

CPA FLIGHT LINES

Vol. 11, No. 7

July 1994



The 12th Annual Stearman Fly-In at the St. Francis, Kansas Airport was attended by eight Stearman CPAers. See related story in the Presidents Message.

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

President's Message

by Mike Baldwin

ACCOMPLISHMENTS OF CPA

At somewhere past the halfway point we need to review what CPA has accomplished so far this year in serving and representing Colorado's General Aviation community.

CPA testified for and helped promote the Airport Master Plan at Greeley-Weld County.

CPA testified and was instrumental in convincing the Grand County Commissioners to accept the Master Plan for Granby and Kremmling Airports.

CPA conducted a successful Mountain Flying Course for about 30 of its members.

CPA held a Student Airlift for eight students in Grand Junction and 30 in Denver.

CPA helped solve a local ATC problem.

CPA provided membership decals to all members.

CPA conducted a Fly-In to Minden, Nebraska.

CPA held a coffee at the State House for legislators.

CPA has written to Colorado legislators and our representatives in Washington on subjects such as product liability, ATC privatization, and DUAT cancellation.

CPA has increased its membership from 441 in November to almost 500. CPA has over 90 new members this year, which is a record.

*All these things were done by your active and dedicated directors working together for the benefit of general aviation in Colorado. We all owe them a debt of thanks, and the year is not over yet. Most of these items are for the benefit of **all** Colorado pilots, not just the membership.*

A SAFETY ITEM

Certain changes in ATC procedures have made it convenient for more pilots to practice instrument approaches at Front Range Airport (FTG). It has an ILS, and the airspace is at present relatively unencumbered. However, please note that IFR practice approaches usually result in a long straight-in approach to a traffic pattern full of touch-and-go activity. Most pilots are communicating well, but, many student pilots are unfamiliar with IFR terms. Thus, a report of "outer marker inbound" or "SKIPI inbound" may not mean much to a 15-hour solo student flying a wide pattern. Also, the fact that most IFR practice traffic does not land keeps the operations count down, and FTG does not qualify for a tower on that basis. This according to Fred Isaac, Regional FAA Administrator, at our meeting last Fall.

An experienced pilot came up to me recently at an event and expressed his concern with the FTG traffic mix, and he has a valid point. So, let's be vigilant at

FTG, communicate clearly our location and intentions, and perhaps not fly the ILS to touchdown unless we are certain traffic is clear.

ANOTHER FRIEND FOR GA

At CPA's recent Legislative Coffee, **Senator Lloyd Casey** won a Stearman ride, which I was privileged to provide early in June. We took off from BJC and flew a circle around the Golden area, looking at the top of Table Mountain. Did you know there is a race track on top? Senator Casey enjoyed the ride, remembering his Aeronca days before a large family curtailed his flying.

SAVE DUAT AGAIN

This notice appeared on my computer screen when calling up DUAT: "The FAA has announced that free DUAT services will end on September 30. If you wish to have the FAA continue providing DUAT services you must inform your Congressional representatives NOW!" According to AOPA, about 20% of the millions of WX briefings are DUAT-obtained. Please write; CPA has.

PHIL BOYER'S PILOT TOWN MEETING

Phil Boyer, AOPA President, spoke at a "Pilot Town Meeting" near the Tech Center on May 31. Many CPA'ers were there, including **Bill Hamilton**, AOPA Regional rep and CPA Board member, **John Schoonhoven**. **Scott Hamilton** was recognized by Boyer for pursuing the "Boulder Banner Ban" to a conclusion favorable for general aviation.

Phil covered many topics in which AOPA has been active for our benefit, including: the Aspen curfew, accident rate decline, AOPA's new and dynamic "Project Pilot," GPS, AOPA's part in killing the aircraft registration fee, membership increase to 328,746, (Colorado has 16,994 pilots, 7,781 of whom belong to AOPA), Product Liability Statute of Repose, how AOPA produced 18,000 calls to Congressional representatives through a new technique, ATC privatization, and others.

Phil concluded by presenting an AOPA Presidential award to **Mike Rock**, Chairman of the Colorado

CPA HOTLINE (303) 266-6266

Aeronautics Board (CAB), for his contributions to general aviation in Colorado. Highlighted were his creation of the Grant Guidelines for awards to airports through the GA Trust Fund and his part in creating the CAB.

Phil provided an impressive perspective on what an aviation organization can accomplish for the rights of pilots on a national level.

CPA works to provide a similar service at the local level, albeit on a smaller scale, to the general aviation pilots of Colorado.

ST. FRANCIS, KANSAS

The 12th Annual Stearman Fly-In was held on June's 2nd weekend at SYF. Now this is not a CPA nor a Colorado event, but it's one of the great fly-ins and it is barely across the CO/KS border. 11 Stearmans were there, and about 40 other airplanes in the campground. CPA Stearman pilots were: **Leo Hrdlicka, Eric Baldwin, Russ Wilder, Don Welsh, Mike Baldwin, and Curt Kimball.** John Schoonhoven was there, and he is a former Stearman pilot who flew his plane around the periphery of the Country. CPA'er and Air Power West President **Dick Jones** attended in "Spanish Lady." The Grace family did a great job, and activities included a seven-unit Stearman formation, parachute jumping, and a lot of good food from the hospitable people of St. Francis. Three days of fun messing with old airplanes.

WELCOME NEW MEMBERS

Bigelow, William F.
518 Rado Drive
Grand Junction, CO 81503

Blohn, Lea
19402 E. Mainstreet
Parker, CO 80134

DeYoung, Doug
1033 Alexa Court
Ft. Collins, CO 80526-4365

Luallin, Donald E.
19 Canongate Lane
Highlands Ranch, CO 80126

Mark, John
1358 Southridge Court
Golden, CO 80401

McEwen, David W.
7374 S. Eagle Street
Englewood, CO 80112

Nekolny, George
4701 W. Union Avenue
Denver, CO 80236

Ruehle, Jane
14000 E. Progress Way
Aurora, CO 80015-1116

Sharp, David E.
2010 - 46th Ave., #D2
Greeley, CO 80634

Snyder, John
5605 W. Mansfield Avenue
Denver, CO 80235

Wells, Ray
4891 S. Chippewa
Larkspur, CO 80118

Heard Along The Flightline

■ NEW CAREER OPPORTUNITIES FOR A&Ps FROM AN UNUSUAL SOURCE!

The depressed state of aviation left a dismal future for many who selected aircraft mechanics as a career choice. Retrenchment of Continental Airlines from the local scene made matters worse. It looked as if the future was either change careers or leave town in search of employment elsewhere.

Then, along came DIA and its plagued baggage system. Suddenly there were new opportunities.

Recall that Denver was unable to enter into a successful contract with developer of the baggage system for operation maintenance. And maintenance was subsequently taken over by an airline consortium. The consortium is made up of the airlines which will be serving the new airport.

The consortium, in turn, contracted with a company out of Miami named Aircraft Services International, Inc. The company looked at the baggage system as being little different than a complex aircraft system. So it employed a staff of A&Ps to keep it maintained. At least 80% of 200 people hired since the beginning of the year to maintain the system are A&Ps.

A mechanic in one of the positions informed us that Mechanic Technicians at the entry level were being paid at the rate of \$12.71/hr plus \$3.00 in benefits. Control Technicians (electrical) receive an additional \$3.00 in base pay.

Denver still has significant challenges to make the baggage system work. Hard to say at this writing how long it will take to get it on line. The A&Ps will certainly have some role in the process. It will then be their burden to keep it on line.

Interesting! Who would have thought construction of a new airport would open up opportunities for people trained to maintain aircraft. Nice to see a few winners.

■ On the light side, CPAer PAUL WHISTLE argues there is a lot of money in aviation. Said he ought to know. He put it there.

■ Couldn't help but notice a copy of the COLORADO-TO-JACKPOT AIR CLASSIC flier posted on the cash register at the airport restaurant at Pueblo. Owner (and CPA member) DICK CROUSE started to

describe what a fun event the air race was, only to find that he was talking to the individual who had been on more than a dozen of the races . . . and the individual who prepared the flier.

Dick competed out of Grand Junction last year in a Mooney M-20E. Said he expects to compete again this year.

Incidentally, don't miss an opportunity to stop by the restaurant. It recently reopened under Dick's management. The food is great. And the ladies at Flower Aviation are . . . well, you know! Good excuse to go flying.

■ RM AIR FAIR '94 will be held this year at Currihan Exhibition Hall on Saturday and Sunday, October 1 & 2. The 1st ANNUAL ROCKY MOUNTAIN AIR FAIR held last year featured 60 hours of technical seminars, attracted nearly 100 exhibitors and 15,000 attendees.

■ The "ultimate flying trip" may be the best way to describe a presentation scheduled for the Air Fair this year. It will feature Dr. Steven Greer of the Center for the Study of Extraterrestrial Intelligence (CSETI) in a topic on UFOs and Extraterrestrial Intelligence.

Other featured speakers include Kas Thomas, editor of TBO Advisor and Gordon Baxter, contributing editor of Flying Magazine. CPA member Kent Eckhart will present an AOPA Air Safety program on "Tactical Weather."

Additional familiar names include Cynthia Foreman, Foreman Composite Educational Services; Mick Wilson, manager of FSDO Accident Prevention Program; Bob Wright, FAA Office of General Aviation; Dan Ankarlo, Rocky Mountain Propellers; Larry Green and Marty Coniglio, KCNC Channel 4 TV; NTSB's Gregory Feith; Lt. Col. "Buck" Buckingham, Colorado Air National Guard; and Doug Simpson, attorney.

The FAA will be sending an announcement on the AIR FAIR to most certificate holders in Colorado and the surrounding states in early September. CPA members can expect an advance copy in the next mailing of *FLIGHT LINES*. □

Letters

Bill Hamilton's response to the proposed rule to restrict airspace over national parks is the type of letter all of us wish we could and should write to protect pilot interests. It is reprinted here for the benefit of our members.

Rules Docket (AGC-200), #27643
Federal Aviation Administration
Office of the Chief Counsel
800 Independence Avenue, S.W.
Washington, D.C. 20591

Dear Chief Counsel:

The proposed regulations to restrict general aviation flights over national parks are poorly thought-out, not based on valid research and cause more, not less, impact on the flora and fauna in our national parks.

My family lives on the south edge of Rocky Mountain National Park. A great deal of the airspace over this park is visible from our north-facing deck. Rarely, do we see or hear aircraft of any type operating over the park.

But, when we do, I am always grateful to general aviation because I

know that pilot and passengers are seeing the beauty of the park without making footprints all over it. They are not trampling the fragile tundra or terrifying or feeding the animals as I see done by so many car-borne and foot-borne park visitors.

Moreover, that pilot and passengers are not littering the park with beer cans or food wrappers. Nor are they needing to have rest room facilities or, in lieu of that, urinating or defecating along the trails.

Frankly, I think whoever wrote these proposed regulations against general aviation needs to get a grip on reality. As one who is a neighbor to

the park and as one who is a frequent visitor to Rocky Mountain National Park, I can testify those efforts ought to be directed against the real despoilers of the park -- the

unthinking, uncaring nerds who **walk or drive** through the park treating it like the south Bronx.

If they were truly concerned about the welfare of the park and its flora and fauna, they would be writing regulations encouraging general aviation overflights and restricting

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foot traffic.

But, let's be upfront. The drive to exclude general aviation from national park overflights is coming from the backpacking elites typical of those who live in or around the People's Republic of Boulder. They want our national parks all to themselves. They want to exclude Joe Sixpack and his family from driving their RV from Detroit for a quick look at the beauty of our national park treasures.

If Joe and family will stick to the designated pull-offs and overlooks and not go running around in the tundra, they do virtually no harm to the natural surroundings. It is the people who get off the designated walking places, pull-offs and overlooks who play havoc with the tender tundra, who spook the animals, who litter the park and start forest fires. Just last week, a forest fire started by back-packers ravaged over 100 acres on Mount Cairns. Again, much of the damage to the park is done by the back-packing elites who want the park to themselves.

Grounding general aviation will only put more visitors on the ground and do more damage to the terrain.

Sincerely,

William A. Hamilton

RENEWALS

Ed Cutler, Denver
Chris Bowick, Highlands Ranch
Dave Hinkins, Arvada
Dr. Y. Stokes III, Denison, Tx
Stephen Gajowski, Golden
Bob Jain, Denver
Charles White, Aurora
Fred Wehrli, Larkspur
Paul Foster, Monte Vista
Vincent Lawrence, Aurora
Norman Hodge, Lakewood
Scott Noall, Evergreen
Ed Huber, Parker
Dr. John Leiby, Denver
Norman Steele, Brighton
Irving Friedman, Lakewood
Dick Miller, Brighton
Wm. J. Oparowski, Loveland
Don Nelson, Arvada
Ronald Grande, Longmont
Charles Beck, Denver
Dick Hayes, Denver (rejoined)
Michael Jewett, Castle Rock
Richard Lyons, Platteville
Robert Lamm, Olathe
Keith Serkes, Erie

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

Your Area Representatives

by Phyllis Kramer
Vice President

GLENWOOD SPRINGS --

John Campos

Welcome, to **JOHN A. CAMPOS**, the newly appointed Area Representative for Glenwood Springs. John is the Director of Operations of DBS Air Inc. His ratings include ATP Certificate and CFII in Helicopters. John has been flying helicopters for 26 years. His family includes four grandchildren, a son who is in the Navy, and a daughter who is married to a Navy pilot. The GWS operation is getting quite busy--hot, dry weather and winds creating more than the usual number of forest fires. John participated in the first Western Colorado Student Airlift May 14th.

LEADVILLE--Ursula Gilgulin

July 30th is the date of the Leadville Airport picnic/barbecue on airport. It starts at 5 p.m.. Contact Ursula for information at (719) 486-2627.

TRI-COUNTY--Bev Cameron

The Erie Tri-County Airport Advisory Committee has been appointed by Erie Trustees. The members, Dennis Wiley, Jeff Rogers, Jack Roberts, Don Coleman, Bev Cameron, Walt Clements and Hans "Rags" Bowker, with Hallie Sawyer (town representative/secretary), have already held an initial meeting. July 23rd is the date of the FAA Safety Seminar Wings Program: "How to Crash an Airplane" and "The Aftermath--Survival" (Mick Wilson's terrific program. If you have not yet seen it, you should!!). Contact Info: Crosswind Aviation - (303) 661-9146; Bev Cameron - 665-6352.

STEAMBOAT -- Joe Birkinbine

The Steamboat Flight Academy now has an instrument flight simulator. The Thursday June 9th Annual Airport Rain or Shine Barbecue was enjoyed by everyone attending. Joe earned his tail

dragger sign-off. He participated in Western Colorado's first student airlift.

MONTROSE--Roger Lake

Gold Seal Aircraft Engines--Western Skyways is now at MTJ. They currently have 12 employees with 2 more to come. Bids are out on new taxiways for the new runway and the Rutan Facility. Rutan's company, Scaled Composites, will move about half of its 85 employees from California to MTJ, and the others will be hired locally.

GRAND JUNCTION-- Judy

Humphries Successful "Wings"

program May 20-22 in GJT. A larger-than-anticipated turn-out kept sponsor CPAer Deanna Strand (Strand Flying School) hopping to coordinate aircraft and instructors for the 70-some pilots for their three hours each of flight time. The ground seminars were well attended. Mick Wilson's vertigo presentation was standing room only with over 100 attendees amazed by his demos. (Judy's aside: Later, flying under the hood, his "45 seconds to stabilization in a turn" was experienced by this no longer skeptical pilot!) Saturday and Sunday seminars featured mountain weather (Kim Elmore), AFSS updates for Colorado (Bill Dunn), and ATC/tower talk (Earl Hittle). GJT Tower reported that the Wings participants more than tripled the average daily operations totals over a "typical" good-weather flying weekend. Participants also enjoyed an "on-the-field" grilled hamburger lunch. The High Country 99's conducted a successful Companion Flyer Seminar on Saturday for non-pilots.

RED TABLE MOUNTAIN BEACON RADAR PROJECT PROGRESS REPORT

The FAA Northwest Mountain Region Project Engineer has advised us of the following information: "The construction of the 210-pair communication cable will resume June 6th. Over three miles of cable remain to be installed. GEM Engineering, the prime contractor, will mobilize the construction site starting June 6th. Two weeks of construction remains to be done in the equipment room before our electronics installers can begin. Castle Peak, one of many microwave repeater sites north of Red Table, will relay radar data to

Denver Air Route Control Center. We are coordinating with the Bureau of Land Management, Bureau of Reclamation, and Mountain Top Management to obtain a special use permit and space for antennas and radio equipment. Parshall repeater site, owned by the FAA, is being modified to accommodate additional antenna and radio equipment, under permit with the Routt National Forest, near Kremmling. The Salt Lake City Air Traffic Control Beacon Interrogator Model-5 (ATCBI-5) is being shipped to Red Table rather than Stapleton. Target commission date for the beacon radar site is December 1994."



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Maintenance Corner

By Walt Barbo

Should you find your aircraft is not performing up to handbook speeds you may find that part of your problem is due to an inaccurate tachometer.

The issue caught my interest when I found I was not getting "redline" RPM on takeoff roll in my T210. A convenient check is to glance over at the engine instruments prior to rotation and make certain that manifold pressure, fuel flow and RPM have all reached redline. I term it "three in the red."

Over the last several months, however, I noticed that the RPM was down about 80 from the red. I understand that density of the air can be a factor. For example, air is more dense in cool weather and propeller speed could be affected. But why would this affect a constant speed propeller? Isn't the propeller governor supposed to correct for this affect? There was a lot I didn't know about the topic.

My first thought was to have my friendly IA (Inspector Airworthiness) adjust the prop governor to bring RPM back up to redline. But I thought it prudent to first check the accuracy of the tachometer.

I recalled during a flight with Mike Baldwin in his P210 that he had a handheld device that would measure RPM by pointing the instrument at the propeller in flight. The instrument counted prop blades with some kind of light sensitive device and converted the information to engine

RPM. It was extremely accurate. So thanks to Mike, I used the instrument to develop the data shown in this article.

My aircraft is a T210L with redlines of 2700 RPM, 32.5 inches MP and 177 lbs/hr fuel flow. I was on a solo flight the day I made the check, so I was a little too busy to get a check of takeoff RPM on the handheld. The tach read only 2620. That was as high as it would go. And it bothered me a little that I had reds on the other two instruments but not on the tach. Not

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but not on the tach.**

a problem, perhaps, but any change catches one's attention. And over-boost is always a concern. So I reduced MP an inch to give me some peace of

mind.

The data was collected at about 10,000 feet altitude with the aircraft on auto pilot and headed for the eastern plains. So I had plenty of time to verify readings.

For some reason the tach seemed to have a greater error at lower RPMs. It surprised me to find that the data plotted as a straight line. But it gave me some confidence that I was getting good readings off the handheld.

My favorite power setting is 26 inches over 2300 RPM. Handbook performance at 10,000 feet altitude (standard temperature) for this setting is 62% power and 165 kts. A setting of 26 inches over 2240 RPM (handheld tach reading) gives a handbook performance near 58% power and 161 kts. This is a difference of 4 kts. At

the 14,000 feet altitude I normally fly the difference would be about 5 kts.

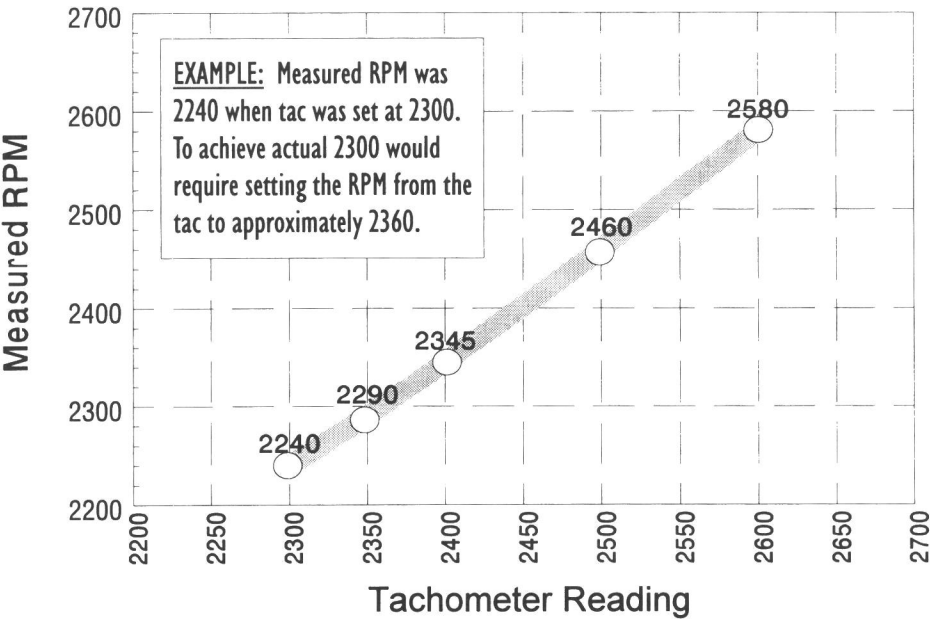
My IA (Inspector Airworthiness) tells me that tachometers in essentially all single engine aircraft are of a mechanical type, driven by a cable similar to that of an automobile's speedometer. Contrary to my prior belief, they tend to lag as they wear and can be significantly out of specification. Even when new they are adjusted to be accurate only at a certain RPM (2300 is common).

This varies from aircraft model to aircraft model. Also, I am told that some tachs will run several hundred RPM off at deck angles other than level flight. I haven't done anything at this point to correct the problem. In a worst case I may be looking at a tach replacement. Before making that commitment though, I would like to do another test flight with the handheld and check takeoff RPM and cruise conditions at a higher altitude.

Thought my experiences thus far might be of interest to others.

COMPARISON OF TAC READINGS WITH MEASURED RPM

Cessna T210/N2538S



Navajo State Park Rendezvous

by Mary K. Jones

Lee Bernhardt is a marvelous host. Can you top a live band from Farmington? The EAA Chapter 997 "Spring Rendezvous" at Navajo State Park near Arboles, Colorado, in May began with a greeting from the hosts when we landed. The grass strip is beside Navajo Reservoir. Campsites overlook the lake, and are right next to the landing strip.

People gathered Saturday evening for a group barbecue in the campground. The place was easy to find: the lively sounds of guitars and music got louder as we came nearer and nearer. Much to our delight, a good sized circle of people were laughing, singing, and enjoying incredible music. No, Lee didn't PAY a band to play -- they are pilots who received his flyer, and came from Farmington, New Mexico. After a brief stop for a group "potluck dinner," the jam session got hotter!

One eighth of the lake is in Colorado, the majority extends into New Mexico. (Serious fishermen get fishing licenses for Colorado and New Mexico.) Primitive camping is allowed along certain portions of the lake, check at the marina for areas. The lake is over 35 miles long and there are plenty of canyons and bays to explore. The water is cool, but not shocking cold in May. The little town of Arboles is about 3 miles from the lake. A bicycle would be handy if you were staying longer than a weekend.

It's a 15 minute walk to the boat marina from the tie-down area. Boats are available to rent, but call early if you want to reserve one, they don't have many. A small cafe in the marina is open from 8:00 a.m. to 6:00 p.m. The marina operates March through October and boats are available starting in May. Limited supplies for groceries and fishing licenses for both Colorado and New Mexico are also sold there.

Lee Bernhardt did a bang-up job with this get-together. Hopefully more pilots will take advantage of the invitation for their fall rendezvous, September 17th and 18th.

For more information on the area contact:

Lee Bernhardt, EAA Chapter 997 area representative in Durango: (303)247-2740

Navajo State Park for campground reservations: (303)883-2208

San Juan Marina: (303)883-2343

The landing strip is a North/South grass runway, hard and smooth but very soft if wet, 75' wide, and 3,150' long. Tie downs for nine aircraft are provided. There is no landing fee. No services. The area is well maintained by the park service.

Colorado Aviation Calendar,

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/AWAO/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.
SEP 9-11	MILE HIGH AIR DERBY , sponsored by Colorado Chapter, Ninety Nines. Round robin from Ft. Collins - Walden - Rawlins - Casper - Torrington - Ft. Collins. Info: Maria Myshatyn 303/226-4078 or Gretchen Jahn 303/695-8070.
SEP 10-11	2nd ANNUAL COLORADO AIR FESTIVAL . Weekend aviation celebration/airshow. Airshow acts including wing walkers, skydivers, gliders, hot air balloons, Warbirds, classic and antique aircraft. Info: Kevin Bunnell, Airport Manager 303/356-9141.
SEP 15-18	RENO AIR RACES , Reno/Stead Airport, Reno, NV. Info: 702/972-6663.
SEP 17	MOUNTAIN SURVIVAL TRAINING COURSE AND FLY-IN , Granby, Colorado. 9:30 a.m. to 4:00 p.m. at Ouray Ranch north of Granby. Sponsored by Friends of Granby Airport as a fund raiser for Grand County Rescue Team. Features Papa Bear Whitmore on a number of topics critical to survival in the mountains. Registration fee of \$35 includes catered lunch and ground transportation for those who fly into the Granby Airport. Pre registration required. Info: Penny Hamilton 303/887-2101.
SEP 17	WESTERN COLORADO 3rd ANNUAL POKER RUN , Sponsored by High Country 99s as a benefit for AirLifeLine. September 18 rain date. Info: Judy Humphries 303/242-0261.
SEP 28 -	BIENNIAL GATHERING OF USMC/VIETNAM HELICOPTER PILOTS &
OCT 2	AIR CREW , Pensacola Beach, FL. The requirement to attend this loosely organized event is the ability to spell "UH-34D;" open to all Colorado leatherneck. Info: Dick Clifton 303/330-5633 or newsletter. Info Roger Herman 619/279-5549.
OCT 1	COLORADO AVIATION HISTORICAL SOCIETY "HALL OF FAME" BANQUET , USAF Academy. Info: Tom Menza 719/634-2240 (days) or 719/473-1548 (nights).
OCT 1-2	2nd ANNUAL ROCKY MOUNTAIN AIR FAIR , Currigan Hall at the Colorado Convention Center. An entertaining and educational introduction to aviation for the whole family. General aviation trade exhibits, static displays and seminars. Free admission. Info: Walt Barbo 303/367-0670.
OCT 6-7	CAB DISCRETIONARY GRANT HEARINGS , CAB offices, 13111 E. Briarwood Avenue, Englewood, Colorado. Discretionary Grant Hearings. Public welcome. Info: Caroline Scott 303/307-3039.
OCT 14-16	CPA FLY-IN TO BRONSON, MISSOURI . View fall colors and visit Country Western attractions of this town recognized as the 'New Nashville.' Details to be announced. Info: Robert or Carolyn Doubek 303/771-8148.
OCT 19-20	39TH ANNUAL AOPA CONVENTION , Palm Springs, CA. Info: 301/695-2000.
OCT 22	PLATTE VALLEY FALL FLY-IN . Info: Marilyn Taylor 303/659-7265.

AREA REPRESENTATIVES

BOULDER

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

COLORADO SPRINGS

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

John A. Campos (O) 303/945-7144 (FAX) 303/945-8843

GREELEY

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

GUNNISON

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

Karel 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

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PUBLISHER

Colorado Pilots

Association

P.O. Box 200911

Denver, CO 80220

EDITOR

David Robertson

303/666-8284

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LIAISON AOPA & CAA

Bill Hamilton (H) 303/687-2101

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