flighted, and were airborne enroute to Rock Springs.

Don't know what we would do if our alarm clock didn't go off on the morning of the event . . . or if we had an aircraft problem such that we had to scrub our flight. We have thought about going over to Rock Springs the day prior to the race, but that only adds to the expense of an already expensive trip. Also, there are some advantages in having an aircraft fly the course ahead of the pack to make sure weather is acceptable.

Sonny Elgin makes the final call as to whether the start will go on time . . . or be delayed (or scrubbed) because of weather. In the 16 year history of the event, we have had only one delay and no cancellations.

Getting forecast weather information is always a frustrating experience. Friday

evening, for example, FSS gave information that the route would be clear with VFR conditions. An hour later, a different FSS specialist cautioned on a frontal system moving into the area, low morning fog and IFR conditions. So I went to bed Friday nite not knowing what to expect for Saturday. Fortunately, Saturday was good VFR weather.

The trip to Rock Springs in our T210 is typically an hour and 20 minutes. We usually take a route that takes us over Corona Pass. By the time we reached Corona we were at our cruising altitude of 14,500 feet. The altitude gives a good bird's eye view of conditions extending all the way up to Fort Collins and west as far as Hayden. We called FTG Unicom to give Sonny a favorable report but found FTG Unicom does not have the range to reach aircraft over Corona. An aircraft in the pattern at FTG was able to read us, however, and agreed to relay the information to Sonny.

From our climb out of Jeffco it appeared that this year's race would be a fast one. There was some upslope wind and we were getting at least 15 knots on the tail. And surface winds at Hayden were blowing smoke from the power plant directly towards RKS. But all this changed some 20 miles out of RKS. A squall line had started to form, a large thunder shower had passed over the airport, and there was intense rain over the VOR. The system was destined to delay some aircraft arrivals at the RKS checkpoint and slow times into Jackpot.

Our arrival at RKS is always frantic. Gary Valentine, Airport Manager, and his staff, met us at the ramp. We usually have 30 minutes or less to set up the checkpoint position. One year, however, a faster participant called for a time check while we were still enroute to the checkpoint.

This year, those who landed at the

airport probably noticed that the fuel pumps and hangar area were blocked off to provide a secure area for military aircraft in support of the president's scheduled visit on the following Tuesday. That was the reason fueling was done from fuel trucks this year instead of from the fueling area adjacent to the hangar.

Gary apologized that he had been up until 3:00 a.m. with security forces and was in poor shape to participate with us. So he loaned us Jim Bethancourt, Assistant Airport Manager, and Gary's daughter Melinda. Jim acted as controller and timer at the checkpoint. Melinda recorded times. And my job was identification of aircraft approaching the checkpoint. Terry acted as "greeter" in the office.

Mike Seavall, flying an S-35 Bonanza, was the first one through the checkpoint at 8:37 a.m. Dave Burke was a minute and 13 seconds behind in his Mooney 201. By 9:00 a.m., another squall line had moved into the area with heavy rain and frequent lightning.

Interesting to watch pilot techniques of aircraft passing through the checkpoint. In the pilot briefings pilots are asked to fly on an alignment approximately $\frac{1}{4}$ to $\frac{1}{2}$ mile north of the checkpoint and at an altitude of 7,000 feet. This is to assure adequate distance from the airport for safety of other aircraft operations yet close enough to permit recognition of participants.

In practice, those flying through will usually fly by at an altitude consistent with their "game plan." If their strategy is to fly low, they may cross the checkpoint on the deck (or below the deck . . . since the checkpoint is located on the edge of a bluff). Or if the strategy is to fly high, it is often necessary to use binoculars to identify fly-bys. Problems in identifying such aircraft, incidentally, was the reason for the policy to have aircraft identify themselves when crossing the checkpoint.

Pilots of aircraft stopping at RKS use a strategy completely different than fly-bys. They will typically dive at the

checkpoint to gain a few precious seconds of elapsed time . . . and do the same thing when restarting the clock on departure. A few seconds may not seem like much. But ask a participant like Tom Bein. With nearly 4 hours of total flying time, Tom lost 4th place to Bob Liddle in the Class "A" category by 26 seconds!

Change of the Rock Springs VOR frequency from 114.7 Mhz to 116.0 Mhz caught a few participants by surprise. Have to wonder how many were using outdated charts. Couldn't help but notice, and empathize, with a "first time" out-of-state participant trying to find the VOR. From the ground we could see him make several passes in the general direction of the VOR. But he was in heavy rain, couldn't identify the VOR, and couldn't see the airport. He lost at least 5-7 minutes in the process.

Bob and Carolyn Doubek lost an alternator belt in their Cessna Skylane before reaching Rock Springs and had to communicate with their Sporty's special handheld transceiver. Fortunately, Tom Bein (our Mr Goodwrench) always carries a spare for his skylane. So after an unscheduled maintenance delay at Rock Springs, the two Skylanes were back in the air enroute to Jackpot.

Lee and Flo Porter didn't get off quite as easy. They experienced a rough running engine in their Mooney a few minutes out of RKS. Lee tells us he was hesitant to make a fly-by of the checkpoint for fear he might lose the engine before reaching the runway. In Bob Hoover style, though, he made the fly-by pass and pattern to a safe landing. His problem turned out to be a bad mag. So he had to scratch and leave the aircraft for maintenance the following week. Incidentally, for those who noticed the Porters were at Jackpot, they hitched a ride with the Barbos.

On arriving at Jackpot we learned that Bart Jones of Colorado Springs also had an engine problem. Bart made it safely to Jackpot but appeared to have an exhaust valve problem with his Cessna

170. At least, that was the diagnosis of all of the "Mr. Goodwrenches" that make up our flying group. Our last information was that he intended to leave the aircraft at Jackpot until he could return later in the week with a replacement cylinder and fly the aircraft back.

Hard to sort between fact and fiction on reports of what makes a winning race. A few years ago, before the age of LORAN, alignment was always key. In fact, a few of the more serious contestants made trial runs over the course to familiarize themselves on the best route. Now, however, most of the participating aircraft have LORAN such that route planning is not as critical.

Paul Nunn, winner of Class "B," confided that he uses a computer program to profile his flight in his Comanche 250. Paul also reached the highest percent of handicap speed of any participating aircraft. But Paul is an A&P who spends a lot of time on his aircraft. So I suspect the engine was tuned like a Swiss watch. And I couldn't help but notice his aircraft was as clean as a whistle. Also, his spouse Sharri slept in the back seat . . . which may have contributed to his performance.

Spouses can have a real influence on the outcome of a race. Just ask Paul Richter. Of course, this remark was overheard at the cocktail party, but Paul was overheard to say that he was making fantastic time when wife Sonja decided it was time to eat . . . and insisted on some smooth air. So Paul climbed to 10,000 feet, encountered a 30 knot headwind, and lost a chance to place. Nice to see that pilots still sacrifice for their spouses.

Henry Bledsoe confided that Lucille was unwilling to push her "little baby" (Bonanza A36TC) which contributed to her 3rd place finish in Class "C". Countless others blamed weather diversions as the reason for their slow finishes.

The trip back, though, proved to be as much or more of a challenge than the trip to Jackpot. The frontal system which

had developed through the afternoon hours on Saturday had intensified by Sunday. Some of the more adventurous filed IFR and returned direct. Others flew part way and landed at various Utah airports to wait for the weather to lift. At least two aircraft remained overnight in Utah, and another in Rock Springs. We went into Ogden and sat on the ground for over 4 hours waiting for the weather to clear. For those patient enough to wait, the weather over the Wasatch Range east of Logan lifted by 3:00 p.m. such that good VFR flight to the Denver area was possible on a route via Rock Springs and Laramie.

Interesting trip!

RENEWALS

Walt Barbo, Aurora
L. D. Holt, Brighton
Gerald Eberhard, Ft. Collins
Barry Lutsky, Denver
Richard Lyons, Platteville
Bill Farrell, Boulder
Bill Greener, Lakewood
Chase Stockon, Denver
Ken Peterson, Aurora
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Spencer Matthews, Aurora
Ben Kramer, Aurora
Bob Figgie, Colorado Springs
Michael Rock, Loveland
Robert Libra, Northglenn
Larry Bartlett, Pagosa Springs
Rick Mason, Colorado Springs

PHOTO GALLERY



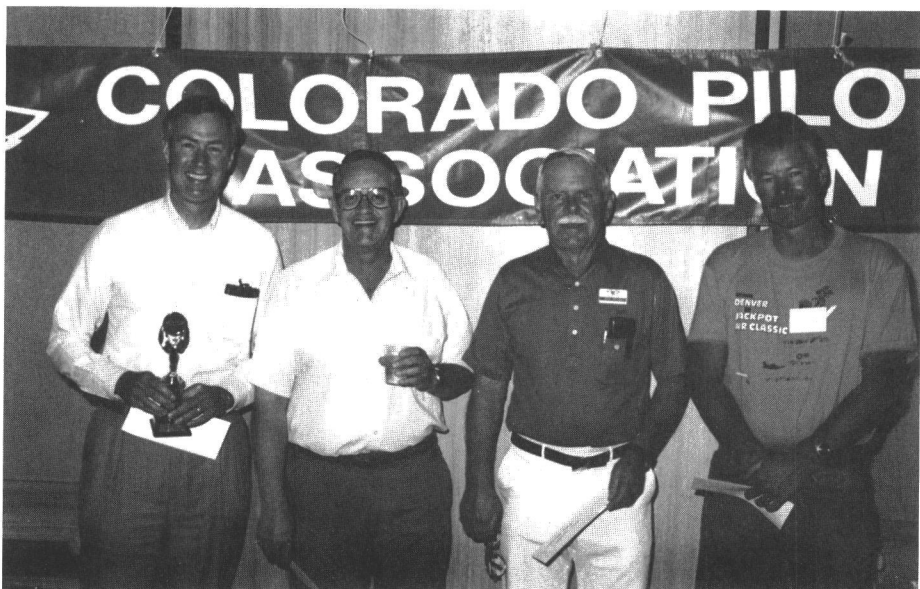
16th ANNUAL AIR CLASSIC: Class A - Fixed Gear winners are (l. to r.) Jack Nellessen of Castle Rock, 1st place; Ian Bentley of Littleton, 2nd place; Ron Lewark of Frisco, 3rd place; and Bob Liddle of Grandby, 4th place.



Class B - Retractable Gear: Mike Seavall of Longmont, 2nd place; Paul Nunn of Pueblo, 1st place; Sonny Elgin of Watkins, 3rd place; and Chet Jewell of Denver, 4th place.



Class C - Turbocharged: Tom Koehler of Denver, 1st place; Bud Lewis of Aurora, 2nd place; Lucile Bledsoe of Wray, 3rd place; and Walter Bell of Denver, 4th place.



Fuel Estimate Category: Bart Jones of Colorado Springs, 1st place; Sonny Elgin of Watkins, 2nd place; Bob Doubek of Littleton, 3rd place; and Bob Liddle of Grandby, 4th place.

	N #	MAKE	YEAR/TYPE	PILOT NAME	HANDICAP SPEED	TOTAL TIME	AVERAGE SPEED	% OF MAX SPEED
CLASS A – FIXED GEAR								
1	7555S	CESSNA	1977 182	JACK NELLESSEN	170	03:38:52	152.6957	89.8210%
2	2096B	PIPER	1979 DAKOTA	IAN BENTLEY	170	03:42:27	150.2360	88.3741%
3	70006	CESSNA	1971 185 E	RON LEWARK	178	03:35:49	154.8537	86.9964%
4	3368U	CESSNA	1963 182	BOB LIDDLE	170	03:52:09	143.9586	84.6816%
5	8554T	CESSNA	1960 182C	TOM BEIN	170	03:52:35	143.6904	84.5238%
6	2150R	PIPER	1969 PA28-180	FRED WEHRLI	152	04:37:00	120.6498	79.3749%
7	372SF	CESSNA	1978 182	BOB DOUBEK	170	04:09:32	133.9300	78.7824%
8	6383B	CESSNA	1957 182	LARRY LEWARK	170	04:13:18	131.9384	77.6108%
9	4037F	CESSNA	1958 172	GARY SELF	135	05:27:52	101.9317	75.5049%
10	3549C	CESSNA	1955 170B	BART JONES	140	05:24:46	102.9046	73.5033%
11	5503T	CESSNA	1964 172	BILL TOTTEN	139	05:30:12	101.2114	72.8139%
12	2524X	CESSNA	1965 206	DON VANDER PLOEG	174	04:25:07	126.0577	72.4470%
CLASS B – RETRACTABLE GEAR								
1	5476P	PIPER	1958 COMANCHE	PAUL NUNN	190	03:13:10	173.0112	91.0585%
2	9461S	BEECH	1966 S-35	MIKE SEAVALL	210	02:55:53	190.0123	90.4821%
3	7164Y	PIPER	1964 PA-30	HENRY A ELGIN	205	03:03:32	182.0923	88.8255%
4	7463N	BEECH	1968 V-35 A	CHET JEWELL	210	03:00:07	185.5464	88.3554%
5	201WN	MOONEY	1978 M20J 201	DAVE BURKE	201	03:10:25	175.5098	87.3183%
6	16WW	PIPER	1958 PA24-180	EDDIE WHISTLE	167	03:50:49	144.7902	86.7007%
7	719SG	BEECH	1968 V-35A	J H QUELLA	210	03:07:00	178.7166	85.1031%
8	9894R	BEECH	1960 M35	LUCIANO PIEROBON	210	03:12:19	173.7759	82.7504%
9	9TT	BEECH	1965 S-35	JAMES ROE, JR	210	03:16:48	169.8171	80.8653%
10	12CW	BEECH	1990 F33A	CHUCK WHITE	209	03:17:51	168.9158	80.8210%
11	65DR	MOONEY	1965 M20C	PAUL RICHTER	190	03:40:00	151.9091	79.9522%
12	8320N	BEECH	1968 V-35A	HENRY REIMER	210	03:29:06	159.8278	76.1085%
13	5100V	CESSNA	1980 172RG	JOHN SCHMITZ	166	04:26:46	125.2780	75.4687%
CLASS C – CLASS C – TURBO-CHARGED								
1	3467Q	PIPER	1978 PA28-R201T	TOM KOEHLER	204	03:09:55	175.9719	86.2607%
2	6972N	CESSNA	1979 T-210	BUD LEWIS	235	02:45:52	201.4871	85.7392%
3	11BC	BEECH	1991 B-36TC	LUCILE BLEDSOE	245	02:53:01	193.1606	78.8411%
4	210VE	CESSNA	1978 T210	WALT BELL	235	03:03:15	182.3738	77.6059%
5	6947V	MOONEY	M20F	PAUL ADAMS	210	03:47:55	146.6325	69.8250%

1992 DENVER-JACKPOT FUEL RESULTS

	N #	MAKE	YEAR/TYPE	PILOT NAME	FUEL EST	FUEL PURCHASED	FUEL DIFF	% FUEL DIFF
1	3549C	CESSNA	1955 170B	BART JONES	46.70	46.460	0.240	0.5139%
2	7164Y	PIPER	1964 PA-30	HENRY A ELGIN	55.50	55.860	0.360	0.6486%
3	372SF	CESSNA	1978 182	BOB DOUBEK	50.31	49.974	0.338	0.6718%
4	3368U	CESSNA	1963 182	BOB LIDDLE	51.20	50.628	0.572	1.1172%
5	6947V	MOONEY	M20F	PAUL ADAMS	41.50	42.541	1.041	2.5084%
6	3467Q	PIPER	1978 PA28-R201T	TOM KOEHLER	54.20	55.927	1.727	3.1863%
7	12CW	BEECH	1990 F33A	CHUCK WHITE	56.00	53.925	2.075	3.7054%
8	7555S	CESSNA	1977 182	JACK NELLESEN	73.00	69.566	3.434	4.7041%
9	9461S	BEECH	1966 S-35	MIKE SEAVALL	80.50	84.714	4.214	5.2348%
10	7463N	BEECH	1968 V-35 A	CHET JEWELL	52.00	54.734	2.734	5.2577%
11	2150R	PIPER	1969 PA28-180	FRED WEHRLI	52.00	49.094	2.906	5.5885%
12	2096B	PIPER	1979 DAKOTA	IAN BENTLEY	80.00	84.605	4.605	5.7562%
13	70006	CESSNA	1971 185 E	RON LEWARK	53.00	56.105	3.105	5.8585%
14	2524X	CESSNA	1965 206	DON VANDER PLOEG	59.00	55.041	3.959	6.7102%
15	65DR	MOONEY	1965 M20C	PAUL RICHTER	31.00	33.255	2.255	7.2742%
16	6972N	CESSNA	1979 T-210	BUD LEWIS	50.00	46.117	3.883	7.7660%
17	5100V	CESSNA	1980 172RG	JOHN SCHMITZ	40.90	37.308	3.592	8.7824%
18	8554T	CESSNA	1960 182C	TOM BEIN	45.10	49.442	4.342	9.6275%
19	4037F	CESSNA	1958 172	GARY SELF	44.70	49.416	4.716	10.5503%
20	5476P	PIPER	1958 COMANCHE	PAUL NUNN	42.50	47.062	4.562	10.7341%
21	5503T	CESSNA	1964 172	BILL TOTTEN	40.95	45.399	4.449	10.8645%
22	201WN	MOONEY	1978 M20J 201	DAVE BURKE	32.30	36.152	3.852	11.9257%
23	719SG	BEECH	1968 V-35A	J H QUELLA	47.40	53.263	5.863	12.3692%
24	11BC	BEECH	1991 B-36TC	LUCILE BLEDSOE	68.90	77.902	9.002	13.0653%
25	9894R	BEECH	1960 M35	LUCIANO PIEROBON	50.00	56.694	6.694	13.3880%
26	210VE	CESSNA	1978 T210	WALT BELL	64.88	55.723	9.157	14.1137%
27	6383B	CESSNA	1957 182	LARRY LEWARK	49.20	56.889	7.689	15.6280%
28	16WW	PIPER	1958 PA24-180	EDDIE WHISTLE	54.00	62.666	8.666	16.0481%
29	8320N	BEECH	1968 V-35A	HENRY REIMER	48.00	60.570	12.570	26.1875%
30	9TT	BEECH	1965 S-35	JAMES ROE, JR	63.60	25.546	38.054	59.8333%

JACKPOT WINNERS

Thanks to the generous donations of AURORA NATIONAL BANK, CACTUS PETE'S (the money people), THE KRAMERS (Ben and Marla--the wine people), HUNKY DORY (the T-shirt people), UNIVAIR AIRCRAFT CORPORATION, THE VAN AIRE AIRPARK ASSOCIATION, PERFECT LANDING (the new restaurant at Centennial), PROP WASH (at Front Range Airport), MICHAEL BALDWIN (the Stearman ride won by Sue Burke), VANITA and FRANK GALLO, and KAY and VERN FOSTER, a total of 60 door prizes for pilots and passengers were awarded at the Awards Banquet. Listed below are the lucky winners. The Jackpot Committee wishes to extend its thanks and appreciation to all of them; also to the folks at FRONT RANGE AIRPORT for the continental breakfast and to the folks at ROCK SPRINGS AIRPORT for the fruit and coffee enjoyed by the contestants who landed there.

ADAMS, Paul	HULLEY, Bruce	NUNN, Sharrie
AKERS, Bob	JAHN, Gretchen	OLSEN, Chris
BARBO, Walt	JEWELL, Chet	PORTER, Flo
BARBO, Terry	JONES, Bart	QUELLA, Shirley
BELL, Walter	JONES, Mary	QUELLA, John
BENTLEY, Ian	JEWELL, Nancy	RICHTER, Paul
BLEDSON, Hank	KEITHLEY, Marlene	ROWE, Christine
BLEDSON, Lucile	KEITHLEY, Tom	ROWE, James Jr.
BOLTACH, Joe	KOEHLER, Tom	RUNDELL, J.
BRODBECK, R. M.	HARRISON, Claudia	SEAVALL, Mike
BURKE, Dave	LEWARK, Donna	SEAVALL, Nick
BURKE, Sue	LEWARK, Laura	STAUFFER, Jane
CHAPLA, Sue	LEWARK, Scarlett	TOTTEN, Bill
CLINGER, Stan	LEWARK, Ron	VANDER PLOEG, Don
DOUBEK, Carolyn	LIDDLE, Carolyn	WEHRLI, Jan
ELGIN, Darlene	LIDDLE, Bob	WHISTLE, Paul
FOSTER, Vern	LINDEMAN, Mike	WHITE, Chuck
GALLO, Vanita	MICHON, Paul	WOOD, Will
GREEN, Beverly	NAHN, Tim	WYKSTRA, Con
HARLESS, Linda	NELLESEN, Jack	WYKSTRA, Mildred

COLORADO AVIATION CALENDAR

- AUG 21-23 **USPA SUMMER MEETING**, Jackson Hole, WY. *Info: Bruce Hulley 303/344-2843 or Don Vander Ploeg 303/757-1310.*
- AUG 23 **ALL AMERICAN AIRSHOW EXTRAVAGANZA**, Greeley. Featuring the Peterson-Krier Airshow. Spectacular flying performances ranging from precision aerobatics to new and unique tumbling maneuvers never seen before. Thrilling aircraft "dogfight" as finale. Military aircraft displays and demonstrations will also be included. *Info: Kevin Bunnell (303) 356-9141.*
- SEP 5-6 **CONFEDERATE AIR FORCE AIRSHOW**, Front Range Airport. *Info: Dick Jones 303/366-9301.*
- SEP 18-20 **MILE HI AIRDERBY**. Colorado 99's Mile High Air Derby speed race, Centennial Airport. *Info: Linda Horn 303/278-4435 or write to Mile High Air Derby, 14437 W. 32nd Ave., Golden, CO 80401.*
- SEP 19 **CPA COLOR FLY-IN**, San Luis Valley. View fall colors. *Info: Ben Kramer 303/699-8212.*
- OCT 2-3 **CPA WINGS PROGRAM** at Pueblo. *Info: Scott Turner 303/339-3937(H).*

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BOULDER

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

BURLINGTON

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

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FLIGHT SAFETY

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LEGISLATIVE AFFAIRS

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FLY-IN EVENTS

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LIAISON

Bruce Huiley (H) 303/344-2843 (O) 303/344-4910 x 256

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NEWSLETTER

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PROGRAMS

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Mailing Address _____

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A/C Owned (Make) _____ (Model) _____ N _____

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