

CPA FLIGHT LINES

Vol. 9, No. 12

December, 1992

Season's Greetings



New CPA President Walter Bell of Denver poses with his Cessna T210 at Eagle County Airport. Occasion was a CPA board meeting held there on May 2, 1992.



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

PRESIDENT'S MESSAGE

by Walter Bell

HAPPY HOLIDAYS!! 'Tis the season to be busy, but don't forget to get night current and practice good wintertime operations. Seriously, I hope that each of you will have a joyous and fulfilling holiday season.

During November the FAA asked the TCA Ad Hoc Committee to convene so they could report on the comments received on the new Denver TCA. Walt Flood, who has been immensely helpful to the Ad Hoc committee, flew in from Atlantic City to personally discuss the twenty two comments received.

Some comments were redundant. And all were limited to requesting small changes in the TCA configuration. After hearing the comments the Ad Hoc Committee felt two comments warranted more discussion:

1. Should Front Range Airport retain its proposed TCA cutout.

2. Should the floor over Aurora Airpark be raised a few hundred feet so that flight operations in that area could be conducted more safely.

Predictably, the Denver Airport and ATA representatives wanted FTG not to have a cutout and everyone else felt the cutout should remain. The discussion about Aurora Airpark was one sided. Everyone agreed that raising the ceiling in that area was a good idea.

The FAA, of course, retains the final decision making authority. But if I were betting on the outcome I would think the final rulemaking will produce a TCA very close to the one proposed by the Ad Hoc committee (including the FTG cutout). We probably will have a rule in several months.

The Air Force Academy is proposing another MOA location that is more southeast of COS than the previous proposal. Dennis Roberts, Director of CAB, is hosting a briefing for CPA and AOPA early in December. Copies of the proposal are available from Major Dopfel (719) 472-3389. If you are a user of the airspace around COS you should look at the proposal. Your comments or suggestions can then be directed to CPA area representative Kent Eckhart (719) 570-

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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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20th of the Month

WELCOME NEW MEMBERS

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Crouse, Dick (R. E.)
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Pueblo, CO 81005

EAA Chapter 515
7513 Leslie Dr.
Loveland, CO 80537

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Grand Junction, CO 81506

Young, Harry C.
17 Hunter Court
Pagosa Springs, CO 81147



9173 who has been coordinating CPA's efforts. I understand a public meeting on the proposal may be in the works for mid-winter, hosted by CAB.

Last but not least, CPA sponsored a Wings Program in GJT in Mid-November. I attended the program and was impressed with the turnout and the quality of the program. Mick Wilson, FAA Accident Prevention Counselor, gave an excellent presentation on ways to survive crashing an airplane. If you haven't seen this presentation you should. Mike Baldwin, CPA's Program Chairman, discussed risk assessment.

Many thanks to both Mick and Mike for a job well done.

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A PILOT'S VIEW OF COLORADO

by Frank Gallo

A wonderful description of the uniqueness of Colorado and its airports is provided by the Pilots Guide to South-western Airports. I'm sure that is not the intent of the Guide, but at times I have found myself leafing through the descriptions and warnings in the Guide of various airports, and reading them like you might read a travel guide. Now I'm not selling the orange-covered looseleaf Guide, nor even particularly recommending it, though I will say for VFR purposes it is complete and accurate, and I don't travel without it. So I'll scan through the Guide, and write down here some of the notations that catch my eye.

San Luis Valley Regional Airport-Bergman Field, is in Alamosa. "Fly-in-info" tells the pilot that hunting includes game such as deer, elk, bear, lion, duck, and dove, with fishing along the Rio Grande and Conejos Rivers, and that the Great Sand Dunes National Monument is 30 miles away.

Aspen-Pitkin County approach notes tell the pilot that if he or she is approaching from the east (Leadville or Hagerman Pass), to fly over Hagerman Pass, down the Frying Pan River to Basalt, and contact Approach Control. A "caution" tells you that when arriving, keep to the SW side of the Roaring Fork River, and when departing, keep to the NE side of the valley. Another caution warns of glider, hang glider, ultralight and hot air ballooning operations in the vicinity and on the airport, as well as flocks of birds, deer in the fall and winter, and coyotes in the summer. Wow!

Fly-in info for the Blanca Airport, in the San Luis Valley, notes "Fishing and game bird hunting with reservations at Mt. Blanca Game Bird & Trout Inc.. Guided hunting and fishing, quality lodging and dining. Camp sites also

available. This would be an interesting location to plan a Fly-in." This airport is a 5,400 foot dirt runway at 7,720 feet elevation.

Brush Municipal Fly-in-info informs the pilot that Brush's 4th of July weekend features the "World's Largest Amateur Rodeo." Buena Vista Airport warns of rising terrain and high mountains exceeding 14,400 feet MSL, but once you land, there is a courtesy car there to take you to the Casa del Sol, a restored miner's cabin which is now a Mexican restaurant.

Kit Carson County Airport, at Burlington, has the Hoof and Horn and the Black Stallion restaurants 3 miles north, and the Fly-in-info notes that "The Burlington Fairgrounds has the oldest carousel and only one of its kind. It has a wide variety of animals & music by a Wurlitzer organ."

Down in the four corners area of the state, Cortez-Montezuma County Airport notes that winds are from the SE in the morning, SW in the evening, and Fly-in-info tells the visiting pilot that the Mesa Verde National Park is 13 miles away, and rental autos are available.

Pilots flying to the Craig-Moffat Airport in the northwest corner of the state are reminded by the Guide that there are twin stacks of the Ute Coal Generating plant southwest of the field. The notation under "Food" appears that the four restaurants listed were selected for variety - Signal Hill (prime rib), Desperado (steaks), Galaxy (Chinese), and La Plaza (Mexican).

Crested Butte Airport is listed as private, with a \$25 landing fee. Check this airport out before you attempt to go in. The Caution reads "Fld is at N end of small valley surrounded by steeply rising terrain & high mtns exceeding 14,300

MSL. Warning - steeply rising terrain at N & E boundary of fld. BE CAUTIOUS of turbulence, downdrafts, & wind shear." There is more, but let's stop here and consider landing at Gunnison County Airport and driving to Crested Butte. Get there before dark, however, because the Guide informs us that the airport is closed to night landings and takeoff. It also says that night operations are by permit only, the pilot must sign a waiver, and must apply in person to sign the waiver in daylight hours only.

Landing at Dove Creek, which is 30 nautical miles NNW of Cortez-Montezuma, without prearrangements might leave you with a long walk. There is no phone, and no transportation at this airport with a 4,000 foot dirt runway. But there is a lot to see nearby, such as the Hovenweep National Monument, prehistoric cliff dwellings, the Dolores River Overlook, and the Escalante ruins. A caution notes that the runway is soft and rough.

Notes on the Animas Airpark at Durango tells us that nearby are the Purgatory Ski Area, river rafting, backpacking, the Mesa Verde National

Park, jeep tours, the Silverton-Durango Narrow Gauge Railroad, and excellent accommodations in Durango, such as the Strater Hotel, built in 1862. A caution note informs the pilot that the airport is on a mesa with a steep dropoff on the approach end of Runway 01, with possible turbulence, downdrafts, and wind shear. The pilot is also warned that the 5,000 foot runway is hard to see, and that the best landmark is a bend in the river and road.

Eagle County Regional Airport cautions include remarks that there is heavy commercial 757 jet traffic during ski season, and that there is an unlighted mountain at traffic pattern altitude SE of the approach end of runways 25 and 26, emphasizing that the approach to these runways at night is "very dangerous."

Well, these are just a few of the Colorado airports in the Guide, but reading these and others will quickly lead you to the conclusions that we fly in one of the most fascinating parts of the country, and that the CPA mountain flying course might be a good investment.



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■ **ROCKY MOUNTAIN AIR FAIR** is the name agreed to for the aviation conference to be held at the Denver Convention Center October 1-3, 1993. Recall, this is the event to be patterned after the Oregon Air Fair which is held annually in Portland, Oregon.

Its focus will be aviation education, aviation safety, and a forum to exhibit the latest developments in the aircraft industry. Area of coverage will extend from Wyoming into New Mexico. It will be a huge event . . . with expected attendance of approximately 30,000.

The Rocky Mountain Aerospace Association, which was created to sponsor the event, is on a fast track. Last month the association added 12 members to its board of directors. It now has 15 and includes CPA members WALT BARBO, FRANK GALLO, PETER PAUL LUCE, MIKE BALDWIN and BABETTE ANDRE.

Much of the workload in staging the event will be carried out with volunteer services. Some activities, however, such as work connected with setting up the convention center are being left to professional management groups. Contracts for those services should be awarded prior to the end of the year.

The association admits to being a little late in its marketing program. But a data base for a mailing list had been completed in late November (thanks to staff help from the FAA Denver FSDO). And a program announcement was in preparation with plans for a mailing early in December.

■ **WALTER BELL**, our new CPA President, worried that the WINGS PROGRAM arranged by MICHAEL BALDWIN in Grand Junction on Saturday, November 14 might have poor attendance. So he loaded his T210 with passengers and made the trip to Grand Junction to give Mike a little moral support.

But Walter need not have worried. At least 110 participants turned out for a program that was expected to draw no more than 30.

Perhaps it was the program. It featured FAA Accident Prevention Manager, MICK WILSON, in his presentation on "How to Crash an Airplane," a showing of the Jeppessen "Mountain Flying" film and Michael Baldwin's presentation on "Risk Management."

■ Worth repeating. Mike's introductory humor at the opening of his Risk Management session. About a new pilot on his first crosscountry. Lost! Following roads at a low altitude, trying to find where he was by reading highway signs. Seems our hapless pilot was also running low on fuel. But as luck would have it, an Esso service station appeared just ahead. It stuck out like a sore thumb. So he circled once, landed on the highway and taxied up to the gas pumps.

"Bet you don't see many aircraft land here for fuel," he remarked to the attendant. "You're right," said the attendant. "Most land at that airport across the street."

■ Speaking of new pilots, we hear BETSY LUCE soloed a Cessna 172 on October 26. No! No fuel stops. Proud flight instructor was BABETTE ANDRE.

■ From CPA Member BOB LIDDLE. Grand County is building 5 new T-Hangars at Grandby Airport. Scheduled completion date is February, 1993. Funds came from a \$34,000 grant from the State Aeronautical Board with the remainder from the county. The hangars will have full concrete floors and electric bi-fold doors. Bob tells us 4 of the 5 hangars will be leased by CPA members.

■ A lot printed on recently approved Primary Aircraft Category. It becomes effective in January. But expect a lot of difficulty and delay in getting it implemented. FAA Denver FSDO and Aircraft

Certification Office are planning pilot seminars to help ease the burden.

■ X-Winds Aviation moved from Platte Valley Airport in mid-November to take over operation of the FBO at Tri-County Airport. Services offered include aircraft maintenance, aircraft rental, flight training and fuel sales.

■ And Mayo Aviation will move from Stapleton to Centennial Airport by August 1993. The firm will lease space from Denver Jet Center. Centennial Airport manager ED RYAN tells us Mayo Aviation operates a fleet of about a dozen medical-evac aircraft. Following the move Centennial will have over 70 based turbine powered aircraft.

■ REPORTED SIGHTING! Of Colorado Aeronautical Board member AL LOPEZ who was reported missing in our November "Heard Along the Flightline" column. Al Lopez is our pilot association representative on the Aeronautical Board. But no one from CPA had seen or heard from him in months. Until October 31, when he was seen, in possible disguise (wearing shoulder length hair), after an air carrier arrival at Stapleton. Or could it have been one of those "Elvis type" sightings. Please report additional sightings on the CPA HOTLINE 266-6266.

■ David Scherer, in an article published in the October issue of Colorado Business Magazine, points to an

"all too real" paradox within the general aviation industry. He notes on one hand, a concerted effort exists to attract new parties to the thrills and purported fortunes of flying. On the other hand, he notes, American manufacturers stopped production of single-engine aircraft used in training in the mid-1980s. His article focuses on impacts of aircraft liability. Worth reading!

■ At least students at Metro State College seem confident of the future of aviation. The Aviation Sciences Department is bursting at the seams with nearly 800 students enrolled in a space designed for half that many. Enrollment size ranks the university as the third largest in the world. And number one in quality, according to Department Chair Bob Mock.

Contributing to the quality, of course, are a number of CPA members on the teaching staff including: GEORGE MCCRILLIS, WILLIAM GREENER, WILLIAM ROURKE, BABETTE ANDRE and SCOTT HAMILTON.

■ Eagle Airport plans to have a contract ATC tower in operation for the period of mid-December through mid-April. Funding will be shared by Eagle County, Vail Associates, commercial carriers, Colorado ANG, State Aeronautics Division and an airport flowage fee. The bad news, Eagle FSS is scheduled to close in May of 1993.

FLIGHT LINES

will not be published in

JANUARY

FSS CORNER

Winterizing Your Flight Services

by Bill Dunn

Engine warming baffles installed.....CHECK!
Survival Kit retro-fitted for winter.....CHECK!
Aircraft heater re-inspected.....CHECK!

Flying in the winter in Colorado is as rewarding as any flying we will do (on selected days!). By now most of us have done a thorough job of preparing our aircraft for winter flight...but what about ourselves? Have we considered some important factors about flying this time of the year that may keep us alive when things do not go as planned?

The harshness of winter stays on the mind of any FSS specialist, who is part of an effort to locate an aircraft and close a flight plan. A typical 8 hour shift at the FSS will produce about one overdue aircraft per hour. Without fail, each one is treated with the highest priority, though "99%" are "false alarms." The true concern is for the "other 1%", the pilots who really don't show up, when the weather and temperatures are a consideration.

Looking from our perspective at the FSS, it is very easy to spot the "IDEAL" pilot who has winterized his flight planning, and is executing a plan with efficiency. His or her first contact with us will be to obtain a preflight briefing.

During this brief, this "IDEAL" pilot will establish a working relationship with the specialist, and be ready to listen to a standard briefing. Follow-up questions are generally asked after the briefing for specifics and clarification. An indication of the pilot's knowledge of the route is usually obvious through pilot comments. NOTAMs seem to be of particular interest to the pilot, instead of a nuisance item to be "skipped for expedience."

This pilot's flight plan is thorough, with specific route listed. The plan has

been prepared for only one leg of the flight, not too long in time, to be useful in the event it is needed. The pilot knows that this flight plan is DYNAMIC, conditions always changing in flight, and makes effective amendments by radio contact with the AFSS. This includes ETA extensions, route, destination and other changes. POSITION REPORTS are given often and accurately. Though true "Hazardous Area Reporting Service" does not exist in our state, frequent position reports net the same result.

Colorado or other mountainous regions pose a challenge to planning skills due to signal limiting terrain. Our "IDEAL" pilot is careful to plan for the unexpected, by knowing which air traffic services or ground stations (including frequencies) may be contacted along each leg of the route, at any given time.

Take a look at the Airman's Information Manual, chapters 4-19, 5-1, 5-2, and 5-32. Make sure your charts and Airport Facility Directories are up to date. This level of readiness will put a smile on the face of your FSS specialist, your family and you!

Bill Dunn is a Supervisor Air Traffic Control Specialist with the Denver AFSS and recently became a CPA member.

Typically, CPA annual meetings are held near mid-October of each year. Since the CPA fiscal year ends with the last day of October, however, this left the interesting situation in which annual reports were required prior to the end of the year. In an effort to resolve this dilemma the meeting this year was slipped to November 7. It was held at the Clarion Hotel at Centennial Airport.

Annual Meeting: Outgoing president Bill Standerfer opened the meeting with a glowing "State of the Association" address that would have made even the most pessimistic of our members proud to be part of CPA. He reported that over 100 students were introduced to flying through our Student Airlift Program. An additional 131 pilots graduated from our Mountain Flying Course. Expert testimony was given on a variety of aviation issues which threatened pilot safety, use of the airspace or the future of aviation facilities. These included such issues as the residential encroachment adjacent Longmont Airport . . . which threatened future development of the airport, DVX TCA and related airspace issues, ZOOMIE MOA, Academy MOA, Front Range Airport expansion proposals, Grand Junction FSS closure, and various CAB activities.

Bill noted that not all of our efforts were successful. But we make a difference. And it was accomplished 100% with volunteer time by our members.

Airspace Committee Chairman (and new president) Walter Bell reported that the new Denver TCA was in the final stages of review. His comments on this issue appear in his President's Message. He also reported that the Colorado ANG REDEYE airspace proposal is delayed for an EIS. As most members are aware, the proposal ran into a "buzzsaw" of opposition from Westcliff and residents of the San Luis Valley near Crestone.

Education Chairman Peter Paul Luce reported the Directory of Flight Schools prepared by his committee lists 58 flight schools in 48 Colorado towns. It provides information on names, addresses, telephones, points of contact, and capability of the schools in terms of certifications and types of aircraft.

Our mountain flying program is a major emphasis area for CPA. Financially, it has been one of the most rewarding. And because it has a positive cash flow, it helps subsidize many of our activities which are not financially self sufficient. But this may change.

Bill Standerfer, who will chair the Mountain Flying Committee this year, notes that we may have financial difficulties with the program this year. This is due to problems in publicizing the courses, particularly where the courses are offered out of state. In the past, we took advantage of FAA mailing privileges. Under a recent policy change, however, the FAA will no longer provide mailings to advertise any event for which a fee is charged. The change will affect all of our safety programs. Attendance could be affected dramatically.

Outgoing Vice President Ben Kramer took on the auxiliary duties last year of chairing the Fly-In Committee. In reporting on activities he noted, like the year before, one of our best attended fly-ins was one that was canceled because of weather. It was the Potato Fly-In to San Luis Valley on Saturday, September 19. Ben said he received a call early in the morning advising how lousy the weather was in the valley. So he agreed to cancel. And he fanned the information out to as many as he could contact. His next information was Sunday morning when he received reports of what a great time everyone had. (Note: Coverage of the Potato Fly-In appeared in the October issue of Flight Lines.)

As Vice President, Ben also functioned as the principal point of contact with CPA Area Representatives. He noted that this policy will be enhanced in the future under an effort to strengthen rural contacts.

Frank Gallo, Chairman of the Legislative Committee was vacationing in Costa Rico. But he left information that one of his disappointments in legislation last year was failure of the Legislature to pass a bill which would have increased mileage allowances for use of personal aircraft on state business. The state currently reimburses its employees at the rate of only 20¢ per statute mile. For comparison, the federal government reimburses its employees at the rate of 45¢ per statute mile for use of personal aircraft. Also, we note that the IRS allows a deduction of 28¢ per mile for business and charitable use of personal automobiles. And there is little question that aircraft operating costs are much higher than automobiles.

Thanks to recent legislation, Colorado now has a good solid program to support the development of aviation in the state. But at the same time, it continues a policy which discourages participation in aviation by its own employees. Lewis Entz submitted legislation last year that would have relieved this situation. It failed! Hopefully, he will submit similar legislation this year and be more successful.

Frank's report also included information that the CPA and CAO will be cosponsoring a Legislative Coffee on March 25, 1993.

Treasurer Don Vander Ploegh reflected on growth of the association in the approximately 15 years he has held that position. In the early days, he noted, it was not unusual for him to advance the association a couple of hundred dollars. And now it has a bank balance exceeding \$16,000.

Membership Records Chairman Terry Barbo reported a membership drop of 30

members during the year. We currently have only 430 active members. She also noted some revealing statistics on the cost of servicing a member. For example, the cost of servicing an existing member is \$20.33. For a new member this cost increases to \$24.13. The additional cost is from mailing of "new member packets" and the cost of providing name badges and lapel pins.

No! There is no plan or need to raise membership fees. Not as long as we have programs such as the Mountain Flying Program and Jackpot Air Classic that operate in the black.

After Dinner Program: Highlight of the evening event was a slide show presentation by Vern Foster on his small plane trip with Carl Williams over the Australia Outback. The trip was featured in our June issue of *FLIGHT LINES*. So we will not give it coverage here. However, 50 some hours in a Cessna 172 covering over 5000 miles in a period of 21 days was a once in a lifetime experience. And any of you who have listened to Vern know he is an "exceptional story teller." Fantastic evening!

DENVER AFSS TIBS

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205 SA's for W. CO	216 DEN to TAD Rte.
206 SA's for E. CO	218 DEN to BIL Rte.
207 SP's for CO	220 DEN to AMA Rte.
208 UA's for CO	222 Hot Air Balloon
209 TWEB routes	223 Soaring Forecast

COLORADO PILOTS ASSOCIATION CASH RECEIPTS & DISBURSEMENTS

Year Ended October 31, 1992 and 1991

	<u>1992</u>	<u>1991</u>
<u>Income:</u>		
Income from Dues:		
New Members	\$1,844	\$2,018
Renewals	7,092	6,122
Total Income from Dues	8,936	8,140
 Fly-In Income (Expense):		
Jackpot Air Classic	1,325	549
Mountain Flying Course	5,269	2,193
Poker Hand Fly-In	136	421
Total Fly-In Income (Expense)	6,730	3,163
 Membership Promotion:		
Sale Merchandise	1,515	811
Purchase Merchandise	(1,569)	(1,522)
Front Range Airshow	1,292	0
Total Membership Promotion	1,238	(711)
 Other Income:		
Advertising Income	385	535
Contribution - Air Safety	1,359	0
Contribution - Bledsoe	100	0
Flight Safety	(258)	145
Labels	10	2
Net Meeting Income	939	(203)
Total Other Income	2,535	479
 Total Income:	\$19,439	\$11,071
 <u>Expenses:</u>		
Newsletter Expenses	\$4,740	\$4,428
Membership Services	1,999	0
Donations & Contributions	0	500
Postage & Other Expenses	4,322	4,658
Total General Expenses	\$11,061	\$9,586
 Net Income:	\$8,378	\$1,485
 Purchase of Visual Aid Equipment	0	3,495
Net Reduction in Cash	0	(2,010)
 Bank Balance Beginning of Year:	\$8,140	\$10,150
 <u>Bank Balance End of Year:</u>	\$16,518	\$8,140

PHOTO GALLERY



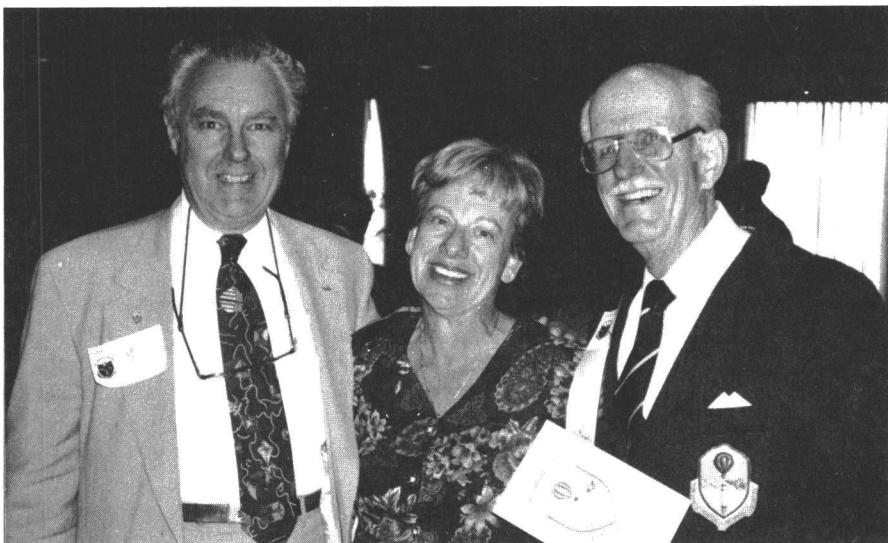
ANNUAL MEETING: New officers for Fiscal Year 1993 are (l. to r.) President - Walter Bell, Denver; Vice President - Phyllis Kramer, Hotchkiss; Treasurer - Don Vander Ploeg, Denver; and Secretary - Gretchen Jahn, Eastlake.



WINGS PROGRAM: CPAer Michael Baldwin conducts his presentation on "Risk Management" in Grand Junction on November 14. Over 110 attended the program which also featured a presentation by FAA Accident Prevention Manager Mick Wilson and a showing of the Jeppesen Sanderson "Mountain Flying" video.



POTATO FLY-IN: Some toting cameras and some actually picking up and eating raw spuds, CPAers get closer to the action during the September 19 potato harvesting tour in the San Luis Valley. School bus provided transportation, even to the extent of taking the group along behind the operating machinery in the field.



HALL OF FAME BANQUET: Norma Ravensborg is flanked by Colorado Aviation Historical Society officials Peter Paul Luce (left) and Bill Madsen (right) after Norma's late husband Hal was inducted posthumously into the Colorado Aviation Hall of Fame on October 3. All three are CPA members.

RENEWALS

Sandy Wickham, Pagosa Springs
 Paul Richter, Castle Rock
 Bob Doubek, Littleton
 William Wyckoff, Arvada
 Ian Bentley, Littleton
 Rodger Clements, Gunnison
 John Warrender, Greeley
 Bob Liddle, Granby
 W. A. Dusenbury, Holyoke
 Don Boyle, Boulder
 Jack Roberts, Erie
 Walter Giffin, Pueblo West
 Bill Marcy, Littleton
 Walter Bell, Denver
 Carl Mason, Parker
 Babette Andre, Denver
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 Dudley LeBeau, Aurora
 Bruce Prestien, Broomfield
 Doug Sheffer, Aspen
 Dr. Dan Cooper, Englewood
 George Rossman, Aurora
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 Dr. Bill Marshall, Aurora
 Larry Mack, Burlington
 Scott Turner, Greeley

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:

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COLORADO AVIATION CALENDAR

- MAR 25 LEGISLATIVE COFFEE at State Capitol. Sponsored by CPA and the Colorado Airport Operators Association. *Info: Frank Gallo 303/337-5864 or CPA Hotline 303/266-6266.*
- FEB/MAR ? AVIATION NIGHT, Channel 6. CPA and Colorado Chapter 99s provide personnel for phone bank for an evening at the TV station during its membership drive. *Info: CPA Hotline 303/266-6266.*
- JUL 4 CPA POKER FLY-IN. One-day event.
- JUL 17 CPA DENVER-TO-JACKPOT AIR CLASSIC.
- SEP ? CPA CAMPING FLY-IN to St. Francis, Nebraska. Probably the third weekend of September.
- SEP 25-26 AIRSHOW at new Denver International Airport featuring the Air Force Thunderbirds. Free admission. Hosted by City and County of Denver.
- OCT 1-3 ROCKY MOUNTAIN AIR FAIR, Colorado Convention Center. Admission: free. Sponsored by the Rocky Mountain Aviation & Aerospace Assn.
- OCT 21-23 AVIATION AND AIRPORT INFRASTRUCTURE CONFERENCE.
- OCT 29 NEW DENVER INTERNATIONAL AIRPORT INAUGURATION.

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