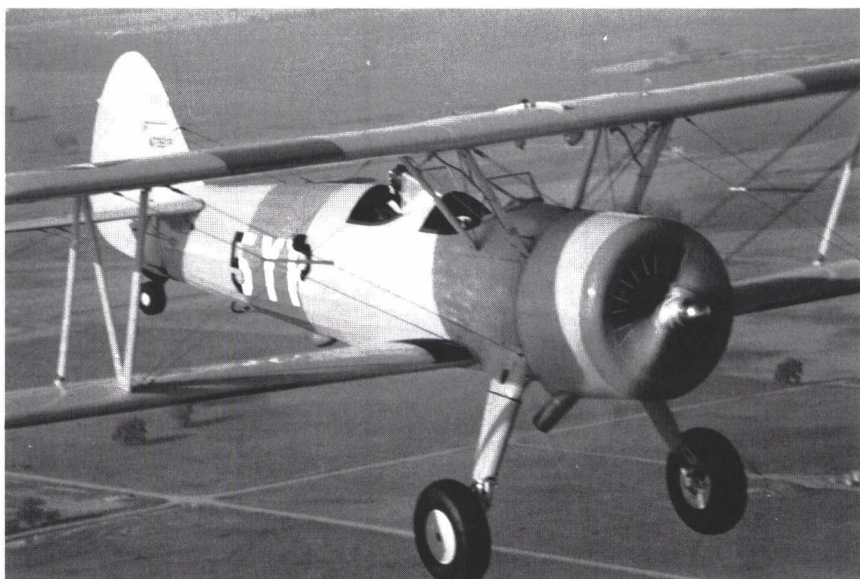


CPA FLIGHT LINES

Vol. 10, No. 4

April, 1993



CPAer Michael Baldwin of Evergreen and his Stearman N735YP. Photo taken over farm lands north of Brighton, Colorado.



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

PRESIDENT'S MESSAGE

by Walter Bell

April is the time of the year we all think of taxes. J. Scott Hamilton recently sent me a letter expressing his concern about our new administration's designs on charging pilots considerably more for FAA services. [Reproduced in *LETTERS* section of this newsletter – ED] I have been hearing about this from many sources, so I called the AOPA to see what they knew of the situation. The office immediately faxed me a news release which is to be mailed to all members very soon.

Substance of the AOPA fax was that the Clinton administration seems bent on raising taxes in two areas: 1) a new registration fee for all aircraft; and 2) a new energy tax on avgas and jet fuel. The registration fee would be a flat fee on aircraft regardless of size. It would begin at \$90.00/annum and increase to \$278.00/annum by 1997. The energy tax would be based on BTU's and would add

about seven to ten cents a gallon in increased cost. The cost to general aviation will amount to \$100 million within three years for the fuel tax and \$151 million over five years for the registration fees. This is indeed a large sacrifice/contribution for general aviation.

The AOPA proposes, as an alternative, that FAA cut several current programs instead of increasing taxes. It targets four specific FAA programs which would save more than the proposed tax increases would raise. AOPA estimates that these programs would represent a real savings to the taxpayers of \$4 billion. The programs are:

1. Microwave Landing Systems
2. Long Range Radar Replacement
3. Advanced Automation System
4. Area Control Facility Concept

I hope that the AOPA can get Congress and the administration to go for the program cuts. These programs are expensive and are not popular and would add little to the total system if they were implemented.

On a related subject, I logged onto GTE Duats the other night and found a new service which I think has great potential. It is a flight planner program that apparently GTE thinks will help sell their

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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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**Copy Deadline for
FLIGHT LINES**

20th of the Month

service. Although the flight planner can be used by itself, it works best like this.

Log in and request a weather briefing. Capture the weather for later use and request the flight planner. The program will generate a flight plan using your point of departure/destination based on your choice of Low-Altitude Airways, Jet routes, VOR direct, RNAV direct or LORAN.

The flight planner then computes the trip time, fuel burn, miles, magnetic course and heading and related information. It uses the wind information in the weather briefing and user provided information for the computations. If you want to file a flight plan (VFR or IFR) another program uses the flight plan information and a little more information from you to prepare a flight plan for submittal to the FAA. When all this is done you can print the weather, flight log and submitted flight plan for your reference.

The trip the program planned for me estimated a 2.8 hour trip and 39 gallons fuel burn. The actual was 2.7 hours and 40 gallons.

What is neat about this is how fast it can all be done. Try it the next time you plan a trip. I am sure you will be pleased.

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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BOARD OF DIRECTORS MEETING HIGHLIGHTS

The March board meeting was a fairly routine one consisting of the usual officer and committee reports.

The arrangements for the 17th running of the Denver-to-Jackpot, NV, Air Classic have been completed, according to Steve Harless, Chairman. It will be held July 17-18 with a departure from the Front Range Airport.

Centennial Airport will be the site of the Student Airlift on May 8. Chairman Bill Dunn outlined plans for the event. About 25 aircraft will be needed to provide rides for the students and several volunteers needed for the ground activities.

Vice President Phyllis Kramer displayed the certificates of appointment for area reps that she designed. She has recruited several new area reps and instituted a communications system to get them more involved with CPA and provide CPA with information on activities in their specific area.

Walt Bell reported he is unable to make a recommendation to the board, at this time, on the proposed Academy MOA because of uncertainty over space required to meet the Academy's mission. He noted that the mission requirements appears to be the training of 500 pilots/year. But the proposed MOA appears designed to meet a potential demand to train 1,700 pilots. Walt expressed an interest that the size of the MOA be consistent with current requirements rather than on a future demand which may not materialize. No board action was taken on the issue.

Frank Gallo reported that the current session of the legislature has only one aviation related bill. This is the proposal to raise the mileage paid for use of personal aircraft to 40¢/mile. Similar bills

have been presented in past years, all without success. CPA is not expected to testify on the issue.

Extensive discussion took place over the dilemma of Front Range Airport and the indication that the FAA may not build the previously planned ATCT. In consideration of an Aviation User Group meeting planned the following evening, the board went on record in support of the tower and the TCA cutout as developed in the TCA Ad Hoc Committee.

The CPA Flight Safety Foundation by-laws have been drawn up by Michael Baldwin. Its board will consist of the immediate past five past presidents of CPA: Bill Standerfer, Bill Marshall, Vanita Gallo, Sonny Elgin and Walt Barbo. They will meet on April 5 to approve the by-laws and elect officers.

The board voted to discontinue offering Jeppesen Sanderson products at discounts to members. Justification for this action was the feeling that the sales were in competition with some of our members and a demonstrated underusage of the program by the members during the past year.

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.

YOUR AREA REPS

by Phyllis Kramer
Vice President

Leadville County: From Ursula Gilgulin -- Closure of Leadville Lake County Airport for construction. Date of closure will be July 6 to August 15.

Delta County: A meeting was recently held for input from local pilots.

Delta County is in a unique position. Not only are there two county airports, Blake Field and North Fork Valley, but a number of private strips as well. Obviously there is great interest in aviation in Delta County.

The Delta County Commissioners realize this and understand the potential value and utilization of aviation in the economic future of the county. To aid them the Commissioners are appointing a seven-member Airport Advisory Committee: three from the North Fork Valley area; three from the Blake Field area; and one as a general area member. The three from North Fork Valley are yet to be named; three appointees from Blake Field are Bill Hellman, Ken Marchbanks and Tom Poeling; and the general area appointee is Phyllis J. Kramer. The Commissioners are naming local pilots to the Airport Advisory Committee.

Gunnison County: From Frank LeFevre -- Gunnison Air Show is scheduled for June 19 and the contact person is JoAnn Stone 303/641-2304. Frank has a wealth of local information but if he does not have the answer, he will obtain it for you.

Meeker/Rangely Area: From Mike M. Brennan -- Mike is looking forward to a great deal of interaction and cooperation in the future. Local pilots should contact Mike and provide him with their input.

RENEWALS

Randy Bailey, Fort Collins
Gary Justus, Evergreen
Kathryn Hach, Loveland
Paul Staby, Englewood
David Barth, Lakewood
Guy Nooney, Longmont
James Barrow, Lakewood
Don Welsh, Aurora
Dr. Kent Humber, Ft. Collins
Jack Miller, Ft. Collins
Dr. Robert Boudreau, Denver
Glen Cheney, Delta
Neil King, Boulder
David Williams, Evergreen
Chuck Kellerman, Aurora
Ann Standerfer, Ft. Collins
Ann Henley, Denver
Robert Henley, Denver
Beverly Sinclair, Denver
Paul Nunn, Pueblo
Robert Lohne, Broomfield
John Papalia, Littleton
Bruce Hulley, Aurora
Loren Lockwood, Yuma
Dr. Donald Coleman, Erie
Ursula Gilgulin, Leadville
Vince Lawrence, Aurora
John Graves, Pine
Helmuth Sens, Denver
Richard Hahn, Pueblo
Margaret Dwelle, Aurora
Stan Oleson, Denver
Mel Eisaman, Aurora
Fred Norton, Loveland
Carl Bratfish, Colorado Spgs
Richard Downey, Westcliffe
Tom Forchtner, Westminster
Roald Flater, Evergreen
Vanilla Gallo, Aurora
Les von Hagel, Longmont
Howard Cammack, Littleton
Chris Roark, Boulder
Wilbur Orson, Broomfield
John Sasso, Denver
Lois Kowalski, Englewood

I was the target of more than my share of flack, in 1987, when I suggested it might be better to close Front Range Airport (FTG) rather than try to keep it open after the new Denver International Airport (DIA) became operational. I referred to FTG as a possible "Throw-away Airport."

At the time, I was manager of the FAA Denver Airports District Office. This is the office with responsibility for making decisions on federal investments in airports. It is the office which issues the checks to local governments for airport development.

Denver had made its decision on site location for its new airport and it was painfully obvious the location could have disastrous consequences to the future of aircraft operations at FTG. I recommended that the agency look closely at its policy on future investment in the airport . . . including the extreme of relocating the airport to a site further east where it would not conflict with operations at DIA.

By the time I retired from the FAA in mid-1988 the issue had become extremely political. And as too frequently happens in situations of this kind, FAA officials sat on the fence, unwilling to make a decision on what to do about FTG. Through its inaction, the agency encouraged Adams County to be the sole decision maker with respect to the airport's future.

The county's decision was to redefine the role of the airport from a small general aviation reliever to a large commercial facility including air cargo hubs and other aviation related industry. The city of Aurora endorsed the plan and took actions to extend city utilities and streets into the area. It was an aggressive program.

Adams County can not be faulted for its actions. After all, it had a major investment in the airport and an obli-

gation to protect that investment in any way it could. But recent events have completely frustrated the county's efforts.

An air traffic control tower at FTG is essential for the plan to work. The problem is uncertainty, at this late date, as to whether the FAA will honor its commitment to build and operate a tower. Cargo and large commercial users won't locate on the airport without one. It is a problem of safety. And without a tower Adams County's dreams for the airport are down the drain.

Consequences of the FAA policy (or lack of policy) has been a serious misinvestment of public funds. At the end of 1987, the FAA had invested less than \$12 million in the airport. The rational decision at that time would have been to write off the investment as one of the incidental costs of constructing DIA. Instead, the FAA investment in FTG continued to where it is now over \$25 million. Including contributions from Adams County, current investment in the airport probably approaches \$50 million. And without a tower, the airport may still be a "throw away airport."

The fence sitters are certain to come up with the argument that in dealing with communities local government decisions dictate the future of an airport. This is true except for the obvious; the FAA does not have to go along with them. The FAA can acknowledge the local prerogative . . . but decline to support or invest in the plans where they are not in the federal interest.

There is a lot of precedence for the feds to take this kind of position. But it requires tough decision making . . . something in this case the responsible FAA officials apparently did not have the stomach for.

In the absence of a clear signal from the FAA, Adams County did whatever it could to protect its investment in the

WELCOME NEW MEMBERS

airport . . . including the change in role of the airport. Every element of their planning was coordinated with the FAA. And at every step, the county was assured that its plans were compatible with DIA. In fact, the FAA not only supported the plans, but beginning in 1988, more than doubled its investment in the airport.

What is troubling about this whole affair is that the FAA, over a 5 year period, strung Adams County along with the impression it was fully supportive of expansion plans for the airport. Now at this late date, with the damage done, the FAA threatens to walk out. It has all the flavor of an affair gone sour. It is no different then romancing a young lady into pregnancy . . . then walking away, denying blame or future responsibility.

Seems to me the only honorable option for the FAA is to build and operate an air traffic control tower at FTG.

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USPA NEWS

Position on Rehiring Air Traffic Controllers: USPA has written President Bill Clinton to inform him that USPA opposes rehiring air traffic controllers who went on strike in 1981. A similar letter was dispatched to the U.S. Secretary of Transportation Federico Pena.

FAA Position on DUAT Fees: The FAA's Associate Administrator for Air Traffic has assured USPA members that the agency has no plans to institute fees for use of the Direct User Access Terminal Service (DUATS).

In a letter to USPA, William H. Pollard wrote that "DUATS adds a useful and necessary safety capability to the National airspace system by improving access to AFSS services . . ."

Pollard's letter was in response to a USPA letter which expressed concern that increased system automation might lead to user fees on services such as DUATS, now paid for through our taxes.

1993 USPA Annual Meeting: Arkansas Pilots Association members are finalizing plans for the 1993 USPA Annual Meeting to be held May 20-23 in Little Rock. The meeting will feature a day-long session in high altitude physiological training at Little Rock Air Force base for those who pre-register. Also on tap is a tour of Falcon Jet and Arkansas Aerospace, where all Hawker jets sold in the U.S. are completed.

Social activities include an evening at Murray's Dinner Playhouse and a paddleboat dinner cruise on the Arkansas River.

Basic registration for the meeting is \$55 per adult (\$60 after May 6) and \$25 for children 18 and younger. Add-on costs are \$22 for the dinner theater, \$25 for the dinner cruise, \$24 for a bus tour of Little Rock, and \$20 for the physiology chamber training. Additional information available from Bruce Hulley, Northwest Regional Vice President, at 303/344-2843.

NEW DUAT FLIGHT PLANNER

After reading Walt Bell's article (this issue of *FLIGHT LINES*) about the new DUAT Flight Planner offered by DUAT, your authors couldn't resist bringing up the program to give it a try. Like Walt Bell, we found that it has a lot to offer. The following will give the nonuser a sample of how the program appears on a computer screen. (Note: Minor changes made in text to increase readability for *FLIGHT LINES*.)

For our example, we assumed a trip from Jeffco Airport to Casper. The plan was filed for March 25 at 16:00 (UTC).

When accessing DUAT the main menu offers 9 options. Typically one would select "weather briefing" as step one in the exercise. We did this for our example but have not shown the report in the interest of space considerations. As an aside, the user has the option of selecting the report under the plain language option.

After getting weather, we returned to the main menu and selected option #2, Flight Plan *New! Flight Planner. Note from the readout that DUAT always repeats ones choice of options as a separate line after selecting from the menu.

Our selection leads us into the Flight Plan Menu in which we select option #4, Flight Planner *New*.

We are then asked for information on departure point and destination, departure time and routing. In this case, we asked for VOR-Direct Auto Routing. The program then does its little thing and reports a flight plan route. Note that it computes the ground distance for the trip and even gives information that the route selected is 3% longer than the great circle route for the trip.

The next part of the exercise is to input data for the aircraft used for the trip. Note that the user need only respond to the questions which appear on the

screen. For our example, the aircraft is a Cessna T210 with climb of 900 fpm @ 110 kts, cruise of 160 kts and descent @ 500 fpm @ 160 kts. The data is nicely summarized in a table following data input.

Altitude selected was 12,500 feet msl. The program used this altitude, performance data for the aircraft, and weather for the route (including winds aloft) to develop the flight plan which appears in the final table of the article. Note the detail of the flight plan.

For the departure airport, altitude of the airport is given to the nearest 100 feet. The next column shows data for the first leg of the trip including winds, temperature, magnetic course, heading (note it calculates drift correction), TAS, GS, fuel, time and distance. The final column accumulates the fuel, time and distance data following each leg.

Like Walt Bell suggests, neat little program that is worth trying.

DUAT MAIN MENU

Weather Briefing	1
Flight Plan *NEW! Flt Planner*	2
Encode	3
Decode	4
Modify Personal Data Profile	5
Golden Eagle Services (tm)	6
Quick Path Reference List	7
Extended Decode	8
FAA/NWS Contractions	9

Select function (or 'Q' to quit): 2

FLIGHT PLAN MENU

File Flight Plan	1
Amend Flight Plan	2
Cancel Flight Plan	3
Flight Planner *NEW!*	4
Modify Flight Planner Profile	5
Flight Planner Users Guide	6

Select function (or 'Q' to quit): 4

Departure point [BJC]:
Airport BJC: Denver CO (Jeffco)

Destination: CPR
Airport CPR: Casper WY (Natrona County Intl)

Current Time: Fri Mar 26 13:48 (UTC)
Departure time (UTC) hhhh, +mmmm, or "NONE" for no-wind plan [1600]:

FLIGHT PLANNER ROUTING

Low-Alt Airway Auto-Routing 1
Jet Route Auto-Routing 2
VOR-Direct Auto-Routing 3
Direct Routing for LORAN 4
Direct Routing for RNAV 5
User Selected Routing 6

Select function (or 'Q' to quit): 3

Finding route...please stand by.

Routing options selected: Auto VOR.

Flight plan route:

BJC HAINY V85 MBW V589 ALCOS CPR
Total distance for route is 195.2 nm.
Great circle distance is 189.9 nm --
this route is 3% longer.

Use this route [Y/N]? [Y]

Enter aircraft tail number [N2538S]:

SELECT AIRCRAFT PERFORMANCE DATA

Input Data For This Flight 1
Modify Stored Aircraft Profiles 2

Select function (or 'Q' to quit): 1

Fuel Units

Gallons per hour 1
Pounds per hour 2
Liters per hour 3
Kilograms per hour 4
Select funct (or 'Q' to quit) [1]: 1

Fuel Burn Specification Method

Climb, cruise, and descent 1
Flight hour 2
Select funct (or 'Q' to quit) [1]: 1

*** Climb profile ***

Rate of climb (feet/minute): 900
Climb speed (knots or Mach number): 110

*** Cruise profile ***

Cruise true airspeed (knots): 160

*** Descent profile ***

Descent rate (feet/minute): 500
Descent speed (knots or Mach number): 160

Enter the fuel burn for each hour in the flight. If you enter zero, the fuel burn for the previous hour will continue for the remainder of the flight.

Hour 1 fuel consumption

(gallons/hour): 15

Hour 2 fuel consumption

(gallons/hour): 0

Aircraft performance profile:

	rate ft/min	speed
Climb	900	110 kts
Cruise		160 kts
Descent	500	160 kts

Fuel consumption, gallons per hour:
Hour: 15.00

Use this data [Y/N]? [Y] Y

Cruise altitude: 125

From: BJC -- Denver CO (Jeffco)
To: CPR -- Casper WY (Natrona Co)
Time: Fri Mar 26 16:00 (UTC)

Routing options selected:

Automatic VOR.

Flight plan route:

BJC HAINY V85 MBW V589 ALCOS CPR
Flight totals: fuel: 18 gallons,
time: 1:11, distance 195.2 nm.

MOUNTAIN FLYING GROUND SCHOOL



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GTE DUATS FLIGHT PLAN

Ident	Type/Morse	Code	Name or Fix/radial/dist	Latitude	Longitude	Alt.	Route	Winds	Mag	KTS	Fuel	Fuel
							Winds	Temp	Crs	TAS	Time	Time
									Hdg	GS	Dist	Dist
1.	BJC	Apt.	Denver CO (Jeffco)	39:54:30	105:06:59	57	Direct				1.8	0:00
							210/19		333	108	0:07	195
							+8 C		326	120	14	1.8
2.	HAINY	Int.	DENr313/25 GLLr221	40:08:30	105:11:57	125	V85				2.5	0:07
							208/18		313	160	0:10	181
							+0 C		307	167	28	4.3
3.	ESTUS	Int.	DENr313/53 GLLr258/45	40:31:02	105:32:48	125	V85				7.2	0:17
							208/17		334	160	0:29	153
							-1 C		330	172	82	11.5
4.	MBW		d111.6 Medicine Bow	41:50:44	106:00:15	125	V589				5.6	0:46
							218/15		322	160	0:22	71
							+4 C		317	167	62	17.1
5.	ALCOS	Int.	DDYr204/22 MBWr322/62	42:47:27	106:34:35	69	Direct				0.7	9
							192/13		021	160	0:03	1:08
							+6 C		023	172	9	17.8
6.	CPR	Apt.	Casper WY (Natrona Coun	42:54:30	106:27:49	53						1:11
												0

NOTE: fuel calculations do not include required reserves. Flight totals: fuel: 18 gallons, time: 1:11, distance 195.2 nm. Average groundspeed 164 knots. Great circle distance is 189.9 nm -- this route is 3% longer.

PILOT ADVISORY

Nearly a year ago we issued a Pilot Alert that Senator Tim Wirth introduced an amendment to the Airport and Airway Improvement Act Reauthorization Bill which required the NTSB to study safety of general aviation operations at mountain airports in the U.S. It required a report to the Congress on whether, and to what extent, operations at mountain airports would entail less risk if regulated by the FAA to require a level of pilot training and aircraft equipment similar to that now required for commercial aircraft operations at those airports under FAR Parts 121 and 135.

Tim Wirth is no longer a factor, however, his request has finally reached the investigation stage. The GAO is conducting the

investigation with completion scheduled for late September. CPA members interviewed during the week of March 21 came away with the impression that GAO is looking for measures other than regulatory to increase the safety of mountain flying.

In a related matter, the Colorado DoT Division of Aviation is funding printing and mailing costs for the announcement of CPA Mountain Flying Courses to be held in Chicago and Wichita. The courses were essentially dead in the water after the FAA backed away from mailing the announcements. Sponsorship of the courses is consistent with non-regulatory approaches to improve safety of mountain flying sought by the GAO. And another plus for Colorado aviation.

CPA ELECTRONIC MAILING LIST

by Tony Miller

The Colorado Pilots Association is setting up an electronic mailing list to distribute announcements and information about CPA activities and issues.

We will initially support Internet and CompuServe, but we may add Prodigy and America Online if enough interest is expressed.

If you have access to an electronic mail service and would like to participate, please contact me at 442-8280 (work) or 678-0496 (home), or you can reach me on

Internet at tonym@netwise.com

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IN MEMORIAM

JANICE MARIE DYER of Brighton, secretary-treasurer for Univair Aircraft Corp., died March 3 in Denver. She was 47.

Services were March 5 at St. Augustine Catholic Church in Brighton.

She was born March 22, 1945, in San Francisco. She attended Colorado State University and Metropolitan State College. In 1947 she married Stephen E. Dyer.

Jan held a commercial pilot's license and was a member of the Colorado Pilots Association, Colorado Civil Air Patrol, the 99s and Experimental Aircraft Association. She was the aviation resource speaker for Denver Public Schools and was active in Boy Scouts of America. She also was active with the Aviation Distributors and Manufacturers Association.

She is survived by her husband; a son, James E., Brighton; a daughter, Wendy Palyo, Fort Lupton; her parents, Jim and Hope Brown, Denver; two sisters; and a brother.

Contributions may be made to the American Cancer Society, 2255 S. Oneida St., Denver, CO 80224.

Dear Walt:

Given the enormity of the national debt, it probably comes as no surprise to anyone that general aviation user fees are again raising their ugly head. The stated rationale, as usual, is to make general aviation operators pay our "fair share" of the costs of regulating us.

The biggest cost is the cost of maintaining and operating the ATC system.

In my observation, the ATC system is designed primarily for air carrier and other turbine-powered aircraft. Many if not most general aviation operations could get along just fine without any ATC services, thank you. We do use much of it out of convenience or courtesy, but we should not pay for what we don't really need.

All ATC facility construction and staffing decisions are driven by numbers: numbers of operations provided ATC services. How do we show the FAA how much of their ATC system general aviation really needs? Easy: Don't use what you don't really need.

Each of us can start right now to reduce the costs of the ATC system by reducing our personal demands for its services. How?

When safety and FAR compliance permit:

1. Go VFR instead of IFR.
2. Do not file VFR flight plans (but instead leave a chart of your planned route and schedule with family or friends, then call them on arrival or if your plans change or are delayed).
3. Do not request VFR flight following.

4. Remain below FL 180 and circumnavigate or overfly TCAs, ARSAs and CZs without establishing radio contact.

5. Use uncontrolled airports instead of tower controlled airports (especially for training or proficiency flights involving multiple takeoffs and landings).

6. Use private enterprise weather sources instead of FSS.

7. In flight, don't call FSS unless you really need to, then outline your request before making the call so that you don't have to call them twice when one call would suffice.

8. Don't request a flight test with an FAA inspector, if you can use a Designated Examiner in the private sector.

9. Don't call on the services of FAA Airworthiness Inspectors or engineering staff if Designated Engineering Representatives or others in the private sector can perform the task.

You can probably think of others to add to this list. In short, each of us should think, before using any FAA services: Do I really need this? Then, if you don't need it, don't use it.

The federal government's figures attribute 26% of the FAA's budget to general aviation. By reducing our demand on the system, we reduce that number and reduce justification for charging us for services we don't really need.

It's a start.

J. Scott Hamilton
Louisville, CO



COLORADO AVIATION CALENDAR

- MAY 1 CPA MOUNTAIN FLYING COURSE, ground school at Chicago (Homewood near Lansing).
- 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. Aero Services at Centennial Airport. Program sponsored by CPA Aviation Education Committee to kindle teenage interest in aviation. Estimated 25 aircraft needed for the program. Additional volunteers needed for ground support activities. Volunteers should contact *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.*
- JUN 17-18 CAO SPRING CONFERENCE, Grand Butte Hotel, Crested Butte, CO. *Info: Kathryn Shultz 303/363-0894.*
- JUN 18 COLORADO AERONAUTICAL BOARD MEETING, Grand Butte Hotel, Crested Butte, CO. Meeting held in conjunction with CAO. Public invited. *Info: Caroline Scott 303/397-3039.*
- JUN 19 2nd ANNUAL AIRSHOW, Gunnison County Airport. *Info: JoAnn Stone 303/641-2304.*
- JUN 25-26 CPA MOUNTAIN FLYING COURSE, Centennial Airport. An intensive 2-day course to familiarize pilots with the unique requirements of mountain flying. All-day ground school at Clarion Hotel followed by dual instruction in pilot furnished aircraft into 4 mountain airports on the following day. Flight activities from Aero Services. Reasonable fee. Free tie-downs for class participants. *Info: Bill Standerfer 303/229-9442(H) or 303/679-2378(O) or Bill Marshall 303/341-4744.*

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

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

Linda "Clancy" Maloney (H) 719/475-8781 (O) 719/596-4400

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 La Fevre (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

Varita 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
- ☐ Flying Review Subscription

Add \$5.50/yr. for subscription to Flying Review

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