

CPA FLIGHT LINES

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CPAer Irving Friedman and wife Rita pictured with their Cessna 172 at Cody, Wyoming fly-in last October. Geographical surveys to remote locations in eastern California via small plane is the subject of their article beginning on page 8.



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

PRESIDENT'S MESSAGE

by Walter Bell

A couple of months ago I called Neil Keddington, Airport Manager of Front Range Airport. I was interested in learning what direction FTG was moving after the FAA decided not to support FTG's plan for air cargo. The taxpayers (you and me) have invested a lot in FTG and I remain hopeful that FTG will find a combination of uses that will justify the investment.

Following my call, Neil copied me on a letter that he wrote to the FAA regarding a meeting he had with FAA Top Brass. At the meeting the FAA expressed their desire to revisit their decision to provide a control tower at FTG. I am sure that those words, no matter how spoken to Neil, were the equivalent of having the proverbial rug pulled out from underneath him. And I am confident this unwanted discussion is now giving the marketing people at FTG fits.

When Denver's new airport was conceived the FAA saw the need to provide a tower at FTG and budgeted for it. Since then, many decisions have been made (including the TCA design) which were based on a commitment the tower would be built.

Those of us who represented general aviation on the Ad Hoc Committee were concerned that FTG would not survive unless users had a way to avoid the TCA, thus we proposed a cutout for Front Range. We knew that the only way we stood a chance of having the idea accepted by the full committee was for the cutout to be small. The full committee was receptive (including FAA observers) although Denver and the ATA Representatives were cool to the idea. In the end the committee adopted the cutout as a part of the TCA design.

If the TCA is approved as the Ad Hoc Committee designed it, FTG will be located about one mile east and one mile south of the TCA. Operating in and out of FTG will be somewhat analogous to operating in and out of Glenwood Springs Airport. Everyone can do it safely but you have to be good at anticipation and patience. FTG is going to have two vertical canyon walls and an impenetrable ceiling 500' overhead when you are downwind. FTG is also going to have practice instrument approaches in pro-

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Publication Notice

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All articles should be sent to:

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gress at various times, sometimes creating opposing traffic. Traffic will consist of various aircraft types with vastly different levels of performance. The challenge to the pilot could come from many sources, not the least of which may be an IFR Lear being vectored to a three mile final for Runway 8. If you are near base leg, will you extend downwind into the TCA, or try to get positioned in front of the Lear? Traffic conflict of this type will occur frequently. It justifies the tower.

Here we are ten months from opening at DIA and activation of the new TCA. The next few months are critical if FTG is going to survive. It needs traffic to justify its existence. Amendment 1 will limit further investment in the airport by Adams County. The airport needs users now. Yet, with the tower in doubt, who will want to commit.

It seems odd to me that at this critical moment the FAA would want to call up the tower question. They must realize how destabilizing this is. If FTG can't get the necessary critical mass together to survive, I think general aviation is going to lose a significant resource. Although the other GA airports have significant unused capacity, it won't always be that way. The less space GA has, the higher the rent and the longer the wait to takeoff and land.

While I am not excited about seeing more upfront money spent on FTG, I see no other choice. In my mind the tower debate ended when the FAA acquiesced to the location of DIA. The FAA may have made a poor choice on DIA's location but they need to live up to the obligations they created.

When you consider that the FAA has spent millions on FTG, which will all be nearly worthless without a tower, I do not think it makes sense to stop the tower. I think we all need to write our legislators and let them know that a deal was struck many years ago between FTG and the FAA, and urge them to insist the FAA honor its commitment.

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Frank Gallo, Aurora



■ Publication of an annual aviation *Fact Card* is one of the nice services provided by the AOPA . . . particularly to those of us hung up on statistics. All kinds of useful information. For example, in the 1993 Aviation Fact Card, the data for December 31, 1991 (latest time for which data was available) shows:

- There were 692,095 pilots in the U.S. This was down from 709,118 in 1986 and 764,182 in 1981.
- Instrument rated pilots now make up 43.8% of the total pilot population, up from 30% in 1980.
- The total number of GA aircraft was estimated to be 198,475, down from 205,300 in 1986 and 213,226 in 1981. GA aircraft comprise 97% of the total fleet, fly 63.3% of the hours (30.1 million) and 43.3% of the miles (3.9 billion).
- GA accidents continue to decline. There were 2,143 accidents in 1991, down 38.8% in 10 years. Fatalities were down 41.8%.

■ Considering there were an estimated 255.4 million people in the U.S. at the end of 1992, there were only 27 pilots in every 10,000 people, and less than 7 aircraft owners. No wonder those on the outside look at those of us fortunate to be rated . . . or own an aircraft . . . as belonging to a very exclusive club.

■ Without getting into a thesis as to cause, can't help but notice that the cost of new aircraft keeps escalating. The first January issue of General Aviation News & Flyer shows base prices of:

- Piper Super Cub \$81,800
- Mooney MSE \$122,750
- Piper Warrior \$128,800
- Bonanza F-33A \$191,375
- Trinidad \$228,300
- Bonanza B-36TC \$322,300
- Piper Malibu \$539,075
- Baron 58 \$541,900

Hard to believe that a new Supercub, as an example, costs more than a good used T210 . . . or 2 good used Skylanes. Little wonder that production of new aircraft is down. Who can afford them?

■ Or perhaps I spoke too early. At the CPA Annual Xmas Party we overheard Dr. Daniel Cooper say he traded his Cessna P210 for a Cessna 414.

■ Anyone returning from a trip to the annual Oshkosh Fly-In has to believe that "home built" and "kit" aircraft are the wave of the future. But there is a subtle fact of life that is certain to limit their growth.

If individual builders are considered to be manufacturers of an aircraft they will likely be held personally liable for the aircraft construction if sold to someone else. Sobering!

■ Best-seller author and pilot Stephen Coonts was guest speaker at the CPA Xmas Dinner.

In recounting his experience at becoming a writer he noted he was an ex-naval aviator, an ex-attorney and out of a job with a lot of time on his hands. After 5 years of writing what he described as a tremendous amount of dribble, and earning 34 rejection notices, he lucked out with his book "Flight of the Intruder."

In describing what it takes to get on a best sellers list, Coonts recounted that a complimentary copy of the book ended up on President Reagan's desk. It and a jar of the traditional jellybeans were the only two items on the desk in a photograph included in a Fortune magazine feature story on the "Perfect Manager." The rest was history. Every book reviewer in the country took time to find out what kind of books the president read. And it became a best seller overnight.

His latest book, "The Cannibal Queen," took about 4 months to write. It is an adventure story of his experiences in flying a Stearman to all 48 states of the

mainland. Incidentally, Coonts acquired the Stearman from CPAers Robert and Ann Henley.

Coonts shared his philosophy that a book must be entertaining to sell. If the subject matter was only aviation, it would not sell. So he makes it a practice to limit aircraft talk to not more than 1/3 of the text. An additional 1/3 describes people he met along the way. And the remaining 1/3 is pure BS.

This gives insight to some comments in the book such as a reference to the Independent Kingdom of Boulder. It was an intellectual putdown to make the book fun to read. And he noted that most reviewers accepted it in good humor, with minor exception . . . including the reviewer from Air & Space Magazine.

As an aside, Coonts counseled against buying an aircraft sight unseen over the telephone. He described his lesson over a "Breezey" he bought for \$10,000 from an owner in Ohio who described the engine as great, fabric great, fuselage great, current annual no. When he went to pick it up he found it needed a prop, new fabric, engine overhaul and had extensive corrosion. So after a year of rebuilding and more money than he cares to admit to, he now owns the most expensive Breezey in the country. Topic for another book.

■ The purchaser of the "through the fence" hangars at Tri-County Airport is new CPA member Jerry Scofield. Jerry retired as an airline pilot after which he spent a few years overseas as chief pilot to a member of the royal family in Syria. He was domiciled in Paris. Tough duty! Suspect he could follow in the footsteps of Stephen Coonts with a fascinating book on his overseas adventure. His immediate plans, now that he is back in Colorado, is to rehabilitate a bunch of hangars and become an active member of the general aviation community.

■ Latest on the ROCKY MOUNTAIN REGION AIR FAIR. This is the huge aviation event which will be held at the

Colorado Convention Center next October 1-3. Over 200 exhibitors are expected to participate in a program featuring aviation education, safety and awareness. If it lives up to expectations, more than 30,000 people will visit during the 3 days of the (free) event.

At its annual meeting in late January, the Board of Directors of the Rocky Mountain Aviation & Aerospace Association, sponsors of the air fair, elected WALT BARBO, President, BARBARA HOBSEN, Vice President and MIKE BALDWIN, Secretary/Treasurer. Both Walt and Mike are CPA members. Barbara is a member of the Colorado 99s.

Other than contracting for some convention management help, all work will be done by volunteer staffs. Thirteen committee chairs were named at the meeting to carry out these functions. Some will be particularly challenging, such as the logistics of how to get display aircraft in and out of the convention center site.

Over 2,000 informational brochures were mailed to various aviation related entities throughout the U.S. and Canada in mid-January. This was the beginning part of the marketing program for exhibitors and sponsors. Other efforts underway include preliminary planning for aviation education, aviation awareness and aviation safety programs.

Expect periodic status reports over the next several months. Meanwhile, if some feel that they can't wait to volunteer their services, contact FRANK GALLO. Frank volunteered to chair a committee to coordinate volunteer services. He can be reached at 303/337-5864.

■ Private pilots from throughout the West will have an opportunity to fly into the new Denver Airport before it opens for commercial operations. This once-in-a-lifetime opportunity is being offered as one of the sanctioned events to celebrate opening of the new airport. CPA has offered to sponsor the event and is listed as the official point-of-contact.

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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Expect the event to be held in the mid-October timeframe with features including an all-day pancake breakfast/barbecue lunch. It should attract at least 400-500 general aviation aircraft from Colorado and nearby states and hundreds of additional drive-ins. It promises to be *THE* ultimate fly-in.

■ Just learned that AL LOPEZ, our pilot representative to the Colorado Aeronautical Board, has resigned his position on the board. Al flies for an air cargo firm and will be domiciled out of state. The Governor's office is currently seeking applicants to fill the vacancy. Seem to recall that the last representative to this position was also an airline pilot who was transferred out of state. Must be a message here somewhere. ☐

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BOARD OF DIRECTORS MEETING HIGHLIGHTS

Even though *FLIGHT LINES* takes the month of January off, not so the CPA board. It met as usual in December and January in the board room of the Denver Jet Center at Centennial Airport. Therefore, this report will contain the highlights of both these meetings.

Introduction and welcome of new officers and committee chairmen (filled to date) was the first order of business for newly elected President Walter Bell. Good news was delivered by re-elected Treasurer Don Vander Ploeg in that the treasury contains in excess of \$13,000.

A Careers Day was held at Metro State College on December 4. Bill Marshall represented CPA, manned the booth, distributed literature and showed the Mountain Video to an appreciative audience.

Discussion of plans for the upcoming flying season included holding Wings Programs at Pueblo and a Western Slope location, altitude chamber rides, and Operation Raincheck. Scott Turner, Flight Safety Chairman, offered to author a monthly Safety Column. [His first article will appear next month? -- ED.]

The Mountain Flying Course Committee is up and running, according to Chairman Bill Standerfer. Four out-of-state ground schools are scheduled March through May and a local one on June 25. Bill Marshall and Vern Foster round out this Committee and will help present the schools at the various locations.

Walt Barbo reported on a meeting held in early December concerning the proposed Academy MOA. It was chaired by the State Aeronautics Division and brought together representatives from the USAF Academy and general aviation interests from the Colorado Springs area. Coverage of this issue is presented as a separate article elsewhere in this newsletter.

Another issue of concern was feedback that the FAA is waffling over a decision to build an ATCT at Front Range Airport. President Walter Bell proposed to gain additional information on this issue and send appropriate correspondence in support of the tower.

At the January meeting, the board responded favorably to a request by Bart Whitehouse and contributed \$2,000.00 toward the purchase of avionics equipment for the aviation program at Metro State College. Bart is a longtime CPA member and parttime instructor at Metro.

Walt Barbo, Director of the 1st Annual Rocky Mountain Air Fair to be held October 1 - 3 at the Denver Convention Center, reported on the current status of the event. It will be patterned after the Tacoma Air Fair, will be regional in scope and free to the public.

Other matters addressed were: how to gain greater utilization of the CPA Hotline; a decision to support the reappointment of Lucile Bledsoe to the State Aeronautics Board; a replacement for Frank Gallo as a representative of CPA on the DRCOG Aviation Technical Advisory Committee; and granted a release to Vern Foster to include information from the CPA Mountain Flying Course (which he helped develop) in a book which he is currently writing.

A Committee composed of Bill Marshall, Bill Standerfer, Bruce Hulley and Steve Harless was formed to work on VFR corridors to airports in the new Denver TCA.

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 Gretchen Jahn or from your Area Representative.

TRAVELS IN EASTERN CALIFORNIA

by Irving and Rita Friedman

About ten years ago, the U.S. Geological Survey initiated a program to collect rain and snow samples for isotopic studies from 33 stations scattered throughout eastern California from Lone Pine in the north to Jacumba on the Mexican border, and from the eastern slope of the Sierras to the Colorado River. Except for eight stations at high elevations, all were reachable by light plane. The stations had to be serviced twice a year, in spring and fall. Servicing usually took about a half hour at each site.

After the first visit to our sites, it was apparent that traveling between stations by car required three weeks of hard driving, and that we could cut the time to about a week using a light plane. This would save about a month of time per year. Since both my collaborator, George Smith, and I owned Cessna 172's -- mine based at Jeffco and his at Santa Clara in the San Francisco Bay area -- we usually split the work.

Several of the strips, like Jacumba, were dirt, and several were no longer on the charts (Amboy, Darwin). These strips were an especial challenge, since they were rough and often changed between visits. Each had its own personality. Amboy ended at a truck stop on old Route 66, the owner of which had owned a plane in the 1940-50's and "maintained" the strip out of nostalgia. The strip had a 75 foot tower with guy wires at one end and it was not only rough, but subject to gullying. Maintenance consisted of an occasional pass by the county road grader when the gullies got too deep.

In spite of my usual inspection fly-by at low elevation, one landing was especially memorable. We were on very short final, about 10 feet above the ground, when I saw that the road grader had left a two-foot high windrow down the center of the field! Fortunately I was

able to swerve and land along side. The sun was just in the correct position so that the windrow left no shadow and was invisible during my fly-by and while on final.

The ghost town of Darwin, at 5000 feet, presented another challenge. The upper end of this short, steeply inclined runway ended at a mine gallows-frame. The lower end was close to a restricted area, which year-by-year crept closer to the field, finally getting to within one-half mile from the end of the runway. In addition to washouts, this runway kept getting shorter as tall weeds worked their way up the slope. It began as a 2500 foot strip, but shortened to 2000 feet by the time we finished our project. The steep incline, plus the tall structure at the upper end of the runway, made this a one-way field. During all of our visits the winds were down slope, so that all take-offs were down-wind.

When we first landed at Darwin, the shreds of an ancient wind sock were visible. On our next trip we installed a new sock with the help of a few residents (~ 10, including dogs) of greater Darwin. The windsock made it possible to decide before landing whether the tailwind was too strong for a successful takeoff.

On several occasions our stops at little-used airstrips incited the interest of the local fuzz. I remember one incident when a Super Cub departed from Baker as we were landing. We did not realize that the Cub was a State Highway Patrol plane. We landed, pushed the plane off the side of the runway, and began to work on our collector, located 20-30 feet from the edge of the runway behind a pile of dirt. Within 15 minutes several police cars pulled up, one blocking the road leaving the field, and the other the runway.

Two officers, with batons at the ready, walked over and, while one stood guard

over my assistant, the other demanded a look at my logbook. I guess he expected to find an entry listing my last stop as COLUMBIA. The police finally left, very disappointed. This was one of several such busts.

The amusing side of this is that we always expected to be stopped at the unattended dirt strip at Jacumba, where our site was located just beyond the wind sock and 10 feet from the Mexican border fence.

I was always careful to file a flight plan that listed in "Remarks" our reason for landing at Jacumba. However, the police never stopped us at Jacumba, although early-on George almost had a heart attack when he was surprised by an officer who crept through the high weeds surrounding the collector site.

Once, while at 5000 feet over Death Valley, we intercepted a mayday call on 121.5 from a pilot who was making a power-off emergency landing on a road in a valley east of Death Valley. We were able to contact a nearby airliner, and quickly climbed to 10,000 feet to talk directly with Los Angeles Center. We learned later that all went well, but we had a long descent to our destination, Death Valley National Monument (el. -211 feet) two miles directly below.

At Yuma our station was located in the weather enclosure at the Marine base in the military portion of the dual-use Yuma airport. Servicing this site required a phone call to the Marines several hours before arriving at Yuma to secure a PPR (Prior Permission Request) number that allowed us to taxi to the base of the

tower next to the (very) active military runway. At one of our visits we were greeted with the usual ground attendant complete with signal flashlights, plus a large motorized stair-ramp. It seems that they expected a 727 rather than a 172! During these stops at Yuma our plane received many visits from curious marine fighter jet jocks, as well as from C-130 crews whose plane occasionally shared our tie-down space.

One useful result of our travels in this relatively remote area was that we quickly learned the places within easy walking distance to lodging. These included Death Valley National Monument (expensive), Shoshone (cheap), Baker, Lone Pine, Big Bear, Apple Valley. At several other landing sites (Yuma, Palmdale, Trona, Imperial, Needles, Bullhead City, Borrego Springs) free motel pickups were available.

After seven years of biannual collection, we collected sufficient information to terminate the project, and to publish the results of this interesting study. During all this time we were held up for only one day because of weather (very high winds).

Without the use of a light plane, this project could not have been completed due to the extra time and expense involved in travel by auto.

Irving Friedman is a Geo-Chemist for the U. S. Geological Survey. He and wife Rita, also a pilot, live in Lakewood and base their Cessna 172/N734JP at Jeffco.

CPA HOTLINE (303) 266-6266

NEW MOA POLICY

By Walt Barbo

Military groups from within the state met in a high level conference at the Air Force Academy during the first week of January to review what went wrong in their efforts to modify (or create) new MOAs in Colorado.

Their problem goes back a couple of years. In early 1991, the Colorado Air National Guard was busy planning airspace requirements for F-16s which would replace aging A-7 Corsairs. REDEYE COMPLEX was the name given to the proposed airspace action to modify existing MOAs used by the guard. In general, the Redeye proposal covered approximately the same amount of geography as the existing MOA. However, it extended to a higher altitude in some areas, and closer to the ground in others.

The most controversial element of the plan was provision for use of airspace down to 100 feet above ground over the Westcliffe area and Great Sand Dunes National Park. The public reaction was predictable. It was something like running into a buzzsaw. The ANG exercised its only option . . . retreat! Redeye was withdrawn.

Transition to the F-16s is complete and training flights are being conducted from existing MOAs. But the areas are hopelessly inadequate for this hot aircraft. Excursions out of the boundaries are common. Worse, a big chunk of the current airspace will be lost to Denver when it opens its new airport later this year. Time is running out for the guard. It must come up with a solution to its airspace problem . . . and soon.

The USAFA ran into similar problems of public opposition when it introduced its proposed ZOOMIE MOA. This proposal, which was designed to accommodate training requirements for the academy, was dropped following a change in the

academy's mission. It was replaced by the proposed ACADEMY MOA.

The Academy MOA is driven by a policy change at the academy which would provide introductory flight, including aerobatics, to about 750 cadets per year. It is a policy designed to screen out pilots who do not have the aptitude to operate high performance aircraft . . . and to do so at a relatively low cost. In effect, it would screen out pilots in aircraft with low operating cost rather than in aircraft with high operating cost.

Approximately 60 new aircraft are being acquired for the program. They are scheduled to arrive this fall. During training periods it will be common for 30 of these aircraft to be in the proposed MOA at one time. Flight training would include aerobatics, spins, formation training, and simulated emergencies. Training would take place year-round between the hours of 0700 - 1800 local, Monday through Friday, and other times by NOTAM.

The proposed Academy MOA is located east of the Bullseye Airstrip (about 18nm east of Colorado Springs Municipal). It extends from Bullseye to the east approximately 50 miles and about 25 miles from north to south. It covers an area of approximately 1,080 square miles. Floor of the proposed MOA would be at least 3,000 feet above ground. Ceiling would be 12,000 ASL.

Pilots in the Colorado Springs area have raised strong objections over how this proposal would impact general aviation operations in that area. There could also be some impacts to IFR operations at COS and nearby airways. So this proposal is also on a temporary hold.

From the outside looking in, I believe there are significant benefits to airspace users when military training areas are



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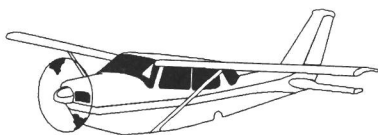


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adequately identified. It would be against our interest if intensive training was taking place in an area that was not marked. Granted, few of us would support an excessive taking of airspace. But there must be acceptable compromises under which military and public can work and live together.

This, in effect, is the new policy direction of the military organizations. The groups are working with each other to coordinate airspace requirements and to develop a unified plan. The plan will then go through a comprehensive public involvement process similar to procedures under which environmental impact statements are processed.

Looks like a win win solution to a delicate problem. ☐

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by Bill Dunn

The Cellular Connection

The most recent ruling by the FCC on the use of Cellular Telephones in aircraft restricts their operation on any aircraft once airborne. A great regulation no doubt, to keep navigation equipment usable for the pilot, providing reliable course guidance during flight. The regulation, however, does not restrict the possession of a cellular phone on an aircraft, and I know one pilot who is thankful for that fact.

As operations at Denver AFSS prepared for the rush of Christmas travellers the third week of December, our traffic already showed a marked increase. "In-flight" traffic was moderate and frequencies from different parts of the state were being handled by different specialists.

The supervisor was notified of an aircraft emergency, and proceeded to the inflight positions to check status . . . but the inflight specialists did not know of an emergency. Quickly his attention was drawn to the preflight section of the room, and a specialist said the emergency was over the telephone on 1-800-"WX BRIEF" line . . . an aircraft on a cellular phone!

Inbound to Colorado from Arizona, the pilot had lost all electrical power to the aircraft. Weather, good enough for VFR flight to that point, had been deteriorating for half an hour, according to the pilot. He reported flight visibility hazy and restricted with virga.

Checks for a RADAR "target" with Denver Center had negative results, and the pilot stated he was unfamiliar with the area, and had been using VORs pretty exclusively on the route. The Flight Service Specialist systematically oriented the pilot using only visual queues, and placed him on a heading for lower terrain, and a good sized airport,

Farmington, NM. After about 15 minutes the pilot reported recognition of the airport, and landed safely.

I have personally heard . . . and told more chilling flying stories than this, but this situation gave me new appreciation of pilot innovation, and added diversity a cellular phone aboard provided. I also know of crash survivors calling for their own rescue within this state. Good testimony towards this trend.

In Denver AFSS we frequently find our briefs being given to pilots on flight phones from all sections of the United States, but this was the first emergency services we could remember providing over a phone. I expect it won't be the last!

Western Slope Update

The transition of services, from closure of Grand Junction FSS, has gone fairly smooth. One nagging problem through November and December was the sporadic operation of the Montrose Remote Communications Outlet (RCO) 122.65. It seemed every weekend (during my shift, naturally) the RCO transmitters would mysteriously stop working. The technicians tried all of the obvious fixes, then they said it became a search for a "needle in a haystack."

Chalk one up for the skilled technicians! They found the "needle" in the form of a bad line amplifier of one of the phone companies! The RCO has run without fail since mid January. Montrose is much busier with commuter, business, and private IFR traffic then most people think, so it is real relieving to have this fixed. Thanks also to the patience demonstrated by all of you Montrose folks (and others) who were inconvenienced!

PHOTO CONTEST



The Colorado Division of Aeronautics is searching for a suitable cover picture for its planned new State Aeronautical Chart. Aviation enthusiasts are encouraged to submit candidate photos.

The new chart will emphasize safety while flying in and around Colorado's high country. Photography, therefore, should focus on mountain scenery.

Submit photography on 35 mm slides only. All materials will become the property of the Division of Aeronautics. Winning photographer's name will be carried as a credit on the aeronautical chart.

Send photography to:

Scott Brownlee, Aviation Planner
Colorado Division of Aeronautics
6848 S. Revere Parkway, Suite 101
Englewood, CO 80112-6703
Phone (303) 397-3039

WELCOME NEW MEMBERS

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Boulder, CO 80303

Medved, Daniel L.
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Pueblo, CO 81001

Morgan, Howard P., Jr.
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Evergreen, CO 80439

Quinlan, Richard A.
4780 Turquoise Circle
Colorado Springs 80917

Reed, William M.
360 Jasmine
Denver, CO 80220-5915

Roberts, Carol
450 W. Scenie Drive
Grand Junction, CO 81503

Scofield, Jerry
2140 S. Alton Way
Denver, CO 80231



COLORADO AVIATION CALENDAR

- MAR 13/14 CPA MOUNTAIN FLYING COURSE, ground school at Anoka County Airport (Minneapolis). *Info: Bill Standerfer 303/229-9442(H) or 303/679-2378(O) or Bill Marshall 303/341-4744.*
- MAR 25 LEGISLATIVE COFFEE at State Capitol, 7:30 - 9:30 a.m.. 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.*
- APR 4 PALM SUNDAY FLY-IN SERVICE, Platte Valley Airpark. *Info: Marilyn Taylor 303/659-7265.*
- APR 17 CPA MOUNTAIN FLYING COURSE, ground school at Dallas (Plano). *Info: Bill Standerfer 303/229-9442(H) or 303/679-2378(O) or Bill Marshall 303/341-4744.*
- MAY 1 CPA MOUNTAIN FLYING COURSE, ground school at Chicago (Homewood near Lansing). *Info: Bill Standerfer 303/229-9442(H) or 303/679-2378(O) or Bill Marshall 303/341-4744.*
- MAY 2 CPA MOUNTAIN FLYING COURSE, ground school at Wichita, KS. *Info: Bill Standerfer 303/229-9442(H) or 303/679-2378(O) or Bill Marshall 303/341-4744.*
- MAY 20-23 USPA ANNUAL MEETING, Little Rock, AR. Holiday Inn Airport Express 501/490-4000 (reservations direct); meeting, tours, social events; also high altitude physiological training at USAF Base optional. *Info: Bob Worthington, USPA VP Meetings, 505/522-6785.*
- MAY 22 PLATTE VALLEY SPRING FLY-IN, Platte Valley Airpark, 9:00 a.m., continental breakfast and lunch. *Info: Marilyn Taylor 303/659-7265.*
- JUN 25-26 CPA MOUNTAIN FLYING COURSE, at the Clarion Hotel, Centennial Airport. *Info: Bill Standerfer 303/229-9442(H) or 303/679-2378(O) or Bill Marshall 303/341-4744.*
- JUN 26-27 EAA ROCKY MOUNTAIN FLY-IN/AIR SHOW/MFGS. EXPO, Greeley-Weld County Airport. Sponsored by EAA and Weld County Airport. Static displays, fly-bys, air show, exhibit opportunities (no fee). *Info: Kevin Bunnell, Airport Manager, 303/356-9141.*
- JUL 4 CPA POKER FLY-IN. One-day event.
- JUL 10-18 15TH ANNUAL WOMEN'S SOARING SEMINAR, Black Forest Gliderpark, CO. Sponsored by Colorado soaring clubs and the Women Soaring Pilots Association. Open to all soaring pilots and all experience levels. *Info: Arleen Coleson, P.O. Box 470728, Aurora CO 80047, 303/364-8121.*
- JUL 17 17th ANNUAL CPA DENVER-TO-JACKPOT AIR CLASSIC. *Info: Steve Harless 303/659-8648(H).*
- AUG 26-29 USPA SUMMER MEETING, Santa Fe, NM. Picacho Plaza Hotel. *Info: Bob Worthington, USPA VP Meetings, 505/522-6785.*
- SEP ? CPA CAMPING FLY-IN to St. Francis, Nebraska. Probably the third weekend of September.
- SEP 10-12 MILE HIGH AIR DERBY, sponsored by Colorado Chapter, Ninety Nines. *Info: Gretchen Jahn 303/721-0907(H) or 303/721-0851(O).*

AREA REPRESENTATIVES

SAN LUIS VALLEY

Paul Foster (H) 719/754-2107 (O) 719/882-3341

BOULDER

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

BURLINGTON

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

COLORADO SPRINGS

Kent Eckhart (H) 719/599-9259 (O) 719/570-9173

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Jim Hogan (H) 719/275-2830 (O) 719/275-4181

DELTA

Glen Cheney (H) 303/874-3368 (O) 303/874-3368

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Randy Bailey (H) 303/223-4750

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John Warrander (H) 303/351-0892 (O) 303/353-2311

GUNNISON

Rocky Warren (H) 393/641-2176 (O) 303/641-2996

KREMMLING/SUMMIT COUNTY

Ron Lewark (H) 303/666-3089 (O) 303/668-3093

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EDUCATION

Bill Dunn (H) 303/730-3202

FLIGHT SAFETY

Scott Turner (H) 303/339-3937 (O) 303/679-2627

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FLY-IN EVENTS

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MOUNTAIN FLYING COURSE

Bill Standerfer (H) 303/229-9442 (O) 303/679-2378

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

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Colorado Pilots Association

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