

CPA FLIGHT LINES

Vol. 11, No. 10

October 1994



CPA member, and DIA Public Affairs Officer, Norm Avery was a driving force behind Denver's approval of the DIA fly-in on September 25. He is shown here by his 1946 Ercoupe he flew to the airport. A P-51 owned by Joe Thibodeau is seen in the background.

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

President's Message

by Mike Baldwin

GENERAL AVIATION PRODUCT LIABILITY REFORM

As you all have read by now, President Clinton has signed the bill limiting liability for general aviation aircraft, creating an 18-year statute of repose. To quote Phil Boyer, AOPA President, "Product Liability reform is a key ingredient in the revitalization of general aviation." AOPA has been a major leader in the drive for this legislation, along with many of its members who wrote congressional representatives. CPA helped in writing and encouraging members to write in support. A positive result is that Cessna has undertaken reintroduction of the 172, 182, and 206.

This passage of law indicates more than ever that we as pilots have a voice in advocacy. CPA represents pilots in Colorado as "the voice of general aviation" on a local level.

GUNNISON COUNTY LIGHTING

Along the advocacy line, the pilots at GUC would like to have pilot-controlled lighting. As mentioned in an earlier column, CPA has written in support, and on September 20 I testified at a Gunnison public hearing in support. Testimony was heard by the Gunnison County Commissioners, who are **Fred Field**, Chairman, **Rikki Santarelli**, and **Marlene Zantell**. My presentation, was that pilot-controlled lighting will improve airport safety, particularly in the

case of emergencies. Area pilots were well represented, and CPA Area Representatives **Mike Vader** and **Carol Skelton** also testified in support. The area pilot community testimony basically supported the concept of continuation of the curfew and fee structure but with the addition of PCL. Local homeowners were represented, and opposed PCL on the grounds that it would increase night traffic. Pilots and one homeowner testified that PCL would decrease the possibility of an accident in a housing area. Homeowners seemed to care more about night noise than safety. One issue that surfaced was that most pilots do fly standard AIM traffic patterns. The Commuters, however, do not, and generally opt for the long straight-in approach. Area pilots have asked FAA to check into this, and there has been some improvement. However, we still need to watch out for them at places like GUC, ALS, MTJ and other uncontrolled fields served by airlines. Also, please learn and abide by Gunnison's night landing regulations if you need to land there after dark. Gunnison intends to be vigilant for curfew violators.

AOPA'S CINDY JACKSON

AOPA has announced a new position leading state advocacy activities under the Regional representative program. Cindy Jackson will find us calling on her for help, through **Bill Hamilton**, CPA Director.

MODE C VEIL

AOPA is asking pilots to go on record for elimination of the Mode C Veil rule instead of another temporary exemption for 304 airports near B Airspace. We do this by submitting evidence that elimination of this rule would have a positive economic benefit and not compromise safety. (We stay out of the B Airspace and do not want to pay for electrical systems and equipment that benefits no one) Please write to:

**Federal Aviation Administration
Office of Chief Counsel
Attn: Rules Docket(AGC-200)-
Airspace Docket No. 26242
800 Independence Ave
Washington, DC 20591.**

LIABILITY FOR CPA EVENTS

CPA Director **Bill Marshall** is chairing a committee to find a shelter from the liability of Officers and Directors issuing from various events hosted by CPA. Sources of potential risk are the Student Airlift, the Air Classic, and the Mountain Flying Course. It is sad to note that all of these events are put on for the public good, and are not profit-seeking. It appears that some relief may come from discussions with EAA, and we have asked AOPA for help. AOPA is insuring pilots, and it may be that excess liability coverage may become available. One agency we checked with would provide coverage but with an aviation exclusion. Big help.

A 1992 Accident in Fort Collins provides a horrible example. An Air Charter service was found to be liable for an accident which, in my opinion, was due to improper

operation on the part of the pilot. NTSB agrees. The award was \$859,000 due to improper training and a inoperative ELT. The pilot was found blameless by the jury. NTSB's testimony seems to have been disregarded.

ROCKY MOUNTAIN AIR FAIR

One of Colorado's premier aviation events is now history. Gordon Baxter, Kas Thomas, Mick Wilson, Papa Bear, and many others spoke on keeping your bird flying and yourself safe and knowledgeable. Over 100 exhibitors showed the latest in education, technology and aircraft. The list of CPA'ers under **Frank Gallo's** volunteer program is to long to include here, but thanks to you all and particularly to **Walt Barbo** and **Marilyn Taylor** who led the effort to put it all together.

MANFRED R. KUEHNEL

Our condolences to the family and friends of Fred Kuehnel, President of the United States Pilots Association. Fred passed away on August 10, 1994.

NEW PILOTS

Are what we need to help revitalize general aviation. If you know someone who looks like they might harbor a long repressed desire to soar into the world that we all love, make use of the AOPA Mentor program. Call 1-800 USA-AOPA. **Lucille Bledsoe** participated in a career day in Wray, and helped **Dewie Whomble** realize a dream by giving him his first lesson. Thanks, Lucille.

PAPA BEAR AND THE FRIENDS OF GRANBY AIRPORT

Penny and Bill Hamilton are leaders of an advocacy group in support of developing Granby Airport. To raise funds for a direction finder to assist mountain search and rescue in the area, **Papa Bear** gave his usual fine program of survival. Many CPA'ers attended, and thanks go to the Hamiltons and CPA Directors **Bob and Caroline Doubek** for their help.

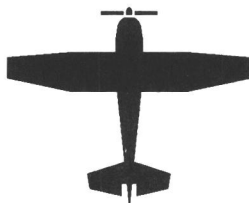
Papa Bear teaches us how to survive by technique and by an awareness of what constitutes a survival situation. Winter is coming soon. If you missed him at Granby I hope you got to listen to his advice at the Air Fair.

GREELEY'S COLORADO AIR FESTIVAL

Air Power West President and CPA director **Dick Jones** led a group of performers at this 2nd Annual fine airshow the second weekend of September. I had a lot of stressful fun flailing my old Stearman 5YP around in a show event which I can only call the "Military Maelstrom" with about 14 other craft including L-5's, CPA'er **Pat Weisner's** DC-3/C-47, a Spitfire, a Mustang, **Eric Baldwin's** Stearman, a twin Beech, and all the T-6's one could ever ask for. The careful orchestration by Flight of Fantasy made it safe as well as fun. The famous GeeBee replica performed, and it is truly amazing as is its pilot, Delmar Benjamin. The other aerobatic acts were excellent, and it was a great show. I guess that's it for area air shows until next summer...

CPA'S ANNUAL MEETING

On Saturday, November 5, CPA will hold its annual meeting to report on the year's accomplishments, and to elect new officers. Please help CPA by attending. There will be a program and a sit-down lunch. A good opportunity to let us know what you need, as we are your advocates. Renew old friendships, make new ones, and talk airplanes...



WELCOME NEW MEMBERS

Bolton, William H.
2800 Walnut Street
Denver, CO 80205

Fullmer, Jon
520 Rio Vista
Gunnison, CO 81230

Herring, Alan T.
6200 Crestbrook Drive
Morrison, CO 80465-2224

Osborn, Steve
P. O. Box 1073
Conifer, CO 80433

Porter, Harry H.
8558 Piney Creek Rd.
Parker, CO 80134

Wedelstedt, Vivian
4655 N. Colorado Blvd.
Denver, CO 80216

Your Area Reps

by Phyllis Kramer

ROGER LAKE, MONTROSE (MTJ)

Construction for the taxi way extension has begun for the new runway 17/35, including access for the Airpark.

August 2nd was the date of the groundbreaking in the Airpark for Burt Rutan's **Scale Composite**.

A new aircraft maintenance shop is on the field--**Northstar Aviation**. Owner Dano Bardwell is looking forward to getting acquainted--stop by or call 303/240-8410.

Two new hangars have been completed. The planning includes one more hangar and ten T-hangars for the future.

While you're checking out all the on-going activities at MTJ, visit with "JETLAG" **The Black Cat** that has taken over the MTJ Air Service FBO.

FAA NWMTN Region Engineer's August 17th Progress Report at Red Table Mountain

Construction of the radar building was substantially completed by Friday July 29. Minor modifications to the engine generator and air conditioner systems are to be completed. Revegetation of the site will be completed during this September.

The remaining radar electronics equipment is now installed.

Electronics installation connected electrical power to each of the radar equipment cabinets. Inter-connections between radar equipment are being done.

Quotes are being requested for construction at the Parshall microwave repeater site, east of Kremmling, Colorado.

Our Real Estate Specialist is working with Castle Peak, Colorado land owners to gain access to the electronic site. Castle Peak will be used as a new microwave repeater site to relay radar and communication data to the Denver Air Route Traffic Control Center. Electronics installation is to start in September.

Target commission date for the beacon radar site is December 1994."



Favorite Eating Spots of The Area Reps

Lee Porter, Pueblo, recommends Dick & Shannon Crouse's Pueblo Airport Restaurant. They offer home style cooking at modest prices. [Hint: show your CPA membership card]

Mike Mann, Walsenburg, enjoys the food at George's in Walsenburg. It's four miles from 4V1, airport car available: first come first served.

Roger Lake, Montrose, suggests the Sun Valley Truck Stop, just a quarter block from the airport.

Many Western Colorado pilots enjoy a flight to Farmington. There is a restaurant on the field that serves very tasty "Mexican" food. I recall looking forward to the food at a restaurant in Fort Collins, just a short walk from the field--is it still there? Pilots on the Front Range also plan group breakfast flights to Cheyenne.

Heard Along the Flightline

■ The DIA FLY-IN on September 25 was nothing less than a publicity bonanza for Denver, a real time test of facilities for air traffic control, and the opportunity of a lifetime for those of us fortunate to have flown in.

According to NORM AVERY, Public Affairs Officer at DIA, 1,013 aircraft landed at the airport between 7:00 a.m. and 2:00 p.m. when the airport closed for arrivals. Not a bad count considering the reservation system was set up to limit arrivals to not more than 600 aircraft.

Obviously, there were a lot of arrivals that didn't bother with the reservation system. But no big deal. The reservation system, handled so beautifully by the people out at **Wings West Magazine**, was designed to spread traffic to a level that air traffic could handle comfortably. It did that. There was no plan to pass the reservations on to Air Traffic.

Approach Control accepted every aircraft that called in, so we hope no one missed this opportunity. In fact, one pilot was heard to say he naively tuned to the approach control frequency while enroute to Cheyenne and was vectored to a landing at DIA before he realized what had happened. He was reported to have said it was a nice stopover.

There was a minor problem with frequency congestion on approach control in the first hour or two of the fly-in. On initial contact, pilots normally identify their aircraft, say where they are, and give their intentions. As a result, approach frequency was completely blocked. But controllers are creative creatures and soon changed procedures to have pilots entering the frequency give N-number only (no additional

information). Transponder codes were assigned and the exercise then became one of vectoring aircraft to an entry point for access to the airport after which aircraft were requested to squawk VFR and call tower.

■ After approach control got into the swing of it, handling traffic appeared to be fairly simple. Suspect the facility could have handled a much larger count. The requirement for an operating transponder caused KEVIN BUNNELL some grief. Wouldn't you know, the transponder in his Navion had just come out of maintenance. But it wouldn't transmit the code assigned by approach control. After an unscheduled stop at Van Aire, and repair of a bad connection, he was back in the air. So the 20 minute flight from Greeley to DIA required one stopover.

■ "Welcome to Denver International Airport," was the greeting to each aircraft from the volunteer ground personnel upon arrival at the flightline, followed by a reminder to turn off all switches and a warning that no services were available on the airport. Couldn't help but notice, however, that a Combs fuel truck kept running up and down the flightline. Probably PR. Combs will operate the FBO on the airport following official opening.

■ PETER LUCE and his entourage made quite a splash when they exited Peter's MU-2, with matching commemorative caps and tote bags made up for the occasion. Local television cameras recorded the event for posterity . . . and Peter dutifully responded to a Channel 9 reporter's questions on the thrill of landing at DIA and the six minute flight from Centennial Airport.

■ But NORM AVERY and PRISCILLA BALDWIN proved to be

our featured stars. Norm was featured on Channel 9 News with an overview of the fly-in and its sponsors. And Priscilla made the first page of the Denver Post in a photo which showed her snoozing in a slouch chair in front of the family Stearman. Those who know her will probably seek to have the photo autographed.

■ **NORM AVERY** made the rounds along the flightline in a modified golf cart in his role as Denver's roving ambassador. He had flown in earlier from Centennial Airport in his Ercoupe. Said the trip took him slightly longer than it took Peter.

■ **BABETTE ANDRE** was also seen along the flightline . . . pulling a small red wagon with a placard reading "BAE Baggage Alternative."

■ Goodwill Ambassadors were stationed throughout the entire facility to help with directions and answer questions for the many hundreds of pilots, family members and friends.

■ The airport is so huge that one would never expect to find others one knew. But not so. The event proved to be an ideal social environment to renew old acquaintances. And to share gossip. For example:

■ **BEVERLY SINCLAIR** introduced new husband, Alan Stewart, an I-A at Combs. Beverly has taken a new job as a 1st officer with Air Midwest, flying a Beech 1900. She will initially be flying routes in Kansas, Nebraska, and South Dakota.

GRETCHEN JAHN shared with us she is still winning air races. This time she and co-pilot Jessica McMillan captured 3rd place in the Mile Hi Air Derby held on September 10. They flew in Gretchen's and Karl's (Sutterfield) 182RG.

MARY and **BART JONES** of Colorado Springs flew over 150 hours in their C170B this year. Said it was a record for them. Included in their many trips was a back country landing



Kevin Bunnell is seen receiving his Wings West Landing Certificate to verify his landing at the September 25 DIA fly-in. Wings West Publisher **Pat Weisner** observes on right side of photo. Certificates were issued in the Jeppesen Terminal.



E.B. Jeppesen Statue stands prominently in the terminal named after him in the new DIA airport.

in Idaho.

■ Continuous radio chatter on ground control frequency on departure proved somewhat of a challenge. A sample:

"We'll try to find it . . .

Did you just pull out in front of another aircraft?

Who's the aircraft holding just short of Foxtrot?

Who's the Cherokee at Bravo Sierra facing west?

Who's the aircraft coming up to Bravo Hotel?

Do you have an aircraft moving out on your right?

Now, everybody pick up Hotel...

Which way do I go for Runway 34?

Who's that?"

■ Couldn't help but notice that some of the less experienced pilots held tight and waited for clearance from ground control before moving from ramp positions . . . while others, obviously

Oshkosh fly-in veterans, simply taxied out into the taxiway queue and moved up to the runway hold line before calling tower for takeoff clearance. Saved a lot of chatter.

■ But DIA wasn't the only airport to experience frequency congestion. Arrivals at DIA were spread over seven hours. But most departures took place over approximately one hour. Think of the challenge this gave to neighboring airports when aircraft returned to their home base . . . particularly those with air traffic control. *FLIGHT LINES* Editor, DAVID ROBERTSON, flying a Cessna Skylane, described the tower controller at Jeffco as being so inundated with traffic when he arrived that all traffic not in the class D airspace at the time was directed to remain clear of the airport traffic area . . . and not call back for at least five minutes.

What a memorable day! □

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

COLORADO PARACHUTE JUMPING AREAS

Callahan Airport
17 nm, 057° Colorado Springs

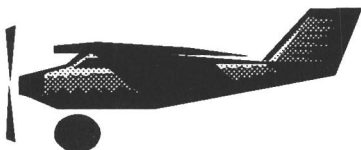
Colorado Springs, USAF
9 nm, 266° Colorado Springs

Fort Collins, Loveland Muni
21 nm, 247° Gill

Frederick Firestone Airport
20 nm, 296° Mile High

Rifle, Garfield Co Regional
33.7 nm, 149° Meeker

Steamboat Springs
21 nm, 076° Hayden



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High flying dreams rise from planes of past

by Don Peitzman

Lyle "Lindy" Muir loves to restore old airplanes and fly them, and dreams of one day having a small airport operate from his farm.

The Weld County man, who was a contract electrician for 31 years, has lovingly restored about a dozen planes over several years.

He's a 1971 graduate of Colorado Aero Tech, with an airframe and power plant mechanics license and is also an FAA certified inspector.

He and his wife and two sons were the fourth family to live at Van Air, a community located east of Brighton where everyone owns an airplane and can use a nearby runway.

In 1976, after five years, the family moved to their present farm in Weld County where he has a 3,000 foot sod runway and a large hangar.

His runway isn't approved, but it's recognized and designated as a private runway with the FAA, he said.

Muir rebuilds planes from tip to tip, utilizing used parts that he buys from a company in Aurora. Restoring a plane isn't cheap he said. "They're like hot rods."

At least once he hasn't been able to enjoy the fruits of his labor before having to sell a plane.

He spent a couple of years working on a Luscombe, his favorite airplane, and planned to get in about 25 hours flying time with it; however, he had to sell it once it was done to make the farm payment.

The new owner told him he could fly it and make sure everything worked all right, but he only got to spend half an hour with it.

No sooner than his hangar was empty, he purchased a 1948 Luscombe model 8F and has toiled with it for about three years. However, he plans to finish it in June and fly it for awhile before selling it also. "It's just been here too long. I just got too much money tied up in it," he said.

The plane is a real collector's item, Muir said. He estimates only 7,500 of the model eight series were built and only 62 of his model are still in the air.

The Luscombe was the first all-metal personal airplane developed by Don Luscombe and built between the early 1930s and late 40s. The planes were last built at a plant in Fort Collins.

It's a rugged simple aircraft which Muir likens to the German Volkswagen. The plane is easy to maintain and a good plane in which to learn to fly.

"People get so involved in these old planes, I don't know how to describe it. They just keep moving around the country and everybody keeps track of them."

Muir has been involved with a Phoenix, Arizona foundation dedicated to the preservation of the plane. Last year he completely overhauled the engine on a Luscombe, which was raffled off.

Muir enjoys both restoring planes and flying, especially at night when the air is still and he can see other airplanes easier.

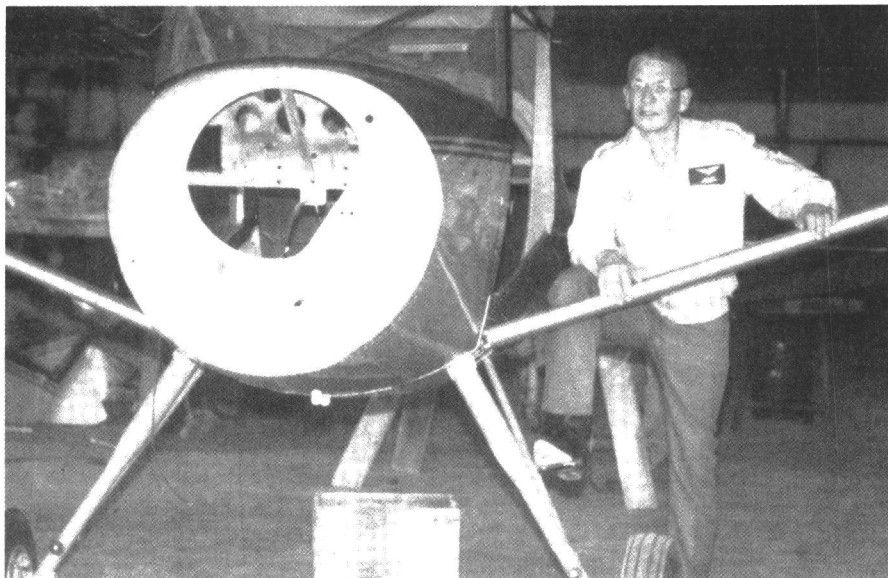
However, despite his middle name which his father bestowed on him in 1927, the year he was born and Charles Lindburg made his historic transcontinental flight, Muir has just 450 hours of flying time.

His first flight came as a 12-year old boy growing up in Central Michigan.

It was summer and some barnstormers were selling rides to townsfolk, Barnstormers were pilots who toured the country putting on shows with their airplanes.

Muir was working at his father's gas station on a Sunday when his dad suggested they close early and go to the airport. They rode out on a motorcycle and bought the last two tickets on a Ford tri-motor monoplane.

"I remember we took off and flew over Midland and over the Dow Chemical plant. It was that time of night when the lights were just starting to turn on. I'll never



Lyle "Lindy" Muir poses with his 1948 Luscombe airplane, which he's been restoring for three years. The former electrician has restored dozens of planes over the years.

forget that, it was really pretty and kinda hooked me on flying the rest of my life."

Later on Muir entered the service wanting to work on airplanes, "but they had other plans." When he got out of the service he still wanted to work on planes. "I've finally come down to that part of it," he added.

The thing that interested me in flying was you can fly from here to Canada and go fishing, and it only takes a day to get into some good fishing territory and a day to come back," Muir said. "It's a lot easier than going by motor home or car."

He added, "When you fly you get a different perspective of everything. I guess it's the freedom to be able to move about the country and be free."

Lately, Muir's focus has been on establishing a small airport on his farm- a goal he's had ever since he moved to it in 1976.

He doesn't want to give flying lessons or rent airplanes, but he's like to do some rebuilding and maintenance. "Haul 'em in here on a trailer and (I'll) rebuild them and fly them out."

Money has been an obstacle though.

"You can have these ideas in the back of your head, but when it really comes down to doing it... well it takes a lot of money."

Muir wouldn't have to worry about the airport conflicting with the new Denver International Airport because that's already been resolved.

He said the FAA was going to shut down a bunch of small airports because of the DIA, but the Colorado Pilots Association formed an ad-hoc committee to fight the plan.

Fourteen airports, including Van Air, were spared when FAA officials let the committee decide how to use the airspace the DIA didn't need.

"It was one case where the government worked with the people and we all came out win-win," Muir said.

This article ran in the April 13, 1994 edition of The Brighton Standard/Blade Newspaper and is reprinted here with permission.



NEWS BULLETIN

USPA FALL MEETING - NASHVILLE, TENNESSEE NOVEMBER 10-13, 1994

Airport: Nashville International (BNA). BNA 114.1

158.7/0.8 N36-07.53 W086-40.58. BNA is an American Airlines hub and at peak times delays should be expected. You may want to check with the FAA to determine the best time to avoid the peak traffic hours.

FBO: Signature Flight Support (615-361-3000)

Free Tiedown, Discount on Fuel and Shuttle Service to and from hotel.

Transportation: FBO will provide courtesy transportation to hotel on arrival and departure. Because of the many varied and widespread activities, no local transportation other than to and from the Grand Ole Opry performance on Friday evening is planned.

Hotel: Nashville Airport Marriott is located just three miles from the Nashville International Airport. With all the comforts traditional at the Marriott, your stay is guaranteed to be an enjoyable experience.

Rates: USPA Rate - \$79.00 per room, plus tax of 12.25% Single or double occupancy.

Phone: 615-889-9300 Fax: 615-871-9167

Identify yourself with USPA group.

Cut-off Date: October 19th. We can't promise availability of rooms or the rate after then, so make your reservation now!

Recreational facilities: Nashville, Music City USA, has much to offer visitors. The musical theme park, Opryland USA is an entertainment center that includes the world famous Grand Ole Opry which continues to pack in thousands of fans...And, it has done so for 69 years. When it comes to music, Nashville is tops. Just walk the famed streets and hear top name performers playing everything from country, jazz and rock 'n' roll to gospel, blues and rap. Whatever the sound, whatever the day, the "Nashville Sound" tops the charts. From Civil War battlefields to rolling plantations, Nashville is filled with reminders of it's history. Visit The Hermitage, President Andrew Jackson's home in the early 1800s. Enjoy the other gracious homes, frontier forts, historical markers and monuments that are abundant throughout the city. Other points of interest include; The Country Music Hall of Fame and Museum, the Tennessee State Capitol and nearby State Library and Archives, Vanderbilt University, the Nashville Zoo, Old Hickory Lake, Riverfront Park, many excellent restaurants and numerous shopping areas.

SCHEDULE OF ACTIVITIES

November 10 (Thursday): Early arrivals...Relaxing at hotel...Sightseeing...2:00pm-5:00pm - Registration and Hospitality. Evening - Dutch treat dinner.

November 11 (Friday): 8:30am-12:00noon - Executive Committee Meeting. 8:30am-12:00noon - Membership Meeting. Dutch treat lunch. 1:30pm - FAA Safety Seminar. Shopping and tours are an optional activity. Dutch treat dinner...Grand Ole Opry show.

November 12 (Saturday): 8:30am-12:00noon - Directors' Meeting. Afternoon is open for shopping and tours. 7:00pm - Banquet at hotel.

November 13 (Sunday): Depart at your leisure.

REGISTRATION FORM

NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____
PHONE _____

	NUMBER	AMOUNT
BASIC REGISTRATION: (Hospitality, Friday and Saturday Coffee Service and Banquet)	_____	\$45** \$ _____
(** \$50 after November 1)		
USPA Individual Member's Discount - Indicate member number(s) _____	5	()

PLUS, OPTIONAL ACTIVITIES		
Transportation to G. O. Opry	_____	7.50
Grand Ole Opry Tickets. <i>These are available only if request is received by October 10th. (NO REFUNDS CAN BE MADE)</i>	_____	20
Total		\$ _____

Send Registration Form with Check or Form Below to:
United States Pilots Association
483 So. Kirkwood Rd., Suite 10, St. Louis, MO 63122
CHARGE IT! M/C _____ VISA _____
Card No. _____ Exp. Date _____
SIGNATURE _____

Detach and Mail

United States Pilots Association

483 So. Kirkwood Road, Suite 10
St. Louis, MO 63122 314-849-8772

HAVE YOU HUGGED YOUR PLANE TODAY ?

Colorado Aviation Calendar

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 29	PLATTE VALLEY FALL FLY-IN. Info: Marilyn Taylor 303/659-7265.
NOV 5	CPA ANNUAL MEETING , Morning session- lunch. The Clarion Hotel, Centennial Airport. Info: Mike Baldwin 303/674-7864.
NOV 7	CPA MONTHLY BOARD MEETING , Centennial Airport Control Tower, Second Floor, 6:30 p.m. All CPA members welcome. Info: Mike Baldwin.
NOV 10-13	FALL USPA MEETING, NASHVILLE, TENNESEE 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.
DEC 11	CPA CHRISTMAS DINNER. Program to be announced. Clarion Hotel, Centennial Airport. AOPA door prizes. Info: Mike Baldwin 303/674-7864.
FEB 21, '95	LEGISLATIVE COFFEE , Marilyn Taylor, 303-321-3500.

RENEWALS

Lenard Adler, Denver
Kent Eckhart, Colorado Springs
Robert Reed, Longmont
Lyle Muir, Hudson
Spencer Matthews, Aurora
Daniel Evans, Longmont
Don Ross, Elizabeth
Mike Seavall, Longmont
Tom Koehler, Denver
Gretchen Jahn, Eastlake
Karl Sutterfield, Eastlake
Charles Willis, Arlington, TX
Phyllis Kramer, Hotchkiss
John Garin, Littleton
Glenn Channell, Loveland
Jeffrey Lewark, Dillon
John Schmitz, Littleton
Homer Lyle, Aurora
Paul Rossman, Aurora
Odin Christensen, Aurora
Glen Davis Sr, Aurora
Glen Davis Jr, Aurora
Frank Haurwitz, Evergreen

Flight Safety Foundation

Cockpit Resource
Management Characteristics

1. Avoidance of preoccupation with minor mechanical or other operational problems.
2. Leadership.
3. Delegation of tasks and responsibilities.
4. Assignment of priorities.
5. Monitoring and cross-checking.
6. Utilization of all available data.
7. Effective communication of intent of plan.

CPA Contact Directory

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

GLENWOOD SPRINGS

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