

CPA FLIGHT LINES

Vol. 11, No. 3

March, 1994



Buena Vista Municipal Airport at the base of the Continental Divide is a frequent fly-in destination for Front Range pilots. The airport terminal houses an exceptional art gallery. And a courtesy car is available for those not wishing to walk to nearby restaurants. An excellent stop.

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

PRESIDENT'S MESSAGE

by Mike Baldwin

GRAND COUNTY AIRPORT MASTER PLAN

On February 8, CPA Board member **Bill Hamilton** and I attended a meeting of the Grand County Commissioners at Hot Sulphur Springs. Too snowy to fly, so drove over Berthoud Pass. Driving can be scenic as well, if one has to.

For five years, pilot groups such as the Friends of Granby Airport, have been trying to get a master plan approved for the two Grand County airports, Granby and Kremmling. Improvements for Granby include a new N/S runway. This time there were 38 aviation advocates present.

I read a letter, approved at our CPA Board meeting the night before, expressing support for the master plan. The only question asked of me was how many members in CPA. The answer of 450 seemed to make an impression, although 700 would have been better. In any case, after testimony by myself for CPA, CAO's **Brian Feeney**, CAB's **Travis Vallin** and **Bob Brown**, FAA's **Armando Rome** and members of the community, the Commissioners passed a motion to approve the master plan. It seemed clear to me that attendance and testimony by aviation advocates at meetings of this type exert considerable influence.

CPA is working for the pilot community.

HB 94-1182 COLORADO AVIATION MANUFACTURERS ACT

At the last Board meeting, a letter was drafted by **Marilyn Taylor** and **Bill Hamilton**, Legislative Chair and AOPA Liason, recommending that HB 94-1182 be postponed indefinitely, or at least reworded to include a 15-year Statute of Repose. This bill provided a blanket

immunization against a manufacturer for defects with no statute of repose.

CPA's position is in alignment with AOPA's stand on the national issue before the Congress. Letters were faxed and mailed the next day to Representatives **Lew Entz** (CPA member), **Bill Martin**, **Ron May**; Senators **Mike Bird**, **Tillie Bishop**, and **Bill Schroeder**.

CPA safeguarding the rights of pilots.

COLORADO AIRSPACE INITIATIVE

Airspace chair **Walt Bell**, working with VP **Phyllis Kramer**, will form a committee of **Dean Baird** and **Scott Hamilton** to try to safeguard our airspace from preemption by MOA's. The National Guard has proposed limits for its high performance jet fighters that range from no altitude limits to 500'AGL. (An F-14 at 500' is, I guess, better than at 50' but not much.) Farmers, ranchers and community groups will be involved as well. Let's wish them success, as the MOA's could severely limit our use of the airspace.

CPA at work.

THE LOWRY HERITAGE MUSEUM FOUNDATION

At a meeting of **Airpower West** recently, there was discussion of the development of the new aviation museum. It seems that the Foundation has met its financial goals, and we will have an aviation museum in the area.

Congratulations to those involved.

EAGLE COUNTY WINS AND LOSES

According to the Denver Post, Eagle County Airport will get a fulltime tower and FSS. A positive step for aviation on the West side. The down side is that the

FSS employees will not get their cat to control mice . . .

1994 ROCKY MOUNTAIN AIR FAIR

According to Air Fair Director **Walt Barbo**, the 1994 Air Fair will be held at Currigan Hall on October 1-2. There will be over 100 exhibitors, many pilot seminars, the children's Fantasy of Flight program, and keynote speakers. Gordon Baxter and Kas Thomas have accepted invitations to speak. Many CPA members are involved in this all-volunteer project for the good of General Aviation.

CPA MOUNTAIN FLYING COURSE

Mountain Flying Chair **Bill Marshall** indicates that the well-known ground

school is planned for this summer.

Late-breaking news: there is a possibility of a fund grant from a sponsor to finance the course, which has had trouble since losing FAA's support with promotional mailing. If you have not already done so, please take advantage of this fine training essential to safe flying in the mountains.

CPA BOARD MEETINGS

A reminder that Board Meetings are open to all interested members, and are held at the Stapleton Plaza Hotel on first Monday of each month at 6:30 p.m. with the exception of those first Mondays that are holidays, in which case the Board meets the second Monday.

LEGISLATIVE COFFEE

Wednesday, April 6
7:30 a.m. - 9:30 a.m.

STATE CAPITOL

Cosponsored by CPA and CAO A

COME MEET YOUR LEGISLATORS

Info: Marilyn Taylor, CPA Legislative Chair
303/659-7265 or CPA Hotline 303/266-6266

Is Your Airport Safe From ENCROACHMENT?

by Bill Hamilton

Did you know Colorado has a law directing local zoning authorities to protect their airports from encroachment?

Do you know if your local zoning authority has taken appropriate action?
Here's the law:

"28-6-112. Safe operating areas around airports -- establishment.

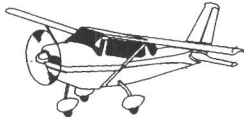
(1) The general assembly hereby declares commercial service airports, public airports, reliever airports, as defined in 49 U.S.C. sec. 2202, and the land areas surrounding such airports as defined in

14 C.F.R. part 77 to be a matter of state interest as provided in articles 65 and 65.1 of title 24 C.R.S.

(2) Governmental entities with zoning and building permit authority shall adopt and enforce, at a minimum, rules and regulations to protect the land areas defined in 14 C.F.R. part 77."

As pilots and citizens, CPA members have an important stake in protecting local airports from encroachment and eventual shutdown.

Is your airport protected?



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■ **PILOT ALERT!** Night landings at Gunnison County Airport can be expensive . . . even if made by prior arrangement . . . thanks to a policy which discourages night landings at the airport. The policy appears to stem from a local concern about safety of night operations at the airport.

A not-so-subtle alert appears in the airport remarks section of the NOAA Airport/Facility Directory. It reads:

"Attended daltg hours. Airport CLOSED 0530-1300Z. Rwy 17-35 CLOSED Dec-May. CLOSED to unscheduled operations with more than 30 passenger seats except PPR. Call arpt manager 303/641-2304. High terrain all quadrants. Arpt night ops and MRL Rwy 06-24 avbl by prior arrangements only. For details call 303/641-0526/0678. ACTIVATE rotating bcn, MRL Rwy 06-24, PAPI Rwy 06 and MALSR Rwy 06, REIL Rwy 24—CTAF."

In plain language (verified by a call to the airport), the airport is open until 10:30 p.m. at night, but lights are turned on only by prior arrangement and only after signing a "liability waiver." This, of course, requires a stop at the airport during daylight hours, sitting through a safety briefing, and signing the waiver. The night landing fee (described as a service fee for turning on the lights) is \$30. And no landings are permitted after 10:30 p.m.

Anyone landing without prior arrangement and waiver is subject to a civil penalty. An airport spokesman said this could be as much as \$300, depending on discretion of the county court.

Concessions are made for emergency situations. The spokesman noted, as an example, that a Cessna 421 with an engine out recently made an emergency night landing at the airport . . . and there was no penalty.

Could Gunnison be another location, like Aspen . . . where local airport officials feel it necessary to protect us from ourselves? The only difference appears to be that Gunnison is doing with fees and inconvenience what Aspen is doing with curfews.

■ The "PEOPLE OF THE CITY OF BOULDER" lost one to the "PEOPLE OF THE STATE OF COLORADO" on February 14 when the State of Colorado Supreme Court reversed lower court rulings which prohibited commercial sign towing by aircraft over Boulder.

It was a significant case in which Banner Advertizing, Inc. was charged on two separate occasions with violating a city ordinance which banned such flights. Both times the Boulder Municipal Court found Banner guilty of violating the ordinance and ordered Banner to pay a fine. The cases were appealed to the District Court on the basis that federal law preempts local law on use of airspace. But the district court affirmed the lower court, ruling that federal law does not preempt the Boulder city ordinance.

In reversing the district court decision, the Colorado Supreme Court stated:

"We hold that the Boulder ordinance prohibiting an aircraft's towing of a banner in navigable airspace is preempted by the Federal Aviation Act and its accompanying regulations. Although the federal statute does not explicitly preempt the local ordinance, it is clear that Congress impliedly intended to monopolize the field of regulating banner towing by aircraft. In addition, the Boulder ordinance conflicts with the purposes and objectives of the federal legislation and regulations."

"The judgement of the district court is reversed, and we hold that the Boulder city ordinance is not enforceable."

Aviation Attorney J. Scott Hamilton of Louisville, Colorado was attorney for Banner Advertizing, Inc. in this precedence setting case. Scott is an active member of CPA and currently flies a Luscombe 8A which he bases at Jeffco Airport.

■ Front Range Airport's new manager, DENNIS HEAP, and his Airport Authority held a reception at the airport on Saturday, February 19 to let the aviation community know the airport was well and had a future.

Thanks to efforts of the TCA Ad-hoc Committee, the new Denver Class "B" Airspace over the airport has a 7,000 ft. floor such that operations can be handled outside of controlled airspace. Though not as convenient as before DIA, there is no indication that the change will cause owners to relocate their aircraft to other airports.

Dennis Heap briefed there is \$45.9 million of public investment in the airport (includes \$29.9 million FAA and \$16 million Adams County). It is an investment the county has no intent of walking away from.

Hopes for the future continue to include a major air cargo center. But the airport authority is realistic enough to recognize that the FAA would have to renew its commitment to fund approximately \$30 million in added airport improvements. And that this may not be a reasonable expectation while DOT Secretary Peña is

in power.

But time takes care of everything, including political leadership. In the interim, expect Front Range to sit it out. Don't expect major changes any time soon.

■ CPA member MIKE SILVA was appointed to a new 4-year term on the Colorado Aeronautical Board at a Senate Confirmation Hearing on February 22nd. Mike represents pilot interests on the seven-member board.

■ EAA AIR RACE FROM BJC TO OSHKOSH. Departure point of The Third Annual Great Cross Country Flying Race has been changed from Palm Springs to Jeffco Airport according to organizers of the event. The change was made to avoid conducting a race over mountainous terrain.

Departure will be on July 25, three days prior to start of the EAA Fly-in Convention, and destination will be Oshkosh's Wittman Field. The race will be open to all types of aircraft, including production aircraft. At least 40 aircraft are expected to compete.

Anyone with an interest in competing should contact Aircraft Spruce & Specialty in Fullerton, California at 800-824-1930.

■ Speaking of air races, expect the 18th Annual Colorado-to-Jackpot Air Classic (scheduled for Saturday, July 16) to depart from Greeley this year instead of Front Range Airport. The new DIA Class "B" Airspace influenced the change. □

CPA HOTLINE (303) 266-6266

YOUR AREA REPS

by Phyllis Kramer
Vice President

JOIN ME IN WELCOMING THREE NEW AREA REPRESENTATIVES. THEY ARE:

MARY ANN SENFT, LONGMONT

Mary Ann Senft is a member of CPA, AOPA, the Colorado Chapter of 99s, and EAA Chapter 648.

Mary Ann's aviation experience includes activities as Vice Chair of the Longmont Airport Advisory Board. She and spouse, Dr. Otto Senft, are busy building a very special "project" --- a Lancair IV-P. It is pressured, will cruise at 350 mph, at 24,000'. They have completed the horizontal stabilizer, the elevators and the trim tab, with the right wing nearing completion.

JOE BIRKINBINE, STEAMBOAT SPRINGS

Joe Birkinbine is a CFII. His ratings include those of Multi Engine instructor and ATP. He also publishes a monthly newsletter to local pilots. Joe is, no doubt, one of the reasons the private plane usage at the Steamboat Springs Airport increased 40% in 1993. He is genuinely interested in upgrading and increasing not only the volume but quality of general aviation. Joe would like to see more general aviation pilot aids made available to all Colorado pilots.

PAUL HOFFMAN, RIFLE, GARFIELD COUNTY REGIONAL AIRPORT

Paul Hoffman has been the owner of Corporate Aircraft Services for 15 years, including the last 10 years at Rifle.

He is a CFII, with an ATP rating, and a certified Multi Engine instructor. Paul's interests and flight experience include WWII aircraft, and he specializes in tail-wheel instruction and mountain flying training.

MIKE MANN, WALSENBURG

The local pilots' monthly meeting is generally held the first Sunday of each

month at the Johnson Field Pilots' Lounge.

How about flying in and saying "hello!"

MARY ANN SENFT, LONGMONT

With the opening of DIA, Longmont will have two instrument approaches commissioned --- a circling VOR approach and an RNAV approach --- local pilots are both happy and excited.

ROGER LAKE, MONTROSE REGIONAL AIRPORT

Surveying in progress for Microwave Landing System on new Runway 35. New fuel truck for jet fuel is ordered. Talk, Look, Listen crossing Runways 13/31 at taxiway B-3 to go to and from Runways 17/35.

Denver Center can be reached direct on the ground at MTJ on 125.35.

Crack and seal coat work on Runways 13/31 will be completed early in the spring.

MIKE BRENNAN, RANGELY/MEEKER

The Rangely Colorado Northern Community College (CNCC) is now a designated DRAKE Computer Testing Center. CNC is certified to give all the FAA written tests for both pilots and mechanics, and will very shortly be able to administer FCC tests. Scheduling is done through DRAKE at 1/800/FLY-FAST (359-3278). Testing is done at Rangely Airport.

RON LEWARK, KREMMLING/SUMMIT COUNTY

Grand County has a new Airport Manager for the Kremmling and Granby Airports. He welcomes you to stop in and visit and say "Hi!" His office is at the Kremmling Airport. Stop in for a visit with Joe Roberts. His phone number is 303/724-9428. Ron says while he hasn't had much time for flying, he did include in his schedule attendance at the C-180/

185 Club February Laughlin, NV Fly-In.

BEVERLY CAMERON, TRI-COUNTY

The Tri-County Pilots Association meetings are held quarterly --- March, June, September, December --- at Tri-County Airport (48V). Contact Bev at 303/665-6352 for details. A great opportunity to meet some more people who are also interested in something you enjoy: flying, airplanes, hangar flying!

Or, on the other hand, if food is something you also enjoy, try Tri-County on weekends (on-going). Crosswind Aviation sponsors BBQ lunches (hamburgers) for donations (including chips & condiments) --- just fly in or show up! What an opportunity to meet more "friendly aviation folk!"

DEAN BAIRD, CANON CITY, FREEMONT COUNTY

A citizens' meeting was held at Westcliffe the evening of February 2nd with respect to the CANG CIA. Representative of the ANG of Andrews Air Force Base was in attendance. The CANG CIA would involve other ANG units.

Some discussion involving some 6500 sorties per year. The matter is still open to written comments. In the meantime, a Colorado Airspace Initiative Steering Committee is being set up through the Pueblo District offices of Scott McInnis. It would be chaired, as it now stands, by Steve Arveschoug, the Pueblo District Director for Scott McInnis. All various interests through the avenue of a "Work Group" would be solicited for input.

My special thanks to all of you for your valuable input for the Area Rep newsletters, *FLIGHT LINES*, and the 1994 General Aviation Calendar.

WELCOME NEW MEMBERS

Birkinbine, Joe
Box 770731
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Ft. Collins, CO 80538

Dickey, Larry
2010 Road 60
Goodland, KS 67735

Gowthrop, Janna
9492 E. Pioneer Drive
Parker, CO 80134

Klohe, Ivon F.
130 Green Mountain Drive
Loveland, CO 80537-9720

Trujillo, Joe E.
125 River Lane
Cuchara, CO

Van Dalsem, Robert R.
3508 Glade Road
Loveland, CO 80538-9474

Weisner, Pat
23 Red Tail
Highlands Ranch, CO 80126

RENEWALS

Frank Gallo, Aurora
Lyn Dague, Denver
Daniel Medved, Pueblo
John Mitchell, Ft. Collins
Wayne Fry, Lakewood
Kay Foster, Aurora
Ann Henley, Denver
Robert Henley, Denver
David King, Lakewood

BETWEEN TAKEOFFS AND LANDINGS

Stories from our Members . . .

I once carried not an unusual person but an unusual GROUP of people: a wedding party. No, I wasn't just taking them to some lovely secluded airport for their wedding; they wanted to be married in the air, in my plane. At first I thought they might want me, as the owner and pilot, to marry them; just as the captain of a ship is sometimes asked. Fortunately, they brought their own minister with them who may have been chosen because of his past experience of marrying while parachuting.

The bride's sister and parents were present as well as the groom's best man, and lots of balloons, beer and pretzels. It was a merry occasion, and the happiness was infectious. I even greased the landing.

What is the estimated flight time for a wedding, you ask? Takeoff to landing, just under an hour! (But with better planing we can beat that.)

--- Peter Paul Luce, Englewood

You know you have learned to live successfully with an aviator when you understand IFR doesn't mean I Feel Romantic.

--- Penny Hamilton, Granby

I lost a very good friend in August 1985--my Cessna 120--she was the "Broom." Had been taking some instrument training in the 250 Comanche, transitioning back and forth. Had flown the "Broom" consistently--even in some interesting wind conditions--to Front Range for display at an air show and back to Jeffco, to Cheyenne for breakfast, to Hugo to visit my parents.

But this day, after doing some VOR practice, the "Broom" and I went to TriCounty to pick up some fuel. I've gone over and over what happened . . . what went wrong . . . oh, yes, the NTSB have their ideas . . . and I have my own "gut" feelings about it.

On landing rollout at Tri-County, just before the taxi turnoff to the ramp, my friend and I went over on our back . . .

It happened in very slow motion, desperately trying to think what I could do to stop it but there was nothing then I could do. I always wear a tight seat belt, and before losing it, made certain everything was shut off.

My next thought, after carefully releasing the belt, was how was I going to get out without hurting the wing! The fabric wing that we had just recently recovered . . . the "new" engine that had recently been installed.

As I slowly crawled out, Tom Pierce came running out, calling my name. He helped me up and held me, while I wept about losing my dear friend.

My husband, Ben, who was a very caring and understanding person, helped me through this experience. (Those of you who knew Ben also know he put a lot of work and time in keeping the "Broom" in top notch shape for me!) Our son, Ben P., was also there for me. And, there was another wonderful person, who called me and provided me with her support--Bev Cameron. She was offered a friend's Cessna 140 for me to use for the required FAA check ride. She worked with me, to help me regain my confidence.

Then, came the day for the check ride with the FAA. Yes, that was another interesting experience! Yes, it was a dreary blustery day at Jeffco. The weather and wind were moving in--and, yes, I did it!

--- Phyllis Kramer, Hotchkiss

The Day My Friend Lost a Good Friend . . .

I don't know of anyone who has had more disasters on check rides that I have had. I think I could write a book about them. It always seemed to be the weather, try again; the airplane, try again; log book entry errors, try again; CFI errors, try again or me, try again.

One of my assets is my persistence. It has taken me through private, instrument, commercial and CFI certificates over the past nine years. I just recently found out that other pilots-to-be also have had their "ups and downs."

At a recent meeting of the CPA Board, Phyllis Kramer confessed to getting her Cessna 120 upside down at Tri-County Airport on August 17, 1985. On August 17, 1985 I was taking my private check ride. My fourth private check ride. I had tried to take it the week before out of Longmont but my CFI had made an error in my log book. After correcting the error I was ready to try again.

The designated examiner could not return to Longmont because he had an appointment at Jeffco Airport. So, I would have to fly from there. I hated the place. As a student pilot it had always intimidated me.

My Designated Examiner, Bill Bacon, and I took off from the Jeffco Airport early in the morning.

He had me do some air work and all was going surprisingly well. At least surprising to me. Bill next instructed me to go to Tri-County Airport for some takeoffs and landings. Things were going so well I even began to feel confident. I might make it this time.

"Surely things will not be intimidating at little ol' Tri-County," I thought.

Wrong! On downwind, Unicom started yelling at all aircraft in the pattern or approaching Tri-County not to land. There was an aircraft upside down in the middle of the runway. A "crashed" airplane.

Thanks a lot, Phyllis! Yes, it was her Cessna 120.

That was not exactly what I, the student pilot, needed that day. What confidence I had "crashed" when I saw an airplane, like mine, upside down on my runway.

I was not to know it was Phyllis Kramer for another nine years.

No more could be done at Tri-County, so back to my least favorite airport at Jeffco, darn it --and yes, I did pass that day.

--- Bill Marshall, Aurora

I was cruising in severe clear in the high twenties, and of course monitoring Center. Imagine my surprise to hear another pilot ask Center for flight following and report he was VFR at Flight Level 220. There was a long pause during which the only audible sound was the wheels turning in the controller's head. The pilot was given a lower altitude and a telephone number to call after landing . . .

--- Peter Paul Luce, Englewood

Living with a pilot you experience ups and downs.

--- Penny Hamilton, Granby

Category Names . . .

Several years ago, a small aviation organization was designing a fund-raising campaign wherein the donors would be categorized according to the size of their donations. The larger donors would, appropriately, be called "Eagles;" mid-size donors would be called "Hawks;" and the smallest donors would be called . . . "Turkeys."

--- Anonymous

Recently stopped for fuel at Flower Aviation in Pueblo. I was disappointed to note they no longer have those cute little line persons to wave you in. (You remember the line persons they had who were designed to appeal to those AWFUL mail chauvinistic pilots.)

Well, I am glad to report they are still maintaining the tradition of giving two steaks to each pilot who purchases 100 gallons of fuel. But, like everything today, it has gotten more complicated.

You have to choose the KIND of steak: beef, buffalo, antelope, mountain lion, rattle snake, or alligator.

--- Peter Paul Luce, Englewood

A Coat For a Life . . .

A friend and I were looking at a photo of a "A-20" World War II bomber on the cover of an aviation magazine. He told me that one of those had almost killed him on the ground. Naturally, I couldn't resist asking how. And on the ground?

The bomber was on an old deserted field and he had to deliver it to a new owner. He knew it was in good condition and had been flown recently. However, he had been warned that the started on the LEFT engine was erratic and sometimes would not start the big round recip with its 14-foot prop.

After a careful preflight he climbed aboard and just barely managed to get the left engine started. Then he noticed that he had forgotten to pull the chocks.

He knew there was no one to call on the radio to pull the chocks for him. He did not dare shut down the engine. So he carefully set the parking brake, climbed out, and pulled the chocks himself while the left engine idled smoothly. He had left the canopy open so he could easily get back in after climbing over the left wing.

The weather was windy and rainy and he was wearing a trench coat. Just as he reached the cockpit, the prop tips of the left engine were taking bites out of his raincoat. He held firmly to the edge of the cockpit with his right hand while the prop kept chewing more and more. Finally, he was able to jump into the cockpit and safety. All that was left of his raincoat was the right sleeve!

--- Peter Paul Luce, Englewood

Members: Do you have a personal aviation-related story/experience that you would like to share with your flying brethren? If so, please send to *FLIGHT LINES* for publication. We would like to have it from you no later than the 20th of the month in order to be included in the succeeding month's newsletter.

LET'S HEAR FROM YOU ALL Editor

MARKETING GENERAL AVIATION THROUGH MEMBERSHIP IN CPA

*By Alice Borodkin
Membership Chair*

Preaching to the choir! That's us. Pilots are famous for "hangar talk" when it comes to discussing issues that may directly affect our ability to fly in this or any other State in the country.

We need to speak out to the public-at-large, to teachers and educators, to those organized and vocal opponents of airports, to county commissioners, to legislators and to any entity that seeks to threaten aviation in the State of Colorado.

CPA is the pilot's voice in Colorado. By supporting CPA efforts and speaking with one voice, we stop preaching to the choir and sing out to the public. Not with raised fists and emotion, but with sound facts and figures about what aviation contributes to the local economy, and what general aviation truly stands for.

When was the last time you reviewed CPA objectives? I've taken some editorial liberties here to make a point!

- **PROMOTE THE GROWTH OF GENERAL AVIATION IN COLORADO**

Support aviation education programs as a means of providing understanding, support, and advancement of aviation interests.

Provide leadership and support efforts of others in removing barriers to the effective growth and economic health of aviation.

Give recognition to activities and accomplishments in aviation through actions such as awards, letters of recognition or appreciation, and publicize those events.

Support the efforts AOPA, USPA and other aviation groups to foster growth of aviation.

Support state aviation historical organizations in preserving the record of aviation in Colorado.

Promote legislation favorable to the growth of general aviation at the state, federal, and local level.

Encourage the construction and improvement of air facilities in the state.

These objectives provide CPA with a foundation to carry out a program that will educate and encourage aviation in the State of Colorado. We need your support.



COLORADO AVIATION CALENDAR

- MAR 19 CPA/AIR POWER WEST POT LUCK, Dick Jone's Hangar, Centennial Airport. 11:30 a.m. Fly in or drive in for picnic lunch & hangar talk. Info: Shari Jones 303/771-8631.
- MAR 27 PLATTE VALLEY AIRPORT PALM SUNDAY FLY-IN. Service by Dr. Phil Card. Pancake breakfast & BBQ lunch. Info: Marilyn Taylor 303/659-7265.
- MAR 29-30 FANTASY OF FLIGHT PROGRAM, Sterling, Colorado. Program to encourage student interest in aviation. Sponsored by Fantasy of Flight Foundation and CDOT Division of Aviation. Info: Jeff Graves 303/840-0745.
- APR 6 LEGISLATIVE COFFEE at State Capitol, 7:30 - 9:30 a.m.. Sponsored by CPA and the Colorado Airport Operators Association. Info: Marilyn Taylor 303/659-7265 or CPA Hotline 303/266-6266.
- APR 8-10 COLORADO FLYING FARMERS & RANCHERS CONVENTION, Sterling, CO.
- APR 10-16 20th ANNUAL EAA SUN'N FUN FLY-IN AND INTERNATIONAL CONVENTION, Lakeland, Florida. A reminder for those planning to attend.
- APR 21 CPA STUDENT AIRLIFT, Grand Junction area; opportunity for pilots to familiarize students with general aviation. Info: Roger Bates 303/988-0207.
- APR 23-24 CPA FLY-IN TO PIONEER VILLAGE, Minden, Nebraska. Info: Robert or Carolyn Doubek 303/771-8148.
- APR 26-27 FANTASY OF FLIGHT PROGRAM, Grand Junction, Colorado. Program to encourage student interest in aviation. Sponsored by Fantasy of Flight Foundation & CDOT Division of Aviation. Info: Jeff Graves 303/840-0745.

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FLIGHT LINES Editor**

ADDITIONAL INFO/INTERVIEW: TERRY 303/367-0670

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