

CPA FLIGHT LINES

Volume 12, No. 6

June 1995



Computer flight simulators are one of the most popular features of the FANTASY OF FLIGHT program. Michele Thonney, of the Jeppesen sponsored Northern Lights Aerobatic Team, introduces students to the thrill of flight in Loveland on April 19. See related story on page 8.

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President's Message

by Mike Baldwin



THANK YOU DARLENE

Due to increased workload at her real job, CPA Secretary **Darlene Malmquist** has submitted her resignation as an officer and CPA Board member. We appreciate her hard work in compiling minutes and sending them not only to all board members, but to our 27 area reps as well. Thanks for your help, Darlene. It was much appreciated.

LETTERS TO ELECTED OFFICIALS

This last month was a heavy one for letter writing. I sent out 21 letters to elected officials on all the current subjects: Independent FAA Reform Act (for), ATC Corporation (against), Truth in Budgeting (for), deleting the licensing fee for recreational radios (for), keeping the Brush airport open. These were all separate communications, as it is best not to combine issues on a single letter for tallying purposes. Hope they count 'em up and listen to CPA.

PROTECTING CPA

It is possible to help protect CPA from liability by naming the organization as an "additional insured" on your aviation insurance policy. It does not cost anything, and usually just takes a phone call to your agent. So when you are going to be in a CPA-sponsored event, we would appreciate participants naming CPA as an additional insured. Not required yet for events like the Air Classic, but optional. Many organizations are now requesting this protection.

GOOD LUCK DICK BUCKNELL

CPA member and long-time CAB Board member **Dick Bucknell** has been named chairman of the Colorado Aeronautics Board. He has done a fine job. Congratulations, Dick.

CENTENNIAL AIRPORT "JUST PLANE FUN"

Thanks to the help of many CPA members who volunteered, Centennial Airport Business Association, Air Power West, and particularly **Jack Cronin**, the open house at APA May 13 was a big success. Many children were among the estimated **6,000** attendees, most of whom were area residents and not necessarily pilots. Fantasy of Flight had simulators run by **Marilyn Taylor** and **Walt Barbo**, with many kids flying. All sorts of airplanes were on the ramp, Copter 4 with **Mike Silva**, biz-jets, warbirds, antiques and homebuilts. The unforecast great weather made it feel like summer. A great community relations event, well publicized by **Norm Avery**. Thanks and kudos to **Don Crandall**, APA Manager, and staff members **Ken Maenpas**, **Lori Hinton** and **Gwen Balk**, for their fine organization and promotion of this event. It helped to educate the non-flying public as to what really goes on out there and what general aviation is all about.

MEDICAL CERTIFICATION CHANGES

The comment period for FAA's proposed medical changes has passed. I hope they do not make it more difficult and costly to fly. **Dr. Dean Hall**, CPA EAA Liaison, pointed out that the pilot incapacitation accident numbers include drug and alcohol-related incidents. If those are removed, the incidence decreases still further to the non-significant point. Also, the total number of accidents in their database for the 70-and-over category was one. That's ONE accident. There is really not a major problem in this area and I hope the changes are not significant.

GOOD-BYE TO STEVE WITTMAN

A tragic accident last month claimed the lives of Mr. & Mrs. Steve Wittman. Steve designed and raced airplanes for 70 years, flying an airshow (which included an aerobatic routine) last year at age 90. The field at OSH is named for him. Our condolences to their family and friends.

MOUNTAIN FLYING COURSE

Thanks to Bill Marshall and the folks who put on the Mountain Flying Course in May. It was well-attended and included an updated work book. Another course is scheduled later in the year, with the mailing to be funded by CAB (thanks to the CAB board and Mike Silva). This is a training course in the basic principles of negotiating the hills safely. It is one of the best courses of its type in the country, and I find myself referring to its precepts constantly. Recently Walt Barbo and I flew a 210 through the passes to Durango and back, as I need to get my Stearman there for the Four Corners Air Show soon. That old airplane has plenty of reserve power and service ceiling, but is short on endurance, so the route planning needs a little extra care with back doors and alternates. Oxygen use is difficult and awkward in the open cockpit, and the early morning cold is a factor. It can be done in comfort and safety, but the planning has to be diligent. The Mountain Flying course helped us in planning the way and lowering my anxiety level. However, the world looks great from 12,500' when you don't have to sit inside...

MORE NOISE PROBLEMS FOR APA

According to Safety Committee Chair **Patti Arthur**, a legal firm has recommended a study leading to a night noise curfew on jets operating out of Centennial. This process includes a Part 150 noise contour map, etc. The legal fees to do all this range from \$25,00 to \$60,000. Put an airport in an unpopulated area, let it grow and augment the growth of that area, and then watch people turn on it and try to make it go away. According to Norm Avery that is about a 30-year cycle. Centennial just celebrated its 28th... Efforts like "Just Plane Fun" can do a lot to save our airports. Also, try flying over roads and highways near residential areas. According to the AOPA Video "Fly Friendly," they can't hear most of us over the cars and trucks.

FANTASY OF FLIGHT, MAY 1945

Check out the May 14, 1945 Special Commemorative Issue of TIME. Page 68 ("Education") describes a program in Chattanooga that combines aspects of the Student Airlift, Fantasy of Flight, and EAA Young Eagles. According to the article, some 300,000 students had received a year's training through a CAA program. I guess we're still trying the same thing after 50 years.

Dear Michelle,

In the May issue of CPA Flight Lines, *Aviation Advice* addressed a question about whether an aircraft's best glide speed varies with the aircraft's weight, and by how much. In the answer, the author described an in-flight procedure for determining an aircraft's best glide speed; however, the procedure he described will determine the aircraft's *minimum sink* airspeed, not its *best glide*.

"Minimum sink" speed is the power-off speed at which the aircraft has the slowest descent, measured in total time or in feet per minute. It's the speed that will maximize your time aloft, rather than the distance you can cover. It's the speed to use when you're over a suitable landing site and want to give yourself the longest possible time for trouble-shooting, attempting a re-start, or making emergency radio transmissions.

"Best glide," on the other hand, is the speed that will maximize the power-off gliding range of the aircraft. *Best glide speed occurs at the angle of attack corresponding to the aircraft's maximum L/D; unless your aircraft has an Angle of Attack meter, there is no gauge in the cockpit from which you can determine the best glide speed.*

The answer to the original question is that best glide speed varies with the square root of the aircraft's weight. So to calculate the best glide speed for a specific weight, use the formula

$$V_2 = V_1 * \text{SQRT}(W_2/W_1)$$

where V_1 is the best glide speed at gross weight, W_1 is the gross weight, and W_2 is the specific weight for which you are calculating the best glide speed (V_2).

Sincerely,

Brian Lewis, CFII
696 W. Sagebrush Dr.
Louisville, CO 80027
(303) 665-5252

We need **you** to send a question for publication.
Please mail it to:
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JUST ONE CALL DOES IT ALL



HEARD ALONG THE FLIGHT LINE

■ If the AIRPORT OPEN HOUSES held thus far this year are any indication of future support for aviation, there is no reason for general aviation to fear the future. Recent examples: The open house held Saturday, May 13 at Centennial Airport, in celebration of its 28th year of operation, attracted an unbelievable crowd. An estimated 8,000 adults, kids and dogs attended the event.

Hard to say what contributed to the large turnout. May have been the exceptional weather after a monotonous wet spell. Or the silver voice CPA member NORM AVERY (former DIA public relations spokesman who now does the same thing in private practice), on radio, sweet talking the public to come on out and have a look.

Usually it takes at least a military flight team to attract a crowd of this magnitude. There were none. Not even a low level fly-over. Just based aircraft on static display. A lot of tenants on hand to talk aviation. And a scattering of airport protesters from surrounding neighborhoods . . . to argue the other side. Which may explain the absence of aircraft fly-overs. A not-so-subtle program to encourage community support . . . and avoid anything that would cause community protest. Outstanding effort. But it made one appreciate the reality that airports must live with their neighbors, and that the two often view aviation through very different eyes.

■ The weather was a bummer for the fly-in the following weekend at Platte Valley Airport. However, it still drew 25-30 airplanes . . . and a lot of drive-ins. Different kind of an event. No problem with airport neighbors. Rather, the few neighbors near the airport came over to

look at the airplanes and enjoy the show.

And it was a show. Continual fly-overs and low passes. Couple of RV-4s (airline pilot types) in a low level close formation demonstration. Not to be outdone, a couple of Globe Swifts did the same thing. Overhead, DICK JONES demonstrated some beautiful slow rolls in his T-6. BOB RESLING, one of the airport co-owners (and now a DC-8 cargo pilot), pulled his N3N out of the hangar, removed and replaced the bottom plugs on the engine to drain the oil that always accumulates there, got a crank and engine start from a willing participant, and started up in a cloud of smoke . . . all to the delight of airport visitors. Constant activity, aircraft coming and going . . . and aircraft noise. And so it went. FUN!

■ CPA member BOB MASTERSON brings a report on success of a Tucson school teacher in using student interest in aviation as leverage to get them to improve in school. (Bob relocates to Tucson during the winter months and personally participates in the program.) Called "Wright Flight" (after Wilbur and Orville Wright), the program rewards kids who meet conditions of an agreement they sign for improvement of some aspect of their schoolwork. Each contract, which is for a period of nine weeks consistent with a school term, has three main clauses: First they must agree to not use drugs, alcohol or tobacco. Second, they must pass a test on aviation history. And third, they must meet a specific goal for improving their schoolwork. For living up to their commitments there are a number of rewards including a flight certificate, and a T-shirt with the Wright Flight logo, and of course, the

chance to fly an airplane.

The flights take place on designated "fly-days" and make use of volunteer pilots and planes similar to the procedure used by Colorado Pilots Association on its student airlifts. Bob tells us that nearly 40 pilots participate in the Tucson program.

We hear that over 500 kids went through the program last year and over 3,000 have graduated from the project since its inception. According to one report, a grade point increase of 2.4 was experienced in one class.

This program appears to have a leg up on many of the programs that merely expose kids to an airplane ride. It places a burden on kids to give something in return. And it supports a national interest to improve academic performance in our schools.

■ Some potentially bad news for users of Mobile AV-I synthetic engine oil. It appears that AV-I, which was marketed as an exceptional lead dispersant, to the contrary, actually contributed to the formation of lead sludge and could have caused excessive engine wear.

Problems thus far appear to affect primarily Teledyne Continental 520 and 550 series engines. On April 12, 1995 a class action law suit was filed on behalf of owners of these engines in the United States District Court for the Northern District of California. It alleges, among other things, that deposits of lead sludge could affect the flow of oil, lead to accelerated engine wear, and result in sudden and catastrophic in-flight engine failure. The suit seeks to hold

Mobil financially responsible for the cost of each class member for engine disassembly, inspection, and rebuilding. There are an estimated 2,500 affected aircraft owners that once burned AV-I. Cost of engine teardown alone could cost tens of millions of dollars.

On April 28, 1995, Judge Samuel Conti of the U.S. District Court approved issuance of Class Action Notice. This was forwarded to owners of affected engines by attorneys representing plaintiffs in the case on May 8. Those who respond receive a confidential questionnaire for use by the attorneys in assessing damages.

Mobil pulled the oil from the market in June of last year and offered to buy back remaining supplies of AV-I from any customer wishing to return them. The company also asked customers who believed their engines had oil-related mechanical problems directly related to use of AV-I to call them. But this proved of little comfort to those who had not experienced a problem . . . yet. At this point, Mobil is saying nothing. Lawyers for the plaintiff are the only ones talking.

■ A student was having difficulty with her landings. Seems she would bounce it in every time. However, on the first night lesson, the student greased every landing.

Puzzled, the instructor asked, "How are you doing that? You have so much trouble during the day?"

The student replied, "It's easy, I continue the approach until you stiffen up, then I just pull back." □

STEVE HARLESS MAULE DEALER



PHONE (303) 659-8648

Rocky Mountain Maule
15737 Fortune Court
Brighton, CO 80601

IT'S PERFORMANCE THAT COUNTS



Fantasy of Flight

by Walt Barbo

When the Fantasy of Flight Program was introduced at the 1st ANNUAL ROCKY MOUNTAIN AIR FAIR in October, 1993 it was publicized as an exhibit where school age children could learn about aviation and space technology. It was a family event which gave kids a chance for a hands-on involvement with what it would be like to be a pilot or an astronaut, what air traffic controllers do, and how aircraft fly.

It was a kids aviation workshop with separate activity stations on: Theory of Flight, Aircraft Construction & Design, Propulsion Systems, Lighter than Air Aircraft, Flight & Navigation Instruments, Aeronautical Charts, Aviation Weather, Air Traffic Control, and Flight Simulators. There was also offered a chance to build and test fly paper airplanes. Upon completion, each child was presented with a "Young Pilot's Flight Log" which was designed and printed for the occasion. Instructors for each activity station made an official entry into the log books to show satisfactory completion. It was exceptionally professional. Hundreds of kids completed the workshops.

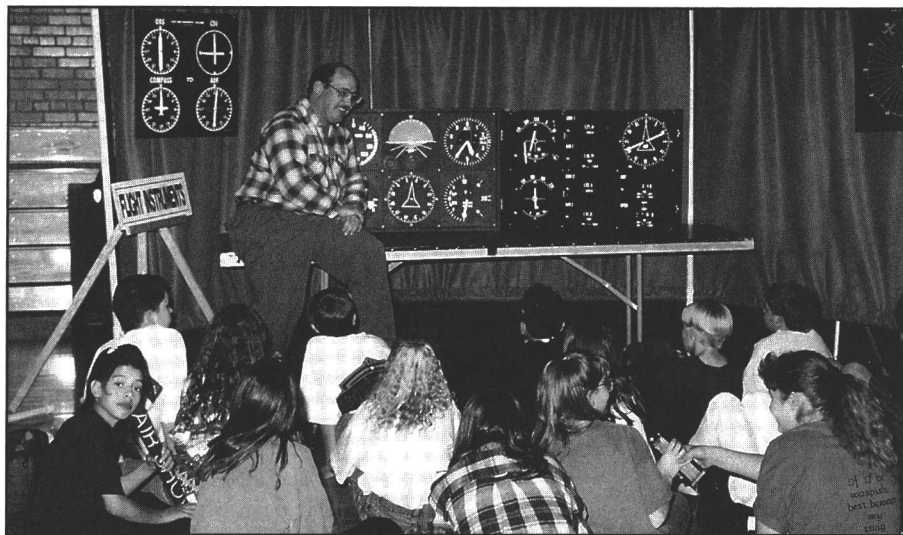
The program proved so successful and was so enthusiastically received that by early 1994 a small group of supporters, led by Jeff Graves of the FAA Denver FSDO, spun the program off into a separate, non-profit, tax-exempt 501 (c) 3 corporation. Fantasy then evolved into a road show and was transported directly to individual schools and select aviation events.

The original theme of Fantasy carried the underlying objective to create a greater

interest in flying and more support for aviation. It was created with the thought of gaining grass roots support for the economic benefit and survival of aviation. It sought to entice new entries into aviation and to create a greater awareness and appreciation for aviation. In a way, the road show continues this theme, but it also reaches beyond to create youth interest in math and the sciences. It focuses on the appeal of flying to stimulate academic interest and achievement.

A number of significant changes were necessary to make Fantasy transportable. For example, the flight simulators at the Air Fair, primarily ATC 610 types, could not stand up to the rough treatment from a bunch of kids. And of course, they were a logistics nightmare to set up and maintain. Of about eight borrowed machines, we were fortunate to have half running at any given time. Yet the simulators were the highlight of the show. More than anything else, they gave participants a flavor of the excitement of flight.

Thanks to a special grant from the Colorado Aeronautical Division, ten 486 DX2 33 computers were purchased and loaded with Microsoft Flight Simulator software. Virtual Pilot joysticks were added to give a realistic feel of aircraft controls. These systems work exceptionally well. Most kids have had some exposure to computers these days. Even those without prior exposure are able to take over the controls, take off from Meigs Field in Chicago, and do a few simple turns over the city. The simulators are by far the most popular feature of the show. And they stand



CPA member David Rozansky took time off from his job as an aviation business writer to introduce kids to aircraft flight instruments. Photo was taken at the Loveland, CO show on April 19, 1995.

up to abuse. Real winners!

Logistics of transport is one of the biggest challenges for the show. Material for a full show, for example, consumes most of the space in a 16-foot moving van. Trailers and vans have been rented from truck rental firms and driven by volunteer help. Some of the smaller shows have made use of any type of vehicle available, including private cars to transport computers and pickup trucks to carry such items as engines loaned by Colorado Aero Tech for sessions on aircraft propulsion. Currently the organization is looking for a 16-foot enclosed trailer of the type used to transport race cars . . . or those used by apartment moving firms. Show material would then be stored in the trailer and would save a lot of the off and on loading when storing the show between schedules. From experience I share with you that these can be real back killers.

Up until this year all workload required to make the program operational was accomplished by volunteer services. Overhead costs for transportation and equipment were funded by small grants from

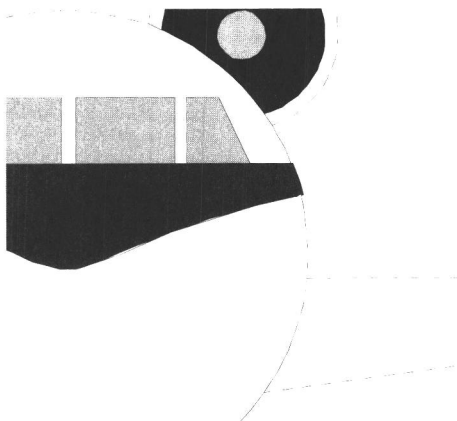
Jeppesen and the Colorado DOT Division of Aeronautics. And the FAA was generous in permitting staff support at government expense. This year, thanks to additional funding from the state, we were fortunate enough to add a part time director, Marilyn Taylor. Her job is to coordinate the shows, arrange schedules, and make certain there are enough volunteers to do the set-up and tear-down and to staff the work stations. If she is unsuccessful in getting enough help . . . well I can't help but notice that she does a lot of hands-on work during set-up and tear-down.

Volunteerism is the secret of Fantasy's success. A show at one of the schools typically takes a full day to set up, another two days to conduct, and about a half day for tear down. As many as 50 volunteers participate to make it work. With 8-10 shows per year, one can easily see the enormity of logistics and coordination effort required. Anyone wanting to be a part of this very rewarding program should give Marilyn a call. She can be reached at 303/659-7265.

United States Pilots Association to Hold Summer Meeting in Cheyenne, Wyoming on August 17-20

USPA will hold its 1995 summer meeting in Cheyenne, WY this year. Sightseeing activities include native wildlife parks, a zoo, historic buildings, the state capitol and state museum, and shopping. A tour of the Terry Bison Ranch will be conducted, followed by a full western buffet featuring buffalo meat. The Colorado Pilots Association Mountain Flying Course is offered to those attending, along with other FAA Wings Seminars. A tour of the Warren Air Force Base takes place on Friday,

August 18, with special emphasis on the USAF Search & Rescue (MAST) unit which provides transportation support to missile silo sites & medical evacuation support for highway emergencies. The tour will include missile unit command and historic building visits. Of course, the USPA will conduct Executive Committee and Membership Meetings. For further information and costs contact Bruce Hully (303) 344-2843, Babette Andre (303) 778-7145 or Vern Foster (303) 751-9421.



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
Fly Mart.....	FREE

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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Loveland, CO 80538

Oden, Charles P.
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Lincoln, NE 68506

Steere, Anthony
760 S. 45th
Boulder, CO 80303

Franklin, Tonda L.
3325 West 39th Avenue
Denver, CO 80211

Fasken, Scott
900 Grouse Circle
Fort Collins, CO 80524

Jakubowski, Stan
3702 N. Franklin Avenue
Loveland, CO 80538

Rutter-Wassom, Diane
4815 Eagle Lake Drive
Fort Collins, CO 80524

Arthur, Stephen S.
7191 Palisade Drive
Highlands Ranch, CO 80126

Mugnier, J. F.
233 Columbus Canyon Drive
Grand Junction, CO 81503

Peterson, Brad
2514 Manet Court
Fort Collins, CO 80526

Polen, Max L.
54 Aspen Road
Cuchara, CO 81055

Benton, Mike
P. O. Box 827
Longview, TX 75606-0827

Membership Renewals

Bruce Hulley, Aurora
Jack Burson, Birmingham, AL
John Selewski, Littleton
Howard Cammack, Littleton
Greg Babcock, Parker
Catherine Wissner, Erie
Frank Matthews, Conifer
Michael Baldwin, Evergreen
Larry Pace, Westminster
Dean Hall, Fort Collins
Mike Myshatyn, Fort Collins
Chris Bowick, Highlands Ranch
Carol Skelton, Gunnison
Helmuth Sens, Denver
Joe Trujillo, Cuchara
George Dempsey, Englewood
Janna Gowthrop, Parker
Don Black, Erie
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Carol Roberts, Grand Junction
Bruce Bosshardt, Brighton
Robert Klein, Wray
Jerry Schofield, Denver
Chuck White, Aurora
Irving Friedman, Lakewood
Richard Hicks, Westminster
John Papalia, Littleton
Tony Miller, Longmont
Brian Lewis, Louisville
Steven Carver, Glenwood Springs
Dr. Ron Hanawalt, Fort Collins
Jan McKenzie, Fort Collins
Steve Gajowski, Black Hawk
Bob Shannon, Littleton
Bart Whitehouse, Littleton
Eric Ellithorpe, Center

Point Your Lens to the Sky for the

AIR SHOW

Camera Tips:

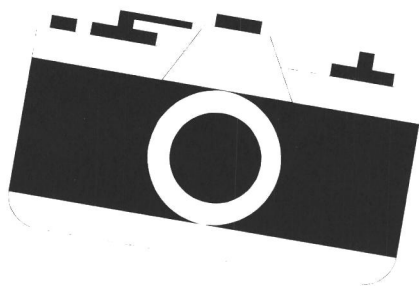
→ Pan smoothly while shooting planes moving quickly across your field of vision, lead the plane slightly, and keep the camera moving while you trip the shutter.

→ Since you'll be shooting in bright, outdoor situations, you'll be able to use your fastest shutter speeds. Don't worry if you need to use wider f-stops (like f/2 or f/3.5): your action shots will be focused at infinity, maximizing depth-of-field. Fast shutter speeds will also eliminate the camera shake blur that telephoto lenses can cause.

→ Color film of ISO 200 or 400 is fast enough to give you plenty of shutter speed, even with longer lenses. For fine grain and rich color, even at these speeds, try Kodak's spectacular new Royal Gold films.

→ You'll be shooting at the sky, so a polarizing filter will cut down on haze and emphasize smoke trails.

→ You can really capture the color and majesty of the aircraft when they're on the ground. Get as close as possible and try a wide angle lens (28mm to 35mm). This



will emphasize the curves and sweep of aerodynamic design. Experiment with low angles.

→ Be sure to take along your binoculars for friends and family, and for viewing when you're not shooting pictures.

Camcorder tips:

→ Use the high-speed shutter setting on your camcorder to capture the fast action crisply.

→ Try out digital special effects if your camcorder has them. The bright, graphic images of an air show lend themselves to superimposition, slow motion and other treatments.

→ When you edit your videos, try using voice-overs and add rousing music. The roar of engines can be monotonous.

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MEMBERS: PLEASE NOTE . . .

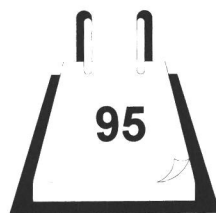
That the mailing label on your newsletter contains the expiration date of your membership. This line is highlighted to call your attention when your dues are payable. A membership renewal form is provided for your convenience inside the back cover of **FLIGHT LINES**.

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 Aviation Calendar



- July 3 **Colorado Pilots Association**, Directors Meeting, Centennial Airport, Centennial Tower, Ashbrook Room, 6:30 P.M. Info: Mike Baldwin, (303) 674-7864.
- July 8-9 **Alexander Field Open House**, Salida. Fly-in and Displays, includes Vintage Aircraft and Skydivers. Info: Salida Air Service, (719) 539-3720.
- July 15-16 **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.
- Aug 7 **Colorado Pilots Association**, Directors Meeting, Centennial Airport, Centennial Tower, Ashbrook Room, 6:30 P.M. Info: Mike Baldwin, (303) 674-7864.
- 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. CPA Mountain flying course, general meeting and tour of Warren AF Base, including USAF Search & Rescue unit. Register by Aug 3. Info: Bruce Hully, (303) 344-2843.
- August 19 **Platte Valley Summer Fly-In**. Info: Marilyn Taylor, 303-659-7265.
- August 26 **Fort Morgan Community Open House & Fly-In**, (rescheduled from May 6) Lions Club Breakfast, 8 a.m. to 11 a.m. Displays & Fun. FAA Seminars. Bring Tie Downs! Info: Vernon Tryon (800) 867-5688.
- Sept 5-6 **Fantasy of Flight Program**, Lamar. 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.
- 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 8-10 **AOPA Air Safety Flight Training Clinics**, Colorado Springs. Mountain Flying and Pinch Hitter Courses. Info: AOPA, (800) 638-3101.
- 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 23 **Pueblo Air Festival**, Pueblo. Info: Kim Martin (719) 948-3355.
- Sept 27 **Grand Junction Air Show**, Walker Field. Featuring the Canadian Snowbirds. Info: Carl Hefner, (970) 243-7500

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 or call Dave Robertson (H) 303-666-8284.

CPA



DIRECTORY

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

BURLINGTON

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

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Dean Baird (H) 719/275-0703

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Linda "Clancey" Maloney (H) 719/475-8781 (O) 596-4400

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Michael J. Vader (H) 970/641-5145 (O) 970/641-0526

Carol Skelton (H) 970/641-4136 (O) 970/641-0526

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Mary Ann Senft (H) 303/776-7481

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