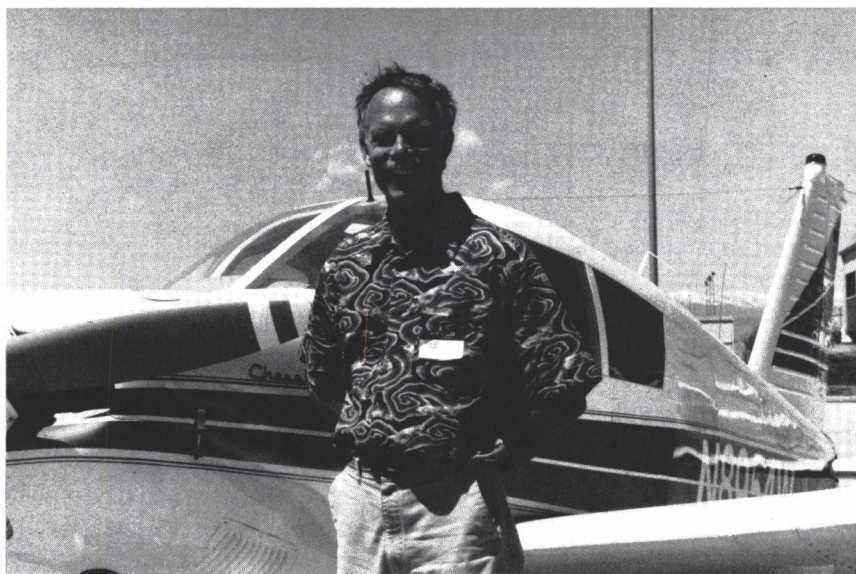


CPA FLIGHT LINES

Vol. 11, No. 6

June 1994



Roger Bates of Littleton is the Chairman of the CPA Education Committee. Photo was taken at the student airlift he organized at Centennial Airport on May 21.

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

President's Message

by Mike Baldwin

TOWER/PILOT INCIDENTS

An update on last month's ATC incident: ATC's representative Tower Manager asks that pilots discuss any incidents involving ATC operations at an airport directly with the Tower Manager. Managers cannot make improvements without direct feedback from pilots themselves. It is also requested that the NASA ASRS form be filed whenever an incident occurs.

AIRPORT NOISE COMPLAINT STRATEGY

An interesting twist on the Airport Noise Complaint issue: In California, whenever real estate changes hands, the seller is required by statute to disclose any adverse items that might impact the value of the property. If the seller has made complaints about airport noise, those must be disclosed. As reported in the Cessna Owners Organization newsletter, areas where this concept was publicized have ceased to receive airport noise complaints...

A BAD WEEK IN COLORADO

Between Saturdays May 7 and 14, four people were lost in two accidents involving sport aircraft, one homebuilt and one antique. My condolences and sympathy go out to the families. Although only one of the pilots was known to me, there is a bond among all fliers, and these accidents are hard to take. Both accidents may have involved aerobatics. It is not only our

mountainous terrain and sometimes severe weather that are trouble for pilots, nor is it just the out-of-Staters in the mountains. It is sometimes our own joy and exuberance that get us into trouble. Summer's here - please be careful.

A GREAT FLY-IN

CPA Director **Marilyn Taylor** operates Platte Valley Airpark (18V) near Fort Lupton, and had great weather for the Spring Fly-In. There were homebuilts, antiques, warbirds, barbecue, and a hangar dance. Four old biplanes flew a formation, and it was a good time at a grass-roots airport and great way to spend a Saturday. Platte Valley's next fly-in is August 20, 1994. Watch the CPA Calendar. Thanks for a good time, Marilyn.

CPA MOUNTAIN FLYING COURSE

Nearly 30 CPA members enrolled in the Mountain Flying Course held at Centennial May 7. Under the direction of Chairman Bill Marshall, this course has achieved National recognition, and it is certainly the best aviation seminar I have ever attended. Thanks and congratulations to Bill, Vern Foster, Bill Brand and Robert Henley for a great job.

GRAND JUNCTION STUDENT AIRLIFT

The first annual CPA Student Airlift was held at Walker Field on Saturday, May 14. Seven students from Grand Junction High School rode with us and got an introduction to General Aviation. As a group they were enthusiastic and had a great experience. The weather was absolutely wonderful, the air smooth as silk, which was a big help. Two that I know made future career choices. I was fortunate to get over the hill for this and fly **Janelle Rinderly**, whose reaction was that "whatever she does in life it will involve aviation." Janelle had never been in any airplane before. Pilots were **Charles Carstensen, Joe and Betsy Birkenbine, Don Rodewald, Steve Bottom**, myself, and **John Campos** in a Bell Jetranger. Seven interested students, five airplanes, a helicopter, and ideal weather made for one of the nicest flying days ever. Education Chairman **Roger Bates** was held up by weather over the hills, but ground support was provided by West Star Aviation, Area Rep **Judy Humphries**, CPA VP **Phyllis Kramer**, and **Dan Rohde** from Liberal Kansas.

Two TV stations and two newspapers covered the event and published articles that showed CPA and GA in a very favorable light. Nearly all of the pilots and ground supporters are CPA Area Representatives. The Education Committee could not have pulled this off without Phyllis's program and the enthusiasm of Judy and the area reps. Next week we get to do it all again at Centennial's Denver Jet Center East.

MEMBERSHIP CONTINUES TO INCREASE

Last month we stood at 460. Last count was 472, which may be our highest ever. Now AOPA has over 7,000 in Colorado; if we had just 10% of those pilots as CPA members we would be strong indeed.

Terry Barbo, membership records chair, has just sent out nearly 500 applications, together with a copy of **FLIGHT LINES** and a letter, to Centennial Airport tenants. Our thanks to Terry for her tireless efforts, and to **Don Crandall**, APA Airport Manager for providing the mailing list.

CPA HOTLINE (303) 266-6266

Secretary Peña: Larger Stage, Greater Folly

By William A. Hamilton, Ph.D.

The notion of needing some sort of system for air traffic control (ATC) probably began one day at Kitty Hawk when Orville turned to Wilbur and said, "Let's build another one."

Actually, little thought was given to air traffic control until 1956 when two airliners managed to run into each other over the Grand Canyon. Congress immediately set about the creation of a fledgling ATC system that has grown into today's border-to-border, coast-to-coast coverage.

Now, Department of Transportation Secretary Federico Peña has decided the world's safest ATC system is not good enough because the FAA takes too long to acquire more modern equipment. Recently, while waving a vacuum tube as the symbol of outdated FAA technology, Secretary Peña told a Washington press conference that turning ATC over to a government corporation would somehow modernize the FAA. Be advised: the US Postal Service and Amtrak are run by government corporations.

Either by ignorance or deceit, Mr. Peña also told those assembled the current ATC system is funded by money derived from general tax revenues. Flat wrong.

Seventy-five percent of FAA funding comes from user taxes and fees in the form of ticket taxes and taxes on aviation fuels. Actually, the non-flying public only contributes 25 percent of what it takes to enjoy the indirect benefits of the world's greatest air transport system.

For example, grandma may never have flown nor ever will fly on any kind of aircraft, but if her grandchildren fly to visit her, her joy is an indirect benefit received from a system for which she, through income taxes, has paid a pittance.

The assembled media, as usual, failed to nail Mr. Peña on several obvious "misstatements." Then, Mr. Peña went on to imply the general aviation user groups on hand for his big announcement were there in a show of support for his nutty idea. Flat wrong. The nation's largest general aviation user group was busy passing out press releases explaining their opposition to turning ATC over to a government corporation. Moreover, the Airline Pilots Association opposes the Peña plan as well.

Support for Mr. Peña's ATC proposal is so thin only Big Labor and two Congresspersons facing tight elections and needing the votes of Big Labor were at his side. The air traffic controllers' union hopes to regain the kind of control over the ATC system it enjoyed prior to being fired by President Reagan for conducting an illegal strike.

But Mr. Peña's support for more air traffic control runs contra to future technology. With the advent of satellite surveillance of every aircraft that leaves the ground, it will be possible to manage en route air traffic "by exception." In short, only if two aircraft begin to get too close would ATC call them with collision avoidance instructions. Moreover, relatively inexpensive

on-board collision avoidance systems enable air crews themselves to be instantly aware of approaching aircraft.

Of course, positive ATC will be needed near busy airports to insure aircraft separation and for landing and take-off sequencing. But future technology will allow the virtual deconstruction of the existing system of positive en route control of air carriers' flights.

That Secretary Peña is headed in the wrong direction with an unneeded solution to a system that "ain't broke" and can be easily fixed with some better executive orders and more congressional attention should not come as a surprise.

Secretary Peña, when he was the mayor of Denver, was the author of the new Denver International Airport (DIA) which was supposed to cost \$2 billion but now will cost \$3.2 billion and is so plagued with design problems no one can predict when it will open.

For this outrageous expenditure, Denver will get a new airport that, on opening day, will have fewer runways and fewer airline gates than the existing airport.

So, just think when Mr. Peña could do to an entire nation's air traffic system.

Bill Hamilton is an instrument-rated private pilot. He is past chairman of the Nebraska Aeronautics Commission, past chairman of the Nebraska Airline Commission, current board member of the Colorado Pilots Association, Colorado Airport Operators Association and several other aviation-related organizations.

Listed below are the rates for placing paid advertisements in *FLIGHT LINES*.

RATES:

1 full page	\$ 60.00
1/2 page	\$30.00
1/4 page	\$ 20.00
Business Card Size	\$ 15.00
<u>Fliers:</u>	
* Commercial	\$ 25.00
* Fly-In Events	FREE

These rates are per issue. Mailing list is over 470, with an additional 200 distributed at random. There are 11 issues published per year. Rates are payable in advance of publication.

WELCOME NEW MEMBERS

Andrews, Dale P.
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Littleton, CO 80122

Bain, Jim T.
5888 S. Lisbon Way
Aurora, CO 80015

Ballard, R. M.
981 Parkway Drive
Boulder, CO 80303

Ballard, John C.
9378 W. Utah Place
Lakewood, CO 80232-6468

Barry, Robert A.
796 Heritage Way
Grand Junction, CO 81506

Bobbe, Allan
5928 S. Eudora Street
Littleton, CO 80121

Boini, Christopher
900 Lincoln, #300-744
Denver, CO 80203

Carver, Steven R.
P. O. Box 2021
Glenwood Springs, CO 81602

Cox, Maurice
8143 S. Harrison Circle
Littleton, CO 80122

Dempsey, Douglas E.
6208 Feldspar Court
Bellvue, CO 80512

Dhabolt, Edward D.
714 Ash Drive
Grand Junction, CO 81506-8378

Entz, Mike
10686 N Rd 100
Center, CO 81125

Ellithorpe, Eric
0515 N. Farm Road
Monte Vista, CO 81144

Fell, Dr. William F.
5784 S. Kittredge Street
Aurora, CO 80015

Foiles, Larry B.
HCR 87 Box 21
Merino, CO 80741-9418

Foster, Arthur D.
17050 E. Hinsdale Avenue
Aurora, CO 80016

Gaylord, Charles V.
7933 Left Hand Canyon
Jamestown, CO 80455

Hensel, Jr., Gerald W.
340 S. Lewis Street
Lakewood, CO 80226-2756

Jay, Robert W.
1204 E. County Road 30
Fort Collins, CO 80525-9333

Jones, Gene
635 Royal Oak
Colorado Springs, CO 80906

Kibler Dr. Ralph E.
Box 430
Palisade, CO 81526-0430

Kittelson, Roger C.
3030 Plaza Blanca
Santa Fe, NM 87505

McLaughlin, Frank B.
401 1st Avenue
Denver, CO 80203

Meils, James L.
2820 S. Airport Drive
Erie, CO 80516

Price, Jeffrey A.
2273 E. Weatherstone Circle
Highlands Ranch, CO 80126

Schoeman, Dave
6238 S. Niagara Court
Englewood, CO 80111

Shepherd, Paul
2217 Lake Park Drive
Longmont, CO 80503

Sinel, Donald P.
7915 Yorkshire Drive
Castle Rock, CO 80104

Spencer, Jr., O. Herbert
P. O. Box 936
Montrose, CO 81402-0936

Tarvin, Russell W.
660 S. Alton Way, Apt. 1A
Denver, CO 80231-1672

Tighe, Earl
P. O. Box 620547
Littleton, CO 80162

Ward, Bob
12365 W. Texas Drive
Lakewood, CO 80228

Watson, Leroy (Doc)
P. O. Box 1551
Golden, CO 80402

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Heard Along The Flightline

■ Recall the principal reason Denver gave for replacing Stapleton was the parallel runways were too close together to permit simultaneous instrument operations, that this limited airport capacity and caused aircraft delays which rippled throughout the nation, and that the only fix was to build a new airport.

Even those with short memories can recall, however, unsuccessful efforts made to persuade Denver to construct RWY 17L-35R to separation standards which would have permitted simultaneous independent IFR operations.

RWY 17L-35R is the 12,000 ft x 200 ft runway completed in the mid 1970s at the bargain price of approximately \$30 million. The position of Denver and its consultants in planning for the runway location was there would never be enough traffic at the airport to justify the need for simultaneous instrument operations. They also argued that greater runway separation would increase taxi distances . . . and airline operational costs.

Attendees at those early planning meetings tell us they still recall the adamancy of airport management that a greater runway separation would also interfere with plans to lease industrial land east of the runway. Ironically, the airport land in question, which is located on the west side of Havana Street and north of I-70, was never developed.

The political process was the deciding force on location of what was to be the last major new runway constructed at Stapleton. Unfor-

tunately, the runway was operationally obsolete before it even got off the drawing board. Later efforts to correct its deficiencies would cost billions of dollars.

■ It became very apparent that the runway location was a mistake in the first few years after it opened. Studies were made to determine the feasibility of abandoning it and building a new runway to the east at a separation which would meet the criteria for simultaneous parallel runways. By this time, however, Montbello Industrial Park had matured and approval given for construction of the Embassy Suites Hotel on the west side of Havana Street. The studies, to no one's surprise, concluded it would be too costly to acquire these properties for airport expansion. So Denver's next move was explore the possibility of a new runway on the Rocky Mountain Arsenal.

■ One fact not too often reported is that a runway on the south tier of the Rocky Mountain Arsenal was found to be environmentally acceptable, the Department of Army had drawn up the land release papers, and the FAA had issued a grant to begin construction.

The Environmental Impact Statement was prepared by the FAA with assistance from the Army. It cost something over a million dollars in Aviation Trust Fund monies to produce. Somehow that doesn't seem like much today, but in those days it was a lot of money.

■ Decisions on future development of airports are always at the prerogative of the sponsoring community. In this case Denver

decided to abandon further efforts to improve Stapleton and go elsewhere with a new airport. But some back-ground on what influenced early decision making is worth looking at. Perhaps there are some lessons for the future.

■ The annual *Joseph T. Nall General Aviation Safety Report*, issued by the AOPA Air Safety Foundation, shows general aviation in 1993 enjoyed a slight drop in fatal accidents but confirms that some pilots still unwisely challenge weather.

The report concluded that continued visual flight into instrument weather remained the leading cause of fatal accidents in 1993. Nearly half of all single-engine retractable aircraft accidents resulted from attempts to fly in adverse weather. Pilot error continued as the leading factor in all general aviation accidents.

Free copies of the comprehensive report are available from the AOPA Air Safety Foundation, 421 Aviation Way, Frederick, MD 21701. Enclose a 6" x 9" self-addressed envelope with 75 cents postage affixed.

■ AOPA offers new "Comprehensive Guide to Flying to Mexico." The 85 page publication included information on meeting the specific insurance requirements of Mexico, ways to speed paper-work, documents required by the U.S. and Mexico. One entire chapter is devoted to differences between U.S. and Mexico flight rules. The publication is part of a larger AOPA package on flying to Mexico that includes necessary forms and a separate "U.S. Customs Guide for Private Flyers." It is available to AOPA members for \$8 by calling 1-800-872-2672.

Another one of those benefits that explains why over half of all certified pilots in the U.S. are members of AOPA.

■ At the aircraft auction at Centennial Airport on Saturday, May 21, ROBERT RESLING, CPA member and organizer of the event, was heard to say, "What if no one shows up?" As it turned out, nearly 200 people did show . . . but no buyers. So none of the seven aircraft offered were sold.

But Robert doesn't discourage easily. Says he will be back with bigger and better auctions.

When not doing fun things like auctions and fly-ins, Robert makes a living flying DC-8s for a cargo carrier.

■ At the CPA Mountain Flying Course on May 7, LUCILLE BLEDSOE shared with us she has reduced her handicap for the July 16-17 Colorado-to-Jackpot Air Classic by 40 pounds. Seems that husband, HANK, lost the weight following hip surgery. Promised to not reveal what prompted the surgery. Perhaps she will share her story with a few of you at the Jackpot reception after she receives her customary "First Place" award. □



Your Area Reps

*by Phyllis Kramer
Vice President*

JUDY HUMPHRIES, GRAND JUNCTION Western Colorado's first Student Airlift, Saturday, May 14, was a resounding success!

From the GJT High School, eight students--five girls, three boys--responded. For most, it was their first time "in the air," and for all, after their flights, they were "walking on air." It was a rewarding experience for both students and pilots. From Glenwood Springs, came John Campos, Director of Ops, DBS Air Inc., with his C206 Jet Ranger Helicopter; from Evergreen came Mike Baldwin, CPA President, with his P-210; from Lake City (GUC) came Rode Rodewald, who needs no introduction, in his famous PA-260 Comanche; from Montrose came Chuck Carstensen, Editor of Black Canyon Pilots Assoc. "Black Canyon Bomber," in his C-182; from Steamboat Springs came Joe Birkinbine (with Betsy), a CFII MEI, who instructs out of Steamboat, in their C-172; and of GJT, Steve Bottom, WestStar's Avionics Chief, in his C-182. Dan Rohde, who flies for United Express, participated as a part of the ground crew. The participants enjoyed juice, coffee and doughnuts. Judy chaired, with introductions, and Mike completed the pre-flight briefing. The Channels 5 and 8 and GJT Daily Sentinel media covered and reported on the event. Roger Bates, CPA Education Chair-man, organized this first time Western Colorado Student Airlift event, but was not able to attend the Airlift

itself because of weather restrictions. [PJK Note: Since Roger was not able to be present, Area Rep Judy did an excellent job stepping in for him and pulling this event together.

GJT Walker Field

Development Plan. Marcel Theberge, GJT Walker Field Airport Manager, advises the total development could create about 375 permanent jobs after the initial construction phase. The 10-year development plan includes a 9000-seat meeting and sports complex, with offices and retail outlets, a 150-room hotel, a 320-seat restaurant, a 7-theater movie complex, and a 4-story office building on airport-owned property in front of the terminal building.

ROGER LAKE, MONTROSE (MTJ)

The Black Canyon Pilots Association holds its meetings generally the third Wednesday of the month at MTJ Air Services at 7:30 p.m. Visitors are always welcome. MTJ Regional has a new fuel truck and a new fuel farm. The ILS is functioning. MTJ will be the recipient of "new" approach lights for 17/35 on closure of Stapleton. FAA is paying for all costs, except installation. Any donors out there? GP Express plans to fly in to MTJ beginning June 1 this commuter airline will replace Continental and plans to offer a \$119 one-way airfare to Denver. Additional improvements are planned for MTJ as funding permits.

GLEN CHENEY, DELTA-BLAKE

FIELD Plans and preparation for the \$630,000 runway extension construction will begin with site preparation in 1995. Construction will begin in 1996. Ninety percent of the project will be paid for with a grant from FAA. Since the land for the runway extension belongs to the City, it will be necessary for the County and the City to negotiate the appropriate agreements. The local EAA Chapter continues to sponsor rides, tours and flight demos for the Young Eagles Program and the local high school.

MIKE MANN, WALSENBURG

The new local pilots' group now has a name--the Crosswinders." The Crosswinders are sponsoring a fly-in for breakfast and air rodeo (9:00 a.m.)--flour bombings, spot landings, T/L contest--June 11 at Johnson Field (4V1). They are planning an airshow for September 17th or 18th--Mike will keep us informed as to details as the plans are finalized. The following weekend, September 23-25, they have booked a houseboat on Lake Powell for a group fly-in. If you're looking for a place to breakfast or to lunch, Mike suggests his favorite, "George's" at Walsenburg--car is available on first come first served basis. Mike is listed in the new 1994 CPA Roster--might be a good idea to keep that important Roster in your flight kit!

CLANCEY MALONEY, COLORADO SPRINGS

COS Municipal Airport terminal building is ahead of schedule for its October '94 opening. The Meadow Lake Airport is planning some '94 construction, including a new, "non-curve" taxi way, new lighting and signage. Meadow Lake Airport also plans to sponsor a fly-in the last weekend in August.

RENEWALS

Don Bymaster, Colorado Springs
Peter Mark, Littleton
William Murphy, Colo Springs
Peter Paul Luce, Englewood
Mike Myshatyn, Fort Collins
Woody Hillyard, Arvada
Neil Kedington, Watkins
Charles Carstensen, Montrose
Bruce McMillan, Boulder
Ernest Goldberg, Denver
Charles Aden, Henderson
Bill Burkard, Berthoud
R. H. Flater, Evergreen
Michael Flanagan, COS
Mike Mann, Rye
Paul Staby, Englewood
Russ Wilder, Lakewood
Arnold Zaharia, Aurora
Larry Jones, Denver
Catherine Wissner, Littleton
Robert Shannon, Littleton
Jack Miller, Ft. Collins
Margaret Dwelle, Aurora
John Papalia, Littleton
Susan Wolber, Ft. Collins
Howard Cammack, Littleton
Clancey Maloney, COS
Bruce Hulley, Aurora
Kevin Bunnell, Greeley
Lois Kowalski, Englewood
Robert Bean, Colorado Springs
Barbara Fey, Littleton

COLORADO AWOS AND ATIS FREQUENCIES & PHONES

BJC	126.25	303-466-8744
DEN	125.6	303-342-0838
DUR	135.175	303-247-4965
EGE	135.175	303-328-6575
FNL	135.075	303-669-9187
FTG	321 (NDB)	303-261-9104
GUC	135.075	303-641-3240
GXY	135.175	303-352-3511
HDN	135.075	303-276-3690
MTG	135.225	303-249-1534
TAD	135.075	719-846-3108

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:

FLYING REVIEW
4801 Charlotte Ct. NE
Abuquerque, NM 87109

SILVER WINGS

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Colorado Aviation Calendar

- JUL 2-3** **50th ANNIVERSARY CELEBRATION OF SERVICE TO GA** and the flying public, Longmont Vance Brand Airport. Features breakfasts, BBQ's, static's, fly-bys, and a variety of entertainment. Info: Jim Bengston 303/651-3974.
- JUL 4** **FREMONT COUNTY AIRPORT 4th of JULY CELEBRATION**, Canon City, Colorado. Family fun includes carnival activities, static's, fly-bys, fireworks display (evening). Info: Jim Wells, Airport Manager 719/784-3816.
- JUL 8-10** **CPA MOUNTAIN FLYING COURSE**, Centennial Airport. An intensive 2-day course to familiarize pilots with the unique requirements of mountain flying. All day ground school at Clarion Hotel followed by dual instruction in pilot furnished aircraft into 4 mountain airports on the following day. Flight activities from Aero Services. Reasonable fee. Free tie downs for class participants. Info: Bill Marshall 303/341-4744.
- JUL 9** **SAN LUIS VALLEY - BERGMAN FLY IN & AIR SHOW, ALAMOSA.** Breakfast (home-made whole wheat pancakes) served 7 a.m. to 10 a.m. \$4.00 Airshow 9:30 a.m. - 11:30 a.m. (field closed during show); Pitts, Laser 200, Yak-52 & more! *10 gallons FREE avgas* to first 30 home-builts to arrive. Hangar Party Friday 6:00 p.m. Info: Paul Foster 719/852-9860.
- JUL 9-10** **HARRIET ALEXANDER FIELD OPEN HOUSE**, Salida, Colorado. Sponsored by SalidaAir Service. Info: Will Atkinson or Joyce Hanagan 719/539-3720.
- JUL 16** **SOUTHEAST WYOMING PILOTS ASSN.**, fly-in Cheyenne Airport, 7:00 a.m. -4:00 p.m. Invitation extended to all CPA members to attend. Static aircraft display, flying demonstrations, prizes; Cloud 9 Restaurant on airport offers breakfast at a discount; hot-dogs, hamburgers, etc. available; Wyoming Transportation Museum open house showcases history of railroad transportation in WY, ground transportation supplied to museum. Info: Kristi Feusner (307) 634-7071.
- JUL 16-17** **18th ANNUAL CPA COLORADO-TO-JACKPOT AIR CLASSIC.** Overnight at Cactus Pete's. Sponsored by the Colorado Pilots Association. Simultaneous departures from Weld County airport and Walker Field in Grand Junction. 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 or Phyllis Kramer (for West Slope queries) 303/835-8102.
- JUL 17-20** **INTERNATIONAL AIRPORT FACILITIES CONFERENCE, Red Lion Inn,** Colorado Springs, Colorado.
- JUL 23-27** **INTERNATIONAL C-180/C-185 CLUB CONVENTION**, Stevens Field, Pagosa Springs. Sponsor host is Ron Lewark, Rocky Mountain Director of C-180/C-185 Club, 303/668-3089.
- JUL 30-31** **JEFFCO AIR SHOW**, Jeffco Airport, Broomfield, Colorado. Features USAF Thunderbirds. Info: Mary Hammack 303/940-6870.
- AUG 11** **COLORADO AERONAUTICAL BOARD MEETING**, Lamar, Colorado. Regular business meeting. Public invited. Info: Caroline Scott 303/307-3039.
- AUG 20** **PLATTE VALLEY AIRPORT FLY-IN/PARADE OF FLIGHT.** Timed consistent with Hudson Festival. Info: Marilyn Taylor 303/659-7265.
- AUG 22-24** **JOINT CAO/WAOA/INAC CONFERENCE**, Cheyenne, Wyoming.
- AUG 25-28** **UNITED STATES PILOTS ASSN. FALL MEETING**, Omaha, sponsored by the Nebraska Pilots Association. Info: Arnold Zimmerman, Executive Director, 314/843-2766.
- SEP 4** **VINTAGE AIRCRAFT FLY-IN**, Steamboat Springs Municipal Airport, Steamboat Springs, Colorado. Breakfast, Warbirds, CAF, static displays & skydiving. Info: Airport Manager 303/879-9042 or FBO at 303/879-1204.

AREA REPRESENTATIVES

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Ken Carter (H) 303/494-3663
BJC (Broomfield Jefferson County)
Walter Bell (H) 303/488-9780 (O) 303/757-9334

BURLINGTON

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

CANON CITY

Dean Baird (H) 719/275-0703

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Kent Eckhart (H) 719/599-9259 (O) 719/570-9173
Linda "Clancey" Maloney (H) 719/475-8781 (O) 596-4400

DELTA

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

GRAND JUNCTION

Judy Humphries (H) 303/242-0261 (O) 303/243-8479

GREELEY

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

GUNNISON

Michael J. Vader (H) 303/641-5145 (O) 303/641-0526
Carol Skelton (H) 303/641-4136 (O) 303/641-0526

KREMMLING/SUMMIT COUNTY

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

LEADVILLE

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

LONGMONT

Mary Ann Senft (H) 303/776-7481

LOVELAND AND FORT COLLINS

Mike Myshatyn (H) 303/226-4078 (O) 303/229-4067

MEEKER/RANGELY

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

MONTROSE

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

PAGOSA SPRINGS

Larry Bartlett (H) 303/731-2489

PUEBLO

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

RIFLE, GARFIELD COUNTY REGIONAL AIRPORT

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