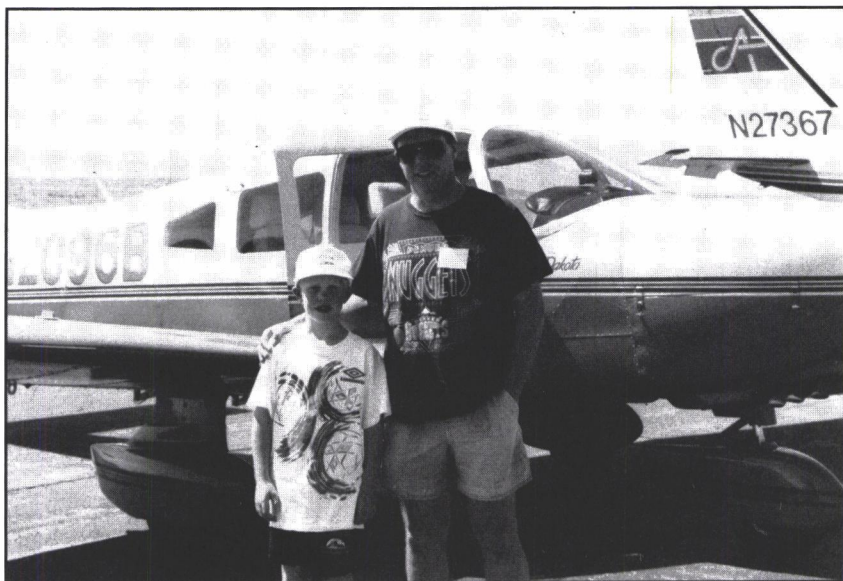


CPA FLIGHT LINES

Volume 12, No. 2

February 1995



CPA member Ian Bentley and son, Andrew, seen on a stop over at Rock Springs, Wyoming last year during the Colorado to Jackpot Air Classic. Ian operates *Nearly New Airplanes* based at Platte Valley Airpark in Hudson, CO. The firm specializes in modification and rebuilding of Piper aircraft. Needless to say, he placed first in his class in the Jackpot competition.

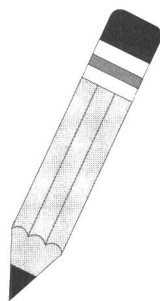
President's Message	2
Michelle Wing... Aviation Advice	4
Heard Along the Flight Line	6
Other Comments	8
No More Secret Missions	10



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

President's Message

by Mike Baldwin



GOALS FOR 1995

One thing I think we learned over the past year: that issues and advocacy drive membership; that membership increases strength. The more numerous we are, the stronger our voice. In the coming year, we will strive to represent your interests in all areas which directly affect flying privileges.

CPA AT WORK - GUNNISON

Starting out with a hearing at GUC to present our views on pilot-controlled lighting, we have now progressed to a request to the Airports Division of the FAA to investigate discrimination against general aviation at Gunnison County Airport. The concern is night operations, where it seems that the airlines have privileges that we do not. This also concerns corporate jet and turboprop operators as well as those of us in simpler craft. We have made a request that is one step short of a part 13 action, which interrupts the flow of Federal funds to that airport. We may get to that step if this does not prove productive. Any improvements in flying privileges at GUC will be creditable to Mike Vader and Carol Skelton, your CPA Area Representatives.

CPA AT WORK - GRAND JUNCTION

We will be attending meetings and have written many letters to elected officials requesting a local approach control radar site and retention of a Federal tower at GJC. The quality of radar coverage at GJC will not be much better than it is now if the site is remoted to DIA, coupled with a contracted tower.

CPA AT WORK - REGULATION OF FLIGHT SCHOOLS

Under the Colorado Private Vocational Schools Act of 1981, instructors acting as individuals and smaller non-certificated flight schools would have to post a \$5000 bond and pay a fee of \$2000 in order to be in compliance. Long time CPA member State Representative Lewis Entz has submitted HB 1027 exempting those instructors and smaller schools not collecting advance tuition. On January 16, Bill Hamilton, CPA VP and AOPA Regional Representative, and I, testified before the House Committee on Education supporting this bill. The Committee passed it 11-0, and it may well pass into law. This statute has not been enforced until a larger operator at APA recently asked that it be included in APA minimum standards.

CDOT-COLORADO AERONAUTICAL BOARD

On December 8, Walt Barbo and I attended the CAB Board meeting. An interesting presentation was made by Commercial Air (later renamed) for operations at COS similar to Southwest Airlines. The relationship for DIA-COS was described as similar to Dallas-Ft. Worth and Love Field. An interesting note was that SW Airline operates only one type aircraft, realizing considerable operational economies. These are the same people that started America West.

CPA's message to CAB was that we appreciate the way in which their administration of the Discretionary Fund helps general aviation in Colorado, and that we wrote to the Governor's Office supporting reappointment of those board members whose terms are up.

ARAPAHOE COUNTY PUBLIC AIRPORT AUTHORITY

Also on Dec. 8, I attended the Board meeting of the above body. Noted was the resignation of CPA member Don Welsh. Thanks for your help in past years, Don. There was considerable public comment from airport tenants, mostly in a "watchdog and monitoring of operations and expenditures" aspect. APA manager Don Crandall stated that "if we are to keep this airport as the premier airport, maintenance must be kept up." The new management of the Holiday Inn is forecasting a 25% increase in volume. Also, APA is now landing to the North and departing to the South at night when winds permit as a courtesy to area residents.

CPA SAFETY COMMITTEE

A new committee has been added to the Board. Patty Arthur, will chair the Safety Committee which will monitor all of CPA's activities and ensure that we are practicing due diligence in regard to aviation safety. Patty's husband Steve is a CFI and will be on the committee as well.

AREA REPRESENTATIVES

The fine network of 27 area reps that helps us to represent your interests statewide will be coordinated by myself this year. To keep them in the loop we have started distributing Board meeting minutes to all.

A MYTHICAL BEING IN THE VALLEY

Sometimes I believe what I read. The great and wonderful Greater Central Colorado Regional Airport is, like the Jabberwok, a myth and will not happen. Some folks wrote in asking where it was going to be, as I neglected to include that in the last publication. In answer to them, it's not going to be anywhere at all. Apologies.



Dear Michelle:

I am a low time pilot. I recently bought a 1974 Cessna Skyhawk. How and when should flaps be used during takeoffs, approaches, and landings? The instruction I have received is inconsistent and confusing. Can one of your contributing instructors advise me?

Signed, Confused

Dear Confused:

For takeoff the flaps should be up for normal and obstacle clearance takeoffs. Flaps at 10° are for takeoffs from rough and or soft runways only. The POH supports this in detail. The reason is that climb performance is best, i.e. RATE OF CLIMB, when flaps are up because flap drag is eliminated. In the short/soft field example the priority is to get airborne. Do not confuse the use of flaps on GA airplanes with airline operations where flaps are required for takeoff. This is largely an apples and oranges comparison and an adequate explanation would require a separate article.

For approaches and landings the POH says use any flap setting. If you have heard a pilot or a CFI say that landing flaps are always FULL FLAPS — that is their opinion and not fact. The airlines stopped using full flaps for landing more than 20 years ago. For Cessnas, I prefer flaps 20° for landing.

The plan I use to teach approaches in a 172 is as follows:

When 3 miles from the runway on a straight in approach or opposite the touchdown point when on the downwind leg, set 1500 RPM, extend the flaps to 20° and maintain altitude until the IAS drops to 70-75 KTS. Now begin descent at about 400 FPM with power adjustments as needed. Begin the turn to final at approx. 500 ft. and as you roll out set flaps at 30° and continue the approach at 65 KTS., in most conditions. Aim for touchdown at 1,000 feet. RPM will be 1200-1500 and rate of descent in the 350 FPM ballpark. You may prefer to use 20° of flaps throughout the approach.

For a go-around begin with the TWO P's — Power and Pitch (approximately 5° nose up), next check IAS and set flaps to 20° unless you used 20° for the approach. Now take a deep breath. Check IAS and set flaps to 10° then continue to flaps up and you are on your way with ease. Keep it climbing throughout this go-around.

In summary, there is no ALWAYS or NEVER in the use of flaps because there are too many variables of wing design, flap design and power to weight ratios. The professional approach is to be guided by the POH for the airplane you fly and advice from a knowledgeable and highly experienced CFI. It has been my experience that not all CFI's and pilots have an accurate understanding of what flaps do and how to use them. **FLAPS ARE INTENDED TO LOWER THE STALL SPEED.** Flaps are NOT speed brakes and should not be used as a substitute for thoughtful speed control. Admittedly, the extra drag of flaps is sometimes helpful during approaches.

Sincerely,

Vern Foster, CFII

Note: This is a new monthly feature column where CPA members have the chance to ask an instructor aviation related questions. Please send your questions and comments to: Michelle Wing, CFII, c/o Colorado Pilots Association, P.O. Box 200911, Denver, CO 80220.

Letters to the Editor

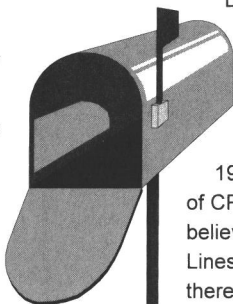
Dear Editor:

re: December '94 issue, pp. 6-7
"communication regarding
commonality between airplanes
& women..."

How does repeating this in
CPA Flight Lines to a
membership that includes
women make any sense? In a
world that requires being politically correct,
where is there room or excuse for this kind
of insensitive, slanderous crap? Being
"Compuserve" born does not make legiti-
mate the thought, the so called humor, or
the implied prejudice.

Sincerely, but angrily,

Ursula Gilgulin
Leadville Airport



Dear Editor:

I am writing regarding the paragraph
in the "Heard Along the Flight Line"
regarding commonality between
airplanes and women in the December
1994 issue. As a woman pilot and member
of CPA, this is sexist and offensive. I do not
believe it is the intention of the CPA Flight
Lines publication to reprint sexist remarks and
therefore offend women pilot members. I
sincerely hope this reprint was not intentional
and somehow slipped in accidentally.

I believe most male pilots enjoy the comrad-
ership of women pilots and see them as equals.
Please "edit" the subject matter more carefully
in the future. I am proud to be a CPA member
and want to continue as I am sure other
women pilots do also.

Sincerely,

Jan McKenzie
Ft. Collins



UNIVAIR®



**Aircraft Parts
& Supplies
from UNIVAIR**

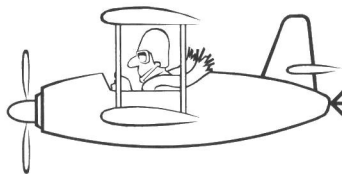


The World's Largest Stock of New Piper Parts is Right here in Colorado !

We stock original Piper and high quality UNIVAIR FAA-PMA parts. Our 43,000 square foot facility holds a complete line of parts for Aeronca, Champion, Citabria, Cessna 120, 140, 170, 172, Ercoupe, Alon, Forney, Piper J-3 to PA 25, and Stinson 108 series aircraft. From wings and major components to tires and batteries.

Come to UNIVAIR to help keep your classic aircraft in the air.

**UNIVAIR Aircraft Corporation Dept. CPA, 2500 Himalaya Road
Aurora, CO 80011 Just off 32nd Avenue Parkway on Himalaya Road
303 375-8882 FAX 303 375-8888 Telex 317327**



HEARD ALONG THE FLIGHT LINE

❑ Plans for **COMMERCIAL AIR SERVICE AT CENTENNIAL AIRPORT** suffered a setback in the Arapahoe County District Court in early January when the court found in favor of the airport to ban such flights.

As of this writing, there is uncertainty as to whether Centennial Express Airlines will continue its efforts to provide the service. If appealed to a higher court the airline would probably win. This observation is based on the preemption of federal law over local law.

When the airport accepted federal monies for airport development it agreed to a number of assurances, including a commitment to keep the airport available for public use... "without unjust discrimination to all types, kinds and classes of aeronautical use." This assurance appears in the contractual agreements between the airport and the feds and is the basis for federal preemption over policy on access to the airport.

Arapahoe County Commissioner Nicholl testified at the hearings that, in his opinion, the airport had the right to ban commercial flights. Under cross-examination he stated, in his opinion, the airport also had the right to exclude or prohibit such basic aeronautical services as aircraft sales and sale of aircraft parts... based on the interest of his local constituency. This philosophy was the focal point of the airport's position. And the judge apparently bought it.

The airport position has a great deal of appeal. One would think that a community should have a strong voice in the future role of its airport. However, there is the reality that there are "red tape" provisions when one accepts federal money.

A best guess is the carrier would win should it appeal the decision to a higher court.

However, the win could be a hollow victory.

Use of small aircraft, less than 30 seats, by the carrier would be consistent with other types of aircraft currently using the airport. They would be the same size, make the same or less noise, and would be indistinguishable from other aircraft. For this reason, to ban their use would be discriminatory and it is certain the airport could be found in violation of its agreements with the feds.

For the carrier to operate aircraft with more than 30 seats would require an airport certification action... which the airport could legally refuse. This would place the carrier in rather an

interesting dilemma. Though it could win the right to operate small planes in airline service, it is unlikely to win approval to fly larger aircraft. Yet it would need larger aircraft to make the venture profitable. Looks like a "lose-lose" situation for the carrier. So an appeal is uncertain.

**If appealed to
a higher court
the airline
would
probably win.**

❑ **CONGRESSIONAL** support for air carrier service

was limited to only Congresswoman Pat Schroeder. Her position was that the service would provide much needed air access to communities on the West Slope. All other congressional representatives stated opposition to the proposed service.

❑ The fly-in to **COSTA RICA** for the housewarming party at the FRANK and VANITA GALLO new residence there will be history by the time this is in print. As of January 24, five planes are scheduled to make the trip. They include three Cessna Skylanes, piloted by BOB DOUBEK, TOM BEIN and FRANK GALLO. These are the "low level flight." A "high level flight" consists of WALT BELL flying a Cessna T210 and DAVE BURKE flying a Mooney 231.

The airlift includes fifteen people. Not bad for a housewarming party taking place nearly 2400 nautical miles away.

☐ **ROCKY MOUNTAIN AIR FAIR '95** will be delayed until March 1996 and be relocated from the Denver Convention Complex to the new Wings Over the Rockies Aviation & Space Museum at Lowery AFB. CPA member MARILYN TAYLOR, Air Fair Director, announced the relocation will relieve some of the problems experienced last year in bringing display aircraft to the show. The delay will provide much needed time for publicizing and planning the event. It will also allow consolidation of the Air Fair with

the FAA sponsored I-A seminars held in March of each year.

☐ **SEEN** at the CPA Board meeting on January 9, Co-Treasurers ROBERT HENLEY in a red sweater and ANN HENLEY in green... to which WALT BELL commented, "We should consider changing their titles to Credit and Debit."

☐ An **UNNAMED YOUNG LADY** was heard to comment: "Know what gentlemen and UFO's have in common?

"They're out there but you can't find 'em."

CHART YOUR COURSE...

WITH

COLORADO'S ONLY

Frequent Chart Purchase Program

BUY 10 CHARTS, GET THE 11TH FREE

SECTIONALS

CLASS B_s

TPP_s

LOW ALTITUDE

HIGH ALTITUDE

AREA & AFD

ALTITUDES PILOT SHOP

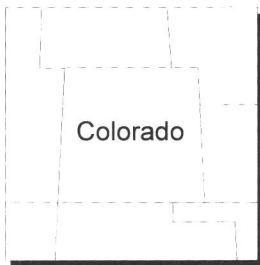
CENTENNIAL AIRPORT

13000 E. CONTROL TOWER RD

(303) 790-4669

PICK UP YOUR
FREE CARD

CALL KENT
FOR INFO



Other Comments

by Phyllis J. Kramer

As I looked across the Kramer runway south toward the beautiful San Juans, some thoughts crossed my mind—the Area Reps—newsletters—meetings—rights, privileges and responsibilities of general aviation members.

The Area Reps in Colorado are one of the community's best assets in aviation as a whole.

□ Gene Novacek now represents the aviation community in Hayden (Yampa Valley Regional Airport) and Craig. Gene lives in the Hayden area and generally flies and instructs out of Craig. His phone number is (303) 276-4361.

□ Kevin Bunnell at Greeley-Weld County sends out a newsletter to local pilots.

□ Judy Humphries of GJT (Walker Field) is getting the word out concerning local versus remotized "approach control."

□ Roger Lake, Montrose (MTJ), is the active President of the Black Canyon Pilots Association in MTJ. Meetings are held in the evening of the third Wednesday of the month. February 15th will find the group hosting a forum for Western Colorado pilots with respect to the Montrose Regional Airport.

□ Bev Cameron of Tri-County (Erie) has accepted a job with UAL in the academic field.

□ Clancey Maloney of COS in December '94 earned first her SE ATP followed by the ME ATP. Clancey also "volunteered" to be Acting Editor of the South Central Section of The Ninety-Nines, Inc. '95 Spring issue of the *APPROACH*—the Section's Newsletter.

□ Ursula Gilgulin, Leadville (LXV), will present the Mountain and High Density Altitude Flying Seminar at the 99's Fall '95

Convention to be hosted by the High Country 99's in Grand Junction (GJT) Sept. 28 - Oct. 1.

HEADLINES COMING OUT OF

GRAND JUNCTION include "FAA Plan for Walker Field is 'dumber than dirt'"; "Club 20 protests FAA plan for airport"; "Chamber opposes FAA plan for radar at airport"; with many "letters to the Editor" written by local citizens and pilots. **What is this all about?** FAA intends to remote the GJT Radar Approach Control Services out of Denver Center (Longmont) and eventually to DIA. This proposed action is being promoted by the FAA despite the cost to local safety and despite the added cost to the taxpayers.

The two primary safety factors at GJT, surrounding terrain and rapidly changing weather, are best observed by a **local** controller (visually looking out the window) standing right next to an approach controller who is looking at a radar screen. Keeping those factors in mind, doesn't that make more sense, for safety and cost reasons, than to have someone physically located more than 250 miles away to operate the Airport Surveillance Radar facility now being constructed on East Orchard Mesa (located 15 miles away from Walker Field)? Think of the signal interruptions that can be created by the 250 miles of mountainous terrain? Remember the last time you were flying and you had to get closer or higher to receive a

signal? Denver Center is already a very busy and complex sector. Imagine ARTCC trying to fit in another sector? Denver Center will need additional staffing and equipment to operate GJT approach as a sector. Additional training costs to provide this "service" will also be incurred.

Relocation of GJT approach to Denver ARTCC will adversely affect both air traffic control and its users. GJT is a community fully capable of operating its airport with complete local control. Common sense should dictate that due to weather conditions, heavy commuter flights, and responsible economic factors, radar control and operations should remain in GJT. The FAA has not released an itemized cost comparison, but the hiring of additional controllers for the Denver Center where wages are higher, alone, should indicate it is not cost effective. Another downside, after removing a local asset of the flying community, the next step would be for the FAA to demote the GJT Level I tower to Contract Tower status. Those of you who do many IFR and VFR Cross Countries should have experienced the problems inherent with that proposal.

The Western Colorado aviation community needs YOUR help. Please write to our U.S. Senators and Representative (you might also write to your Representatives), DOT Secretary Frederico Pena, Governor Romer

and express your concerns: Their names and addresses are below. AOPA members and non-AOPA members please contact DOUG HELTON, Staffer at AOPA Maryland H.Q., by phone at 1-800-USA-AOPA ext. 2215, and educate him to help us as well. It seems sometimes our Eastern states can't see "where the radar is controlled" as an issue!!

It's easy to criticize, constructively or otherwise, the contents or design of a newsletter. How often do we take the time to write a "letter to the Editor" to praise the efforts put into the publication. If asked to write an item or to help with input, we're generally too busy. The Editor and "staff" (I know, what "staff"?) for most newsletters put in a lot of prime time. How about the next time you feel like "critiquing", take the time to write an interesting item for the Editor, whether it be for your local group, statewide, or nationwide? You might find it a rather fun experience!

Meetings and more meetings—I asked an acquaintance the other day if he had attended a recent local EAA meeting. His response was that he "had quit...they never did anything". Should I have been brave enough to ask what he had done to make something happen ... ?



US Senator Hank Brown
400 Rood Ave.
Federal Courthouse Bldg.
Grand Junction, CO 81501

US Congressman Scott McInnis
327 N. 7th St.
Grand Junction, CO 81501

Governor Roy Romer
Colo. State Capitol
200 E. Colfax, #136
Denver, CO 80203

US Senator Ben Nighthorse Campbell
743 Horizon Ct., #366
Grand Junction, CO 81506

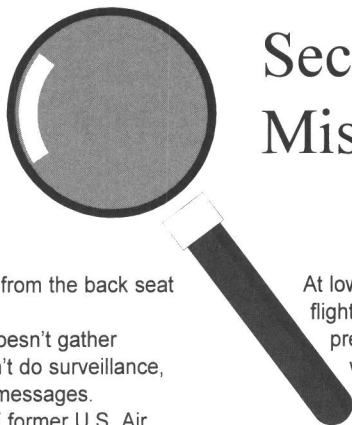
The Honorable Frederico Pena
Secretary of Transportation
400 Seventh St., SW
Washington, DC 20590

FOR MORE INFORMATION, please feel free to contact Judy Humphries:
(303) 243-8479; FAX at (303) 245-4835. THANK YOU!

No More

Secret Missions

by Beth Potter



Cindy Ragni does her work from the back seat of a former spy plane.

But the research scientist doesn't gather secret information. She doesn't do surveillance, and she doesn't send coded messages.

That's because the WB-57F former U.S. Air Force jet with the long, droopy wings doesn't fly spy missions anymore.

Carrying scientists who gather global warming data and study ozone holes will be the plane's new mission. The aircraft originally was designed to carry picture-taking equipment and nuclear test sampling equipment too large for the more well-known U-2 spy plane. It flew worldwide on reconnaissance missions.

The newly-painted twin jet flew into Jefferson County Airport Friday (October 21, 1994) with Ragni's husband, Jim, at the controls and with her in the back seat.

The plane was a gift from the National Aeronautics and Space Administration to the National Center for Atmospheric Research, based in Boulder. NCAR has a fleet of research planes based at Jeffco Airport.

In the next nine months, the former spy plane will be outfitted with research equipment, including a computer in the back seat compartment, to study pollution and cirrus clouds in the lower stratosphere.

Adding instruments suitable for the low pressure and high temperatures found high above the Earth could cost up to \$1 million, Ragni said.

While the plane is getting a make-over, scientists will get flight training, including how to wear pressure suits like ones used by astronauts. They'll also learn more about how to make measurements in the sky.

Passengers must wear pressure suits at altitudes over 50,000 feet. A commercial jet usually flies at about 30,000-40,000 feet. The WB-57F can fly at altitudes of up to 68,000 feet.

At lower altitudes, including Friday's flight, passengers don't have to wear pressure suits. Even so, the ride was exciting, Ragni said.

"You're all strapped in, with a parachute and an ejection seat. You have a canopy that comes down over you," Ragni said. "It's really different."

Up in the stratosphere, Ragni will study whether cirrus clouds have a cooling or a warming influence on the Earth's climate. Cirrus clouds aren't well understood, Ragni said. Because they're so high, not many tests have been done on them. And because the clouds are made of ice rather than water, they're harder to measure.

Scientists will study water vapor and aerosol particles in the atmosphere. Weather balloons have been used to collect such information in the past.

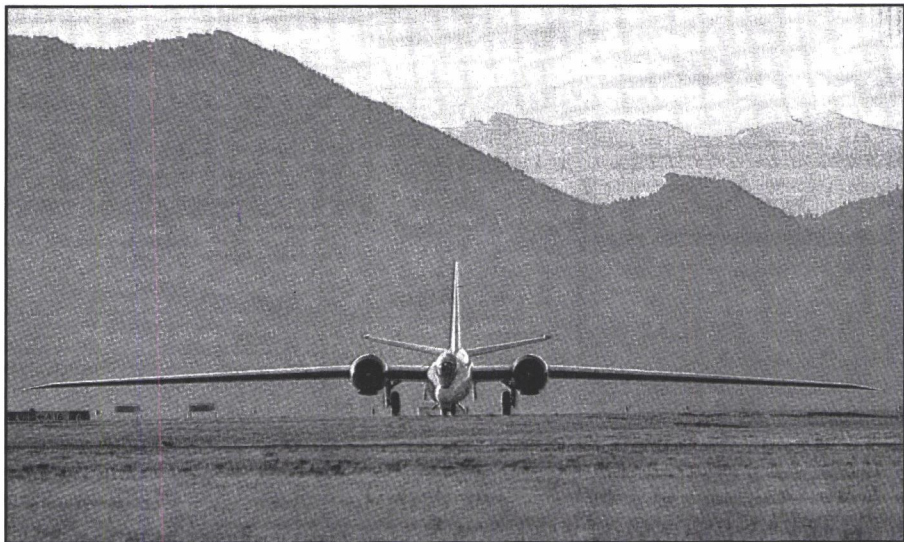
The information they gather will be used to make more specific global warming models, Ragni said. Studies have been done in places where pollution is bad, such as Mexico City and Hong Kong. Now scientists want to collect data from places where there isn't much pollution.

"We probably will be going to a lot of remote areas," Ragni said. "We'll sample in places that haven't been sampled before and places that are clean."

Although the plane will be based at the Jefferson County Airport, Ragni has plans to fly with her husband all over the world.

One day she might touch down on an island near the equator in the South Pacific. Another time the plane may go to the North Pole or South Pole to gather aerosol particle data.

"There are areas in the mid-Pacific with a lot of actions between the oceans and the atmosphere," Ragni said. "Also in the tropics, one of the big issues is tropical cirrus clouds. They're



Droopy Wings: A wingspan longer than the first Wright Brothers flight allows the WB-57F plane to soar in the lower stratosphere.

at maybe 50,000 or 60,000 feet. Tropical cirrus clouds have really not been studied."

But gathering cloud data in resort locales is no vacation, Ragni said. It's hard work. It's an opportunity for us to do some really different science," Ragni said. "We got a lot of support in the scientific community for all sorts of experiments."

Scientists will do longer experiments in the new plane. Many chemistry and climate questions couldn't be answered in the past because scientists could not stay up long enough to do certain experiments, said Cynthia Twohy, a program scientist with the project.

The WB-57F was retired from the Air Force and converted to scientific research while at NASA. It was used at NASA to provide a top-of-the-atmosphere view of the Earth for remote sensing instrument development. NCAR retired an airplane it had been using since the late 1960's, when it received the WB-57F plane, said Joan Frisch, NCAR spokesperson. Only two such planes exist in the United States.

This story is reprinted with permission from the Broomfield Enterprise Newspaper and ran on October 27, 1994.

Welcome New Members

Kent, Wendel
1025 W. Fillmore
Colorado Springs 80907

Penney, John
5278 S. Havana Court
Englewood, CO 80111

Regan, W. Y.
12255 W. Ohio Place
Lakewood, CO 80228

Martin, Steven J.
5613 S. Jericho Way
Aurora, CO 80015

Soehner, Curt
3500 Carlton Ave., C-13
Fort Collins, CO 80525

McCasland, Mark
P. O. Box 342
Yuma, CO 80759

Carlander, Steve
5421 Fiesta Lane
Colorado Springs, CO
80918

Michael Furcolow, DVM
5585 Arapahoe
Boulder, CO 80303

Schmude, Ralph C.
7357 SE Haynesville Rd.
Holt, MO 64048

Motter, Walter "Corkey"
7941 Idlewild Street
Commerce City, CO 80022

**The new
Steamboat Springs VOR
"ROBERT VOR/DME (BQZ) is on
112.2**

Membership Renewals

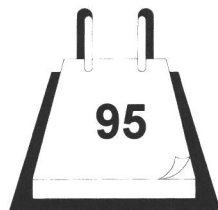
Rodger Clements, Gunnison
Lawrence Diguglielmo, Parachute
Mark Kolber, Englewood
Caroline Scott, Aurora
Robert Stephen, Colorado Springs
Al Wight, Rye
Eric Howell, Parker
William Gust, Monument
Dick Clifton, Greeley
David King, Lakewood
Don Medved, Pueblo
Gary Justus, Evergreen
Tracy Dalrymple, Denver
Robert Fessenden, Loveland
Daniel Cooper, M.D., Englewood
Vernon Randel, Erie
Scott Bell, Greeley
Larry Mack, Burlington
Walter Bell, Denver
Alfred Uhalt, Colorado Springs
Ray Bowman, Littleton
Ed Gould, Englewood

D.W. Kercheval, Castle Rock
John Schoonhoven, Evergreen
Paul Richter, Castle Rock
Daryl Haerther, Strasburg
Don Blehm, Green Mountain Falls
Deanna Strand, Grand Junction
Bill Dernell, Walsenburg
Lester Tinnin, Lakewood
Harvey Crandall, Strasburg
Darlene Malmquist, Aurora
Dean Kloepper, Littleton
Gerry Coe, Hudson
Darrel Dix, Denver
Steven Beckman, Aurora
Arnold Goldburg, Aurora
Wayne Fry, Lakewood
Cliff Malmquist, Westminster
Carlos Suarez, Westminster
Earnie Pulley, Oklahoma City, OK
Marlys Marshall, Aurora
Bill Marshall, Aurora

**On average, there are between 5,000
and 9,000 civilian aircraft in the air
over the United States at any one time**

**-
approximately half of all
airborne traffic worldwide**

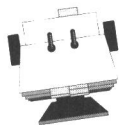
Colorado Aviation Calendar



March 6	Colorado Pilots Association Directors Meeting , 7:00 p.m. Ashbrook Room, Centennial Airport Tower. All Welcome. Info: Mike Baldwin, 303-674-3836.
March 25-26	Monte Vista Crane Festival , Info: Bob Doubek, 303-771-8148.
April 3	Colorado Pilots Association Directors Meeting , 7:00 p.m. Ashbrook Room, Centennial Airport Tower. All Welcome. Info: Mike Baldwin, 303-674-3836.
April 6	Colorado Aeronautics Division, Board Meeting , 9:00 a.m. - 1:30 p.m., Denver, Info: CDOT, (303) 792-2160.
April 22-23	Fort Collins- Loveland Air Fair
May 1	Colorado Pilots Association Directors Meeting , 7:00 p.m. Ashbrook Room, Centennial Airport Tower. All Welcome. Info: Mike Baldwin, 303-674-3836.
May 6	Mountain Flying Ground Course , Colorado Pilots Association. Info: Bill Marshall, (303) 341-4744.
June 4	Durango Air Fair
June 8-9	CAOA Meeting , Spring Meeting, Grand Junction, Info: (303) 792-2160.
June 9	Colorado Aeronautics Division, Board Meeting, CAO A , Grand Junction, Info: CDOT, (303) 792-2160.
June 17-18	Cheyenne Airport 75th Anniversary Celebration
June 24-25	17th Annual EAA Rocky Mountain Fly-In , Greeley, CO. Info: Kevin Bunnell, 303-356-9141
July 15	Colorado to Jackpot Air Classic , Depart Greeley or Grand Junction Info: Steve Harless, 303-659-8648.
July 27-Aug 2	EAA Annual Fly-In Convention , Oshkosh, WI Info: 414-426-4800
August 3	Colorado Aeronautics Division, Board Meeting , Denver, Info: CDOT, (303) 792-2160.
Sept 28-Oct 1	Ninety-Nines, Inc. , Fall Convention, Hosted by the High Country 99's, Grand Junction, CO. Info: Phyllis J Kramer, phone/fax: 303-835-8102. (note: area code changes to (970) beginning April 2, 1995.)
Sept 14-16	CAOA Fall Meeting , Annual Meeting, Silver Creek, Info: (303) 792-2160.
Oct 7	Mountain Flying Ground Course , Colorado Pilots Association.
Dec 7	Colorado Aeronautics Division, Board Meeting , Denver, Info: CDOT, (303) 792-2160.
March 1996	Rocky Mountain Air Fair , Denver, CO

The Colorado Pilots Association
Flight Lines Newsletter is published 11 times a
year (no January issue)

CPA



DIRECTORY

AREA REPRESENTATIVES

BOULDER

Ken Carter (H) 303/494-3663

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

CRAIG/ HAYDEN (YAMPA VALLEY)

E.J. (Gene) Novacek 303/276-4361

DELTA

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

GRAND JUNCTION

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

GLENWOOD SPRINGS

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

Carol Skelton (H) 303/641-4136 (O) 303/641-0526

KREMMLING/SUMMIT COUNTY

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

LEADVILLE

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

LONGMONT

Mary Ann Senft (H) 303/776-7481

LOVELAND AND FORT COLLINS

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

MEEKER/RANGELY

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

MONTROSE

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

PAGOSA SPRINGS

Larry Bartlett (H) 303/731-2489

PUEBLO

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

RIFLE, GARFIELD COUNTY REGIONAL AIRPORT

Paul Hoffman (O) 303/625-3771

SALIDA-CHAFFEE COUNTY

Joyce Hanagan (O) 719/539-3720

SAN LUIS VALLEY

Paul Foster (H) 719/852-9860

STEAMBOAT SPRINGS

Joe Birkinbine (H) 303/879-9653 (O) 303/870-7640

TRI-COUNTY

Beverly Cameron (H/O) 303/665-6352

WALSENBURG

Mike Mann (H/O) 719/738-3782

WRAY

Lucile Bledsoe (H) 303/332-5143 (O) 303/332-4955

PRESIDENT

Mike Baldwin
303/674-7864(O)

303/674-3836(H)

VICE PRESIDENT

Bill Hamilton
303/887-2101

SECRETARY

Darlene Malmquist
303/969-8511(O)
303/368-7173(W)

TREASURER

Robert & Ann Henley
303/752-5131(O)
303/771-6092(W)

PUBLISHER

Colorado Pilots
Association
P.O. Box 200911
Denver, CO 80220

EDITOR

David Robertson
303/666-8284

COMMITTEE CHAIRPERSONS

AOPA & CAAO LIASON

Bill Hamilton (H) 303/887-2101

AIR CLASSIC

Steve Harless (H) 303/659-8648

AIR POWER WEST LIASON

Ed Huber (H) 303/840-0294 (O) 303/397-7600

AIRSPACE

Walter Bell (H) 303/488-9780 (O) 303-757-9834

COLORADO AERONAUTICAL BOARD LIASON

Mike Silva (O) 303/830-6348 (H) 303/337-1424

EAA LIASON

Dean Hall 303/226-4486

EDUCATION

Roger Bates (H) 303/988-0207

FLIGHT SAFETY FOUNDATION

Michael Baldwin (H) 303/674-0336

FLY-IN EVENTS

Bob & Carolyn Doubek (H) 303/771-8148

MEMBERSHIP

Marilyn Taylor (O) 303/659-7265

MEMBERSHIP RECORDS

Terry Barbo (H) 303/367-0670

MOUNTAIN FLYING

Bill Marshall (H) 303/341-4744

PROGRAMS CHAIRMAN & SEAPLANE LIASON

David L. Williams (H) 303/526-0336 (O) 303/674-1333

PUBLIC RELATIONS

Norm Avery (H) 303/371-7978 (O) 303/342-2250

SAFETY

Patty & Steve Arthur (H) 303/397-1275 (O) 303/771-8081

USPA LIASON

Bruce Hulley (H) 303/343-6871 (O & FAX) 303/344-2843

Publication Notice

Articles for the CPA FLIGHT LINES are sought from members and other organizations. Stories and articles can include flying tips, rebuilding and restoration experiences, special trips, activities, etc.

All articles & letters should be sent to:

DAVID ROBERTSON

EDITOR, CPA FLIGHT LINES

627 WILDROSE WAY

LOUISVILLE, CO 80027-1078

Material for publication will be accepted up to the deadline date which appears in FLIGHT LINES. FLIGHT LINES shall reserve the right to accept, refuse, or edit any material submitted. Publication of articles and opinions in CPA FLIGHT LINES is not an endorsement by the Association, nor does the Association assume responsibility for the accuracy of the information contained in FLIGHT LINES. Permission is granted to reprint, provided credit is given to CPA FLIGHT LINES. **Please submit material on floppy disk when possible.**

Copy Deadline is
the 20th of each
month.

Colorado Pilots Association
APPLICATION FOR INDIVIDUAL MEMBERSHIP/RENEWAL

Name _____ Spouse _____
Street Address _____
City _____ State _____ Zip _____
Phone (home) _____ Phone (work) _____
Pilot Rating Held _____ Profession _____
A/C Owned (make) _____ Model _____ N # _____
Principal airport based at or flown from _____

Applying for:

- ☐ Renewal or
☐ New Membership
☐ Flying Review Subscription *
☐ GA News & Flyer **
(discount subscription)

Check enclosed to cover membership &
Flight Lines Newsletter:

- ☐ \$20 for 1 year membership
☐ \$38 for 2 year membership
☐ \$55 for 3 year membership
☐ \$100 for corporate membership

* Add \$5.50/year for Flying Review

** Add \$16/year for GA News

I am interested in serving as an Area Representative for the _____ area.

I am interested in serving on the following committees:

- ☐ Airspace
☐ Air Classic
☐ Education
☐ Flight Safety
☐ Legislative

- ☐ Membership
☐ Newsletter
☐ Programs
☐ Public Affairs
☐ Other _____

Discount subscription rates to

GA NEWS & FLYER

Now available to CPA members at the special subscription rate of \$16 per year (regular rate \$24). Make check payable to CPA and mail to CPA, P.O. Box 200911, Denver, CO 80220.

CPA MERCHANDISE

Caps (white) with CPA logo \$10
Lapel Pins \$3
CPA Decals \$2

Caps or T-Shirts, add \$2 for shipping and handling; Pins or Decals, add 30¢.
Mail to CPA, P.O. Box 200911,
Denver, CO 80220

Printing of the newsletter by



2597 West 64th Avenue
Denver CO 80221
(303) 427-0282

Colorado Pilots Association
P.O. Box 200911
Denver, CO 80220

RETURN POSTAGE GUARANTEED

U.S. POSTAGE
PAID
BULK RATE
Permit No. 301
Aurora, CO

