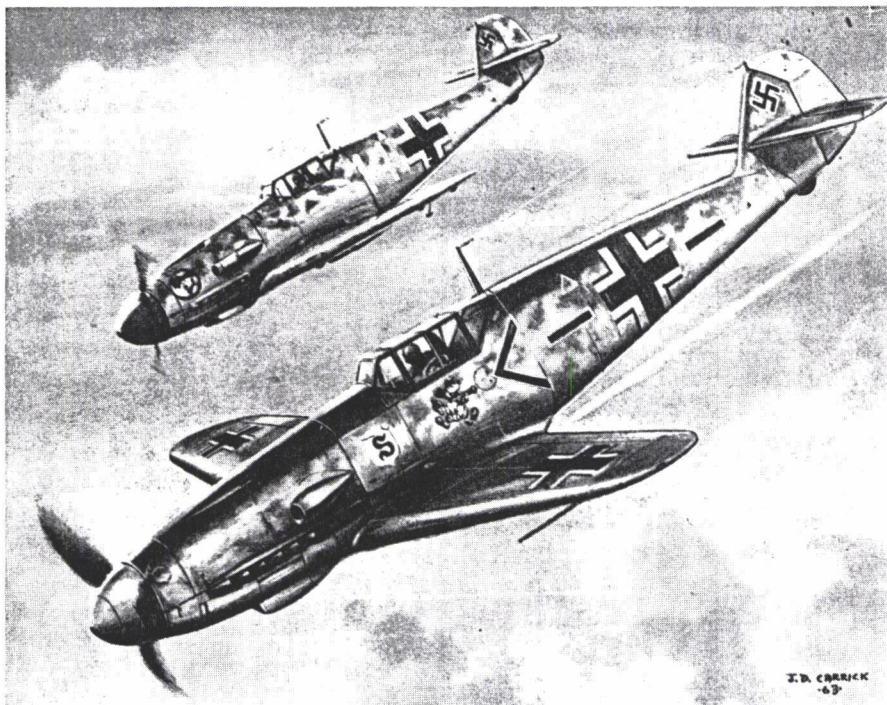


CPA FLIGHT LINES

Vol. 10, No. 3

March, 1993



German Messerschmitt 109s are featured in the colorful air combat novel reviewed in story beginning on page 8. Closer to home, two of the rare aircraft are currently under restoration by Vintage Aircraft at Fort Collins Downtown Airport.



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

PRESIDENT'S MESSAGE

by Walter Bell

Last month you received a calendar of upcoming events which I hope you have begun integrating into your calendars. The CPA volunteers who make these events possible are genuinely appreciative when an event is well attended.

You will note that our CPA educational events include a continued emphasis on our premier mountain flying course.

I hear frequent compliments about the quality of the course and questions about how we put such a great course together. Fortunately we have some very dedicated CFIs who volunteer their time to conduct an exceptional ground school and mountain cross country. The CFIs make it possible. And their continuous efforts to improve the course is what gives it its quality. The praise is well deserved.

I also think we have an edge on many other mountain flying courses because the "lab" is nearby. If you have not had a good mountain checkout or you feel less than comfortable on mountain trips, this course is for you. Or you may wish to recommend the course to a friend.

The next Denver ground school course is scheduled on June 25 (Friday) at Centennial Airport and the cross country for anytime after that. Next month's *Flight Lines* will have a flier with all the details.

Another event which we will take on the road this spring and summer is a seminar on two big airspace changes that will affect us soon. The new Denver TCA is one subject. Since CPA was involved in the TCA design from the beginning we hope to share some insight so that you will feel comfortable operating around the Denver area. The second topic will be the airspace reclassification. We hope to unravel the mysteries of the new alphabet airspace. At the moment we have scheduled one seminar for Rangely on April 16 & 17th and another for Sterling August 7th.

A third event will be a tour of Centennial Tower on April 9th. The tour starts at the Clarion Hotel at 7:00 p.m. We did this program last year and it was well received by metro pilots. Many thanks to Mike Baldwin who is planning

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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

both this program and the seminars. Also thanks in advance to the Centennial tower crew who will cohort the tour.

This spring CPA's new Education Chairman Bill Dunn is planning a student airlift. As most will recall, the objective of the event is to interest high school students in aviation by treating them to a short hop in an airplane. Bill is going to try and plan so that aerial traffic jams are minimized. We will need volunteer pilots and others to help with the event. Watch for more details.

Last but not least, CPA's Vice President Phyllis Kramer is working hard to revitalize the area representative program. CPA is very interested in building its membership throughout the state. To do this effectively we need enthusiastic representatives to not only tell their neighbors about CPA but to tell CPA about the concerns of the pilots across the state. Although it will take a few months more to get the new program up to speed, I think her effort will be a very positive step for CPA.

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.

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HEARD ALONG THE FLIGHTLINE

■ When the two Messerschmitt 109s under restoration by Vintage Aircraft at Fort Collins Downtown Airpark are completed this summer, they will be transported for exhibit to the Evergreen AirVenture Museum in McMinnville, Oregon. The museum is located about 45 miles southwest of Portland. Owner Delford M. Smith, in addition to running a successful air charter and cargo airline, has built a reputation as a skilled and affluent restorer of classic aircraft. Others of his acquisitions include the Spruce Goose which he recently transported to the museum from Long Beach, California.

Me-109s comprised the bulk of the Luftwaffe fighter force in WWII and were produced in greater quantity than any other fighter. An estimated 34,000 were produced 1939-1945.

The G-10s were the fastest of the series. They had a top speed of 425 mph at 25,000 feet. But they suffered from a lack of range (about 360 miles without belly tanks) such that fuel exhaustion was a frequent problem when returning from missions.

Also, according to pilots who flew them, they were not that easy to fly. The narrow landing gear influenced many takeoff and landing accidents. And a persistent fault was automatic activation of the leading edge wing slats in tight turns. When this happened it would jerk the control column from the pilot's hands.

Considering the flight characteristics and the value of the aircraft, it is unlikely that Smith will take a chance and have them flown to McMinnville. So expect their final mission to be by ground transport.

■ A small group of CPA members met on February 6 in a "brain storming session" to discuss the future of the Colorado Air Safety Foundation and discount sales to members of Jeppesen Sanderson products.

The air safety foundation was created with the thought it would be used as an umbrella organization for CPA safety programs. But a filing was never made for non profit approval under Section 501(c)(3) of the Internal Revenue Code, By-laws were never prepared and the corporation was never activated. The group concluded that these actions should be taken.

The group also concluded that CPA should discontinue its dealership on Jeppesen Sanderson charts and pilot supplies so as to remove competition with members who are in the business of such sales.

The group will submit its recommendations to the board for action.

■ Heard at a Daedaleon luncheon. "Know why the airlines don't permit passengers to take pictures out of windows when landing?" "The FAA has a regulation against *in descent* exposure."

■ CPA Member EVAN SLACK carried the AOPA share-a-ride program to the extreme . . . when he took a couple of astronauts for a flight in his Mooney 152. They were Jan Davis and Mark Lee, the first man & wife team to fly in space. The two were visiting Denver for the stock show.

■ Speaking of Evan, he must be doing something right. Said he won a free annual as a door prize at the last Mooney Convention. And he won a new \$300 hat at the Cattlemen's Convention.

■ Friends of MARGARET DWELLE who may be concerned about her health will be interested to know she attended the Silver Wings luncheon on February 21 . . . and drove her own automobile to the event.

■ CPA past president BRUCE HULLEY was appointed to a four year term as a member of the Front Range Airport Authority. Bruce is a vocational teacher at T.H. Pickens Technical Center, is a CFII,

operates the Hulley Aero Training facility at Front Range, and holds leadership positions in the CAP, CPA and USPA.

■ CPA member **BABETTE ANDRE** has formed a joint venture with Wiesner Publishing, Inc. under which her *Wings West Magazine* will become a Wiesner publication. Other publications of the firm include *Colorado Business*, *Colorado Homes and Lifestyles*, *Atlanta Homes and Lifestyles*, *The Press* and *Tinto e Hilo*. Looks like a good venture. President Pat Weisner wanted to be involved in an aviation publication. And *Wings West* will benefit from the association with a strong publishing company.

■ The CPA board learned something about weaknesses in its area representative program when our new Vice President, **PHYLLIS KRAMER**, took over responsibility for the program. She used the directory on the back cover of *Flight Lines* in an attempt to contact each of the reps . . . and found 7 errors in the listing. Some were incorrect listings of telephone numbers . . . which makes us wonder if any of our reps may have thought of themselves somewhat as the Maytag appliance repairman. No calls.

■ The tentative date of October 16 for the huge general aviation fly-in to the new Denver Airport will have to remain soft for a while because of uncertainty on completion of construction. During a coordination meeting in mid-February, FAA representatives exhibited a lot of enthusiasm. ATC is looking forward to it. But anyone who is doing any press watching these days has to appreciate that there could be a significant delay of the opening date.

Other events related to opening of the airport should take place as scheduled. The Air Show is still a go for September 25-26. And the Rocky Mountain Air Fair will be held on October 1-3. If anyone needs information on last minute changes, leave a message on the CPA Hotline (303)266-6266. □

■ YOUR AREA REPS ■

by *Phyllis Kramer*
Vice President

New to CPA but very experienced in general aviation is **Frank Le Fevre**. Frank is your Gunnison Area Rep. He earned his pilot certificate in '49, served in the Marine Corps, offered a charter service out of Breckenridge for several years, most recently served as GUC Director of Aviation, and is now the Airport Advisor. During his tenure with GUC, an enhanced unicom system was established. Next time you stop in at GUC, call Frank -- he'll be happy to share his experiences with you.

A familiar face to many CPAers is **Kevin Bunnell**. Kevin will add the CPA title of Greeley Area Representative to his many interests in aviation. For those few who are not acquainted with Kevin, he is the Greeley-Weld County Airport Manager. Kevin has been active in many CPA activities and looks forward to participating in the Area Rep program. Kevin and Carol are enjoying their first little one now 11 weeks old. Be sure to stop by and offer your congratulations!

A busy Western Colorado CFII is **Mike Brennan**. Mike is the Program Director and Assistant Chief Flight Instructor at Colorado Northwestern Community College. He resides in Meeker. Mike will be your Meeker/Rangely Area Representative. Upcoming programs at Rangely include the Wings Program to be sponsored by the High Country 99s, CNCC, CPA, and the FAA on April 16, 17, 18. In October, CNCC will host the Regional NIFA -- intercollegiate flight competition.



Tape Recordings Of YOUR AIRCRAFT AVIONICS/RADIOS

By Bill Marshall, CFI

Many times I have wanted to make voice recordings from my aircraft radios. This could be a valuable and interesting capability to have especially during training procedures. It would have been great to have tapes of my flights when I was working on my instrument rating. Even now I think it will be helpful to have a recording of an IFR cross country to review after the flight is completed. A portable recording device would be an invaluable teaching tool for a flight instructor to have during training flights with students. What a fine post flight debriefing could be done with these tapes in hand. The student could take them home for further study and review.

This all sounds good but every time I tried to accomplish this task I met with failure. Being no electronic marvel did not help when I read an article about how someone else had wired their intercom. I know I could have spent "big bucks" to have someone else do this for me but I guess I was not motivated enough for that.

Usually when I want to do something for which I have no expertise I find someone who has. So, off to Radio Shack.

I must give most of the credit for the solution of this problem to manager David Goldwater at the store in Buckingham Shopping Center, Aurora, Colorado. He always helps his customers. Take a \$10 bill with you and go to a Radio Shack and purchase one each of the following items:

42-2150 Audio Y Adapter Cord 1/4"
Mono Plug to RCA Jacks

274-389 Metal Adapter RCA Male to
1/4" Jack

42-2461 Attenuating Cord 1/8" Plug to
RCA Plug (100K Ohm)

This Adaption Cord will only go together one way, which saves us dummies. Remove your headphone plug from the intercom. Place the 1/4" jack of the Y Adapter into the intercom where the headphone was attached. On one of the two ends of the Y Adapter, plug in the RCA Male end of the Metal Adapter. Plug your headphone jack into the 1/4" end of this Metal Adapter and now your headset is back into the system. Into the remaining end of the Y Adapter, insert the RCA Plug of the Attenuating Cord. Insert the 1/8" Plug of the Attenuating Cord into your tape recorder. If your batteries are up, you should now be able to record all that you hear from your headset. No warranty implied.

If you do not use a headset (you should), you will not need the Y Adapter. Just plug the Metal Adapter into the Aircraft Headphone Jack and then plug the Attenuating Cord into the Metal Adapter and the tape recorder.

Anyone having a problem placing a tape recorder into your aircraft avionic system should give me a call (303-341-4744) and we will go have further conversations with David.

Happy listening!

Bill Marshall of Aurora is a retired dentist, a past president of CPA, flies a C-172 and recently became a CFI.

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CPA HOTLINE (303) 266-6266

GRAY EAGLES

A book review by Walt Barbo

Germany, 1944. Hundreds of bombers from the U.S. 8th Air Force, escorted by P-51 Mustangs, hurtled through the skies as Luftwaffe pilots fought desperately against the irrepressible wave. Two of those pilots were shot down by an American P-51 pilot. Their defeat was burned forever in their memory.

Phoenix, Arizona, 1976. More than thirty years later, these same two pilots convene a secret reunion of their Staffel in the American desert. With wholly restored, flight ready, Messerschmitt 109s, they plan to recreate, as authentically as possible, the *esprit* and excitement of combat.

Fort Collins-Downtown Airpark, 1992. Vintage Aircraft of Fort Collins is in the middle of a restoration project to restore two Me 109G-10s to their original pristine condition.

Tour of the facility was a highlight of a CPA fly-in to the airport last May. Those who visited Vintage Aircraft that day were probably casually impressed. But it had a special meaning to me. It brought back recollections of the novel authored by Duane Unkeeper in 1986.

CPA member Daryl Haerther, knowing I was a fighter pilot in WWII, loaned the book to me with the thought that it might catch my interest . . . which it did . . . as did the restoration project at Vintage Aircraft.

Unkeeper's novel is an adventure story of the type that is difficult to put down after reading the first page. It will capture the imagination of all pilots, particularly those with an interest in warbirds and the last great war. And a bit of sex is thrown in for those who like a great story but are not that hung up on airplanes.

The story centers on Rudi Felbeck, an aircraft design executive from California,

and Theo Heinrich, an electronics magnate from West Germany. They are the two German Luftwaffe aces shot down by the P-51 pilot in WWII.

After almost four years of work, at a deserted airstrip in the Nevada desert restoration is completed on 8 Me-109s. (As an aside, Vintage aircraft is on a schedule to complete the two Me-109s it is working on in one year.)

Theo sends a highly secretive invitation to a select group of German WWII Me-109 aces for a two week flying vacation. His objective is to create as authentically as possible the experience of combat flying . . . to include real combat missions. The arrivals of the pilots in Phoenix are equally as secretive.

Headquarters is a large home in the affluent suburbs north of Phoenix. It is an isolated, Spanish adobe, surrounded by palm trees, profuse shrubbery and a high wall. Within its confines the visitors will relive the spick and polish of an elite German Staffel, replete with dress uniforms, boots, and flight suits.

Enter a chance article in the press on the Confederate Air Force and a photo of the CAF Deputy Commander climbing down from his Mustang. The pilot is none other than Confederate Air Force Colonel Roger Lowen, a veteran of the European Theater in WWII . . . and the same pilot who shot down the two German Aces. The stage is set for the inevitable: carried on a wave of honor, duty, and revenge, they would fly combat missions . . . until they enticed their nemesis into one last, longed-for dogfight.

The story then flashes to the remote airstrip. It consists of two wooden hangars, camouflaged with netting, and an airstrip covered with artificial brush. It is nearly impossible to see from the air. This was to be the base of operations.

Two of the ME-109s are disguised with bolt-on wheel fairings, phony nose cones and rounded tail fins so the aircraft can be used in training without attracting attention. Later they would be converted to combat ready in full battle markings.

Five days of intensive training are followed by the first combat mission, a *straffing attack on Chino Field*. The target is 302 miles away . . . at the limit of the Me-109s range. Twenty six warbirds are destroyed on the ground. One Me-109 is lost on the return flight.

The following day's mission is 200 miles away. A straffing attack on Air Force training base at Williams Field, Arizona. It is daybreak on Sunday morning when the 7 remaining Messerschmitts make a low-level, high speed attack, and literally blow the flight line to pieces. One aircraft flies too close to the

target, touches a wing on the concrete runway, and disintegrates into a hangar. Another Me-109 lost. But they waste the entire training squadron.

The first air-to-air action takes place on the return trip to Staffel base. An F-5 out of Luke Field intercepts one of the Me-109s but is shot by one of the intruders. As the author described the F-5 pilot's dilemma, "Poor sonofabitch would go through life as the only jet fighter pilot knocked down by a WWII Messerschmitt."

Obviously, by this time, the Air Force is having fits in its attempt to find the Staffel base. Enter a new element in the form of a young Air Force officer, Captain James Webb, who is driven to seek out the Germans alone, before the Air Force can find and destroy them. He stumbles on the base, only to be taken captive, and



One of the two Me 109G-10s under restoration by Vantage Aircraft at Fort Collins Downtown Airport. Photo taken during CPA fly-in to airport last May.

a willing captive as it turns out. Captain Webb makes telephone contact with Colonel Lowen in Harlingen to arrange the final rendezvous. It is to be half way between the Staffel base and Confederate headquarters . . . over southwest New Mexico. But wouldn't you know it, Captain Webb gives coordinates for the Staffel base instead rendezvous.

In the next scene, two P-51s of a 7 plane Confederate Air Force flight make a strafing run across Staffel base . . . but are careful to not hit any of the Me-109s on the ground. Chivalry! The next few minutes are feverish as the 6 remaining Messerschmitts scramble for takeoff and climb to the *ultimate dogfight*.

Without getting into the final outcome, Gray Eagles is a colorful adventure novel, full of danger, heroism, romance, and beautiful and terrifying flying scenes. It is fun reading. My thanks to Daryl for loaning me his copy.



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CAB GRANT PROGRAM

by Walt Barbo

The Colorado Aeronautical Board met in early February to hear applicants for Colorado Discretionary Aviation Grants. It was the second cycle of grants since initiation of the grant-in-aid program. \$1,166,838 in state funds was approved during the two days of hearings on the requests. The first cycle of grants in the total amount of approximately \$1.1 million was approved last May.

Caroline Scott of the CDOT Aviation Division informs us there is no specific time frame for the cycles. It is more a case of available monies. Whenever the reserve for discretionary grants reaches a level of approximately \$1 million, the board solicits requests for funding and a new cycle begins.

Revenues to the Aviation Trust Fund derive from a combination of excise and sales taxes on aviation fuel. These include a 6¢/gal excise tax on avgas (4¢/gal of which is refunded to airports which generated the tax), a 4¢/gal excise tax on jet fuel used in non-commercial aviation (all of which is refunded to airports), and a 3% sales tax on jet fuel (75% of which is returned to airports).

Monies are taken from the fund to defray costs of administering the program. This is the source of funding operating costs of the CAB and the Aviation Division. By law, these costs are limited to no more than 15% of monies credited to the trust fund. And of course, they are also constrained by the budget process. Monies remaining are the source of funds for the state discretionary grant program.

In the current cycle, a total of 40 applications were reviewed in the amount of nearly \$2 million for which 35 grants were approved for about \$1.2 million.

Selection of projects to receive state funding is largely a subjective process. In general, priority is given to those most

nearly aligned to the following criteria established by the board:

- ✓ Maintenance related projects not eligible for federal funding.
- ✓ Assistance to local entities in reaching the required local match for federal funded projects. (Board policy permits funding up to 80% of the required match.)
- ✓ Projects which respond to federal or state mandated programs.
- ✓ A strong local interest in the project.

The grant application hearing, which was open to the public, provided for a 5-minute presentation by the applicant followed by a 5-minute period of questions from the board. The applicant agency was given a tentative award of funds at the conclusion of the interview. This was confirmed following completion of the hearings.

Grants ranged from a low of \$2,000 (Glenwood Springs Municipal) to a maximum of \$55,835 (Johnson Field).

The Johnson Field grant is an outstanding example of the value of a state aviation office in supporting local aviation needs.

The grant will pay 60% of a runway repaving project. The remainder of the cost will come from local funds. It is a project which did not meet the priority requirements for funding under a federal grant. Yet anyone who has flown into this airport will attest to the need for the project. Many of us, myself included, refused to land there because of the dangerous runway condition. It was in critical need of repair. Without state assistance the airport would have been lost to the system.

"Rougher Than a Corn Cob"

by Bill Dunn

"It's rougher than a corn cob up here!" NOW I was a believer. The AIRMET issued earlier for turbulence, now meant some-thing to me. Besides, who was I to doubt this Bonanza pilot when the flight plan said he was from Lincoln, Nebraska . . . he knew his corn cobs.

It changed the way in which I briefed about turbulence for the rest of the day. The pilot had departed Alamosa aware of the forecast for rough air, but said this location over Hayden Pass was the first turbulence he had encountered.

We all can probably say that we have "taken" more than we have "given" to the pilot weather reporting (PIREP) system . . . and that's just the way it works. Pilots are urged to cooperate and promptly volunteer reports of flight conditions to the ATC ground facility with which communications are established, i.e., EFAS, FSS, ARTCC, or Towers.

While reporting to any one of these sources is acceptable, practical observation reveals that PIREP's get to the biggest audience through Flight Service functions of EFAS (Flight Watch) and regular FSS frequencies. Two good reasons to make sure to get your PIREP directly to the FSS, are: centers and towers are often under a high traffic load, and just don't have time to get the information out; and, that's what our job is . . . weather information!

The "paradox" of the PIREP is, when we need them the most, we frequently don't have them (both as pilots and briefers). A possible reason is that during climbout, and often an entire flight, we are too busy right in the cockpit to think about anything else. A majority of the

time, weather is the cause of additional cockpit complexity. One pilot stated it concisely, ". . . if PIREP information was available before I departed, I would not even be up here unable to give a report now!" Thus the problem.

Think about the content of your reports before you call them in. We should all have the format available in the cockpit so it is easy to provide complete information to ATC. A PIREP can be too vague to be of service to anybody: ". . . MDT-SVR turbulence reported, type and altitude unknown, over Alamosa." Take fifteen minutes to pull out the AIM (paragraphs 520 through 525), and refresh your thoughts about PIREP's.

There seems to be a hidden descriptive skill in many pilots that reveals itself when reporting flight conditions (hence the 'corn cob'). This ability is yet another interesting part of our pilot culture, and I feel fortunate to get to see PIREP's them routinely in my job. I even adapt some to my own repertoire of phrases. However, take my advise and don't describe turbulence by saying ". . . I wouldn't even want to put my mother-in-law through this!" (Especially when she's sitting behind you). Oh well, maybe I'll get invited to Christmas next year.

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

The USPA Annual Meeting will be held in Little Rock, Arkansas this year. It is scheduled for May 20 - 23 at the Holiday Inn Airport Express, a new facility which offers complimentary breakfast to guests, and costs \$40 plus tax per night, single or double. Reservations may be made directly with the hotel by calling 501/490-4000 or 800-HOLIDAY. Deadline is May 6.

Other events In addition to the board and committee meetings include a tour of Falcon Jet & Arkansas Aerospace, cocktails and awards banquet, and hospitality room. (\$55/person for these basics.) Optional events include Dinner Theater at Murray's Dinner Playhouse (\$22/person); a dinner cruise on the Arkansas River on a double-deck paddle boat (\$25/person), historic 3-hour bus tour of Little Rock (\$24/person), and an all-day high altitude physiological training at Little Rock USAF Base (\$20/person).

For additional information, please call Bob Worthington, VP Meetings, 505/522-6785.

The following excerpts from a recent news release indicate actions taken on a number of current aviation issues:

Air Traffic Controllers: Air Traffic controllers who were fired 13 years ago by then-President Ronald Reagan for illegally striking should not be rehired, according to a vote of the USPA board of directors. The vote, split 5 in favor and 32 opposed to rehiring took place at USPA's Winter Meeting February 11-14 in Tulsa, Oklahoma. The issue came before the board as a result of recent reports in the media that Pre- sident Bill Clinton is considering the introduction of legislation

authorizing the rehiring of fired air traffic controllers.

Piper Liability Case: USPA Legislative Chairwoman Lynn Trupin has announced that USPA was unable to file an amicus brief in support of Piper Aircraft in the case of Cleveland vs. Piper Aircraft because of time constraints. A decision in the appeals case was expected in January. If it was rendered, Trupin said, it had not been announced by mid-February.

Product Liability: Former Tulsa mayor and Oklahoma's current Congressman Jim Inhofe urged USPA members to write their congressional representatives and demand to know whether they will vote "yes" or "no" on product liability legislation this year.

Inhofe, the only pilot on the Senate Aviation Subcommittee, gave USPA members a legislative update during the USPA Winter Meeting. "The one critical issue this term is tort liability reform," Inhofe said. "Once you address that, you've taken care of not just aviation but many other issues," such as health care and the balance of trade.

High Altitude Training: Thirteen slots are open for USPA members for the day-long high altitude physiology training session to be held during the Annual Meeting in Little Rock. The cost is \$20 and applications (FAA Form 3150-7) are available by contacting Bob Worthington (number above) or by writing to the Arkansas Pilots Association, P. O. Box 15787, Little Rock AR 72231-5787.

Applicants must have a valid FAA medical and be free of colds, allergies and beards!



COLORADO AVIATION CALENDAR

- APR 4** PALM SUNDAY FLY-IN SERVICE, Platte Valley Airpark. *Info: Marilyn Taylor 303/659-7265.*
- APR 9** CENTENNIAL AIRPORT TOWER TOUR, Clario Southeast Hotel, Centennial Airport, 7:00 p.m. Features briefing on aspects of local airspace followed by tower tour. Sponsored by CPA. *Info: Mike Baldwin 303/674-7864.*
- APR 16-17** FAA WINGS SAFETY SEMINAR, Rangely, CO. Sponsored by CPA and High Country 99s. *Info: Phyllis Kramer 303/835-8102.*
- 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.*
- APR 18-24** 19th ANNUAL EAA SUN 'N FUN FLY-IN AND INTERNATIONAL CONVENTION, Lakeland, FL. A reminder for those planning to attend.
- APR 27-30** NATA 53rd ANNUAL CONVENTION & TRADE SHOW, Denver. *Info: 703/845-9000.*
- 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 8** CPA STUDENT AIRLIFT. Program to kindle student interest in aviation. Details later. *Info: Bill Dunn 303/730-3202.*
- 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 21-23** CESSNA 195 FLY-IN, Pagosa Springs. No host. *Info: Larry Bartlett 303/731-2489.*
- MAY 22** AIR RALLY & COOKOUT, Eagle County Airport Terminal Building. Activities include round robin navigation challenge. *Info: Jim Pollitt 303/328-2361.*
- MAY 22** PLATTE VALLEY SPRING FLY-IN, Platte Valley Airpark, 9:00 a.m., continental breakfast and lunch. *Info: Marilyn Taylor 303/659-7265.*
- MAY 29** FLY MARKET/FLEA MARKET/SWAP MEET, Weld County Airport, Greeley. Vendors \$5, buyers & lookers free! Fly in or drive in. *Info: Kevin Bunnell, Airport Manager, 303/356-9141.*
- JUN 5** VAN AIRE FLY-IN/DRIVE-IN. Hosted by Van Aire Residential Airpark Association. Fly-in/drive-in for lunch and hangar talk. *Info: Perry Miller 303/659-6793.*
- JUN 12** DURANGO AIR SHOW, Durango-LaPlata County Airport. Warbirds, experimental aircraft, fly-bys. *Info: Lee Bernhardt 303/247-2740.*
- JUN 12** AURORA AIRPARK SUMMER FLY-IN. *Info: Marilyn Taylor 303/659-7265.*

Check this page for any changes/additions to events listed in the COLORADO CALENDAR OF AVIATION EVENTS (Spring 1993) distributed last month.

AREA REPRESENTATIVES

SAN LUIS VALLEY

Paul Foster (H) 719/852-9860

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

CANON CITY

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

DELTA

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

FORT COLLINS DOWNTOWN

Randy Bailey (H) 303/223-4750

GREELEY

Kevin Bunnell (H) 303/330-5121 (O) 303/356-9141

MEEKER/RANGELY

Mike M. Brennan (H) 303/878-4346 (O) 303/675-3289

GUNNISON

Frank LaFevre (H) 303/641-0587 (O) 303/641-1494

KREMMLING/SUMMIT COUNTY

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

LEADVILLE

Ursula Gilgulin (O) 719/486-1743 (O) 719/486-2627

LONGMONT

Lester von Hagel (H) 303/776-6165 (O) 303/651-1111

PAGOSA SPRINGS

Larry Bartlett (H) 719/731-2489

PUEBLO

Lee Porter (H) 719/547-3339 (O) 719/547-3339

WRAY

Lucile Bledsoe (H) 303/332-5143 (O) 303/332-4955

COMMITTEE CHAIRPERSONS

AIRSPACE

AIR CLASSIC

Steve Harless (H) 303/659-8648

EDUCATION

Bill Dunn (H) 303/730-3202

FLIGHT SAFETY

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

LEGISLATIVE AFFAIRS

Frank Gallo (H) 303/337-5864 (O) 303/837-3649

FLY-IN EVENTS

Cliff Malmquist (H) 303/430-4484 (O) 303/233-1000

MOUNTAIN FLYING COURSE

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

LIAISON

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

MEMBERSHIP

Vanita Gallo (H) 303/337-5864

NEWSLETTER

Terry Barbo (H) 303/367-0670

PROGRAMS

Michael Baldwin (H) 303/674-3836

PUBLIC AFFAIRS

MEMBERSHIP RECORDS

Terry Barbo (H) 303-367-0670

Colorado Pilots Association

APPLICATION FOR INDIVIDUAL MEMBERSHIP/RENEWAL

Name _____ Spouse _____

Mailing Address _____

City _____ State _____ Zip _____

Phone (Home) _____ (Bus.) _____

Pilot Rated? ☐ Yes ☐ No Profession _____

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

Check enclosed in amount of:

- ☐ \$20 for 1 year membership
- ☐ \$38 for 2 year membership
- ☐ \$55 for 3 year membership

Applying for: (Indicate)

- ☐ Renewal or
- ☐ New membership
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Add \$5.50/yr. for subscription to Flying Review

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