

CPA FLIGHT LINES

Volume 12, No. 5

May 1995



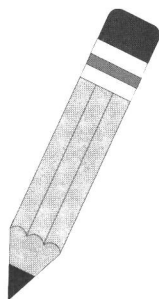
CPA member Phyllis Kramer and Linda Poeling, both High Country 99's, show serious concentration on the verge of discovering a loose oil filler cap at "Pitfalls of Preflight" program by CPA member Deanna Strand. See related story on page 8, "Comments from Western Colorado".

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President's Message

by Mike Baldwin



CPA AT WORK: HB1027-VOCATIONAL SCHOOLS ACT

This one is for all you **CFI's** out there who are on your own or operate small flight schools that do not collect advance tuition. With the help of **AOPA**, through our VP and Regional Rep **Bill Hamilton**, I testified for **CPA** supporting this bill, both before the House and Senate Education Committees. Our sponsors on the Hill were **Rep. Lewis Entz** and **Sen. Gigi Dennis**, who sponsored the bill amending the Colorado Private Vocational Schools Act of 1981. As originally written, you would have had to post a \$5,000 bond and pay a fee of \$2,000, with annual renewal of \$750. Although the fee requirements have not been enforced, there was a move afoot to enforce and collect. The State Attorney General concurred that enforcement was required. Now, through the testimony of **AOPA** and **CPA** and the help of our elected officials named above, this burden shall not fall upon you who keep us current and developing.

CPA AT WORK: HB1309-LIABILITY WAIVER LIMITS

This bill would have limited Liability Waivers as applied to children, and would have severely restricted our educational programs such as the student airlift, and also impacted **EAA's** Young Eagles program. I wrote to and spoke with **Senator Gigi Dennis** and **Rep. Lewis Entz** about this issue at the Coffee and at the other hearings. Although we did not testify in person, we hope that our efforts were influential in the defeat of this bill. A March 27th FAX from Sen. Dennis confirmed that the bill was "Postponed Indefinitely."

CAOA AT WORK: ABOVE GROUND FUEL STORAGE

Recent efforts by **CAOA** have resulted in the regulations being revised on above ground fuel storage at airports, with implementation and operation of fuel storage being eased. (HB1025) Thanks are also due to our friend, **Rep. Lewis Entz**.

KIOWA VOR R.I.P.

NOTAMS appeared about April 1st that Kiowa VOR was decommissioned. I wonder how many years old **IOC** has guided us in, during scuzzy weather and good, and how many students homed in on it for VOR practice. Gone is **AUDRY** intersection which I have headed for to avoid inbound traffic. At a group briefing recently it was my job to read the **WX** briefing, and when I read that notam there were a few "awe's." End of an era, I guess. Maybe one day all VOR's will go the way of **IOC**.

HAZARD ALERT-CENTENNIAL AIRPORT AREA

At the airspace user meeting held April 3 at APA, corporate and air ambulance jet operators were complaining about being vectored across the SE portion of the area at 8,000' MSL. Turbulence and speeds reduced to 170 KIAS were factors. For us piston pilots, that means that the Lears, Gulfstreams, Falcons and the like are steaming through low and relatively fast right through our practice and VFR arrival and departure courses. Work with approach control, tower, look out the window, whatever you have to do, but please be vigilant flying in this area. There are some other places to go do airwork that are not near airways and are not in this area.

FLY FRIENDLY

AOPA has a new video dealing with noise near the airport. It is excellent and is intended to help us be better neighbors. Use as little power, lowest R.P.M.'s, avoid sudden power changes, don't push the prop in until short final and low power, don't do air work over houses, etc. Well presented and all sensible advice. The premise is that we lose one airport each week, and the old argument that "the airport was here first" won't work anymore. See this video whenever you can, and try to be a good neighbor. Noise complaints have increased dramatically over the last year or two in our area.

WALTER BELL TO DRCOG BOARD

Walt Bell, Past President and CPA Airspace Committee Chair, has been named to the Board of Denver Regional Council of Governments, representing General Aviation. He replaces **Peter Luce** and **Vern Foster**.

UPCOMING SAN ANTONIO TOUR

According to **Caroline** and **Bob Doubek**, a great CPA Tour to San Antonio will be scheduled in October. They had a good one to Monte Vista for the Crane Festival, despite weather. The trips Bob and Caroline arrange are truly exceptional. Every detail is taken care of, and we really appreciate their efforts.

NEW AREA REP IN ASPEN

Doug Sheffer has replaced John Campos as our man in ASE. Thanks for your help, Doug.

GUNNISON COUNTY UPDATE

FAA Regional Airports Division Chief **Alan Wichman** and FAA Colorado Airports Division head **Nance Early** are meeting with Gunnison County Officials regarding certain GA restrictions at GUC. We will keep you posted on this. CPA has actively represented your interests in raising these issues.

Dear Michelle,

My question concerns best glide speed. Does best glide speed change with aircraft weight and if so how do I know what is the best IAS to use in case of engine failure? Please have one of your instructors advise me.

Serious Pilot

Dear Serious,

Excellent question. Every pilot must know what the POH best glide speed is before an emergency occurs. Yes, best glide speed changes with aircraft weight. The IAS for best glide in your POH is for gross weight. As an example a Cessna 182 has a published glide speed of 70 knots at gross but can be as low as maybe 60 knots when out of fuel and one person on board.

We should all practice emergency landings and become comfortable finding best glide speed at the aircraft's present weight. I would recommend the following steps. Get with an instructor to help with this training.

First, maintain present altitude until IAS is at the published Best Glide Speed for gross weight. Do not give up any altitude for free. Hold this speed and notice your vertical speed. After vertical speed is stable, say 400 ft per minute, raise the nose of the aircraft very slightly. Watch the vertical speed. We want to have it as low as possible. If it drops to 375 ft

per minute after stabilizing, we are doing better. Now, raise the nose just a little bit more. Maybe now the vertical speed is stable at 350 ft per minute. Raise the nose some more. Whoops, vertical speed went back to 375. Go back to the IAS that maintained the 350 ft per minute vertical speed. This will be your best glide speed at this weight. In actual situations this will take some time but if you have done it many times in practice, you can make your judgments quicker. You can also see why it is to your advantage to routinely fly at higher altitudes. You have more time for everything.

Have fun.

"Sonny" Elgin, CFII

We need **you** to send a question for publication.

Please mail it to:

Michelle Wing

Colorado Pilots Association

P.O. Box 200911

Denver CO 80220

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HEARD ALONG THE FLIGHT LINE

■ Changes at the COLORADO AERO-NAUTICAL BOARD include retirement of MICHAEL ROCK, who served as Chairman for the six years since creation of the board. RICHARD BUCKNELL moves up from Vice Chairman to Chairman, and BOB ALLISON is the new Vice Chairman. GEORGE BREWER, a former FAA manager for DIA development, joins the board in the vacancy created by Mike Rock's retirement.

■ Speaking of RICHARD BUCKNELL, we hear that he and wife Sherrill are giving up Buena Vista as a permanent address and are building a new home in the Cañon City area.

■ Nice suggestion from one of our CPA members in response to a query in a section on FAA topics of CompuServe.

The question: "One of my airplane partners had his flightbag stolen, and his pilot certificate with it." He sent in \$2 for a duplicate but thinks it will take at least two weeks to get the replacement certificate. Is there a way he can get a duplicate faxed? If so, what does he have to do? (He's very law-abiding and won't act as PIC until he gets a certificate to have on his person.)

CPA member DAVID ROZANSKY responded, "Just contact the FAA Airmen Certification Branch in OKCity (405/954-3261) and ask the office to fax a letter to use as a substitute prior to receiving the replacement certificate. Process can be accomplished in less than two hours." David also suggests keeping a photocopy of certificates as a backup in case of such emergencies.

■ HEROES ALL AROUND ME. This was an impression this writer felt in attending the April luncheon meeting of the Colorado Chapter of the Silver Wings Fraternity. A wealth of aviation history in one room. Humbling experience!

The April program featured retired

USAF Colonel Art Kidder on efforts to recover and restore a P-38 Lightning he crash landed in the Aleutians in 1945. Kidder is a Colorado native. Back in 1945 he ditched his aircraft on the only land he could find when lost in poor weather conditions. Now, 50 years later the aircraft was to be brought back and restored for display in an aviation museum.

The project is being undertaken by the Air Force Heritage Foundation of Utah for display at the Hill Aerospace Museum at Hill AFB. Foundation members and Air Force reservists from Hill made up the recovery team. Kidder described his presence on the recovery team as one last mission for an old pilot.

The team found the aircraft to be in extremely poor condition. It was all shot up with bullet holes. Other pilots had apparently used the aircraft for target practice. The cockpit area had been destroyed with a thermite grenade. There was extensive burn damage. Rust and corrosion were everywhere. It looked dismal.

Removing the aircraft from the crash site to the recovery ship (about 1,000 yards away) took about four days. The wings were cut off and moved with rollers. The engines were loaded onto pallets and dragged by winch. After loading onto the ship, the wreckage was transported to Adak where it was loaded onto a Wyoming National Guard C-130 and delivered to Hill AFB. It then got a truck ride to Cal Aero in California where the restoration work will be done.

■ The new dry compasses have some real advantages in flight, but anyone planning to install one will find they offer some interesting challenges when performing a compass swing on an airport compass rose. According to Walt Barbo, who recently installed a PAI-700

in his T-210, they tend to stick when the engine is not running. So it takes a lot of tapping on the instrument to get it to settle on a heading. It's hard to get it to settle in one place. He also found the compass deviation to be much greater than the wet compass it replaced. For example, the dry compass was off four degrees on southeast headings. The old wet compass was never more than a degree or two off.

■ In the category of useless statistics, the April CPA mailing included nine inserts, weighed 225 pounds, and cost \$215 for bulk mail to about 560 members. This amounted to about 38¢/member compared to the 22.6¢ cost of a normal bulk mailing. (This is about a quarter of what first class mail would have cost.) The cost was subsidized, somewhat, thanks to revenues of \$30 each for commercial inserts (non-commercial inserts are enclosed in our mailings without charge to sponsors of aviation related events).

Much of the weight in the April mailing was due to the 1995 Membership Roster. It is now a 70 page publication. This document and the CPA **FLIGHT LINES** is printed for out of pocket cost (labor and materials only) through the courtesy of Mr. Charles Goetz, owner of Tumbleweed Press, as a living memorial to his former partner, Wayne Thetford. Wayne and his wife Lisa were the original creators of our newsletter. Both died in 1987 during our only fatal aircraft accident in the 18 year history of the Colorado-to-Jackpot Air Classic.

Stuffing envelopes for the April mailing took 2½ hours by a team of five CPA members. The team was made up of Bill

and Marlys Marshall, Bob Doubek, and Terry and Walt Barbo. Carolyn Doubek often participates in the stuffing get-togethers, however, the timing conflicted with her Spanish class.

Wouldn't want to leave the impression that it only takes 2½ hours to prepare a mailing. Bundling bulk mail into categories the Post Office will accept adds to the time. In addition, the editor, David Robertson, spends each month consolidating material and about 15-20 hours desktop publishing before submitting it to the printer. Contributing writers spend God only knows how much additional time. And the logistics of running back and forth. The bottom line is that there is an unbelievable amount of time that goes into membership communication. And it is all done by volunteer effort. An accomplishment to be proud of. A minor issue worth mentioning. Cost of mailing is minimized through use of bulk mail and a lot of volunteer service. A characteristic of bulk mail, however, is that there is no forwarding of mail in the event a member has moved or is away temporarily. For this reason our mailings include the additional language RETURN POSTAGE GUARANTEED. The effect is that we have information that a member has relocated, and since the Post Office will show the forwarding address, we also have the new address. But since they will not forward bulk mail, we end up paying first class postage for the returned mail **and** first class postage a second time to forward to the new address. In effect, we pay postage three times when members neglect to provide a forwarding address. □

MEMBERS: PLEASE NOTE . . .

That the mailing label on your newsletter contains the expiration date of your membership. This line is highlighted to call your attention when your dues are payable. 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 any change of address. Please be aware that the Post Office **does not** forward bulk mail. It is returned to CPA.

If you subscribe to **Flying Review** magazine, please inform them directly of any change of address at:

FLYING REVIEW
4801 Charlotte Ct. NE
Albuquerque, NM 87109

Colorado

Comments From Western Colorado

By Phyllis Kramer

GLENWOOD SPRINGS . . . The next time you visit Glenwood Springs, stop in at DVS Helicopter. Say HELLO to DOUG SHEFFER, owner/operator. Doug is the new GWS Area Representative. He replaces John Campos. Doug can be reached at (970)945-7144 at 1252 Airport Rd., Glenwood Springs, CO 81601.



GRAND JUNCTION . . . Kudos to Judy Humphries, GJT Area Rep. Judy has been keeping a diligent watch over the **GJT Approach Radar—local versus remote—matter.** She attended the meeting of March 2nd for CPA Pres. Baldwin. At that date the FAA still hadn't made a final decision—the FAA hopes to have new cost estimates within three months on the three long-term options—operate the new radar system at DIA, in a new facility at Walker Field, or in the control tower at Walker. Apparently, the FAA does plan to move the operations to Longmont in August on an interim basis. Why an interim move? and why even consider moving the ops to DIA? when the numbers showed the cost would be similar and the efficiency would be greater if the ops were kept in GJT.

DID YOU KNOW that many members of the Western Colorado High Country 99s are also members of CPA? Did you know that CPA members, other 99s Chapters, and interested pilots are welcome to attend functions presented by the High Country 99s? Call Chairman Judy Humphries at (970) 242-0261 for information.

PITFALLS OF PREFLIGHT and other PERILS OF PREPAREDNESS (Saturday, April 1, 1995—GJT) This Safety Exercise planned and hosted by Denna Strand and Connie Harrison for High Country 99s went beyond its advertised description of being "Important (& Fun)"—it was Very Important, it was Great Fun, and it was also "Humbling".

The participants paired off to preflight a C-150 that had eleven problems. When was the last time you really checked for a "bird's nest"? a "missing screw"? a "leaking strut"? actually got "under" the fuselage to check for "cracks"? noticed that the "tires were low on pressure"? that the aircraft "airworthiness certificate & handbook" were in the aircraft? and so on? I think the planners had as much fun "setting up" the preflight as the participants had in preflighting.

While the "pairs" were doing their "preflighting", the rest of the group worked on the "perils of preparedness" exercises. What would you do if your alternator gauge showed a "discharge"? have you recently reviewed your Pilot Owners Handbook to check on the emergency procedures spelled out for such contingencies? do you have that important/friendly tool handy? do you have a checklist on your kneepad? do you also do a mental no-panic preflighting?

The two hour session the participants had with Deanna and Connie was well spent. Deanna is a stimulating "teacher" and helps you remember the basics with her caring attitude.

(continued next page)



Herb Anderson and Roger Lake, CPA Montrose Area Rep, check the sabotaged C-150. Nearly everyone missed the “birds nest” in the bottom of the engine cowlng.

Bouquets to Deanna and Connie for the time and effort spent in making this “learning experience” not only interesting and effective but fun!

The participants included Tom Moore with his flying buddy who flew in from Leadville; Linda and Roger Lake, with Pat Blackwelder and Herb Anderson—who flew in from MTJ with Roger as PIC!!; Kathy Bresett, the newest High Country 99, who came in from Rangely; Alice Monroe and Judy Humphries of GJT; Linda Poeling, Phyllis Kramer and Shadow, Delta County; and Norma Foster of Clifton—a “66”—who is very excited about learning to fly—and the High Country 99s are looking forward to seeing her at their 99s activities!! Mary Hermann of Crawford was able to join the group as they were finishing up with the program. Oh, yes, of course, most of the group did go to lunch for more of that wonderful camaraderie the High Country 99s—and all 99s—always enjoy! [Note: CPA’ers should recognize many of those names.]

FLIGHT LINES

Advertising Rates

The rates for placing advertisements in *Flight Lines* are as follows:

1 full page	\$60.00
1/2 page	\$30.00
1/4 page	\$20.00
Business card size	\$15.00

Inserts

Commercial.....	\$30.00
Fly in events	FREE

All ads that contain pictures are subject to a one time only computer scanning fee of \$15.00.

These rates are per issue. Mailing list is over 560 with an additional 125 distributed for solicitation of new members.

Welcome New Members

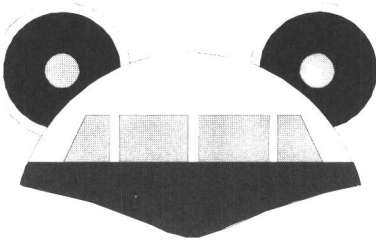
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Don Reimer
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Boulder, CO 80301

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33555 Bergen Mountain Rd.
Evergreen, CO 80439

Douglas B. Tabor
66 Nightshade Drive
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Denver, CO 80206



Membership Renewals

Paul Nunn, Pueblo
John Kane, Littleton
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Roger Lake, Montrose
Roald Flater, Evergreen
John Lenz, Englewood
Charles Montez, Pueblo
David Williams, Evergreen
Roy Pogue, Littleton
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Gary Silence, Monument
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Stan Oleson, Denver
Vanita Gallo, Aurora
Dennis Roberts, Englewood
Arnold Zimmerman, St. Louis, MO
Glen Cheney, Delta
Dr. Donald Coleman, Erie
George Mc Crillis, Englewood
Terry Barbo, Aurora
Don Vander Ploeg, Denver
Carl Williams, Denver
Russ Wilder, Lakewood
Morris Quick, Aurora
Maynard Kealiher, Aurora

Colorado Aeronautical Board

by Mike Silva

The Grant Program

The Colorado Department of Transportation Colorado Aeronautical Board's prime directive as defined by the Colorado General Assembly: "... charged with the responsibility of promoting the safe operation of and accessibility's to civil air transportation facilities within the State..."

On July 5, 1991, Governor Roy Romer signed into law H.B. 91-1009 further expanding the duties and responsibilities of the Colorado Aeronautical Board and the Division of Aviation to include the administration and distribution of state sales tax revenues on commercial aviation jet fuels. Included in this statute is the provision for the development and implementation of the State Aviation Grant Program.

What is the Colorado Discretionary Aviation Grant Program?

It is a program designed to distribute state tax revenues on commercial aviation jet fuels. The

grants are available to the public entities providing civil aviation services.

The Formula Refunds

The refunds are generated from the revenues collected from two sources: 75% of the total commercial jet aviation sales; and \$.04 per gallon from all commercial aviation fuels.

The Formula

The formula refund is $77.5\% =$ Discretionary grant. The 77.5% is the sum of 75% (jet fuel sales tax), plus the Aviation Divisions administration costs of 2.5%. When applying this formula refund, the monies remaining are allocated for discretionary grants.

If you are interested in more information regarding the Colorado Discretionary Grant Program, including application procedures, grant workshops are being scheduled throughout the state. For dates, times, and locations, call me at 1-800-444-5262 ext. 6348 or 303-830-6348.

STEVE HARLESS
MAULE DEALER

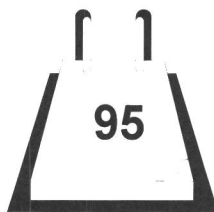


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IT'S PERFORMANCE THAT COUNTS

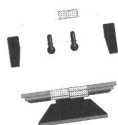
Colorado Aviation Calendar



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- June 3-4 **WINGS OF VICTORY**, Open house and fly-in, Weld County Airport, Greeley. Boeing B-17 and Heinkel He 111 bombers on static display. Save on Fuel!. Young Eagles Program. Info: Kevin Bunnell, Airport Manager, (970) 356-9141.
- June 3 **Front Range Airport Air Festival & Fly-In**. Open house and appreciation day. Info: Dennis Heap (303) 261-9100.
- June 3 **Van Aire Fly-In**. Hosted by Residential Airpark Association. Fly in or drive in for picnic lunch and hangar talk. Info: Perry Miller (303) 659-6793.
- June 3-4 **Durango Four Corners Air Show**. Featuring the USAF Thunderbirds June 4. Sponsored by the Durango Rotary Club. Gordon Clouser, (970) 259-4061
- June 8-9 **Colorado Airport Operators Conference**, Spring Meeting, Grand Junction, Info: Bryan Feeney, (970) 879-9042.
- June 9-11 **FAA Wings Program & Pilot Seminars**, Walker Field, Grand Junction. Features 3 hours of free dual. Seminars include Rich Stowellon presenting emergency Maneuvers Training and Beryl Erickson, Retired Chief Test Pilot for General Dynamics. Sponsored by Strand Flying School, (970) 243-4359.
- June 9 **Colorado Aeronautics Division, Board Meeting, CAO**, Grand Junction, Info: CDOT, (303) 792-2160.
- June 10 **EAA Young Eagles Program**. Participants take kids on a flight to stimulate interest in aviation. Expenses are tax deductible and EAA matches liability insurance up to \$1 million. Info: Carol Leyner (303) 442-5002.
- June 10 **13th Annual Stearman Fly-In**, St. Francis, Kansas. Info: (913) 332-2251
- June 11 **Fly-In & Rodeo at Johnson Field**. Breakfast fly-in starting at 7 am. Includes a variety of events! Info: Mike Mann, (719) 738-3782.
- June 17 **Gunnison County Airshow**. Features many military airplanes. To honor Veterans and remember end of WWII. Aerobatics, Parachutists, Balloons. Info: Joanne Stone (970) 641-2304 or Scott Weyl, (970) 641-0526.
- June 17-18 **Aviation Archeology Training Course and Seminar**, Wings Over the Rockies Aviation and Space Museum, Denver. Sponsored by TIGHAR (The International Group for Historic Aircraft Recovery). Info: Peter Luce, (303) 850-0600.
- June 17-18 **Transpo '95, Cheyenne Airport 75th Anniversary Celebration**, Features pilot contests, static displays. Info: Terry Olsen (307) 634-7071
- June 23-25 **17th Annual EAA Rocky Mountain Fly-In**, Vance Brand Airport, Longmont, CO. First Annual IAC Aerobatic Cup on June 25. Displays, Workshops, Forums. Info: Bill Marcy, 303-798-6086 or Catherine Wissner (303) 651-3431.
- June 25 **Aspen Airshow**, Pitkin County Airport. Info: Kim Beacher (970) 925-2522
- July 15 **Colorado to Jackpot Air Classic**. Overnight to Cactus Pete's. Sponsored by the Colo. Pilots Assoc. Depart Greeley or Grand Junction. Cash Prizes. Open to all interested pilots. Info: Steve Harless, 303-659-8648 or Phyllis Kramer, (970) 835-8102 (for West Slope queries).
- July 15 **San Luis Valley Fly-In & Airshow**, Alamosa. Hangar Party, breakfast, Aerobatics, Warbirds. Info: Paul Foster (719) 852-9860.
- July 27-Aug 2 **EAA Annual Fly-In Convention**, Oshkosh, WI Info: 414-426-4800
- August 3 **Colorado Aeronautics Division, Board Meeting**, San Luis Valley Airport. Public Invited. Info: CDOT, Caroline Scott, (303) 792-2160.

- August 12 **Cheyenne Airport Fly-In & Airshow**, Cheyenne, WY. In celebration of airport's 75th anniversary. Info: Kristi Feusner, Asst. Airport Mgr. (307) 634-7071
- August 17-19 **USPA Summer Meeting**, Cheyenne, WY. Info: 314-849-8772.
- August 19 **Platte Valley Summer Fly-In**. Info: Marilyn Taylor, 303-659-7265.
- Sept 5-6 the **Fantasy of Flight Program**, Lamar. Program to encourage student interest in sciences and aviation. Sponsored by Fantasy of Flight Foundation, Jeppesen, and CDOT Division of Aviation. Volunteers Welcome. Info: Marilyn Taylor, (303) 659-7265.
- Sept 8-10 **Mile High Air Derby**, Longmont to Taos, N.M. Sponsored by Colorado Chapter, Ninety-Nines. Info: Carol Leyner (303) 442-5002 or Nancy Aldrich (303) 665-8006
- Sept 28-Oct 1 **Ninety-Nines, South Central Section**, Fall Convention, Hosted by the High Country 99's, Grand Junction, CO. Info: Phyllis J Kramer, (970) 835-8102.
- Sept 9-10 **Navajo State Park EAA Chapter 997 Fall Rendezvous**, featuring a pot luck bbq on Saturday. Info: Lee Bernhardt, (970) 247-2740.
- Sept 14-16 **CAOA Fall Meeting**, Annual Meeting, Silver Creek. Features AOPA President Phil Boyer. Info: Bryan Feeney (970) 879-9042.
- Sept 16 **Fly-In Fun Day at Johnson Field**, Walsenburg. Info: Mike Mann (970) 738-3782
- Sept 27 **Grand Junction Air Show**, Walker Field. Featuring the Canadian Snowbirds. Info: Carl Hefner, (970) 243-7500
- Sept 28- Oct 1 **South Central Ninety Nines**, Fall Meeting, Grand Junction. Hosted by High Country Chapter 99's. Info: Phyllis Kramer (970) 835-8102.
- Oct 1-2 **Fantasy of Flight Program**, Craig Middle School, Craig. Program to encourage student interest in the sciences and aviation. Sponsored by Fantasy of Flight Foundation, Jeppesen, and CDOT Division of Aviation. Volunteers Welcome. Info: Marilyn Taylor (303) 659-7265.
- Oct 5-6 **CAB Discretionary Grant Hearings**, CDOT Headquarters, Denver. Info: Carolyn Scott (303) 792-2160.
- Oct 7 **Mountain Flying Ground Course**, Colorado Pilots Association. Centennial Airport. For exclusive benefit of CPA members. Course designed to prepare pilots for flight over mountainous terrain. Flight portion may be taken at pilots discretion at a later date. Qualifies for FAA Wings Program and Biennial Flight Review. Minor Fee. Info: Bill Marshall (303) 341-4744.
- Oct 20 **Platte Valley Fall Fly-In**. Info: Marilyn Taylor, (303) 659-7265.
- Oct 19-21 **AOPA Annual Meeting**
- Oct 28 **Colorado Aviation Historical Society "Hall of Fame" Banquet**, USAF Academy. Info: Harry Blout (719) 495-2432.
- Nov 4 **CPA Annual Meeting**, Tentative Date.
- Dec 7 **Colorado Aeronautics Division, Board Meeting**, CDOT Headquarters, Denver. Public Invited. Info: CDOT, Caroline Scott, (303) 792-2160.
- Dec 10 **CPA Holiday Dinner**. Tentative Date.
- March 9-10 '96 **Rocky Mountain Air Fair**, Denver, CO. Info: Marilyn Taylor, 303-659-7265.

Colorado Calendar is compiled by the Colorado Pilots Association for the benefit of its members; and in the interest of creating an awareness and support for aviation activities in the State of Colorado. Information on current activities is also maintained on the CPA HOTLINE (303) 266-6266. Please submit events or changes to *Flight Lines* Editor, 627 Wildrose Way, Louisville, CO 80027.



AREA REPRESENTATIVES

ASPEN-GLENWOOD SPRINGS

Doug Sheffer (O) 970/945-7144 (H) 970/925-3065

BOULDER

Ken Carter (H) 303/494-3663

BROOMFIELD- JEFFERSON COUNTY

Walter Bell (H) 303/488-9780 (O) 303/757-9334

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Larry Mack (H) 719/346-7884 (O) 719/346-5352

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Dean Baird (H) 719/275-0703

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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 970/276-4361

DELTA

Glen Cheney (H) 970/874-3368 (O) 970/874-3368

GRAND JUNCTION

Judy Humphries (H) 970/242-0261 (O) 970/243-8479

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PUBLISHER

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EDITOR

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