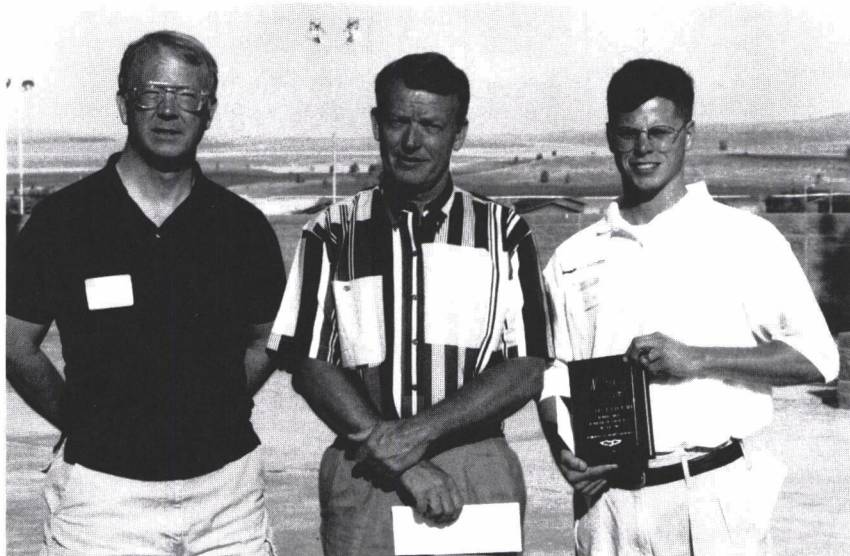


CPA FLIGHT LINES

Vol. 11, No. 8

August, 1994



The 18th Annual Colorado-to-Jackpot, NV Air Classic: Class "C" Turbo Charged category - The winner was John Bohling of Texas (left), second place was won by Dave Burke of Lakewood (center) and in third place was Walter Bell of Denver (right).

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

President's Message

by Mike Baldwin

MEMBERSHIP INCREASE

The efforts to increase CPA's numbers and grow stronger as "The Voice of General Aviation" in Colorado appear to be paying off. As I write this column, we may have passed the 500 mark. Taking a look at the demographics of the last 80 new members this year, the distribution arrays as follows:

Denver Metro Area	36	45 %
Front Range North	14	18 %
Western Colorado	12	15 %
Front Range South	13	16 %
Eastern Plains	1	1 %
Out of State	4	5 %
Total	80	100 %

The total for the Denver Metro area is 45%; the total for outside of Denver Metro is 49%. For the first time we are attracting members from the entire state. We have said that we represent all of the pilots in Colorado; now that is geographically true as well. Personally, I think that **Phyllis Kramer's** Area Representative program is responsible for a large part of the increase. Thanks to all the membership for your support. We represent you as well as we can - please call on us whenever you need our help.

SEAPLANES IN COLORADO

As you may have read before, seaplanes can't land on Colorado lakes. Seaplane Pilots Association representative **David**

Williams has been working with State officials to open these waters. Last June 28, David and I met with **Mike Clark**, Colorado Division of Risk Management, and **Dennis George**, Boating Safety Coordinator, Division of Parks and Outdoor Recreation. Both of these gentlemen were receptive to the idea of seaplanes on certain lakes (Jackson, Bonney, and John Martin were discussed), and we may see a positive response before the year is out.

In the meantime, obtaining prior permission, David actually landed his C206 Amphibian on a private lake north of Fort Collins. This is a first in quite a few years. Good on 'yer, Dave!

CHANGES IN YOUR CPA BOARD

Two changes in your CPA Board of Directors have been made. **Alice Borodkin** submitted her resignation as Membership Chairperson, due to numerous conflicts, and the Board regretfully accepted. Membership activities will continue to be handled by myself, **Terry Barbo**, **Marilyn Taylor**, and others who have helped so far this year.

Dick Jones, who many of you know as the pilot of the North America T-6 "Spanish Lady" seen at area airshows, has accepted a Board position as Air Power West Representative. Dick is President of Air Power West. He and his

wife **Shari** reside in Littleton.
Welcome, Dick.

CONGRESSIONAL MATTERS

AOPA reports that Congress has mandated consideration of ATC reform within government rather than by privatization, and DUAT funding has been extended again. I wrote on behalf of CPA concerning these matters, and thanks to all of you who wrote individual letters. CPA has a voice and it is important to use it.

Both **Scott Hamilton** and **Walt Bell**, Airspace Chairman, have written to protest the ANPRM restricting over flights of National Parks. To quote Walt, "the imposition of these regulations is unnecessary and burdensome."

UNITED STATES PILOTS ASSOCIATION

We are all members of USPA, and **Bruce Hulley** is on our Board as USPA representative. The dues are \$1 per year, collected as part of your CPA dues. (USPA's proposed dues increase will not happen; dues will remain at \$1). USPA helped us a few years ago by writing to the FAA to support our recommendations on the configuration of the "B" Airspace surrounding DIA. USPA would like to have CPA representation at their Annual Meeting in OMA August 25-28. Contact Bruce Hulley for details or consult the USPA News update in "Flying Review."

VANCE BRAND AIRPORT NEWS

Catherine Wissner, manager at Longmont's Vance Brand Airport, reports that the City Council approved the Airport Master Plan on May 10 and also added a \$234,000 water line CIP. I attended Vance Brand's 50th Anniversary Fly-In in my 50-year old airplane, and they did a great job. Well done, Catherine. You have a lot of positive activity at your airport, and all for the good of General Aviation.

THE 18TH AIR CLASSIC

Steve Harless, Sonny Elgin, Karl Sutterfield, Bill Marshall, Walt and Terry Barbo, Don Welch, Phyllis Kramer. This list of good people worked hard to put on a Classic event for CPA. I flew the Air Classic for the first time, and was impressed with the skill and efficiency with which this committee handled the event, especially with the weather-dictated changes early Saturday morning. The Air Classic is a complex event and difficult to arrange and run, and the committee is to be congratulated for their hard work. Watch for a full report by Steve soon.

UP THE BIPLANES

Watch the skies around Centennial for the maiden flight of a gleaming yellow Skyote (resembles a small-scale Tiger Moth) nearing completion by one of our members who has had a lot to do with biplanes that were built in Colorado...

Your Area Reps

by Phyllis Kramer
Vice President

MIKE MYSHATYN, FT. COLLINS-LOVELAND (FNL)

Recent events included the **EAA-sponsored Young Eagles Day** which was a resounding success. There were over 500 people in attendance. 25 pilots gave rides to 175 youngsters--with a waiting list of names for another 75! Sixty ground support volunteers helped with static displays, marshaling and logistics. All in all, a great pro-GA day and fun for all! (can't you visualize the bright eyes of those youngsters and the pleased expressions on the volunteers? Great job!) **Continental Express** pulled out as of May 1.

United Express continues to fly its Beech 1900s out of FNL and now has 9 round trips per day. **BP Express** is considering replacing Continental Express' void, but not until after DIA opens. Lots of **new hangar construction** going on so there is plenty of new hangar space available! The FBO's lease is up as of October 1st. Selection of the FBO has been made and is awaiting final approval shortly. The **City of Fort Collins has passed its development policy that includes a land use plan and the Airport Master Plan.** The **City of Loveland will work on this next**, and it's expected to pass as well. Expect some **ramp work during the month of September in front of the FBO/Terminal Building.** The airport has acquired a used Index-B fire truck and continues to maintain its Part 139 ARFF Certification.

The upcoming major event will be the **Mile High Air Derby** sponsored by the Colorado Chapter

99's. **Impound will be on Friday, September 9th**, with the race itself on Saturday, September 10th, Sunday as the rain date. Information: Contact Maria Myshatyn at (303) 226-4078.

JUDY HUMPHRIES, GRAND JUNCTION

The Saturday July 16th Colorado to Jackpot Classic departure out of GJT had no local weather problems. Seven planes left from Walker Field, including Paul Nunn of Pueblo (and Sharrie) [PA-24-250]; Ron Lewark of Frisco (with Donna and Doyle & Jane Stauffer of MTJ) [Cessna 185]; Bob Liddle of Granby (and Carolyn) [Cessna 182]; Richard Crouse of Pueblo West (and Shannon) [Mooney]; Vanita Gallo of Aurora (with Frank and Ray Carlson of GJT) [Cessna 182]; Jeff Lewark of Dillon (with Scarlett and Curt & Tracy Dank of Breckenridge) [Cessna 182]; Lee Porter of Pueblo (and Flo) [Mooney]. Class G/GJT Winners were: Paul Nunn (1st), Ron Lewark (2nd), and Bob Liddle (3rd). The continental breakfast and briefing room were donated by WestStar Aviation on Walker Field. The line and desk crews were of great help to the event. The FAA GJT Tower, while staffed by only one person, insured a safe takeoff period and forwarded takeoff times to Steve Harless at Jackpot. The planned Greeley launch could not be made because of IFR conditions--departure was subsequently made from Front Range. There were 32 total participants in the '94 Classic. Bob

Liddle placed 1st in the fuel estimate class--estimated 44.200, used 44.365.

The **High Country Chapter of 99s will sponsor a month long Poker Run in September.** The Poker Run Flyer describing the event and the participating Western Colorado airports is enclosed with the August issue of *FlightLines*. Please look for it. The Poker Run is the Chapter's annual event for the **purpose of donating the proceeds to AirLifeLine!** Your donations and participation will be appreciated! You will win a prize and HAVE FUN!

ROGER LAKE, MONTROSE

It is anticipated that UAL will inaugurate a winter jet service at MTJ Regional Airport. The service will involve nonstop flights to Chicago and LA. The flights will run every Saturday starting December 24th, with the LA link lasting until March 25th and the Chicago link lasting until April 1. These two weekly flights will avoid connecting through Denver. Several entities at MTJ and Telluride joined together to guarantee the flights.

WESTERN COLORADO WILD FIRES

Many of our Area Reps have been busy flying Forest Service and BLM personnel and others for fire spotting, directing of fire fighters into the hot spots, and fire control. Those I am certain of who have participated in this very important work include Clancey Maloney of COS, Glen Cheney of Delta, John Campos of GWS. Please, those of you whom I have missed, let me know who you are! I want to give each of you my own heartfelt thanks.

RENEWALS

Robert Bauer, Boulder
Stuart Ambler, Longmont
Judith McFarland, Littleton
Raymond Hawkins, Denver
Bill Jacobs, Boulder
Charles A. Winter, Denver
Don Dolce, Boulder
Sandra Clark, Sante Fe, NM
Dr. Donald Piermattei, Carr
Ron Lewark, Frisco
Chet Jewell, Denver
Dave Burke, Lakewood
Roger Mac Donald, Westcliffe
Loren Pottorff, Stratton
Ken Peterson, Aurora
Bill Greener, Lakewood
Bill Chandler, Colorado Springs
Fran Shoup, Englewood
Roger Bates, Lakewood
Harold Steffens, Monte Vista
Gary Self, Littleton
John Rostie, Brighton
Michael Kosta, Erie
Dennis Roberts, Englewood
Tom Keesling, Englewood
Bill Farrell, Boulder
Delford Bowman, Wray
Bruce Lee, D.D.S., Aurora
Austin Patten, Denver
Ernest Malachowski, Louisville
Steve Bottom, Grand Junction
Bart Jones, Colorado Springs
Vince Jehlik, Aurora
Barry Lutsky, Denver
Robert Ruehle, Denver
Bill O'Brien, Aurora
Richard Orr, Denver
Robert Libra, Northglenn
Tim Morgan, Brighton
Bob Figgie, Colorado Springs
Doug Kroll, Brighton
Robert Evans, Dillon

1994 COLORADO - JACKPOT AIR CLASSIC SPEED RESULTS

	PILOT NAME	N #	MAKE	YEAR/TYPE	H'CAP SPEED	TOTAL TIME	OVERALL SPEED	% OF H'CAP SP'D
<u>CLASS "A" - FIXED GEAR</u>								
1	IAN BENTLEY	2096B	PIPER	1979 DAKOTA	172	3:32:22	157.3693	91.4938
2	JACK NELLESEN	7555S	CESSNA	1977 182	170	3:38:15	153.1271	90.0748
3	BOB FIGGIE	8718T	CESSNA	1960 182	170	3:48:45	146.0984	85.9402
4	BILL TOTTEN	9247X	CESSNA	1964 182	170	3:51:12	144.5502	85.0295
5	TOM BEIN	8554T	CESSNA	1960 182C	170	3:53:08	143.3514	84.3244
6	BOB DOUBEK	3725F	CESSNA	1978 182	170	3:54:21	142.6072	83.8866
7	DONALD WELSH	33DM	CESSNA	1968 182L	170	4:07:22	135.1031	79.4724
8	VERNON RANDLE	9102J	PIPER	1966 PA28-180	152	4:54:12	113.5962	74.7343
<u>CLASS "B" - RETRACTABLE GEAR</u>								
1	HOMER LYLE	4449S	BEECH	1975 B-55	236	2:36:25	213.6601	90.5339
2	HENRY A. ELGIN	7164Y	PIPER	1964 PA-30	207	2:59:40	186.0111	89.8605
3	CHET JEWELL	7463N	BEECH	1968 V-35 A	210	2:57:31	188.2640	89.6495
4	GRETCHEN JAHN	6103S	CESSNA	1980 182RG	187	3:19:29	167.5328	89.5897
5	J.H. QUELLA	719SG	BEECH	1968 V-35A	210	3:05:39	180.0162	85.7220
6	GARY SELF	14695	BELLANCA	1974 17-30A	191	3:39:01	152.5911	79.8906
7	ROBERT VENOHR	646Q	BEECH	1959 B-35	205	3:28:12	160.5187	78.3018
<u>CLASS "C" - TURBO CHARGED</u>								
1	JOHN BOHLING	335TC	BEECH	1966 V35	211	2:45:02	202.5045	95.9737
2	WALT BELL	210VE	CESSNA	1978 T210	203	2:55:18	190.6446	93.9136
3	DAVE BURKE	231WB	MOONEY	1980 M20K	209	2:52:27	193.7953	92.7250
4	LARRY MERKOWITZ	6264V	BEECH	1967 V-35	211	2:50:49	195.6484	92.7243
5	SCOTT TATGE	40047	PIPER	1977 PA28R-201T	184	3:16:27	170.1196	92.4563
6	LUCILE BLEDSOE	11BC	BEECH	1991 B-36TC	205	2:57:00	188.8136	92.1042
7	JOHN ROSTIE	5745V	BEECH	1966 V-35	211	2:52:26	193.2537	91.5894
8	MIKE BALDWIN	731CB	CESSNA	1980 P210N	205	3:01:28	184.5050	90.0024
9	JOHN SNYDER	2218R	CESSNA	1968 T210	203	3:19:55	167.1697	82.3496
10	DAN DUNNING	6863R	CESSNA	1967 T210	203	3:24:47	163.1969	80.3925
<u>CLASS "G" - GRAND JUNCTION DEPARTURES</u>								
1	PAUL NUNN	5476P	PIPER	1958 PA24-250	189	2:34:52	173.1812	91.6303
2	RON LEWARK	70006	CESSNA	1971 185 E	176	2:48:35	159.0905	90.3923
3	BOB LIDDLE	3368U	CESSNA	1963 182	170	2:59:23	149.5122	87.9484
4	RICHARD CROUSE	9355M	MOONEY	1966 M20-E	185	2:51:35	156.3089	84.4913
5	VANITA GALLO	8392S	CESSNA	1965 182	170	3:14:14	138.0813	81.2243
6	JEFF LEWARK	6383B	CESSNA	1957 182	170	3:15:15	137.3624	80.8014

1994 COLORADO - JACKPOT AIR CLASSIC FUEL RESULTS

	PILOT NAME	N #	MAKE	YEAR/TYPE	FUEL ESTIMATE	TOTAL FUEL	ERROR (Gals)	ERROR (%)
1	BOB LIDDLE	3368U	CESSNA	1963 182	44.200	44.365	0.165	0.3733
2	CHET JEWELL	7463N	BEECH	1968 V-35 A	56.800	57.380	0.580	1.0211
3	BOB DOUBEK	372SF	CESSNA	1978 182	60.590	61.550	0.960	1.5844
4	GRETCHEN JAHN.	6103S	CESSNA	1980 182RG	93.000	94.650	1.650	1.7742
5	RICHARD CROUSE	9355M	MOONEY	1966 M20-E	26.200	26.745	0.545	2.0802
6	J.H. QUELLA	719SG	BEECH	1968 V-35A	54.500	55.716	1.216	2.2312
7	LARRY MERKOWITZ	6264V	BEECH	1967 V-35	65.000	63.254	-1.746	2.6862
8	PAUL NUNN	5476P	PIPER	1958 PA24-250	38.300	39.592	1.292	3.3734
9	JOHN BOHLING	335TC	BEECH	1966 V35	62.300	60.041	-2.259	3.6260
10	RON LEWARK	70006	CESSNA	1971 185 E	48.000	46.097	-1.903	3.9646
11	DAVE BURKE	231WB	MOONEY	1980 M20K	41.500	43.408	1.908	4.5976
12	ROBERT VENOHR	646Q	BEECH	1959 B-35	43.500	41.410	-2.090	4.8046
13	LEE PORTER	79338	MOONEY	1965 M20-E	28.200	26.730	-1.470	5.2128
14	LUCILE BLEDSOE	11BC	BEECH	1991 B-36TC	64.700	68.435	3.735	5.7728
15	BILL TOTTEN	9247X	CESSNA	1964 182	51.800	54.815	3.015	5.8205
16	TOM BEIN	8554T	CESSNA	1960 182C	53.000	56.595	3.595	6.7830
17	SCOTT TATGE	40047	PIPER	1977 PA28R-201T	45.000	48.070	3.070	6.8222
18	HENRY ELGIN	7164Y	PIPER	1964 PA-30	62.500	66.910	4.410	7.0560
19	VANITA GALLO	8392S	CESSNA	1965 182	43.200	46.450	3.250	7.5231
20	BOB FIGGIE	8718T	CESSNA	1960 182	53.200	48.620	-4.580	8.6090
21	WALT BELL	210VE	CESSNA	1978 T210	51.000	45.720	-5.280	10.3529
22	HOMER LYLE	4449S	BEECH	1975 B-55	82.000	73.245	-8.755	10.6768
23	JEFF LEWARK	6383B	CESSNA	1957 182	48.600	43.336	-5.264	10.8313
24	GARY SELF	14695	BELLANCA	1974 17-30A	54.000	59.874	5.874	10.8778
25	DONALD WELSH	33DM	CESSNA	1968 182L	49.000	54.915	5.915	12.0714
26	JOHN SNYDER	2218R	CESSNA	1968 T210	55.500	48.714	-6.786	12.2270
27	JOHN ROSTIE	5745V	BEECH	1966 V-35	50.000	58.937	8.937	17.8740
28	IAN BENTLEY	2096B	PIPER	1979 DAKOTA	82.000	98.060	16.060	19.5854
29	DAN DUNNING	6863R	CESSNA	1967 T210	62.000	48.256	-13.744	22.1677
30	VERNON RANDLE	9102J	PIPER	1966 PA28-180	48.000	59.155	11.155	23.2396
31	JACK NELLESEN	7555S	CESSNA	1977 182	53.000	71.855	18.855	35.5755

■ Winners in the 18th ANNUAL COLORADO - JACKPOT AIR CLASSIC were very complimentary of the new policy on setting handicap speeds for participating aircraft. Not so the losers . . . who felt it needed more work.

Aircraft handicap speeds in prior years were the maximum speed at gross weight as published in the Aircraft Bluebook-Price Digest. These speeds are typically the same as top speeds published in Pilot Operation Handbooks for individual aircraft. But some aircraft manufacturers (such as Cessna) routinely overstate performance capabilities of their aircraft. Obviously, these aircraft don't compete well in a speed contest against aircraft built by manufacturers who don't overstate performance. The outcomes were getting predictable.

So this year the Air Classic Committee decided to tamper with the handicap speeds to make the contest a little less predictable . . . and to spice it up a bit.

■ With the exception of the turbo class, the new handicap speeds are the product of an empirical system developed by the 99s. In effect, the system is an average of observed speeds from past competitions.

Since the 99s don't run turbos in their competitions, CPA couldn't turn to them for help on this class. But CPA did have years of speed results on the Jackpot fly-in. These were used to create a handicap speed based on 50% observed from past competitions, 25% from handbook data for speed at 75% power at 10,000 feet altitude, and the final 25% from handbook data on maximum speed.

■ What effect did the changes have on the competition? Less than expected. In general, handicap speeds for Piper aircraft increased slightly, Cessna aircraft speeds dropped, Bonanzas remained about the same, and handicap speeds for turbo equipped aircraft dropped significantly.

For example, perennial winner RON LEWARK in his 1971 Cessna 185E experienced a drop from 178 mph to 176 mph on handicap speed. Ron departed from Grand Junction and was competing against both fixed and retractable gear aircraft. But the drop in handicap speed was not enough of an advantage to win over PAUL NUNN in his Comanche 250 whose handicap speed dropped from 190 mph to 189 mph. Paul won the Grand Junction Class at 91.63% of handicap speed compared to 90.39% for RON LEWARK.

■ Interesting to look at the strategies competitors go through in deciding which airport to depart from. Let's not kid ourselves. This is serious stuff! Competitors will tell you they depart from Grand Junction because it's a super little town and a nice place to relax before the big event. But they lie! Our information is they will go anywhere to compete in a class where they have a better chance of winning.

In RON LEWARK's case (perhaps a bad example), it would not have made much difference what airport he departed from. His options were PAUL NUNN's Comanche at Grand Junction or IAN BENTLEY's Piper Dakota at Greeley. Equally bad choices. Each had a history of winning.

■ Not surprising to see PAUL NUNN win his class. Not surprising because we understand he spends much of his time leading up to a race on his computer, flight planning the fastest route, and fine tuning his Comanche to gain every extra ounce of performance. But he struck out on a side bet with LUCILE BLEDSOE (flying a Bonanza B-36TC) as to which could come the closest to reaching 95% of handicap speed.

■ Changes in handicap speeds for the turbo class created an open ballgame for competitors. For example, the T210

handicap speed dropped from 235 mph to 203 mph and Beech Bonanza B36TC from 246 mph to 205 mph. It really opened the door for competitors flying these aircraft. But to no avail. The class was won by JOHN BOHLING, a competitor from Denton Texas, flying a 1966 Bonanza V35TC. John achieved a scorching 96.97% of the aircraft's 211 mph handicap speed. It was the highest percentage speed reached by anyone in the event.

■ Always a kick to listen to 'the morning after' insights as to what could have been. For example, LARRY MERKOWITZ, flying an almost identical aircraft as class winner JOHN BOHLING, was kicking himself for holding back on power. Said he did not want to run short on fuel. After realizing this would not be a problem, he accelerated to a speed that would easily have won the contest. But too late. His final comment, "Wait till next year!"

■ Front Range had been the departure airport from the Denver area for the last several years. It was changed to Weld County Airport at Greeley this year because of the scheduled DIA opening and a desire to avoid its Class "B" airspace. But wouldn't you know, a low

ground fog developed over the airport. A few early arrivals had already landed. But most circled overhead.

Airport Manager KEVIN BUNNELL had knocked himself out to support the event. Continental breakfast, welcoming committee. The whole nine yards. But it wasn't to be. Front Range Airport was quickly rescheduled as the departure airport. Most aircraft diverted there. Participants on the ground at Greeley repositioned themselves to Front Range Airport any way they could.

The net result was an hour delay getting out of the Denver area. There was no coffee, no breakfast. Nothing!

■ Meanwhile the BARBOs made a routine flight in their T210 from the Jeffco Airport to do the judging at Rock Springs. They usually plan their arrival such that there is at least 30 minutes to set up at the check point on the hill east of the airport. But wouldn't you know, there was an emergency on the airport when they arrived involving an aircraft unable to get a 'gear down' indicator light for landing. And the airport vehicle used at the checkpoint was needed for the emergency.

Fortunately, the emergency turned out to be nothing more serious than a faulty

The JACKPOT COMMITTEE would like to thank the following donors for their support of the 18th Annual Air Classic:

Cactus Pete's, Univair, AOPA, AMR Combs, Denver JetCenter, Flower Aviation, Peak Aviation, West Star Aviation, Jeffco Airport, Weld County Airport, Jeffco Air Show '94, Tailwinds Cafe, Perfect Landing Restaurant, DC6 Restaurant, Barnstormer Restaurant, Homer Lyle, Sonny Elgin, and Mike Baldwin.

Also, thanks and appreciation to Kevin Bunnell, Manager, Weld County Airport, and his staff; and to the Front Range Airport staff for their assistance on such short notice.

indicator light. But it left the Rock Springs judges in a bit of a panic as to whether they would reach the checkpoint prior to the first arrivals.

■ LEE AND FLO PORTER had their usual bad luck in their Mooney M-20E. Couple of years ago they scratched at Rock Springs because of a mechanical problem. Last year they never got out of Pueblo. And this year they made a precautionary landing at Logan, Utah because of a rough running engine. Yes, they did eventually arrive at Jackpot. But too late to be listed among the competitors.

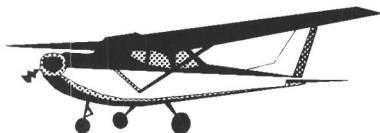
■ CONGRATULATIONS to GRETCHEN JAHN who with co-pilot Chris Bentley (wife of CPAer Ian Bentley) took second place out of 42 contenders in the AIR RACE CLASSIC. (The Air Race Classic is the successor event to the Powder Puff

Derby.) They flew in the Bentleys' Piper Dakota . . . the same aircraft flown this year by Ian in winning Class "A" of the CPA Colorado-to-Jackpot Classic.

The race, a grueling 4-day event, covered a 2,427-mile route from St. Louis, Missouri to designated stops at seven other airports in the states of Mississippi, Kansas, Nebraska, Minnesota, Wisconsin, Iowa and Indiana. Only 30 of the entries finished.

The race was won by Suzan Collier of Indianapolis flying a Mooney M20F.

In contributing information to this report, Ian Bentley commented that the Piper Dakota was exceptionally well prepared for the competition . . . by the firm, Nearly New Aircraft, of Platte Valley Airport, and is for sale. □



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PHOTO GALLERY



18th ANNUAL AIR CLASSIC: *Class "A" Fixed Gear winners* - 1st Place Ian Bentley, 2nd Place Jack Nellesen, 3rd Place Bob Figgie. Coming in 4th though out of the money but in the picture was Bill Totten.



Class "B" Retractable Gear winners - 1st Place Homer Lyle, 2nd Place Sonny Elgin and 3rd Place Chet Jewell.



Class "G" Grand Junction winners - 1st place Paul Nunn, 2nd place Ron Lewark and 3rd place Bob Liddle.



Fuel Results: 1st place Bob Liddle, 2nd place Chet Jewell and 3rd place Bob Doubek.

WELCOME NEW MEMBERS

Armstrong, Andrew
P. O. Box 1395
Edwards, CO 81632

Besley, Grant C.
31762 Horseshoe Dr.
Evergreen, CO 80439-7622

Dunning, Dan
Rt. 1, Box 6
Strasburg, CO 80136

Gassman, Ed
1038 Ptarmigan Run
Loveland, CO 80538

Jacobs, Rob
2502 S. Yarrow Street
Lakewood, CO 80227

Love, Andy
1 Tamarac Lane
Englewood, CO 80110

McCune, Christopher
1901 S. Knox Court
Denver, CO 80219

Rogers, Stan
4824 W. 9th St. Rd.
Greeley, CO 80634

Stienmier, Richard H., M.D.
7955 Tangleoak Lane
Castle Rock, CO 80104-9299

Venohr, Robert
4037 S. Sable Circle
Aurora, CO 80014

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**.

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PUBLISHER

Colorado Pilots

Association

P.O. Box 200911

Denver, CO 80220

EDITOR

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303/666-8284

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