

CPA FLIGHT LINES

Vol. 9, No. 10

October, 1992



CPAer Lew Entz of Hooper poses in front of his Cessna T210. Lew's farm in the San Luis Valley was the scene of the CPA potato harvest fly-in tour on September 19. He's also a Colorado Aviation Hall of Fame inductee. See articles on pages 7 and 11.



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

PRESIDENT'S MESSAGE

by Bill Standerfer

Our vacation this year was, of course, a flying vacation. We made our third trip to the EAA convention in Oshkosh for a few days of total immersion in aviation. I came away from Oshkosh with a few observations about the state of our art.

The economy certainly had its effect on the tone of the event. There were as many, if not more, vendors as ever. However, money wasn't flowing quite as freely as usual it seemed. Folks seemed to be a little more careful to find the best bargain for their purchases. Also, some vendors were trying a little harder to justify their participation. For example, the American Bonanza Society had a sign-up sheet to make the case with their board that it was worthwhile to participate. There were plenty of members there, but there was more a need to prove the results were worth it.

All the airframe manufacturers were there, with the unfortunate exception of Piper. There were plenty of tire kickers, but it didn't seem like there were many serious lookers at today's inflated prices for 30 year old technology.

The innovation is still flowing out of the kit makers, though. There were examples all over the airport of new and interesting experiments to make flying faster or cheaper or more fun. And with the primary aircraft certification rules, some of these airplanes will bridge the gap between kit planes and certified aircraft. These new rules are a first step toward getting badly needed new airplanes into the training end of the business. Even the newest Cessna 152 probably has thousands of hours on it by now, and could be a candidate to be replaced by an aircraft resulting from this initiative.

So, after making the trek from the ultralights and rotorcraft on the south to the warbirds on the north, I'm as convinced as ever that General Aviation is not dead. It is, in fact, thriving, with perhaps more of a grass roots look. GA will be different 10 years from now, to be sure. But Oshkosh reminds us every year that it is here to stay.

And now for a brief personal postscript. This will be my last message to you as president of CPA since my term expires soon. This has been an exciting year for both Ann and I, and we thank you all for your support. We have made many new friendships that we hope to enjoy long after this year is over. Good luck to you all and we'll see you at the next fly-in!

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Publication Notice

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

All articles should be sent to:

EDITOR, CPA FLIGHT LINES

P. O. Box 200911
Denver, CO 80220

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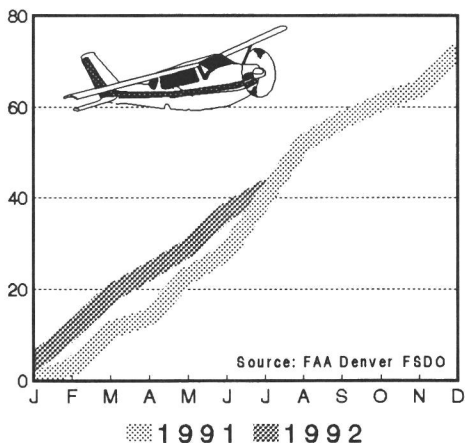
SAFETY CORNER

Colorado aircraft accidents for the first 6 months of CY 1992 were significantly higher than CY 1991 (37 compared to 28). Accidents in July and August of last year, however, were unusually high. So when data for August of this year is available, cumulative figures for the two years to that time are expected to be comparable.

An accident is defined as structural damage to the extent that an aircraft is not airworthy to fly. Lesser damage is defined as an incident.

AIRCRAFT ACCIDENTS STATE OF COLORADO

CY 1991 & 1992



	1991	Cum. 1991	1992	Cum. 1992
J	0	0	4	4
F	3	3	7	11
M	8	11	8	19
A	3	14	5	24
M	9	23	5	29
J	5	28	8	37
J	12	40	5	42
A	12	52		
S	7	59		
O	4	63		
N	3	66		
D	8	74		

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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RENEWALS

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Delene Dougherty, Longmont
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Al Andersen, Morrison
Phil Stietenroth, Denver
Kevin Kennelly, Denver
Edward Dauer, Denver
Steve Harless, Brighton
Homer Lyle, Aurora
Lyle Muir, Hudson
Lee Porter, Pueblo West

■ Aviation attorney J. SCOTT HAMILTON informs us the City of Boulder ban against aircraft towing advertising banners over the city is spreading to other areas of the state. Federal involvement to date has been little more than a letter to the city from the FAA Chief Counsel advising the use of airspace is federal turf over which the city has no jurisdiction. But the feds apparently lack the guts to follow through with any enforcement action . . . and the city continues to prosecute complaints against businesses flying banners.

Scott informs us that Eagle County, Colorado, apparently heartened by Boulder's success at ignoring the federal government, is also prohibiting aerial advertising flights.

■ The Colorado experience could be contagious. We learned that a state judge in Minnesota has established his own regulations for low-level flights over one area of the state. Aircraft operating out of the privately owned Riviera Airport (which happens to be located across the border in Wisconsin) are prohibited from flying at an altitude less than 2,000 feet MSL over Hastings, Minnesota. Hastings is a sparsely populated area located under the approach path to the airport. Ground elevation averages about 1,000 AGL.

FAA action was to comment: "Our position is that the judge was incorrect and lacked jurisdiction."

Without a stronger response, the issue will not only be contagious, it will be explosive. Local governments across the country can be expected to get in on the act. An issue worth watching!

■ Most of our readers are probably aware that efforts to pass an "aircraft product liability" bill in this session of Congress failed. The bill reached the Senate floor on September 10 on a motion for cloture (an immediate vote without further discussion), but failed on

a vote of 58-38. Sixty votes would have given cloture. So the bill did not come up for vote.

Voting was generally along party lines with Democrats voting against and Republicans voting for cloture. Predictably, Republican Senator Brown voted for cloture, and Democratic Senator Wirth voted against cloture. Difficult to understand why an economic issue as important as liability reform should be reduced to a partisan issue.

■ The Colorado Military Heritage Command is seriously seeking to sell its P2V Neptune Bomber (based at Front Range Airport) and acquire up to four military versions of the Cessna 337 Skymaster. Expect a mission change with greater emphasis on flying participation at local airshows and fly-ins.

■ CPA member BILL TOTTON was the surprise winner of the Colorado Ninety Nines Mile-Hi Air Derby on Saturday, September 19. He flew a Cessna 172. Bill has been a frequent participant in CPA sponsored Denver-Jackpot Air Classics and 99s Air Derbies. Good to see such loyalty rewarded.

■ Haste makes waste . . . at least it turned out that way for one participant of the Potato Harvest fly-in to Monte Vista on September 19. At departure time, thunderstorms were moving through the area. And the wind was blowing. Everyone was in a rush to get airborne.

Our hapless participant needed fuel, and as luck would have it, in the course of refueling, dropped a syringe full of TCP into the fuel tank. Didn't stop his departure. But we hear he spent much of the next day with an arm up to his armpit in 100LL fishing the syringe out of his fuel tank.

■ One participant was heard to say he ran into heavy rain showers with hail on the way home. Did a 360 to get out of the system . . . without relief.

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WELCOME NEW MEMBERS

Kramer, Phyllis J.
1272 2640 Road
Hotchkiss, CO 81419

Tapp, James W.
420 Oswego Court
Aurora, CO 80010

BOARD OF DIRECTORS

MEETING HIGHLIGHTS

Yes, we're back!

Some of you may not even have noticed that this report has not been published in *FLIGHT LINES* for the past few months and somehow you managed to survive its omission. You can rest assured that your Board did not take the summer off.

The usual monthly meetings were held in July and August. The July meeting report was squeezed out of the newsletter because of the coverage of the Air Classic and the August meeting was so routine – and short – that there was nothing significant to report. The president was visiting Oshkosh and a few other chairmen were also absent.

And speaking of Oshkosh, Bill reported at the September meeting that about 200 people attended our CPA Mountain Flying presentation there on Tuesday, August 4. The presentation was made by Bill and Scott Turner and ran for 1½ hours.

The board approved making the Mountain Flying Course a separate committee of CPA commencing immediately (it has been up to now in the Flight Safety Committee). It will be chaired by Bill Standerfer.

Latest word on the new Denver TCA is that it remains as originally proposed except with a top of 12,500 instead of 12,000 feet. The 'cutout' for Van Aire Airpark was saved as anticipated. Comments on the final NPRM are due in FAA Headquarters by October 26.

Walter Bell, Chairman of the Airspace Committee, expressed satisfaction with the TCA design. But he has lingering concerns about how use of airspace outside of the new TCA will affect GA operation. He is particularly concerned on how IFR GA arrivals from the west will be handled. Expect to hear more on this issue in a future article.

A profit of \$511.00 was realized from the Air Classic, according to Vanita Gallo, Committee Chairman. It was decided that

next year's event will be held July 17-18 so as to allow more time between it and the July 4 Poker Fly-In.

In view of the fact that we are approaching the end of the current fiscal year for CPA (October 31), all committee chairmen were requested to prepare an end-of-the year draft report for the next board meeting with the final report ready for the Annual Meeting on November 7.

Nominations for officer positions for the 1993 Fiscal Year are:

PRESIDENT Walter Bell
VICE PRESIDENT Phyllis Kramer
TREASURER Don Vander Ploeg
SECRETARY Gretchen Jahn

The subject of establishing chapters was discussed with perhaps funding for a minimum of four being included in the budget for next year.

Another item discussed was a proposal by Tony Bilello, Membership Chairman, to place plastic display stands containing a supply of *FLIGHT LINES* at airports throughout the state. This would be used as a recruitment tool at an estimated cost of \$850.00 initially. Discussion centered on using a trial run of 25 airports to see how the program would work and how often to replenish the supply of newsletters. No decision was taken on this proposal.

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 Beverley Green or from your Area Representative.

POTATOE HARVEST FLY-IN

by Walt Barbo

Heavy rains in the San Luis Valley on the morning of September 19 threatened to cancel the fly-in. Organizers at the Monte Vista Airport were to meet arriving aircraft at 10:00 a.m. and provide transportation to view potatoe farming and harvest operations. Light rains were still falling from a low overcast at 8:00 a.m. Farming operations were on hold. And since the outlook for the fly-in looked hopeless, ground transportation and the planned tour was canceled.

But conditions didn't look nearly as bad in the Front Range area. There was a high overcast with no indication of weather that might interrupt the flight.

Terry and I planned a departure in our T210 at approximately 8:30 a.m. Walt Bell had his aircraft down for maintenance and decided to join us.

As an aside, those of you who know Walt Bell would not think it unusual that his aircraft was down for maintenance. It seems to be down about 90% of the time. Not that anything is wrong with it. Rather, I swear he often takes systems of it apart for no other reason than to see how they work.

Departure was off the right wing of Dave and Sue Burke in their Mooney 201. The air was smooth as glass at Jeffco that morning, so formation flight was exceptionally easy. Must have looked nice from the ground.

I have always enjoyed flying formation with Dave. But flying with the Mooney does offer some challenges because of the difference in performance. For example, climb performance on the T210 far exceeds the Mooney such that takeoff and climb in the T210 are made at low throttle settings. Uncomfortable for those used to having three needles in the red (MP, RPM and mixture) for takeoff. The Mooney is so sleek that in level flight below 10,000 feet requires power settings

on the T210 near top of the green. Above 12,000 feet when the Mooney's performance starts to fall off, power can be reduced to low cruise settings. And on descents, I always have to plan on adding power to keep up.

Our flight that day was on a route which took us around Windy Peak in the Tarryall Mountain Range (about 20 miles southeast of Kenosha Pass). The aspens were at their peak in color and the mountains with their jagged peaks added an unreal backdrop. Somehow, all the expense and sacrifice of owning an aircraft and maintaining flying skills all seemed worthwhile that morning.

Within a few minutes after leaving the Tarryalls other aircraft came on frequency to compare information on what we knew (or didn't know) about weather in the San Luis valley.

From our position near Eleven Mile Reservoir we could see buildups beyond the Sangre de Cristo Range. Others were reporting that the San Luis Valley was socked in but that it appeared to be breaking to the south in the Alamosa area. Hayden Pass appeared to be open, but as we approached it, clouds from the valley began spilling out towards us. It looked like we could easily have topped them by climbing to 15,000 feet. But we didn't bother. The east side of the Sangre de Cristos was clear. So we meandered southward towards Mosca Pass and the Sand Dunes.

By this time aircraft ahead reported crossing Mosca Pass at 12,000 feet in good VFR conditions. But the valley was covered in a white blanket of clouds which extended as far south as Alamosa. It was still covered by the time we reached the pass but was starting to break up towards the west. And would you believe, the first large hole in the undercast was right over the airport.

Within a few minutes, and by 10:00 a.m., there were 10 arrivals. Nice timing. We wondered how many there would have been had it not been for the weather.

Have to hand it to our hosts. Sandy Tonso with the Colorado Potatoe Administrative Committee met the arriving aircraft and acted as tour conductor. Somehow she managed to resurrect the transportation (a bright yellow school bus) which had been canceled earlier that morning. And Lewis Entz arranged to have a crew crank up his potatoe harvesting operations so us "city slickers" could have an appreciation of what it is like to dig potatoes.

Must have been quite a sight to see a school bus with its load of adults following this tractor-pulled loading machine through potatoe patches of the San Luis Valley. Finally, we all got out and started chasing after the equipment on foot . . . like a bunch of kids on an outing.

Low maintained a constant dialogue of what was taking place and gave us a wealth of information on potatoe harvesting and marketing. For example, few of us realized that the valley is the 2nd largest producer of potatoes in the United States. Yes, Idaho is first. And the "Idaho potatoe," which is so heavily touted by Idaho, is actually a Burbank Russet . . . which is also produced extensively in the valley. Another myth busted.

As an aside, I must confide that our daughter, who is a super bright 24 year old and who grew up in Colorado, and her husband, native Coloradan Todd Merkowitcz, both had no idea that potatoes were even grown here. Most Coloradans are probably equally as uninformed. Which creates a marketing challenge for organizations such as the Colorado Potatoe Administrative Committee.

We also learned of the uniqueness of San Luis Valley growing conditions.



PICKIN' SPUDS: CPAsers follow tractor-pulled machinery as it picks up potatoes and loads them on truck for transport to warehouse of Cañon Potato Company in San Luis Valey.



HERE'S HOW IT WORKS: Lew Entz (hands extended) explains harvesting machinery to CPAers Sue Burke, Tom Bein, Dean Kloepper, Frank Gallo, Tony Bilello and Walter Bell.

Approximately 60,000 acres of "Fall Crop" potatoes are grown over an area that extends 60 miles from east to west and 120 miles from north to south. The crop is planted from April into May and harvest starts in late August. The growing season extends only 90 days.

The soil is a coarse sandy loam which extends 110 feet deep until it reaches a layer of blue clay. The aquifer, which lies just 4 feet below the surface, feeds a self-propelled center pivot sprinkler system.

Needless to say, the sand dunes on the east side of the valley are a constant reminder to farmers on the need to protect from soil erosion. This is done through annual rotation of crops and use of frequent windbreaks to keep the soil in place. Without these measures I suspect the sandy soil would be much less in depth than the current 110 feet to blue clay . . . and the sand dunes much higher.

Back on the bus for a short trip to Center and a stop at the potatoe processing and storage plant of the Cañon Potatoe Company. The company is a

family-owned facility which processes about 20% of the valley production. Manager Jim Tonso (Sandy's spouse) toured us through the facility and educated us on how potatoes are stored, cleaned, packaged and marketed.

Potatoe production in the valley is approximately 20 million 100 wt. annually. The greater portion of the crop goes into high-tech, controlled storage facilities, which allows the crop to be marketed through July of the following year. By this time, "Summer Crops" grown in areas such as Greeley are on line and supply the market until the new "Fall Crop" is available in the Valley.

Assuring that a sack of potatoes packaged for market has exactly the right weight is one of the small challenges of a facility such as Cañon Potatoe. Any underweight is certain to bring consumer complaint. And any overweight is an economic loss to growers and shippers.

In the days before high-tech, workers sat around packaging tables and went through a trial and error process in

adding that last potatoe or two to a sack to make the weight come out right. It was time consuming and costly. In the new world of high-tech, packaging machines make use of about a dozen cups into each of which a single potatoe drops, is individually weighed electronically, and selected by computer (approximately 4,000 combinations) to add the exact amount of weight needed to make the sack weigh 10 lbs.

Back to the bus and a short trip to the local restaurant for a lunch of green salad, and (would you believe) baked potatoes with a selection of toppings, AND a desert of potatoe brownies . . . hosted by the Colorado Potatoe Administrative Committee Auxiliary. Each of us was given a canvas shopping bag which contained brochures on several of the Valley highlights. . . and a cookbook of potatoe recipes. And all of us left with a 10 lb. sample of "whites" or "reds," compliments of Jim and Cañon Potatoe Company.

Fantastic fly-in. One of the most entertaining and educational ever.

Yes, I know how to spell potato. Just wondered how many picked up the misspelling prior to this point. WB.

ACCIDENT PREVENTION PROGRAM

Saturday, October 31, 1992

Falcon Airport, Meadowlake

9:00 a.m. - Noon

General Aviation Symposium on:

- Preventative (self) Maintenance and
- Flight with inoperative equipment

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POTATO BROWNIES

3 oz. unsweetened chocolate
3/4 c. margarine
1 2/3 c. sugar
1 tsp. vanilla
1/4 tsp. salt

4 eggs
1 c. mashed Colorado potatoes
1 c. flour
1/2 tsp. baking powder
1/2 c. chopped nuts

Melt chocolate and margarine in saucepan on top of stove or in glass dish in microwave. Cool. Cream sugar, vanilla, salt, eggs. Mix well. Add chocolate mixture and potatoes, flour, baking powder and nuts. Beat until creamy. Pour into greased and floured 9 x 11 cake pan. Bake at 350° about 30 minutes or until done. Use with following icing:

ICING: Mix together and spread on top of brownies.

1 c. powdered sugar
2 T. hot coffee

1 T. cocoa
1 tsp. vanilla

AN AVIATION STATESMAN FOR COLORADO

by Frank Gallo

Recently State Representative Lewis "Lew" Entz, of Hooper, was nominated for induction into the Colorado Aviation Hall of Fame. Lew has been the keystone for aviation in the Colorado Legislature for many years, both as a watchdog to fight any adverse legislation, and as an advocate, promoting aviation through positive legislation. His aviation interests and accomplishments cover a good many years. Let me provide a capsule history of the man and his record.

Lew's introduction to aviation came at an early age, when he had his first airplane ride in a 40-horsepower J-2 Piper Cub at the age of eight. Born and brought up in the San Luis Valley, Lew left Colorado in the early fifties during the Korean War to serve as an ordnance-man with the Marine fighter squadrons. Once back in Colorado, he began flying lessons, soloing on January 25, 1956, at Monte Vista, in a 1941 Taylorcraft. He earned his private pilot license on July 9, 1966. Lew has flown a number of different general aviation aircraft, and currently owns a J-3 Piper Cub and a Cessna T210.

As a county commissioner representative on the Alamosa Airport Board of Control for 13 years, from 1969 to 1982, Lew participated in many important decisions that resulted in the growth and improvement of that airport. As a result, Alamosa Airport is a routine fueling stop for many coast-to-coast corporate aircraft, as well as an air carrier airport serving the entire San Luis Valley.

Lew's contributions to aviation since becoming a State Representative have been the most important of any legislator in the state's history. In 1985 he was the primary sponsor of House Bill 1084, which would have created an office of aviation for the state. He was able to

generate support from many other legislators by convincing them of the importance of aviation to the economy and communities of the state. Though this bill did not pass, Lew quickly began work on a follow-on bill for the next year. It is important to note that these bills were not drafted in a vacuum. Lew worked with the Colorado Airport Operators Association, the Colorado Pilots Association, and other aviation interests to devise a bill that would be universally accepted and universally beneficial.

In 1988 Lew was the primary sponsor of House Bill 1250, which passed the legislature and was signed by the Governor. This bill created the Office of Aviation and the Colorado Aeronautical Board, and replaced aircraft registration fees with an offsetting increase in fuel tax, which would be used to fund airport and aviation improvements as well as safety projects. Lew received two Aircraft Owners and Pilots Association Presidential Citation awards as a result of his office of aviation bills, which had been strongly endorsed by the AOPA.

A bill was introduced into the legislature in 1990 that had several negative aspects on general aviation in the state. House Bill 1192 was a bill that made it a crime to operate an aircraft in Colorado while under the influence of alcohol or drugs similar to state law as it relates to driving an automobile. A section of the bill would have prohibited landing aircraft on highways, making it a misdemeanor. This provision was felt to be unnecessary legislation, and the sponsor could point to no problems that had occurred. There would have been a very negative impact on farmers, ranchers, and aerial sprayers who operated off roads safely in the rural areas of the state. Lew Entz was one of those instrumental in having the bill's

sponsor withdraw the latter provision. He also worked with aviation organizations on the remainder of the bill, to make sure that there were no unreasonable impacts of the flying while under the influence provisions.

Lew also found time to sponsor two bills that would have provided reimbursement mileage for state employees who had private aircraft. The purpose of this provision was to encourage state employees to fly their private aircraft at a fair reimbursement, utilizing and enhancing the state's aviation system. Though these bills did not pass, I am quite confident that any bill to increase state mileage rates will include a new aviation rate, thanks to Lew Entz. He was a co-sponsor of a State Department of Transportation bill, which was enacted, which placed the aviation office in the new Department (from the Department of Military Affairs), resulting in the integration of all state transportation system elements.

Another crowning achievement of Representative Lew Entz in the field of aviation legislation was the re-diversion of the three percent aviation fuel excise tax to aviation purposes, as required by the State Constitution. Though the Constitution required the tax to be used for aviation, for about 15 years the funds had been diverted to the state General Fund. When this became an issue in 1991, both members of the Joint Budget Committee and the Governor resisted the correct assignment of these funds to aviation purposes. It was through Lew Entz's efforts, supported by other key legislators and several aviation organizations, that the funds are now going to aviation, to the tune of about \$8 Million.

The bills sponsored by Lew Entz that led to the final correct use of the aviation fuel excise tax were House Bill 1028 (vetoed by the Governor), Senate Bill 181 (withdrawn because of strong opposition), House Resolution 1010 (asking the State Supreme Court to rule on language of the

State Constitution regarding fuel tax), and House Bill 1010 (Special Session), which finally accomplished the correct re-diversion of aviation fuel tax revenues to aviation purposes. The result has and will be a flow of much needed funds to Colorado airports for maintenance and improvements, as well as other high priority but heretofore unfunded aviation projects in the state.

Just as the creation of an aviation office and aeronautical board was the result of the tenacity of Representative Lew Entz, so was the final legislation that resulted in the additional \$8 Million for aviation. Yes, he had help, but without him, none of the legislation would have happened. As a result of the passage of House Bill 1010, Lew Entz was given the AOPA Joseph B. Hartranft Award, the highest AOPA honor. He was also honored for his achievements at the 1991 Colorado Airport Operators Association annual meeting.

Lew Entz is not only an aviation booster and supporter, farmer, and legislator, but he is also an active pilot, flying his two aircraft on business frequently. He is a member of the Aircraft Owners and Pilots Association, the Colorado Pilots Association, the Cessna Pilots Association, the San Luis Valley Pilots Association, the J-3 Club, and the Colorado Civil Air Patrol.

State Representative Lew Entz was inducted into the Colorado Aviation Hall of Fame on Saturday, October 3, 1992 — Ed.

**Copy Deadline for
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20th of the Month

COLORADO PILOTS ASSOCIATION

ANNUAL MEETING

November 7, 1992

6:00 p.m.

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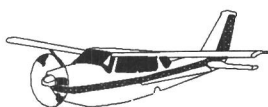
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COLORADO AVIATION CALENDAR

- OCT 24 **PLATTE VALLEY AIRPARK FALL FLY-IN.** *Info: Marilyn Taylor 303/659-7265.*
- OCT 31 **ACCIDENT PREVENTION PROGRAM,** Meadowlake Airport, 9:00 a.m. - Noon. Seminar on self maintenance in conjunction with FAA PACE program. *Info/Reservations: Tricia (FAA) 303/286-5423.*
- NOV 7 **COLORADO PILOTS ASSOCIATION ANNUAL MEETING,** The Clarion Hotel at Centennial Airport, 6:00 p.m. Italian buffet dinner, business meeting, and Vern Foster slide presentation of his Australian flying trip. *Info: Mike Baldwin 303/674-3836.*
- NOV 14 **SAFETY SEMINAR** at Grand Junction, sponsored by Colorado Pilots Association. *Info: Mike Baldwin 303/674-3836.*
- DEC 13 **CPA CHRISTMAS DINNER,** The Clarion at Centennial Airport. Speaker: Stephen Coonts, author of "The Cannibal Queen." *Info: Mike Baldwin 303/674-3836.*
- DEC ?? **BASKET OF JOY AIRLIFT,** sponsored by the Volunteers of America and Woody Paige of The Denver Post. Aircraft needed to help distribute baskets to communities outside the metro area. Details will be on the CPA Hotline (303) 266-6266 as soon as they are available.



CPA HOTLINE (303) 266-6266

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