

CPA FLIGHT LINES

Vol. 10, No. 4

May, 1993



CPAer Carl Williams' 1929 Alexander Eaglerock over the Colorado Rockies. A second Alexander Englerock owned by Carl is the centerpiece of the "Roaring Twenties" exhibit at the Colorado History Museum in Denver. Colorado Aviation Historical Society photo.



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

PRESIDENT'S MESSAGE

by Walter Bell

Saturday, July 17, is the 17th Annual Denver-to-Jackpot Air Classic. This year we have decided to try something new to encourage participation by West Slope pilots. We are going to have two starting points: Front Range (FTG) and Grand Junction (GJT).

Contestants starting at FTG will find the procedures to be about the same as prior years. Aircraft starting at GJT will fly to Rock Springs and on to Jackpot. All the aircraft departing GJT will be grouped into one new category and while some pilots might question the fairness of doing this, keep in mind each participant is being scored against his aircraft "specs." The members of the Air Classic Committee hope their extra efforts will make for greater interest in the Air Classic and help our Association members form some new friendships.

Some other aviation events that are coming up include the Fly Market/Swap Meet at Greeley on May 29th, the Van Aire Fly-In on June 5th, and our Annual Poker Fly-In on July 4th. The Fly Market is being organized by Kevin Bunnell as a Weld county Airport Event. He is hoping that pilots will bring things to sell to this aviation garage sale. Since the selling fee is only \$5.00 you might be interested even if you have only a few unneeded items to sell. To add interest, antique cars will be on sale too. If you want to fill your hangar instead of emptying it you can browse without charge. I hope Kevin's idea is successful and becomes an annual event.

If you find something interesting at the Fly Market you will want to bring it to the Van Aire Fly-In the next week and show it off. If you don't, come to the Fly-In anyhow and catch up on all the latest aviation gossip. It is always fun to visit Van Aire for a relaxing time. I am looking forward to seeing each of you at one or more of these upcoming events.

I have no idea how many of our members use Duats; however, if you do you might be surprised to learn that the program may be cut by the FAA budget ax this fall. This would be unfortunate as Duats is just beginning to mature as a weather supplier. If you use Duats make the FAA aware of your concerns by dropping them a line. I think enough people participate in Duats that if the program is dropped the hang time for telephone briefings will increase. To put it another way, the FAA's level of service will decrease.

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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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BOARD OF DIRECTORS MEETING HIGHLIGHTS

At the April board meeting, held in the boardroom of the Denver Jet Center at Centennial Airport, President Walter Bell announced he had sent a letter to the FAA requesting that action on the proposed Academy MOA be deferred to allow more time for study and negotiation. [The FAA subsequently extended the comment period to June 15 - ED.]

Two important upcoming CPA events dominated the meeting.

Education Chairman Bill Dunn expects to have about 60 students participate in the Student Air Lift scheduled for Saturday, May 8, at Centennial Airport. Students at Columbine, Englewood, Heritage and Arapahoe High Schools have been invited to take advantage of this opportunity to become acquainted with general aviation. The ground activities will be held at Aero Services. Also there will be a tour of the Aspen Flying Club facilities.

Bill Standerfer, Chairman of the CPA Mountain Flying Committee, announced that the DOT Department of Aeronautics will sponsor costs for a mass mailing on the mountain flying course to pilots in the Chicago and Wichita areas. A similar mailing to Colorado pilots is contemplated at a later date.

The sponsorship is a one time action by the office. It replaces FAA sponsorship of mailings which was terminated last year under a policy change. It was taken under a policy objective to increase safety for out-of-state pilots flying in Colorado.

A recent article in *PRIVATE PILOT* has resulted in many inquiries being received about the course from pilots around the country.

The possible addition of a new category to the Denver-to-Jackpot Air Classic is being contemplated by Chairman Steve Harless. It would involve simultaneous

starts from Front Range Airport in the Denver area and Walker Field, Grand Junction. This will be discussed at the committee meeting of April 19. Steve announced that the room rates will be \$45 at the Horshu (across the street from Cactus Pete's) and \$55 in the Tower. The total prize money will remain the same and Cactus Pete's will provide the group with the usual cocktail party.

As an aside, Mike Baldwin toyed with the thought of flying his Stearman in the event, noting that should he do so, it would probably be the only Boeing competing.

An Ad Hoc Committee was established to develop policy for the newly created CPA Air Safety Foundation. Robert Henley, Walt Barbo, Vern Foster, Walter Bell, Gretchen Jahn and Frank Gallo will serve on this committee.

An additional Area Rep for Colorado Springs area has been appointed. She is Linda 'Clancey' Maloney. Kent Eckhart, who has served for several years as COS Area Rep, will continue in that capacity, according to Vice President Phyllis Kramer.

The recent vacancy on the Aeronautics Board, created by the resignation of Al Lopez, has been filled. Channel 4 helicopter pilot Mike Silva was appointed to fill that vacancy by the Governor. Mike is a former CPA member.

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.

JACKPOT '93

Saturday, July 17

In an effort to broaden the scope of the Denver-to-Jackpot Air Classic, and add a little more interest, a number of changes are being implemented this year, according to Steve Harless, Committee Chairman.

The most significant change will be the addition of another starting point. Walker Field in Grand Junction was selected by the Committee. This will give Western Slope entrants an opportunity to participate in the Air Classic without the necessity of coming to Denver first.

Because of the distance differential between Walker Field and Jackpot, and Front Range Airport and Jackpot, the Walker Field entrants will commence their departure a half hour behind those from Front Range Airport. All participants from Walker Field will be grouped together in a new category G for the competition. They will be required to fly direct to Rock Springs and report to Race Unicom. This is also a requirement of the starters from FRT.

Due to the addition of another starting point the event itself will now be known as the COLORADO-TO-JACKPOT

AIR CLASSIC.

Cash prizes will be awarded in each class for 1st, 2nd and 3rd place. The winner of the fuel estimate will also receive a cash prize (each aircraft is automatically entered in this contest). Be sure to read the Rules on the entry form for details.

Additionally, there will be door prizes for both pilots and passengers. The CPA Mountain Flying Committee is donating three certificates as pilot prizes which cover the fee for the mountain flying ground school and are valued at \$125 each!

The results of the Air Classic will be announced and door prizes awarded at the Cocktail Party -- compliments of Cactus Pete's -- on Saturday evening.

With these changes, Steve said that this the 17th annual Air Classic should be the most successful of all. He's looking forward to seeing lots of new faces -- as well as all the 'perennials' -- at Jackpot.

So get those entry forms in and become a part of this exciting annual pilgrimage to that oasis in the Northern Nevada desert as soon as possible.



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YOUR AREA REPS

by Phyllis Kramer
Vice President

The COS area will have the benefit of two aviation enthusiasts.

Let me introduce you first to "CLANCEY" MALONEY. Clancey has an innate interest in aviation. She is well qualified for primary and advanced flight and ground instruction for both Parts 141 and 61 flight schools, as well as SIC on Part 135 charter flights, USFS fire patrol flights, USDA photo survey flights in eight Eastern Colorado counties, and local photo missions -- ASEL/AMEL/CFI/CFII.

Clancey has served as an alternate on the Pikes Peak Area COG Regional Transportation Advisory Committee, is an active member of the Pikes Peak Chapter of The Ninety-Nines, and looks forward to being a CPA COS Area Rep.

KENT ECKHART has participated in the CPA COS Area Rep program previously. As many of you know, Kent's aviation experience is quite extensive. It includes high altitude and taildragger training endorsements -- ATP, CFIA & I, SMEL. In addition to his efforts as a CPA COS Area Representative, he is quite active with the AOPA Air Safety Foundation.

From our Longmont Area Rep, LES VON HAGEL, we learn that the Airport Master Plan is up for approval by Planning & Zoning, for the second time, and finally by the City Council. He hopes Longmont will again be a stop for the July 4th Poker Run. Les reminds us that the "Rain Check" program at the Longmont Center is still available for Colorado pilots.

GUC Area Rep, FRANK LE FEVRE, sends a special invitation to attend the Gunnison Air Show set for June 19. A great opportunity to meet Frank and enjoy an air show as well.

LARRY BARTLETT, your Pagosa Springs Area Rep, is very proud of his WACO.

And, well, he should be -- he sent a photo of this very beautiful aircraft! While he has not been able to be very active the past two years, from the sound of his upcoming schedule, that's going to change. "Sun'n Fun" with Ginnie and the Cessna 195 -- then to a couple WACO fly-ins, St. Louis and Ohio, in June. You'll be hearing more from him as the CPA Area Rep in Pagosa Springs.

At the March 17th meeting of the (Montrose) Black Canyon Pilots Assoc., the Montrose Airport Authority and Airport Operations Director were able to answer local pilot questions and answers. The MTJ VOR (a modular) is going to be updated -- they'll jack it up and move it as a part of the process. There will be crack sealing program from the CAB grant -- painting.

The Delta County Commissioners have appointed an Airport Advisory Committee. The committee had its first meeting on Thursday, March 25, with the County Commissioners. The meeting had very positive results. Delta County was awarded two separate CAB Grants -- one for Blake Field and the other for North Fork Valley.

CO AWOS FREQUENCIES & PHONES

DUR	135.175	303/247-4965
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FNL	135.075	303/669-9187
FTG	321(NDB)	303/360-5212
GUC	135.075	303/641-3240
GXY	135.175	303/352-3511
HDN	135.075	303/276-3690
TAD	135.075	719/846-3108

FSS CORNER

The "J" Word

by Bill Dunn

Where does common sense go when it's needed the most? Why do we abandon discernment and let emotions rule? The Flight Service Station is often a "window on the world" of pilot JUDGE-MENT. I see a volume of lessons I can learn in relation to my own flying from week to week as I work. Some pilot decisions and techniques I plan to adapt to my own flying. For others, not as successful, I fill out accident forms.

A few years back, I negotiated my car to work at the FSS in Oklahoma, slipping and sliding away. We had just endured the nemesis of southern winters, an "ice storm." BOY do I *miss* those! Low IFR clouds remained with areas of drizzle, and as I self-briefed on the weather, I realized there would be minimal traffic with the hazards at hand.

As I worked the "Inflight" position, I was a bit surprised to get a call from a Cherokee requesting weather for "VFR from McAlester, OK to Dallas." I provided him with some information, and following a few key comments from the pilot started working the aircraft as an emergency.

The pilot reported he was unaware of his position, under low clouds, growing structural ice. Luckily, there was enough of a signal coming from the iced-up antenna to provide Direction Finding (DF) services into McAlester, and thirty-three minutes later, the pilot confirmed his landing.

The half-inch plus coating of ice was holding on nicely to the aircraft as the pilot only stopped to "kiss the ground" on his way into the FSS. After he expressed a large amount of gratitude, he volunteered his error of "Get-home-itis" and related it had impaired his *normally* good sense. He asked where to get a motel and good meal, and uttered about

the magnitude of the lesson he had learned that day. I figured I would be reading about this in "Never Again" or something similar.

The next morning I worked the early shift, and was not too surprised to see my new "friend" come to see what the day beheld. I provided a brief, VFR flight not recommended, and summarized in a nutshell "it looks pretty much identical to what you came out of yesterday . . . not much change." He nodded with new-found experience, and asked for a flight plan form. **WHAT!** Hello? Did you say flight plan form? The local commuter turbo-props and a couple of Citations said it was bad, the whole route was low . . . am I missing something?

I made the effort to check if he canceled his flight plan with Dallas FSS. He did, but I don't plan to adapt his technique to *my* decision making process.

I guess we do learn, possibly better, from the poor decisions of others. Thankfully not all of our bad decisions end up as fatal ones, but the "J" word, judgement needs a sound basis, not an emotional one.

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

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CPA HOTLINE (303) 266-6266

"Chasing the Bell Bird"

by Frank Gallo

The aircraft pulled out on the runway, checklist complete. The pilot quickly scanned his flight and engine instruments, and gave one last glance at the yoke-mounted GPS. Pavas Tower radioed "Cleared for takeoff on 09," and the throttle was advanced. The plane began its roll down the runway, its 260 horsepower engine quickly overcoming the gently rolling, 4000 foot strip of asphalt. Beyond the runway, there was a band of rising green terrain, bordered by homes much too close on either side of the departure flight path.

Mounted on the left and right wing struts were strange looking antennas, "H" shaped and seemingly constructed in someone's garage of old automobile radio antennas, hose clamps, tape, and angle irons. Antenna leads taped to the struts entered the cabin ventilation ducts on the wings, and from there snaked into the cabin and then into a strange looking cigar box-sized electronic instrument, held in the lap of the man in the co-pilot's seat. Hunched over the box, wearing a David Clark headset and an untrimmed full beard, the man fiddled with the switches and referred to a clipboarded sheet of paper containing a printed list of frequencies. Numerous notations on the paper were handwritten in small, precise black ink characters, much as one might expect from a scientist or an engineer.

Airborne, and cleared to Coco Departure, the pilot changed to 119.6 and, once in contact, was cleared to turn to 300 degrees and climb at pilot's discretion to 12,500 feet. The two in the back seat, the lady attorney from New Mexico and me, scanned for other aircraft as we turned, and then glanced down to the valley floor below, with its patchwork of small farms, towns, rivers, and forests.

To the north and south of the east-west valley, itself at nearly 4,000 feet, the foothills rose with authority into higher mountain ranges that sheltered primary rain forests and harbored yet active volcanoes.

The pilot announced we would head towards Quepos, on the Pacific, and then towards the Panamanian border, where our quarry most likely would be found, if our electronic tracking system worked and our quarry did not manage to elude us. With only 30 minutes into the flight, all systems were "GO," the clouds only obscuring the higher mountains of the central range, and the electronic search system was checking out perfectly, though it was much too early to expect a "hit" on the target.

Dave, the pilot, could only be described as a happy-go-lucky professional, today wearing his normally huge smile, a T-shirt with environmental statements front and back, ball cap under his headset, and khaki shorts. This was not his first mission of this type by any means. George, the quiet bearded one in the right seat, sat still, intently listening for a telltale signal to come from the antennas. He moved a switch on the small electronic box from left to right, right to left, left to right, right to left, as if the quarry might be jumping from our left side to right side and back just ahead of the activation of the antenna signal.

To our left the clouds were solid over the central range, with only Mt. Chirripo at 12,500 feet poking through. To our right, only scattered clouds could be seen, hardly obscuring our view of the coastline, Quepos and the Manuel Antonio National Park, and the Osa Peninsula beyond. George suddenly straightened up, and hit pilot Dave on the shoulder. "I've got one," he said. "Turn 20 degrees

left." Dave, who had been chattering about this and that, suddenly became quiet, and everyone's attention became riveted on the chase. "Now hold your course," George ordered.

Silently George handed Linda an extra set of earphones. She put them on, and said with amazement, "I hear it! It sounds like sonar." She passed the headset to me, and I quickly slipped it on. "BLOOP.....BLOOP.....BLOOP....." the sonar-like sound was distinctive, coming through from our target in the clear. "Twenty degrees more to the left," George said, adding emphasis with his left thumb. Ten, 20, 30 seconds went by, and George said the target was on the nose, the signal strength being equal whether the switch was on the left side or the right.

Now we were very near the Panamanian border. Primary forest just to the east was giving way to small scattered slash and burn farms which increased in number as the land receded to the Pacific. But even at 12,500 feet we were not a great distance above the terrain, probably less than 5,000 feet. Without warning the signal again swung to the left of the aircraft, this time rapidly. "Left, Left," George urged, and Dave wheeled the Cessna 205 into a sharp left bank. Now we were overshooting our target, and George asked Dave to tighten up the turn, and motioned for him to descend.

We descended in a tight left spiral, and the stall warning horn burped a couple of times. "Over on that ridge," George said, and pointed at the same time. Dave straightened the Cessna out,

and headed for the ridge not more than a kilometer away. We circled the area around the ridge George had pointed to, not more than 500 feet over the ground, and George grabbed for his camera. Dave quickly wrote down the coordinates showing on the GPS.

Our quarry - - our target - - was a three-wattled bell bird anonymously only known by his frequency, 149.46. This fellow and 17 other compatriots had been fitted with transmitters, each with a discrete frequency, in an effort to track the migratory patterns of this declining species. George Powell, in the right front seat, is a biologist of many years in Costa Rica, and is credited with founding the world renown Monteverde Biological Reserve in the high rain forests of central Costa Rica.

Dave Rigsby and wife Linda are from Imbudo, New Mexico, and have flown their Cessna 205 for many years in support of environmental studies. This and other flights in Costa Rica by the Rigsby's was for Lighthawk, an environmental aviation organization based in Santa Fe, with field offices in Aspen and Seattle. Volunteer pilots provide their planes, and receive reimbursement for their fuel. The flights give government and environmental organization officials an aerial view of deforestation and pollution.

What was I doing on the flight? I just happened to bump into the Rigsby's at the Bed and Breakfast we were both staying at in San Jose, Costa Rica, and got invited along!



ANNIVERSARY SEMINAR AT GJT

by Bill Dunn

Congratulations to CPA Member Deanna Strand and **STRAND FLYING SCHOOL** for being in business for 10 Years at Walker Field in Grand Junction. CFI Martin O'Boyle and the rest of the gang arranged for a full, and I mean FULL, day of activity. The day-long safety seminar from 9 A.M. to 5 P.M. included four different topics and speakers. Then the evening provided all "rug cutters" time to show their stuff to the tunes of the "Wiggly Bobs" (sounds like a guy I took flying once). Great time - Great honor for Deanna.

CPA Members at the seminar included Phyllis Kramer, Roger and Linda Lake (new Montrose Area Reps.), and Judy Humphries, the new GJT Rep. I was also there as one of the presenters, talking about being prepared for your flight.

RENEWALS

Alex Hauzer, Lakewood
Paul Foster, Monte Vista
Barbara Fey, Littleton
John Salewski, Idaho Springs
Ernest Goldberg, Denver
Vern Foster, Aurora
Dean Baird, Canon City
Dewey Reinhard, Colo. Springs
Rudolph Bradley, Longmont
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■ Looks like the FAA Associate Administrator for Air Traffic, William H. Pollard, hadn't visited with his budget people when he wrote USPA officials that the agency had no plans to institute fees for the use of DUATS. And we are embarrassed that we reported on Pollard's statement in our last newsletter. After all, if one can't believe the FAA, who can one believe. We were so elated over the FAA position that we printed an article on use of the Flight Planner, one of the new features of DUATS.

The newsletter had no more than gone to the printer, however, when we learned the FAA did not request funding for continuance of the program next fiscal year. Cost of the program was \$50 million for a five-year contract. This worked out to an average of about \$2.50 for each transaction by pilots. By some accounts, FAA would make the service available through a 900 number. In effect, the aviation community would be burdened with one more "user fee."

As AOPA observes, general aviation pilots believe that safety-related products are one of the most important services they receive from FAA in return for the aviation taxes they pay. Charging for weather would, in essence, ask pilots to "pay twice" for government weather services.

■ Pilots who volunteer their aircraft on mercy flights got a scare the last couple of months over whether they could write off expenses as a tax deduction.

NTSB has held that compensation for hire exists where a private pilot receives reimbursement of expenses or takes a tax deduction for voluntarily carrying persons or property on flights. And the FAA referenced a few regulations and drew the same conclusion in a legal opinion dated March 8, 1993. The agency even went so far as to conclude the flights would be commercial in nature and sub-

ject to the provisions of Section 61.118, Part 121 and Part 135.

Fortunately the policy was short lived. Some cooler heads prevailed. AOPA took the lead. FAA was inundated with calls from pilots and congressional types. And the policy was reversed. So for the time being, everything is back to where it was.

■ The appointments of two new COLORADO AERONAUTICAL BOARD MEMBERS were confirmed by the State Senate in April.

MIKE SILVA is the new representative for statewide pilot associations. He replaces Al Lopez on the board. Mike is a native of the Trinidad area of Colorado, flew choppers in the military and, for the last 10 years, has flown Channel 4's chopper. He has over 16,000 hours of flight time.

LYNN LEIBOWITZ fills the "at large" position vacated by Lucille Bledsoe. She is an attorney with experience on aviation finance matters dating back to 1979. From 1985 to 1990 she worked for Denver on funding for the new Denver International Airport. She is currently in private practice as a financial consultant.

■ The Longmont aviation community has to be somewhat relieved over City Council action to table a proposal for a new residential and commercial development just west of the airport. The development would have placed housing under the final approach to R/W 11 at Vance Brand Airport.

Last year the council approved a similar development south of the airport. At the time, it looked as if any proposal, regardless of impact to the airport, would receive the council's blessing. But the current proposal would have placed aircraft on final approach to the airport as low as 400 feet over residential units.

Of interest, the FAA did not take exception to the development proposal.

■ But Longmont city officials continue

to send out mixed signals on the airport's future. In action on a proposal for an annual air show at the airport, a city staff type wrote, "A successful annual air show could create growth pressures at the airport for expansion that could be considered by some to be incompatible with other development opportunities in the Clover Basin Neighborhood, i.e. continued residential development." In plain language, the message is that future residential development has a greater priority than the airport.

So the proponent went over to Weld County Airport . . . where he was welcomed with open arms.

■ A couple of pilot jokes overheard from PENNY HAMILTON:

Little boy went up to his mother and said, "When I grow up I'm going to be a pilot." To which his mother replied, "Son, you will have to make up your mind. You can't do both." And . . .

Do you know the difference between a government bond and a pilot? The bond matures.

■ CPA member HOWARD CAMMACK isn't bothered by the high cost of flying. His solution . . . his homebuild Kit Fox which he stores in his garage and tows to nearby Centennial Airport when he wishes to fly. The wings conveniently fold back for storage and transport so it is just a matter of minutes from trailer to takeoff clearance.

Getting access to the flightline proved somewhat challenging. After all, towing one's personal aircraft onto an airport for a morning flight isn't a typical operation, particularly when the flight line is protected by security fencing. But airport manager Ed Ryan was sympathetic and authorized a gate pass.

■ In case you hadn't heard the end of the story, TONY married SUSAN. ☐

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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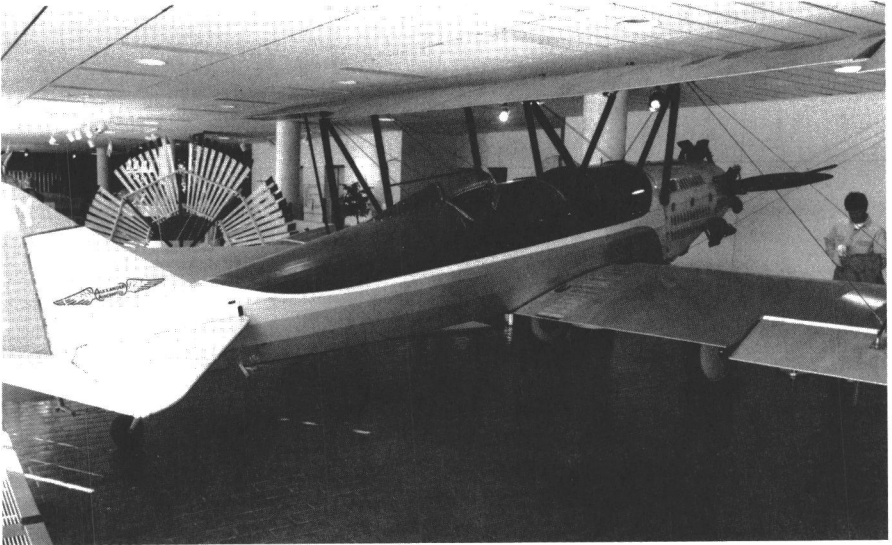
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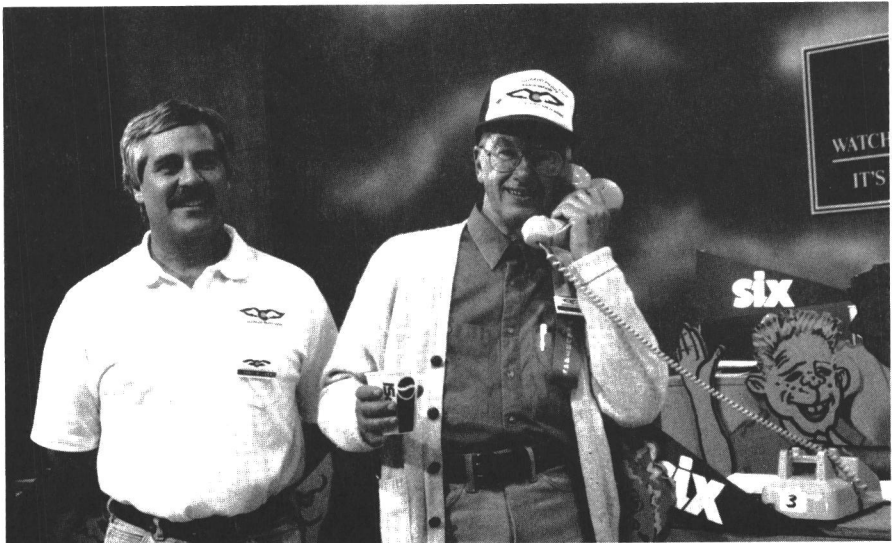
The Fly Mart

Fly a full IFR 1966 C-182 for \$40.0 an hour wet. Monthly dues \$65. Call Bill Greener 989-4654.

PHOTO GALLERY



The second Alexander Eaglerock, owned by Carl Williams of Englewood, was built in Colorado Springs in 1926. Aircraft on static display at the Colorado History Museum in Denver. Scott Hamilton photo.



CPAers Tony Miller and Walt Barbo pictured at Channel 6 on March 6 at the station's annual membership drive. CPA and the 99s joined forces for the effort again this year.

COLORADO AVIATION CALENDAR

- 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 17-18** **CAOA 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 tiedowns for class participants. *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.*
- JUN 27** **10th ANNUAL ASPEN AIR SHOW**. Pitkin County Airport. Lots of Warbirds, aerobatics, static displays. *Info: Kim Bracher 303/925-2522.*
- JUL 4** **CPA POKER FLY-IN.** One-day event. stops at five airports to pick cards for best poker hand competition, final destination Greeley Airport for awards ceremony and lunch. Participants will have opportunity to attend activities of Greeley Independence Day Stampede. *Info: Don Ross 303/670-3317(H) or 303/451-0422(O).*
- JUL 4** **BALLOON AFFAIRE**, Montrose. *Info: Pat Blackwelder 303/249-9345.*
- JUL 10** **SAN LUIS VALLEY FLY-IN BREAKFAST**, Airport to be announced. Breakfast served 7:30 a.m. to 9:30 a.m. (free to PIC). Aerobatics demonstration follows. *Info: Paul Foster 303/852-9860.*
- 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 COLORADO-TO-JACKPOT AIR CLASSIC.** Overnight at Castus Pete's. Sponsored by CPA. Depart FTG and GJT. Mandatory fly-by and/or fuel stop at Rock Springs, WY. Aircraft handicapped by manufacturer's published maximum speed. Cash prizes. Event open to all interested pilots. *Info: Steve Harless 303/659-8648(H).*

AREA REPRESENTATIVES

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Paul Foster (H) 719/852-9860

BOULDER

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

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

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

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AIR CLASSIC

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Bill Dunn (H) 303/730-3202

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

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

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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

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