

CPA FLIGHT LINES

Vol. 11, No. 9

September 1994



Over 160 Cessna 180's and 185's arrived from all around the country for the Stevens Field (Pagosa Springs) annual fly in, as photographed from the WACO UPF-7 cockpit of CPA'er Larry Bartlett. Photo by wife Ginnie.

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

President's Message

by Mike Baldwin

A NEW COLORADO AERONAUTICAL CHART

The Colorado Aeronautics Division has released a new Colorado chart, drawn to 1:1,000,000 scale like the WAC charts. It shows preferred routes, includes a density altitude chart, and contains a great deal of information useful to both residents and pilots in other States. It also contains a DIA "B" Airspace chart with the caution "Effective by NOTAMS." Quoting CPA member Director **Dennis Roberts**, "We wanted to show pilots an easy, readable format with some basic safety information." Good job, Dennis. We can all use this planning chart.

GAMBLING AT AIRPORTS

November's ballot will contain **Proposition 13**, which would allow slot machine gambling at public use airports in Colorado. At our August meeting, your CPA Board voted 2 in favor, 8 against and 2 abstaining on this measure. My personal opinion, shared by several Directors, is that gambling at GA airports does not promote the image we would like to project for General Aviation. There would also be some Federal funding and security problems. Please vote against **Proposition 13**.

ABOVE GROUND FUEL TANKS

A recent change in State regulations concerning above-ground fuel tanks has caused concern among Colorado Airport Operators Association (CAOA) members. It seems that these tanks are limited to 4000 gallons, the same standard applied to in-town service stations. As many tanker deliveries are 8000 gallons, this causes inconveniences and increased costs to FBOs. CPA has written a letter to CAOAs supporting its position.

GRAND COUNTY AIRPORT MASTER PLAN

AOPA and CAOAs Representative **Bill Hamilton** reports that the Grand County Commissioners have selected Isbill and Associates to carry out the Master Plans for

Granby and Kremmling Airports. Bill credits CPA's testimony as a major factor in moving these improvements forward.

FORMATION FLYING

Air Power West President and CPA Director **Dick Jones** attended a meeting including APA Airport management and homeowners residing near the airport. The meeting centered on safety concerns with formation flight. Dick and a representative from Skyfighters assured the homeowners that the formation flight they were seeing was not hazardous. One of Dick's comments was that a driver on I-25 had other drivers near on all sides, and "you don't even know those guys." The meeting was informative to the homeowners, who did not realize that traffic was vectored along specific routes near the airport. All in all, the meeting gained some good will for General Aviation. Formation flying may be under examination by FAA, and we may see some regulation in the future. EAA is sponsoring an organization called FAST, for Formation Awareness Safety Training. Personally, I am new at formation flying, and I can assure you that there is much more to it than meets the eye. It is something like flying a continuous ILS.

GRACE BIRGE MAYFIELD

We are saddened to note the passing of Grace Birge Mayfield, a longtime CPA member. She was a WWII WASP ferry pilot and CFI. CPA will be making a contribution to Young Aviators in her memory.

COLORADO AIRSPACE INITIATIVE

On August 13 **Colonel Andy Love**, Colorado Air National Guard (CANG) met with CPA members **Walt Bell**, **Dennis Roberts**, and myself at CDOT's offices. Andy is also a CPA member, and requested that we meet to discuss the Colorado Airspace Initiative. To summarize the meeting, Andy wanted to describe the CANG changes to special use airspace in Colorado, and get our reactions and recommendations. In short, the proposed

changes in MOA's and restricted areas will actually result in a net reduction in area. Walt made a strong case for use of the areas in "real time," which means that the areas would be "hot" only during use, which some times is as short as ten minutes (average time of use is about 20 minutes). At present, SUA is NOTAMed with a cushion resulting in the area being hot for several hours.

Pilots need to be aware of Special Use Airspace, and to be sure and check with FSS or Center before entering these areas. CANG obtains a clearance from the Air Route Traffic Control Center (ARTCC) before entering the area, and accordingly Center is the best source for that information.

Dennis Roberts will be working with FAA and Andy Love and Lt.Col. Buck Buckingham to implement real time coordination.

In the interim, **please treat these areas with caution and fly informed as to their status.** "See and Avoid" takes on new aspects with 500-knot closing speeds...

Thanks for your concern and cooperation, Andy.

JEFFCO AIRSHOW

CPA member **Dave Gordon**, JEFFCO manager and his staff put on a fine Airshow at JEFFCO August 30-31. **Dick Jones** led the warbird group Air Power West, and several CPA'ers were performers. Thanks to CPA'ers **Terry and Walt Barbo**, **Marilyn Taylor**, and new member **Priscilla Baldwin** for manning the CPA tent and bringing in 12 new members and talking about CPA to more than 50 prospective joiners. One new member, **Jay Pointer**, included a letter stating "I feel this is a good local organization focused on general aviation." Thanks, Jay.

GUNNISON NIGHT OPERATIONS

CPA Area Representative **Mike Vader** has requested support for the promotion of pilot-controlled lighting at GUC. At present, lights are controlled by ground personnel and might not be available in an emergency situation. We have written to the County Commissioners recommending pilot-controlled lighting, and will appear at the hearing in September. PCL costs about \$7500, and might save a life. GUC is adjacent to Monarch Pass, a well traveled crossing point at all hours. One can envision several scenarios, especially during cold weather, where Gunnison might be the best emergency field. Emergency landings are tough with the lights off. **CPA at work.**

AOPA PROJECT PILOT

Congratulations to **David Larson**, the first recipient of a Private Pilot Certificate under AOPA Project Pilot. He passed his checkride in June at Ft. Collins-Loveland Airport. CPA Area Rep **Mike Myshatyn** was his mentor.

CENTENNIAL AIRPORT PUBLIC HEARING

On August 18, I attended a public hearing before the Arapahoe County Public Airport Authority. A group of about 150 were in attendance, including representatives of the Centennial Airport Business Association, (a newly formed non-profit organization), homeowners groups, and flight school operators. Also in attendance was John Andrews, who made an offer to buy Centennial Airport for \$18 million, which was promptly refused. CPA does not take a position on the controversy on airline service at APA, in line with CABA, CAO, and AOPA.

CABA was well represented by **Pat Weisner** and **Gwen Mayo**, who expressed a desire to be a part of the policy and

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decision-making process at Centennial. Gwen Mayo asked that the Airport Board focus on the aviation needs of the airport, and "do no harm." CABA's testimony was well-thought out and responsibly presented. CABA intends to represent the 151 businesses on Centennial Airport.

The Airport Authority has published a draft document entitled "Centennial Airport Policy Statement." The first paragraph reads "The Arapahoe County Public Airport Authority will continue to promote Centennial Airport as a premier representative of our nation's general aviation facilities." The document goes on to promise "support to its tenants and to the business community, which is the primary reason for its existence." It also states that "Under no circumstances shall the Airport Purpose include scheduled passenger services."

It would be a fine thing if this policy would be implemented to the satisfaction of all the general aviation interests on the field. However, there was considerable skepticism expressed by airport business tenants, and one individual was abusive of the airport board members and management. There was no testimony by non-business APA tenants, save one who spoke against airline operations. One of the homeowners groups testified that they were positive towards the airport. The name of that organization, however, is "CRASH" (Citizens Rallying for Airport Safety and Health). Makes me wonder how positive... It seems to me that with the residential encroachment and regulatory climate that APA may be headed for the endangered list.

It was my decision at the time not to testify and express a CPA position. However, there is one area in which CPA can take positive action. There is a Colorado statute that requires flight schools to obtain certificates of approval from the Colorado Division of Private Occupational Schools. If an

operator is not a part 141 approved flight school but advertises availability of commercial advanced training or collects prepaid tuition for commercial or advanced training, then the certificate is required along with an initial fee of \$2000 plus the posting of a \$5000 bond. It may be that Centennial is the only airport intending to enforce this law. If so, this requirement may force certain operators to close. Two operators of affected flight schools testified to this effect. According to a State House source, the statute was not intended to include flight schools.

CPA Director and AOPA Regional Representative **Bill Hamilton** testified eloquently opposing enforcement, and submitted a letter to that effect. He also expressed concern that added regulation would increase the cost of flying.

CPA's legislative committee will work to have this statute amended to exclude flight schools during the next session, and I have written to the Airport Authority requesting them to postpone their compliance requirement until after the next session of the State Legislature.

CPA NEEDS INPUT FROM MEMBERS

Throughout this year, CPA has acted upon requests from CPA area representatives and airport management, and has attended hearings and written letters and such. Other activity has been the result of Board discussions. One request from a member at large prompted a paragraph on a safety item in this column.

In order to serve our membership and protect our rights as pilots, CPA needs input from members. We exist to serve our membership. If you need help or wish a situation researched for action, please write or call. Our numbers are in the pages of "Flightlines."



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Your Area Reps

by Phyllis Kramer

CLANCEY MALONEY, COLORADO SPRINGS

The date for the COS new TERMINAL BUILDING general aviation FLY-IN date has been changed from Saturday, October 1st, 1994, to Saturday, October 15th, 1994. Details as to arrival times and general aviation parking should be found in your local news media as the date draws nearer.

Custer County Airport airmarking:

Saturday, August 13th, found the Chapter of Pikes Peak Ninety-Nines painting the numbers and aiming points on the new Westcliffe runway. The preparation was also accomplished by the Chapter members earlier in the week. The centerline will be painted another day--they ran out of paint! Airport airmarking--painting of runway numbers, name, aiming points, etc.--is a group project that Chapters of The Ninety-Nines, Inc. nationwide accomplish. The local Airport Authority or County furnishes the paint.

LARRY BARTLETT, PAGOSA SPRINGS, STEVENS FIELD

Activity has really been picking up in our corner of the world. The area is growing fast and that includes the airport--as seems to be happening in several areas of the State. In July, the Cessna 180/185 national convention was held at Stevens Field--with over 160 airplanes. It looked like a

miniature Oshkosh--they were parked everywhere. Larry and Ginnie kept their hangar open and the coffee pot on.....and really enjoyed meeting and visiting with all those great aviation people.

Update on Stevens Field: There are some runway problems to contend with. The 2500-foot extension just opened last year has been closed indefinitely due to breakdown of the asphalt and base. The remaining 6500 feet opened in 1988 is cracking and will probably receive some emergency repair before the snow flies. The runway is certainly safe for general aviation up through medium twins but has been closed to everything above 12,500 pounds. **The north 2500 feet is closed and marked accordingly.**

FBO, Flitecraft Aviation, recommended. The FBO has been spending a lot of money to turn their facility into a real showplace. It's "truly a gem"--they are planning on a restaurant that may be called "Barnstormer's Bistro". Larry's certain it will be first class, since everything else they have done so far is a "class act". It's a full service FBO with Budget rent-a-car and Phillips avgas. Larry says Pagosa is not only one of the jewels of Rocky Mountain airports but is beginning to look like it as well! They are also planning to have a regional Cessna 195 fly-in next May.

**AVERAGE AGE OF THE
GENERAL AVIATION FLEET... 28 YEARS**

(SOURCE AOPA)

WELCOME NEW MEMBERS

Baldwin, Edward C.
8134 Middlefork Way
Jacksonville, FL 32256

Baldwin, Priscilla V.
2851 Interlocken Dr.
Evergreen, CO 80439

Baldwin, James F.
RR 4 Box 289
Santa Fe, NM 87501

Bonneau, Roland J.
8795 Independence Way
Arvada, CO 80005

Flamenbaum, Joel
P. O. Box 481
Castle Rock, CO 80104

Gray, Howard W.
2100 N. Hwy. 360, Ste. 905
Grand Prairie, TX 75050

Hagan, Jerry
P. O. Box 31799
Aurora, CO 80041

Hartshorn, Robert
11742 Elk Creek Road
Pine, CO 80470

Jacobsen, Chris
9961 W. 86th Place
Arvada, CO 80005

Johnson, David C.
7751-A S. Curtice Drive
Littleton, CO 80120-4373

Leeper, Duane G.
1693 S. Vrain Street
Denver, CO 80219

Luce, Charles F., Jr.
8840 Tahoe Ct.
Boulder, CO 80301

Masterson, Bob
11595-A Decatur Street
Westminster, CO 80234

Minnich, Joseph E.
3641 S. Yampa Street
Aurora, CO 80013

Morrow, Lester
8327 Benton Way
Arvada, CO 80003

Nail, Tom
8282 Vine Street
Denver, CO 80229

Plante, Mike
31474 Upper Bear
Evergreen, CO 80439

Pointer, J. Jay
14479 Wheatland Drive
Longmont, CO 80501

Pulley, Donald
P. O. Box 1595
Crested Butte, CO 81224

Stafford, Paul
Goldenbank N.A.
1301 Jackson Street
Golden, CO 80401

Tipton, Leonard
2411 W. Drake Road
Fort Collins, CO 80526

Heard Along the Flightline

■ "We are going to work with you, listen to you, and work together to grow this industry". *Comment worth quoting . . . by Secretary of Transportation Peña to aviation industry leaders this year at the annual EAA Oshkosh fly-in.*

■ Also worth noting, Secretary Peña made no attempt to sell his plan to privatize the ATC system during his brief visit to Oshkosh. Give the guy some credit for smarts.

■ AOPA reports that the Senate Appropriations Committee has voted a 1995 appropriation of \$10 million for DUATS. A House committee had voted a \$7 million appropriation. The final appropriation will be determined in a House-Senate compromise.

FAA had sought to eliminate funding for the program . . . based on a number of reasons, including duplication with the Flight Service Station program. But a GAO investigation concluded that DUATS services were used extensively by general aviation, improved safety, and reduced FAA costs. Quoting the FAA's own data GAO noted that DUATS transactions cost an average of \$1.67 per contact versus \$5 to \$9 for a Flight Service Station briefing.

In courtesy to the FAA, policy statements emanating from the agency do not always reflect personal views of top officials. As with any governmental hierarchy, policy derives from a much higher level, particularly when it relates to funding. So when one sees the agency take irrational positions such as the policy to terminate DUATS, or to privatize the ATC system, take it "tongue in cheek." The agency is just being a good soldier. But the reality of it all is that it does place a greater burden on the aviation community to act as a

watchdog on the legislative process. Though the FAA may have our interests at heart, let's face it. The way the system works, they can't be trusted.

■ In local legislative matters, PROPOSITION 13, the gambling proposal which will appear on the ballot in November, deserves a critical look because of potential adverse impacts to state aviation.

A key provision of the proposal is to permit public airports in the state to operate slot machines. The proposition appears to be designed primarily to benefit gambling interests in the Manitou Springs area . . . with the provision on airports added to make the proposition more saleable. On the surface it has a great deal of appeal since it offers a new funding source to airports . . . which are characteristically underfunded.

At its meeting on August 5 the Colorado Airport Operators Association (CAOA) took a serious look at potential impacts of PROPOSITION 13 and concluded:

- The proposition provides that 75% of revenues derived will go to a fund to finance public schools. The remaining 25% available to airports doesn't make economic sense as a revenue source considering the amount of administrative time needed to manage gambling at local airports.
- Revenues to an airport from a non-aeronautical source could lead to pressure to divert revenues downtown. Federal law currently prohibits diversion of airport generated revenues off the airport for those airports which have accepted federal grants for development. But the political process could easily change that.

Congressional policy on the funding level for the airport grant program is influenced by the ability of an airport to generate revenue. If there was a perception that airports had increased capability for self funding, as could be perceived with authorized gambling, future levels of federal funding could be reduced.

The CAO board concluded the issue was a no win for airports. It voted to go on record as opposing the proposition.

■ The CPA board took a similar position on the proposition at its meeting on August 1. It voted to oppose slots at airports.

■ CPA's USPA Liaison Chairman, BRUCE HULLEY, tells us the Narco DME in his Cessna 140 gets a lot of flying time these days, but not in the 140.

Recall Narco's policy change in which local avionics shops are no longer supported to repair Narco avionics. Under the policy the units must now be shipped to the factory (located in Pennsylvania) for maintenance. And Bruce said his DME has been a frequent traveler to the factory over the last several months.

Seem to recall the policy change was made to increase quality control and to improve service to the customer. Suspect Bruce would have a few observations from his experience.

■ By now everyone must know that the General Aviation Product Liability Bill became law when signed by the

president on August 17, 1994. The law created an 18-year statute of repose in aircraft accident lawsuits and is heralded as a key ingredient for renewed growth in general aviation.

Recall that Cessna had pledged to reopen manufacturing lines for several of its single engine models. Other manufacturers had made similar statements. But when the chips are down, the companies will probably find they can no longer compete with technology that has passed them by while they waited out product liability reform. They will probably find that they have been outclassed (technology and cost) by the wave of new kit-built aircraft hitting the market. The future for general aviation appears to be with the kits. Major manufacturers will find it hard to compete.

■ Speaking of kits, CPA member MIKE SEAVALL has completed construction and is flying a Lancair IV-P (see separate article). It is the first kit-built IV-P in the country to be constructed by a customer builder. This state-of-the-art aircraft is capable of airspeeds reaching 340 mph. It's a screamer. Nothing in the stable of aircraft from the major manufacturers can touch it.

And by next summer there will be two. MARY and OTTO SENFT are about six months away from completing their Lancair IV-P project. Both aircraft will be based at Vance Brand Airport in Longmont, Colorado.



CPA HOTLINE
(303) 266-6266

Seavall Completes 1st Customer Built Lancair IVP

CPA member Mike Seavall dropped out of sight from the local flying scene a couple of years ago after selling his 1966 S-35 Bonanza to Larry Mack, the FBO at Burlington, Colorado.

It wasn't for lack of interest in flying. Mike was a frequent participant at most fly-in events. He always competed in the annual Colorado-to-Jackpot Air Classic. And he used his aircraft extensively for business and pleasure flying.

Rather, as Mike described it, he was tired of being "outclassed." It bothered him that an occasional Cessna T210 would pull up along side . . . and chandelle and away. Or that he could not keep up with other aircraft in his Jackpot class.

So he researched what was out there and found the fastest kit-built aircraft he could find. And now after an estimated 3,800 hours of construction time and two years absence from the scene, he is flying one of the hottest and fastest aircraft in general aviation today . . . a 340 mph Lancair IVP.

There are a couple of other Lancair IVPs flying; however, Mike's is the first to be completed by a customer builder. Needless to say, the factory has been very attentive to construction problems and in supply of parts.

The project had been rushed for an appearance at Oshkosh. The factory wanted to show off the first customer built project. But a last minute electrical glitch scrubbed the plan. So he left the new bird behind and flew to Oshkosh in one of the factory aircraft.

The factory has contracted with Flight Craft in Portland to provide transition training for new owners. The training consists of two days of ground training on the aircraft's systems plus about five hours of dual.

Mike said his transition from the Bonanza was relatively easy and that he completed the dual instruction part of the course in something under four hours. Less experienced pilots and those transitioning from less sophisticated aircraft can be expected to take longer.

He described the aircraft as surprisingly docile. Control pressures were slightly stiffer than those in the Bonanza . . . possibly due to the higher speeds. Approaches are best if relatively steep. He was instructed to do the approach at 110 mph with a bit of power, flare at 100 and touch down at approximately 80 mph. Stall speed, dirty, is about 70 mph.

Mike reported that slowing to pattern speed proved to be an interesting challenge. Flaps can be dropped 10 degrees at 200 mph gear extended at 165 mph, and full flaps lowered at 160 mph. But not much drag results. Took a bit of getting used to.

As of this writing Mike had 27 hours on his Lancair. A factory test pilot flew the aircraft prior to Mike's first flight. This was followed by about 20 minutes of dual . . . after which Mike was on his own.

Well, not completely on his own. Since the aircraft is in the experimental category, the FAA has a requirement that the aircraft be flown within a limited area for approximately 40 hours to demonstrate the systems work and the aircraft is safe. Mike was assigned a local area extending from Longmont (where he bases the aircraft) to Pueblo, Wray, Douglas (WY) and back to Longmont. Though smaller, the area assignment has the flavor of the type of courses assigned to the USAF Blackbirds.

His Lancair has a TSIO-550B with twin turbos and twin intercoolers. It develops 350 hp at 38 inches and 2700 rpm. And it drags the aircraft through the air at unbelievable speeds. Top speed is 342 mph at 25,000 ft. It does this with 75% power (31" @ 2,500 rpm) with a fuel burn of 18 gph.

Mike hasn't completed the work necessary to pressurize his aircraft. He is in the process of installing a pressure controller, after which the aircraft will have to be flown to the factory in Redmond, Oregon for ground checks of the pressure system prior to pressurized flight. One of those safety precautions exercised by the factory. And understandable since the company has equipment to fix potential problems. Also, it can't afford to have its first customer for the IVP have a bad experience.

In the interim Mike continues to put time on the aircraft on his assigned personal race track. Says he finds it a delight to see indicated airspeeds near 250 mph at 8,000 feet.

As for the future, he can hardly wait for the next Colorado-to-Jackpot Air Classic. Said he thought he could give Dave Burke and his Mooney 231 -- a frequent winner of past races -- a good hour head start and still beat him to Jackpot.

AIRPORT GRANTS

Colorado airports will get a collective \$47.405 million in airport improvement grants distributed by the Department of Transportation, as reported by The Denver Post. Denver

International received its share... \$34.9 million for runway construction. Other airports receiving funds include: Yampa Valley, \$4.65 million; Jefferson County, \$2.05 million; Monte Vista, \$1.277 million; Colorado Springs, \$920,297; Arapahoe County (Centennial), \$766,117; Cortez, \$539,564; Buena Vista, \$391,564; Fort Collins-Loveland, \$335,700; and Grand Junction, \$310,500. Montrose, Telluride, Pueblo, Steamboat Springs and Eagle each will receive \$251,737.

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

1 full page\$ 60.00

1/2 page\$30.00

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Fliers:

* Commercial\$ 30.00

* Fly-In Events FREE

These rates are per issue. There are 11 issues published per year.

Rates are payable in advance of publication.

Letters

Dear Walt Barbo:

Your Maintenance Corner article in the July Flightlines was very interesting to me, as I went through the same tachometer problems two years ago with my Skylane.

A replacement mechanical tach is not the answer. I opted (after the second replacement) for the Horizon Instruments P-1000 electronic tach and so far I am very pleased with its performance. I've found that at sea level and very high humidity, my 0-470 (2600 RPM Red Line) only develops 2580 on the take off roll.

Thanks for the good article.

Bob Liddle
CPA'er, Granby

Correction: The cover photo of the August Flightlines was accidentally reversed at the printer. The correct identification of Jackpot winners is: (left to right) Walt Bell, Dave Burke, & John Bohling.

RENEWALS

Sandra Stedman, Englewood
Martin Watz, Fort Collins
John Lorimer, Edina, MN
J. Scott Hamilton, Louisville
Marilyn Taylor, Ft. Lupton
Kevin Kennelly, Watkins
Tim Gallagher, Alamosa
John Pohly, Berthoud
Dick Mansfield, Boulder
Bill Standerfer, Fort Collins
Perry Miller, Brighton
Richard Boscardin, Boulder
James Kettering, Boulder
Richard Dysart, Austin, CO
Joyce Hanagan, Salida
Paul Whistle, Wheat Ridge
Mary Senft, Longmont
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Colorado Aviation Calendar

- SEP 1 to 30 **WESTERN COLORADO ANNUAL POKER RUN**, Sponsored by High Country 99s as a benefit for AirLifeLine. Winning hand announced October 1st at Montrose, 10:00 a.m. Rain Date October 2nd.
Info: Judy 303/242-0261 or Ann 303/242-0261.
- 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 18 **JOHNSON FIELD, WALSENBURG FLY-IN & AIR SHOW**, Sponsored by the local pilots group "The Crosswinders".
Breakfast served at 8:00 a.m., air show begins at 10:00 a.m.
Info: Mike Mann 719/738-3782.
- SEP 25 **DIA GENERAL AVIATION FLY-IN**, Once in a lifetime !
7:00 a.m. to 2:00 p.m. Fly-in by reservation hot-line through Wings West: 303-397-7600, ask for DIA Operator. Be ready to give your: N number, aircraft type, number in party, desired arrival time and contact name/address/phone. Contact your FBO for copy of mandatory arrival procedures, frequencies and other requirements.
- 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 Roger Herman 619/279-5549.
- OCT 1 **2nd ANNUAL PUEBLO AIRPORT AIR FESTIVAL & OPEN HOUSE**.
All proceeds (admission \$1) to benefit the B-24 Museum on the field.
Hours 8 a.m. to 4 p.m. Info: Kim Martin 719/948-3355.
- 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.
- NOV 5 **CPA ANNUAL MEETING**, Tentative date. Program and location to be announced. Info: Mike Baldwin 303/674-7864.
- NOV 10-13 **FALL USPA MEETING IN NASHVILLE, TN**
Includes an executive board meeting, round table discussion, safety seminars a, the Grand Old Opry show and more. Info: Arnold Zimmerman 314/849-8772.
- DEC 8 **COLORADO AERONAUTICAL BOARD MEETING**, Englewood, Colorado.
Regular business meeting. Public invited. Info: Caroline Scott 303/307-3039.

AREA REPRESENTATIVES

BOULDER

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

BURLINGTON

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