

CPA FLIGHT LINES

Vol. 10, No. 5

June, 1993



CPAer Bob Doubek of Littleton poses by his Cessna 182 with two students prior to taking their flight during the Student Airlift held on May 8 at Centennial Airport. See related stories beginning on page 7.



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

PRESIDENT'S MESSAGE

by Walter Bell

Several important things have happened this month. The first is that The Colorado Flight Safety Foundation is up and running. The idea of the Foundation is to provide a vehicle to provide more safety seminars, Wings Programs and other programs (like maintenance seminars) to Colorado pilots. CPA is now doing about all it can do within our means to provide education to the pilot community. The CPA Board is hoping the Foundation will, through tax deductible donations, be able to enhance educational opportunities to Colorado pilots.

Mike Baldwin has been elected President of the Flight Safety Foundation. He will be working closely with the CPA Board so that the activities of the CPA and Foundation will complement one another. I would like to thank Mike

Baldwin, Bill Standerfer, Bill Marshall, Robert Henley and Ben Kramer for their efforts in putting this organization together.

The second item of importance is that Mike Silva has been appointed by the Governor to the Colorado Aeronautics Board. Mike will be representing our interests. Mike has a wealth of aviation knowledge, boundless energy and loads of determination. Hopefully, our interests will be well represented on the board.

On May 22 the Platte Valley Airport hosted a fly-in. Mike Baldwin and I flew over in Mike's Stearman. In 27 years of flying I haven't had the chance to fly a Stearman so it was a special day. After a few minutes of flying it is easy to see how pilots become addicted to open cockpits and round engines. One learns that anything not strapped to the airframe gets sucked out of the cockpit. This is one airplane that does not need to be vacuumed out after a trip.

We cruised along at 140 mph or so at 6000 feet very much enjoying the sites and smells from below. The Stearman is a reasonably well behaved aircraft in cruise. The controls take fairly large inputs but not a lot of force. The trip to Platte Valley took only a few minutes so it quickly became Mike's job to wrestle this mighty machine from the air to a parking

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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:

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20th of the Month

MEMBERS: PLEASE NOTE . .

THAT the mailing label on your newsletter contains the expiration date of your membership. This line is highlighted in yellow to call to your attention when your dues are payable.

Dues are \$20 for one year; \$38 for two years; or \$55 for three years. A membership renewal form is provided for your convenience inside the back cover of *FLIGHT LINES*.

This form can also be used to inform CPA Membership Records of a change of address or other pertinent information.

If you subscribe to *Flying Review* magazine, please inform them of any change of address at:

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place. The real adventure starts when the wheels hit on the ground. Mike has learned his taildragger lessons well (keep the big end in front of the small end) and we were soon stopped in front of a small crowd on the ramp. The fly-in attracted lots of vintage aircraft and some warbirds so a big part of the occasion was to check out the other arrivals.

Platte Valley is trying to reestablish itself after many years of dormancy. It may become a replacement for Aurora Airpark which has been doing a good job of serving aviation's "grass roots."

YOUR AREA REPS

by Phyllis Kramer
Vice President

Montrose, Colorado: **ROGER LAKE** will be your Area Rep for Montrose.

Roger is an Educational Administrator. He is a member of the Black Canyon Pilots Association and the local Squadron of the Civil Air Patrol. Roger is a Charter 29½ of the High Country 99s Chapter. Roger's spouse, Linda, is the treasurer for the Chapter. Both Roger and Linda are active aviation enthusiasts and participants and fly their Cessna 172 to many activities. Roger will be a great asset to the CPA Area Representative program.

Grand Junction, Colorado: **JUDY HUMPHRIES** will be your Area Rep for the Grand Junction area. Judy is a real estate appraiser and is quite familiar with Western Colorado. She uses her Cherokee 235 ("Kachina") to fly to many "job" areas.

Judy is the Vice Chairman of the High Country 99s Chapter. She is creative, thoughtful and generates interest in any aviation activity she's involved with. Her first follow-up action was to schedule with Mike Baldwin, CPA Programs Chairman, an "Airspace Reclassification Seminar" in Grand Junction for June 19. Included will be a tour of the tower for those who may be interested.

Judy has written a narrative concerning the first Wings Program held at Rangely that is included in this issue of *FLIGHT LINES*.

Unfortunately, the new Denver International Airport and E-470 may spell the end for Aurora Airpark. Judging from the crowd at the fly-in, I would say Platte Valley is well on its way to being recognized as Aurora's replacement.

FIRST WINGS PROGRAM

Rangely, Colorado

*by Judy Humphries
CPA Area Rep, Grand Junction*

Late in the afternoon of April 16, five hopeful pilots launched from Grand Junction and scouted the ridge tops from Debeque well into Utah but found no holes in the black wall of weather to Rangely. Disappointed, they landed and tied down before the rain, wind and lightning hit GJT. Beautiful skies Saturday morning provided pleasant rides to these folks and from other Western Slope departure points (the smart ones from the Front Range drove!).

The Friday night presentation by Mike Baldwin, CPA Programs Chairman, on the airspace reclassification got rave reviews. Developed by Bill Marshall, CPA Past President, the presentation is clear and thorough. Those of us who were weathered out Friday night invited Mike to come back over the mountains and he agreed, so we'll have another opportunity on June 19 at 9:00 a.m., GJT.

Saturday seminars included Mick Wilson's (FSDO/Denver) "Weather or Not" and Mike Baldwin's "Compounding Risk Factors."

Several of us have heard one or both of these before, but the instructors keep updating and adding to the material and there is always something new to learn. Most of the Wings crowd wound up at Magalino's in town for lunch, overwhelming the poor waitress while enjoying a good dose of story swapping.

Flying continued through the day Saturday and on Sunday morning until the weather started to close in at midday. Turned out we had more instructors than students, with the weather probably playing a role in that.

One of the most popular spots during the weekend was the CNCC Simulator Lab: the two single-engine and one multi-engine simulators ran all day with up to an hour of sim time accepted against the three hours of flying for Wings. A big "thank you" to Tom Humphreys (Director of Training/Aviation Tech Dept/CNCC) who was one of the busiest folks during the weekend running the sims.

A delightful surprise was an ATP who showed up as an instructor and provided very realistic right-seat role playing in the ME sim. Several of the Rangely students now studying crew coordination got a taste of the real thing flying with him. Thank you, Denton Dyke!

And many thanks to the Aero Club at Rangely for their help, planning, and especially for the transportation they graciously provided between the airport, campus and downtown! They were at our disposal the entire weekend. Thanks to the college for the use of their vans, and a special "thank you" to Mike Brennan (Program Director/Aviation Tech Dept/CNCC and CPA Area Rep for Meeker/Rangely) who made us feel so welcome!

Although we were, on the surface, disappointed with the weather and small turnout, the quality of the weekend rated very high. The pilot participants, some of whom had never attended a Wings program before, were all enthusiastic and eager for the next one to come around! Relieved from the pressures of juggling a lot of people, we had more time to visit with (and learn from) our speakers and the other participants.

BOARD OF DIRECTORS MEETING HIGHLIGHTS

Several new faces were in evidence at the May 3rd meeting of the Board of Directors held in the boardroom of the JetCenter at Centennial Airport.

President Walter Bell welcomed, in addition to the directors present, Dennis Roberts, Director, Colorado Division of Aeronautics (he's also a CPAer); and Mike Silva, who was recently appointed to the Aeronautics Board. In that position he will represent the interests of CPA. He took the opportunity to attend the meeting, get acquainted with CPA and renew his membership.

A new Co-Chairman for the July 4th Poker Fly-In was introduced. David Bland of Englewood will get his feet wet by working with Don Ross in planning this event. The destination airport will be Greeley where the Harris Aviation hangar will be available for the BBQ luncheon.

Vice President Phyllis Kramer of Hotchkiss (no, she didn't fly in; she usually drives over the mountains and lodges with son Ben and family in Aurora) has recruited two more Area Reps: Roger Lake in Montrose and Judy Humphries in Grand Junction.

Having a new Area Rep in Grand Junction is timely in that this site has been added as an additional starting point for competitors in the upcoming Air Classic which will be held on Saturday, July 17. Chairman Steve Harless indicated that planning is well under way for this the 17th anniversary of the event and that with the addition of Grand Junction the event's name will now be the COLORADO-Jackpot Air Classic.

A crowd of about 200 attended the April 9 program and tower tour at Centennial, according to Programs Chairman Mike Baldwin. Mike presented his program on the ABCs of airspace and risk management at Rangely to a rather small group due to unfavorable weather. Both Bill Marshall and Mike expect to repeat

this informative program at different locations throughout the summer such as at Front Range on June 11 and at Greeley later in June.

The Mountain Flying Course was taken on the road by Bill Standerfer to Chicago recently where 34 people attended and to Wichita for a considerably smaller group. Bill will be the presenter again this year at Oshkosh on Tuesday, August 3, 1:00 -- 2:15 p.m. in Tent 8. Look in on him should you be there.

Dennis Roberts addressed issues relating to the Division of Aeronautics including an attempt in the Legislature to eliminate a staff position in the office (it was not successful), an update on the status of the planned aeronautical chart and his plan to hold a retreat to which interested aviation representatives will be invited to discuss the grant program and exchange ideas. Two grant cycles have now been completed resulting in approximately \$2.5M being awarded to 17 airport projects in the state.

Dennis's office will facilitate disbursement of excess equipment from Stapleton Airport when that facility closes upon the opening of the new Denver International Airport in December.

The relationship of CPA and the newly created Air Safety Foundation will be addressed by a 4-member committee. This committee will have the responsibility of drafting an agreement between the two organizations with particular emphasis on a method of reimbursement to CPA for the use of its Mountain Flying Course by the Safety Foundation. It is anticipated that upon obtaining tax exempt status by the Foundation that the mountain flying course would be shifted there for purposes of tax deductibility.

The Division of Aeronautics is providing CPA with a mass mailing of a flier to Colorado pilots for the June 19 mountain



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flying course to be held at Centennial. This one-time service is being provided in the interest of aviation safety.

In other business the Board directed President Bell to forward a letter to Department of Transportation Secretary Federico Peña expressing CPA's interest in the continuation of DUATS.

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.

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"Standing-O" FROM THE STUDENTS!

by Bill Dunn
CPA Education Chairman

The STUDENT AIRLIFT was a success! Not only did the May 8th event lead students to show up for the event . . . there was 102% of the planned attendance! Many of the smiles I saw and *radical* comments I heard were those of future aviators!

It took some time, but with the assistance of a skilled interpreter I realized the words I was hearing as the students checked in from their flights, were . . . COMPLIMENTS! I know time is passing me by, but what happened to the descriptive language I once learned?

STANDING-O was relatively easy to understand, as the type of *ovation* all of you volunteer pilots and ground crews so richly deserve. The term *BAD* even is getting enough use these days to let me realize this really means good to the youth. The compliment that really threw me was when a young lady characterized Mike Baldwin as a *MONDO DUDE* . . . way to go Mike! (I understand this to be one of the higher praises for today's pilot.)

With the greatest sincerity, I extend a personal thanks to all volunteers. I learned many lessons from this event . . . primarily just how great it is to work with such generous CPA members. Much time, money, effort, and excellent advise was supporting the event throughout. Former Education Chairman Peter Luce established a solid (and much appreciated)

basis for this periodic event.

Pilots for the event included MANY repeat volunteers, and several NEW faces. Thanks again to: Austin Patten, Steve Harless, Bill Bredar, Walt Bell, Eric Zeier, Mike Baldwin, Dave Burke, Paul Staby, Bob Dubeck, Bill Marshall, Al Andersen and Bruce Hulley.

Ground help was strongly bolstered by "TEAM BARBO." Walt and Terry demonstrated their natural ability to perform multiple tasks! Many of our pilots "doubled up" with some ground functions too . . . thanks Mr. Marshall, Roger Bates, Eric Zeier.

Special contributors to this edition of the Student Airlift included Aero Services for their facility and coordination . . . Fran Shoup could have not been more accommodating.

Aspen Flying Club's Sue Osborn joined in the effort, donating one of the flights for the day, and other logistical support. Altitudes Flying Club also donated one flight and pilot to our Airlift. Centennial Airport Authority and APA ATCT were outstanding in all matters and coordination.

The high schools in participation were: Arapahoe, Evergreen, Columbine, Heritage, and Heritage Prep.

I salute all of the people involved! WAY TO GO!

CPA HOTLINE (303) 266-6266

THOUGHTS DURING A STUDENT AIRLIFT

by Mike Baldwin
Chairman, CPA Programs

On a recent Saturday in May, CPA had the honor to host a Student Airlift (our third one) at Centennial Airport.

Ostensibly, we do this to introduce young people to aviation, or maybe General Aviation, or maybe life in little airplanes.

And so we do this.

Twice for me, last year and this year. Show them over the airplane, move the surfaces, try to show what happens to the airplane when they move, give them the briefing by the FAR's. Take off, fly, go to a non-tower, back to a tower. Get them to handle the controls. All that in a maybe hurried sequence because we have two trips today.

This year, about halfway through the second trip, I had some realization of what was really happening here. First flight was happening here. Some had been in an airliner, some not, one had been in a light airplane once, the rest never.

Remember your first flight? In a light airplane?

Mine was in 1940 in a Sikorsky amphibian. I remember it and certainly some of the ones after and when we got the giant DC-3's just as war came and the windows had to be painted white. Then the tri-pacer hardly able to fly with its metal covering, but the first airplane. All the way up to the electronic 210 and back down to the manual Stearman.

All memories of first flights, all strong memories.

Up in the flight levels flying in the upper air and weather. Down at duster level in the open cockpit, able to smell the grass and feedlots and feel the cool air over the Platte river. What things looked like the first time upside down!

These are all first flights. Maybe all flights are first flights in one sense or another.

When the kids fly with us, those are real first flights. Think of the gift we give when we do that. Some like the ride, some are indifferent, some are airsick, and some -- one out of six for me -- have an experience. I certainly wish that young lady much luck in getting all the way to the airlines from here. No money to take lessons? Many ways for the determined: military, scholarships to aviation colleges, all paths to the goal. I talked to her about what flying is like for me.

Maybe a life was changed.

Fly the Student Airlift next year -- there is no higher use for your skills and your airplane.



WELCOME NEW MEMBERS

Jacobs, Bill
2201 Pearl Street, #301
Boulder, CO 80302

Jones, Larry
1348 S. Yates
Denver, CO 80219

Wolber, Sue
4330 New Bedford Drive
Fort Collins, CO 80525

■ The June 1993 issue of Avionics Review carried an editorial alerting that NARCO is no longer permitting field service of current production avionics. Source was a fax sent to avionics shops which informed that "... all current production products be returned to Narco's factory for warranty and non warranty service. Effective immediately, we (Narco) will no longer accept orders for parts that are used in current production equipment."

Avionics Review notes the new policy could have a disastrous effect on maintenance and future sales of Narco products.

■ Anyone interested in "how to" go about setting World and National Speed Records?

AOPA Central Regional Representative (and CPA member) BILL HAMILTON, and his wife Penny, set a NAA World and National Speed Record while enroute to the 1991 AOPA Expo in New Orleans. And AOPA has prepared a 20 minute VHS Tape documenting the event along with information on how to attempt a world record in conjunction with the 1993 and 1994 AOPA Expos. It is narrated by AOPA President Phil Boyer.

Any pilot group wishing to borrow a copy of the tape should contact the Hamiltons at P.O. Box 3499, Winter Park, CO 80482. No rental fee is charged. Contact Penny Hamilton at 303/887-2101 for additional information.

■ Speaking of AOPA, we notice the organization now has over 305,000 members. This is nearly half of all active pilots in the U.S.

■ The annual JOSEPH T. HALL report from the AOPA Air Safety Foundation cites weather as the top cause of serious general aviation accidents last year. Statistics were drawn from preliminary NTSB accident reports and may change somewhat following completion of formal accident investigations. But the data is

useful in looking at accident trends and sources of potential risks.

For example, for Single-Engine Fixed Gear Aircraft, weather accounted for 19.1% of the total pilot related accidents but 34.1% of fatalities in the class.

For Single-Engine Retractable Aircraft, weather accounted for 36.2% of pilot related accidents and over half (50.5%) of fatalities in the class.

And for Multi-Engine Aircraft, weather accounted for 38% of pilot related accidents and 45% of fatalities.

The report further concludes that more than 44% of all serious accidents occurring in instrument conditions involved continuance of VFR flight into bad weather.

Pilots and Flight Instructors will find the 23 page report useful in their quest to improve aviation safety. For a free copy, write: NALL REPORT, AOPA Air Safety Foundation, 421 Aviation Way, Frederick, Maryland 21701. Enclose a self-addressed stamped envelope (6" x 9") with 52-cents postage attached.

■ AMENDMENT 1 has created an unexpected impact on the DOT Division of Aeronautics airport grant-in-aid program. Several airports have found they would exceed the revenue cap under the amendment by accepting the grants.

Interesting dilemma. Airports with a need for funds ... but unable to take advantage of the grant program.

Which leaves the Division of Aeronautics in an interesting dilemma as well. Should the office not be able to disburse revenues generated in the Aviation Trust Fund, there will be those in state government who will argue the funds are not needed for aviation purposes. This will certainly be followed by concerted efforts to divert the revenues for general fund purposes.

The Division responded by creating a 100% state funded slurry seal pavement maintenance program. This has the dual advantage of temporarily removing the

Amendment 1 problem for affected communities as well as removing excess funds from the Trust Fund. Give the office credit for creativity. Good interim solution. But problems worth watching.

■ Another creative solution is under consideration for weather services at Eagle when the FSS closes in MAY, 1994. Since FAA will be funding contract weather observation services following the closure, the Aeronautical Division has asked that these monies be used to help fund the operation of an ATCT at Eagle. The interim tower operated last winter thorough the ski season was closed on April 15.

■ MIKE SILVA, one of our newest Colorado Aeronautical board members, commented at a recent CPA Board meeting that FCC enforcement of radio frequency usage in Colorado is more aggressive than any other state . . . with a higher incidence of penalties. He noted the agency has people assigned to do nothing but monitor frequencies. Couple of obvious conclusions here, one having to do with the need for pilot care and discretion in use of frequencies.

■ CPA member CHASE STOCKON, Aviation Program Manager for DRCOG, has transferred to a new position in Washington D.C. as Director of NASAO's Center of Research and Education.

■ Heard at a recent aviation symposium. Only an attorney can write 45 pages . . . and call it a brief. □

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I feel that I must respond to the letter from Scott Hamilton published in the April issue of *FLIGHT LINES*. Many of the things suggested in the letter, while possibly making us feel better at the time, seriously affect safety or serve no meaningful point.

Mr. Hamilton's suggestion not to take full advantage of VFR services is simply irresponsible. A flight plan is the single most important thing a VFR pilot can do to improve his chances of survival if he has an accident. Time and time again, we in the Civil Air Patrol have looked for traces of missing aircraft that left without benefit of either a flight plan or flight following by ATC. If the aircraft are ever found, it is usually after many unnecessarily long hours and thousands of dollars of taxpayers' money have been spent on the search. It is even more unfortunate when the crash site is located, only to find that passengers or crew survived the crash died because they weren't found in time. FAA initiates the search 30 minutes after you are overdue. Friends and family rarely call authorities until many hours or even days after someone doesn't arrive as expected.

The suggestion to call FSS only when you need to also affects safety adversely. As a mountain flying instructor, one of the things I preach to my students is to make position and pilot reports often. This improves your chances of being found if you go down and gives the rest of us a better idea of flying conditions in areas that don't have the benefit of good weather observer coverage.

Mr. Hamilton also suggests that pilots overfly TCAs and ARSAs without radio contact with ATC. This seems to be a common practice by many general aviation pilots, but I believe it to be dangerous and foolhardy. Overflying a

TCA like Denver's puts you in an area where air carrier jets are concentrated climbing and descending from the primary airport. In most cases, this is also above 10,000'MSL, so the 250 knot speed restriction is lifted. A light aircraft may find itself the target of a jet moving at over 300 knots in this area.

Other suggestions made by Mr. Hamilton serve no meaningful purpose but to further risk our being excluded completely from the ATC system. We have fought long and hard at airports around the country to keep our rights to use many tower controlled airports, paid for in part by general aviation fuel taxes. It is naive to think that just by not flying into Centennial or Colorado Springs our fees will go down. We are paying for these facilities now and will most certainly continue to pay for them in the future whether we use them or not. And exactly which uncontrolled airport would Mr. Hamilton suggest we use if our destination is Colorado Springs, San Jose, California, or dozens of other areas where the "big airport" is the only reasonable alternative?

I am saddened and angered that someone of Mr. Hamilton's reputation in the aviation community would make such comments and suggestions. Some would affect the already unflattering safety image of general aviation. Others directly affect the survivability of pilots and passengers. He says it's a start, but I think it is a start down the wrong road.

Bill Standerfer
Fort Collins, Colorado

An Open Letter to

J. Scott Hamilton, Aviation Attorney

Your letter in the spring issue of Wings West Magazine raised some interesting points. While not completely without merit, it would seem it was written from a surprisingly uninformed perspective for an aviation attorney.

You expressed the opinion that the ATC system is designed primarily for air carrier and other turbine powered aircraft. FAA directives state specifically that the ATC system is for the safe, orderly and expeditious flow of all air traffic. All flights are handled on a first come first served basis. Now, while it is true that air carriers use the ATC system more than general aviation, it is interesting to note that the safety record of the air carriers far exceeds that of general aviation. Certainly, the use of the ATC system is not the only reason for this obvious disparity, but there is definitely a connection.

As in any endeavor, to pursue excellence, find out who's doing it best and follow their example. All ATC services are provided with safety as the prime directive. To ignore these services is to decrease the pilot's margin of safety. Your specific recommendations are irresponsible at best.

1. Go VFR instead of IFR.

There are times when weather conditions do not permit VFR flight and, thus, the creation of instrument flight rules. If, however, one flew IFR only when necessary, that pilot would not have proficiency with the ATC system when it is needed most. Also, if more pilots fly VFR in MVFR conditions (or worse), rising insurance costs will certainly outweigh any potential savings. Air carriers file IFR every flight regardless of weather conditions.

2. Do not file VFR flight plans, instead, leave a chart and planned route with family or friends and call on arrival.

If you change your route and/or destination in flight, who will know? In any case, will your family and friends know what to do when you are overdue? Would they be capable of organizing a detailed search across the country? Would they know to notify Scott Air Force Base and the CAP? Or do you not want tax dollars paying for your search and rescue either? Good luck!! Even when police are notified of a missing aircraft, they call the FAA to solve the problem.

3. Do not request flight following.

The IFR traffic count is the sole reference for determining the staffing numbers and the salary grade level at each ARTCC. VFR flight following is a service provided on a workload permitting basis only. It is not part of the traffic count and is, therefore, available cost free when the controller is able.

4. Remain below FL 180, circumnavigate or overfly TCA's without establishing radio contact.

Increased fuel burn and increased flight times will result from lower altitudes and circumnavigating. This will reduce costs?

5. Use uncontrolled airports instead of tower controlled ones.

If everyone left APA and went to 01V (Aurora Airpark), do you not think the control tower would move with the traffic? Then we would have the expense of a move in addition to normal operations. Also, the FAA would have to install instrument approach systems and approach light systems at 01V. How will this save money?

6. Use private enterprise weather sources instead of FSS.

There's no such thing as a free lunch. Private weather sources will cost more since they are not taxpayer subsidized. Even "free" DUAT services are free only because of FAA subsidies. (The FAA has chosen to discontinue these subsidies and DUATS will soon cost the user also.)

7. In flight, don't call FSS unless you really need to.

This statement has little meaning as the pilot's needs are not defined. This is a matter of judgment which only comes from experience. For instance, an experienced pilot will realize that even giving a routine PIREP can hasten the SAR process as well as benefit other pilots planning to fly in the area.

8. Don't request a flight test with an FAA inspector.

Designated examiners are not authorized to perform initial CFI check rides. This is one flight test that must be accomplished by an FAA inspector. FSDO prefers that designated examiners do all other flight tests to allow FAA inspectors time for their other duties. These other duties involve the promotion of air safety, primarily among the ranks of general aviation. If a pilot certificate candidate insists on an FAA inspector, they will accommodate on a workload permitting basis, but will normally have to schedule 2-3 weeks in advance.

The FAA is, by far, the most sued agency in the federal government. Therefore, while reading the first part of your letter, I was intrigued that an attorney would be interested in saving the FAA money. Then I discovered that your recommendations promote neither

RENEWALS

Mike Myshatyn, Ft. Collins
John Kane, Littleton
Arnold Zaharia, Aurora
Harold Harris, Parker
Gary Silence, Colorado Springs
Douglas Strangfeld, Golden
Mike Silva, Aurora (rejoined)
Glen Wold, Grand Junction
John Dates, Denver
Mike Plante, Evergreen
Neil Keddington, Watkins
Charles Clemen, Erie
Martin Walker, Pueblo
Tony Miller, Longmont
Dr. Otto Senft, Longmont
Arnold Zimmerman, St. Louis
Irving Friedman, Lakewood
Sandra Clark, Sante Fe, NM
(rejoined)



cost savings nor safety. A better way to begin saving the FAA money (i.e., tax dollars) would be to put an end to the many frivolous lawsuits against it. These lawsuits cost tremendous amounts of time, money and manpower and they result in endless new regulations that frustrate the users of the system as well as the controllers.

We would all like to see the federal government reduce spending. However, I hope even the greenest student pilot can understand that compromising safety is never in their best interest.

Kevin S. Wright
CFI - FSS Specialist - Denver

COLORADO AVIATION CALENDAR

- 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 303/646-3375(H) or 303/451-0422(O); or David Bland 303/770-8304(H) or 303/322-1698(O).*
- JUL 4 **BALLOON AFFAIRE**, Montrose. *Info: Pat Blackwelder 303/249-9345.*
- JUL 10 **SAN LUIS VALLEY FLY-IN BREAKFAST**, Monte Viste Airport (closed 9:30 - 12:00). Breakfast served 7:30 a.m. to 9:30 a.m. (free to PIC). Aerobatics demonstration follows. *Info: Paul Foster 719/852-9860.*
- 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 17-18 **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).*
- JUL 24-25 **COLORADO AIR FESTIVAL**, Weld County Airport. Weekend aviation celebration/airshow. Airshow acts including wingwalkers, skydivers, gliders, hotair balloons, warbirds, classic and antique aircraft. *Info: Kevin Bunnell, Airport Manager, 303/356-9141.*
- JUL 29-
AUG 5 **41st ANNUAL EAA FLY-IN AND SPORT AVIATION CONVENTION**, Oshkosh, Wisconsin. *Reminder for those planning to attend.*
- AUG 26-29 **USPA SUMMER MEETING**, Santa Fe, NM. Picacho Plaza Hotel. *Info: Bob Worthington, USPA VP Meetings, 505/522-6785.*
- SEP 10-12 **MILE HIGH AIR DERBY**, sponsored by Colorado Chapter, Ninety Nines. *Info: Gretchen Jahn 303/721-0907(H) or 303/721-0851(O).*
- SEP 18 **HIGH COUNTRY 99s WESTERN COLORADO POKER RUN**. *Info: Judy Humphries 303/242-0261.*
- SEP ? **CPA CAMPING FLY-IN** to St. Francis, Nebraska. Probably the third weekend of September. *Info: CPA Hotline 303/266-6266.*

AREA REPRESENTATIVES

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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

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

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Randy Bailey (H) 303/223-4750

GREELEY

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

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Roger Lake (H) 303/249-8390 (O) 303/249-2944

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

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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

MEEKER/RANGELY

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

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Frank La Fevre (H) 303/641-0587 (O) 303/641-1494

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