

CPA FLIGHT LINES

Volume 12, No. 7

July 1995



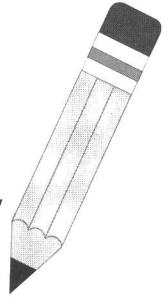
Mary and Otto Senft of Longmont at the christening ceremony of their new Lancaire IV P. The aircraft is white with a burgundy stripe in a wave pattern the length of the fuselage. The placard on the wing to Mary's right reads: PASSENGER WARNING: This aircraft is built by an amateur woman builder and a few good men and does not comply with the Federal Safety Regulations for standard aircraft.

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President's Message

by Mike Baldwin



SUMMERTIME=BIPLANES

Okay, so it wasn't really summer yet at Marilyn Taylor's Platte Valley Spring Fly-In back in May. It was cool, cloudy and not really great weather. But it was fun and a lot of it seemed like summer and reminded me that the good flying time was on the way.

Sitting back in a certain place and watching the old Stearman, only feet are visible. One big pair and two little pairs. The small feet levitate up out of sight, each in turn, then dad's feet are on tiptoe. May the old bird turn them on to flying, biplanes, and all that forever. No rides that day, but coming soon. Then to watch for the hands. Some are at home with the view through the wires during the steeper maneuvers, and they sit up straight and look right down the wing at the ground and love it all. Sitting in the front cockpit, those who aren't going to be at home with it show by the hands. The hands creep up and grip the leather sides of the coaming. That means to ease up some. Guess I really love summer and biplanes...

GREELEY-THE NEW RUNWAY

According to Kevin Bunnell, GXY Airport Manager and CPA Area Representative, final approval has been received from the FAA for the new 10,000' runway. In 1993, Bill Hamilton, Walt Barbo, and I testified at various hearings attesting to the value of this improvement. At the hearing leading to the approval by the airport board and subsequently the council, Kevin told me that they have been trying for this since 1970, but that it always failed because no one would come forward to speak in favor of the project. They will start soon with land acquisition. CPA at work for General Aviation.

AOPA AND CANADIAN CUSTOMS

Last Summer my two sons and grandson went fishing in Canada in the 210. One stop to Winnipeg was easy, but returning we had to stop twice and clear customs in Minot. Probably added two hours to the flying day. Now, thanks to AOPA working with customs, the procedure has been simplified so that customs clearance can be obtained over the phone, and no special stop at an airport of entry need be made (only one customs violation was found in each 2,200 private airplanes). Thanks, AOPA.

DURANGO AIRSHOW

Hats off to the Durango Rotary Club for putting on a great Airshow the first week of June. The Thunderbirds drew about 50,000 on Sunday (my wild guess). A huge crowd for a rural area. Ed Huber, CPA Board member, did a great job arranging the Air Power West act, with 13 airplanes, including Pat Weisner's DC-3, many T-6's, a Staggerwing, O-2, N-3N, and my Yellow Peril. We had a great time flying the show, and the trip was blessed with great weather. Nothing like the mountains in an open cockpit in clear air.

PAPA BEAR WOULD BE PROUD

It's been in the news about Captain O'Grady who survived after bailing out over Bosnia. Part of his adventure described how he gave funny names to various cows and persons. That speaks worlds. In Papa Bear Whitmore's survival class, he discusses how, above all the carefully thought-out survival kits, one's attitude is the single most critical factor. Capt. O'Grady kept his spirits up. A person who has given up

does not name cows. If one thinks they will survive, they will probably come out of the situation OK. If one gives up, the odds are poor. People have expired from hypothermia when sheltering under pine branches a yards away.

ST. FRANCIS

The second week in June saw a cool, wet 13th Annual Stearman Fly-In attended by many CPA members. The weather looked awful, but, turned out to break for most of the flying events and ended with a beautiful Sunday for the formation of eight biplanes. This is referred to as "sandlot formation" flying, but it manages to get together nicely near the field. The barbecue Saturday night was hosted by the town, which really turns out for this event. The Grace family always does a great job of making this a fun event. My third, and many have been to all of them. Just batting about in old airplanes all weekend. Burned up 120 gallons of gas just fooling around. That's fun in the sun.

FRIENDLY VOICES

Had to come home from Kansas City in the afternoon last week, with 95F heat, low altitude to stay below the bases, head wind, four big guys on board, and the Stormscope lit up. Changed destinations twice, with the last one Centennial. Attempts to back up the stormscope depiction with Flightwatch radar were not really successful with Wichita, just a reading of convective sigmets. Called Denver and got a great reading of their scope, which showed we could get home OK. The briefer turned out to be CPA member Bill Dunn, a former board member and watch supervisor at Denver FSS. He called me by name, which is really nice when under stress from being battered by the elements.

However, when we got near Aurora Reservoir, there was a huge dust cloud just West of I25. **Dave Williams** and I agreed that it looked like a microburst. The tower cleared us to land with a report of 190 at 10. This was repeated twice more. The last wind check was made about five minutes after the first, and the wheels were still up as it came up 230 at 36 gusts to 48. We did a 180, went South for about 20 minutes and it passed North. Landing was on 28 with 230 at 20, which is OK with the 210 (210's can take 21 knots at 90 degrees). So if you see dust flying, even without any huge thunder-head above, watch out. Recently one CPA'er flew about 20 or 25 miles from a thunder-storm, with another member near in a 210, and got pounded by hail. He landed safely, and the once pristine Bonanza is flyable, but the adjuster's estimate was \$75,000 in hail damage. Please be careful out there.

GUNNISON COUNTY UPDATE

On June 20, a hearing was scheduled on a new resolution governing night operations at Gunnison County Airport. As readers may recall, CPA has led the move to ease certain restrictions discriminatory to general aviation. Apparently the new resolution will allow GA night IFR, previously prohibited, and a night landing fee will now be charged to both GA and the airlines. Pre-registration in person will still be required. Those regulations which were in violation from a Federal Grant Obligation standpoint were eased, and the others are within Gunnison County's rights. Also, the airport management is allowing some night proficiency training and waiving the landing fee. So at long last it appears that we did not win the whole war, but won a significant battle. AOPA supported us in this, but it was CPA initiated and worked, through **Mike Vader**, GUC area representative. I worked with FAA's **Nance Early** and **Alan Wichman**, who applied the Federal pressure. If there is any change to the above or an update, watch for it in this column.

Aviation Advice

Michelle Wing
CFII

Dear Michelle,

Recently, I came across a copy of the 1994 edition of "High Mountain Flying". This is of great assistance to us "newer" pilots.

One point you might consider adding to the section on "Winter Flying" is the fact that at very low temperatures the altimeter will indicate higher than actual FL (flight level). At Granby (elevation 8,203 ft.), standard temp. is 30 degrees F. Frequently OAT is from -20 F to 10 F at this location and could become significant not only during departure/arrival, but also enroute.

Thank you for your participation with publishing this document.

Jim D.

Dear Jim,

The Mountain Flying Committee appreciates your compliment. You are right that the altimeter will not give pilots true altitude if there is a large change in temperature (or atmospheric pressure for that matter) along the route of flight. Pilots can only be certain the altimeter is correct when reset on the ramp as reported at the airport. After takeoff, the altitude read from the altimeter is never exactly correct. However, all other aircraft are also high or low the same number of feet so we don't "touch" each other. The problem enroute is that the mountains do stay at the same exact elevation no matter what the temperature

or atmospheric pressure. This is why, in the Mountain Flying Course, we recommend crossing passes at 1,000 feet or **more** above the pass, never fly IFR and never fly at night. A pilot's altimeter is never reporting the exact altitude. Also, pilots must **always** obtain the new altimeter setting before landing (or departing) at an airport. With the new setting, the closer you get to touchdown, the more accurate is the altimeter. The reported altimeter setting takes into account any temperature or atmospheric pressure change. If no one is at the airport to report the altimeter setting, be extremely careful during the approach and landing.

Enjoy your flying Jim.

Michelle Wing

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

The Pikes Peak Chapter of The Ninety-Nines, Inc., International Women Pilots, has selected Tracy A.J. Dalrymple of Denver, as the recipient of their \$1000 Annual Recurrent Training Scholarship. This award will be used by Ms. Dalrymple to become current once again as a pilot and to complete a Flight Review as required by Federal Aviation Regulations.

The Pikes Peak Chapter of The Ninety-Nines, Inc. is the aviation organization in southern Colorado for women pilots of all ages and interests. The chapter includes balloon pilots, soaring pilots, military aviators, flight instructors, and airline pilots. Seeing a need to assist women in Colorado who, through adverse and/or changing life circumstances, become unable to continue their flying, the Pikes Peak Chapter designed this recurrency scholarship program in 1994. Chapter Chairman Clancey Maloney stated, "It is our hope that this unique award will enable women who love flying but have been sidelined for a time to return to the avocation they so enjoy."

Open to any licensed woman pilot in the state of Colorado, the Annual Recurrent Training Scholarship will be awarded again in the spring of 1996. Interested pilots should contact Chairman Clancey Maloney at (719) 475-8781.

CPA HOTLINE
(303) 266-6266

*CALL FOR THE LATEST
RECORDED AVIATION UPDATE*



■ During the mid-1980s the Saratoga Inn at Saratoga, Wyoming was a favorite fly-in destination for Colorado Pilots Association. Adjacent to a challenging 9 hole regulation golf course which meanders along the North Platte River. Large, hot mineral water swimming pool fed by waters from the nearby hot springs. Tennis, fishing, badminton, lounging, excellent dining room, rustic bar and dancing, and historic towns to explore. It was a fun place. But it deteriorated over the years . . . and changed ownership a few times. Never knew if it would be open or closed. But it is back! A trip there in late June revealed another new ownership. A lot of money invested. Some renovation still underway. But it looks great. Excellent fly-in breakfast/lunch location.

■ Shively Field, the airport at Saratoga, has an 8400x75 ft. paved runway. Even at its elevation of nearly 7,000 ft., this should be adequate for most types of general aviation aircraft. But Saratoga is an unique place. Its Old Baldy Golf Club on the eastern side of the community is an exclusive club that attracts corporate elite from all over the country. The business jets they bring with them frequently outnumber the piston powered airplanes which operate from the airport. On our trip there in June, a Hawker had just departed, a Southwind waited for us to land prior to back taxiing for takeoff, two additional jets were parked on the tarmac, and a new King Air arrived prior to our departure. On occasion, we understand a B-727 is used to bring in corporate executives. With this kind of traffic it can be expected that there would be constant reconstruction and expansion. Which there is. A new parallel taxiway is being roughed out on the south side of the

runway. And there is a plan to widen the runway to 100 ft. But the FAA tells us not to expect any paving prior to 1997. No money.

■ Closer to home, thanks to a grant from the CODOT Aeronautical Division, Johnson Field at Walsenburg was able to pave a runway and expand an aircraft parking area. Those who flew down for the June 11 Fly-In and Air Rodeo found it a safe and fun destination. Airport Manager MIKE MANN (CPA Area Rep) has done a fantastic job with this small community airport. The June 11 event didn't draw a big crowd. But it attracted at least 100 spectators from town and nearby ranches to see the airplanes and watch about a half dozen aircraft compete in balloon busting, spot landing, and flour bombing contests. Several of us who arrived too late for the fly-in breakfast were given a courtesy ride to a downtown restaurant. Not a fancy place, but breakfast at the Alpine Rose Cafe on 6th & Main Street in Walsenburg is superb. Mike has another Air Rodeo planned in mid-September. Recommended!

■ The June 3rd fly-in to Van Aire was about the fourth in what has turned into an annual event. It started out as a get together in STEVE and LINDA HARLESS's hangar during a time when CPA & residents of Van Aire joined forces on design of the new DIA Class "B" airspace. The community hosted the first one as an expression of appreciation, but it was such fun that it is now repeated as an annual event with Van Aire and CPA as co-sponsor. And it is now held in a community pavilion which was built for just such events and is located just a few yards from the Harless hangar.

■ The Van Aire fly-in always features a number of unscheduled arrivals which first thrill the crowd with a high speed pass. Poor weather limited the flights this year . . . but not enough to dissuade SCOTT HAMILTON in his Luscombe 8F. And MIKE SEAVALL in his new Lancaire IV P, followed in loose formation by a pair of RV-4s and a Glasair, all out of Longmont. Mike's Lancaire has a top speed of just over 300 knots. A thrill to watch.

Not to be outdone, STEVE and SUSAN DYER taxied up in their float equipped Cessna 185. They have a residence on the far end of the runway from the pavilion. With the wet weather we had been having, they explained it seemed the proper thing to do.

■ Mike isn't the only one sporting a new Lancaire IV P these days. On June 10, OTTO and MARY SENFT rolled out their new IV P at a christening ceremony at Longmont's Vance Brand Airport (see cover photo). Otto tells us the name, *Diamond "L"*, is a recognition that the composite material from which the aircraft was built is of a hardness and strength near that of a diamond. The "L" recognizes that it is a Lancaire. Don't think Otto had to go into the structural characteristics to come with the name. The sheer beauty of the machine certainly qualifies it to be called a diamond. It is a work of art!

At the time of the christening ceremony, another two weeks or so of work needed to be done before its inaugural flight. After completing the local flight requirements, Otto and Mary plan to fly the aircraft to the EAA Oshkosh Fly-In at the end of July. And later in the year they plan a trip to New Zealand for a meeting of the International 99s.

■ As rare as the Lancaire IV Ps are, there are now two of them based at Vance Brand Airport. And we are told that the team which helped build the first two are starting on a third . . . also to be based at the airport.

■ LARRY MERKOWITZ was in the wrong place at the wrong time in his Bonanza A36TC on May 30. He was 40 miles south of Pueblo, at about 9,000 feet, clear air, under an overcast, when he got pelted by hail from a thunderstorm that was at least 25 miles away. Larry described the incident as the sudden appearance of a sky full of snowballs. It took only seconds to turn out of the stuff . . . but not before suffering nearly \$75,000 in damage to the aircraft.

■ AOPA now has a CD-ROM version of its publication, Aviation USA available for use on personal computers. The electronic version includes more information than the book because of the immense storage capacity of the CD-ROM. It also has the advantage of search and query under a number of different data fields. AOPA quotes an introductory price of \$19.95. For information, phone 1-800-USA-AOPA. Or if you want to wait for some user feedback, look for it in a future issue of *FLIGHT LINES*. We have a copy on order and will give you our evaluation.

■ BRUCE HULLEY, CPA Committee Chairman for USPA Liaison, shares with us that the United States Pilots Association will hold its quarterly meeting in Cheyenne, Wyoming on Thursday, August 17 through Sunday, August 20. The program includes a Friday afternoon tour of Francis Warren AFB and a Friday evening tour of the Terry Bison Ranch (near Cheyenne). Fees are \$45 registration (which includes the banquet dinner on Saturday) and \$27 for the ranch tour and bison dinner on Friday. Conference hotel is the Cheyenne Holiday Inn. Room rates are \$60 plus 8% tax. For additional information call Bruce at 303/344-2843.

■ Lost student pilot on her first cross-country: "Unknown airport with Cessna 150 circling overhead, please identify yourself." □

STUDENT AIRLIFT

1995

By Roger Bates

The Student Airlift for 1995 is scheduled for **Saturday, September 23, 1995**. Those of you that have participated in the past know what a wonderfully successful event this is; both in the rewards for the CPA members involved and for the students that are introduced to the wonder of flight. We look forward to another great activity and are, once again, counting on the generosity and support of CPA pilots and others to result in another great Student Airlift.

The sites for the Student Airlift this year are Montrose (MTJ) and Fort Collins Downtown (3V5). Last year was the first Western Slope airlift at Grand Junction. It was tremendously successful and we are looking forward to a similar experience at Montrose this year. Pilots, East and West, please mark your calendars and plan on a day at the airport **Saturday, September 23**.

For most kids aviation and flight is truly something of the imagination. Unfortunately, today those same kids imaginations are turned toward more immediate and exciting topics; the airport fence is just too far removed from their normal environment. The

Colorado Pilots Association can help to place aviation in the forefront of that young persons imagination. Flying a simulator or seeing an effects packed movie is one thing, being behind the yoke or stick and actually flying is quite another. Believe it or not but there are young people out there that have never participated in any type of flight experience, commercial or otherwise. We can make a difference.

This year, those of you that are EAA members may also be able to benefit from the EAA's insurance rider as part of the Young Eagles program in conjunction with the Student Airlift. You may also join the EAA to take advantage of this program if you wish. *Please call Dean Hall at (970) 226-4486 for more information.*

(continued next page)

Please fill out the coupon below and let us know how you can help.

Mail to : Colorado Pilots Association
Roger Bates, Education Committee
5755 West Iliff Dr.
Lakewood, CO 80227-3988



I would very much like to provide a flight experience to high school students at ___MTJ (MONTROSE) ___3V5 (FORT COLLINS) on September 23, 1995

NAME (print) _____

ADDRESS _____

CITY _____

ZIP _____

PHONE _____

AIRCRAFT _____

_____ I may not be able to fly a student but will certainly volunteer my time to this event.

STEVE HARLESS
MAULE DEALER

PHONE (303) 659-8648

Rocky Mountain Maule
15737 Fortune Court
Brighton, CO 80601

IT'S PERFORMANCE THAT COUNTS

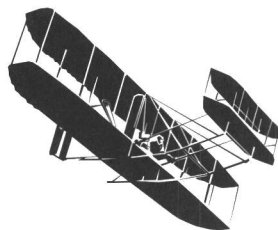
MEMBERS: PLEASE NOTE . . .

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



Fly With the CPA to: San Antonio, Texas

San Antonio has been voted one of the most "visitor friendly" cities in the U.S.A. On this three day weekend, we will experience the Latin influence and Oktoberfest!

This CPA sponsored event includes dinner at Boudro's on the Riverwalk; tour of The Alamo, Mission San Jose, Lone Star Brewery and the El Mercado and plenty of leisure time.

Dates are October 7, 8, 9, 1995.

Contact Bob & Carolyn Doubek
(303) 771-8148 for details and registration!

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

Jack, Gordy
6423A Yank Court
Arvada, CO 80004

Blanke, Gunnar W.
P. O. Box 18127
Denver, CO 80218

Cronin, Jack
261 Vine Street
Denver, CO 80206-4654

Dyer, Stephen E.
15871 Duquesne Circle
Brighton, CO 80601

Osborne, Sue
8152 E. Phillips Circle
Englewood, CO 80112

Hoffman, Paul
P. O. Box 508
Rifle, CO 81650

Weight of Fluids

lb/gal

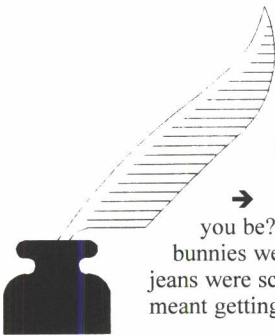
Av Gas	6.0
Kerosene	6.7
Jet Fuel JP-4.....	6.5
Engine Oil	7.5
Hydraulic Fluid	7.2
Prop Alcohol	6.8
Water	8.4

Membership Renewals

Robert Bean, Colorado Springs
Larry Jones, Denver
Dick Miller, Brighton
Larry Lewark, Frisco
Lucile Bledsoe, Wray
Richard Janitell, Colorado Springs
Paul Staby, Englewood
Bob Ward, Lakewood
Frank McLaughlin, Denver
John Dates, Denver
Raymond Stranske, Denver
Robert Jain, Denver
Randy Rothe, Colorado Springs
Fran Shoup, Englewood
Dr. Charles Schaefer, Denver
Sandra Clark, Santa Fe, NM
Norman Hodge, Denver
David Sharp, Greeley
Rev. Paul Fedec, Littleton
R. L. Claussen, Aurora
Norman Nash, Greeley
Ronald Grande, Longmont
Vincent Lawrence, Aurora
Scott Noall, Evergreen
James Custis, Denver
Mike Brennan, Meeker
Gary Self, Littleton
William Morse, Colorado Springs
Dr. Richard Dysart, Austin
Ken Peterson, Aurora
Kevin Bunnell, Greeley
Dick Mansfield, Boulder
Keith Serkes, Erie
Russell Ward, Wheat Ridge
John Snyder, Denver
Larry Foiles, Merino
Ed Huber, Parker
Arnold Zaharia, Aurora
Larry Steinbrink, Denver

FOR ALL OF US BORN BEFORE 1945

We are survivors. Consider all the changes we have witnessed:

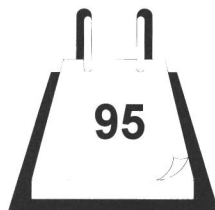


- ➔ We were born before television, penicillin, polio shots, frozen foods, Xerox, plastics, contact lenses, Frisbees, and the pill.
- ➔ We were born before radar, credit cards, spilt atoms, laser beams, ball-point pens, panty hose, dishwashers, clothes dryers, and before man walked on the moon.
- ➔ We got married first and then lived together. How quaint can you be? In our time, closets were for clothes, not for “coming out of,” bunnies were small rabbits, and rabbits were not Volkswagens. Designer jeans were scheming girls named Jean, and having a meaningful relationship meant getting along well with our cousins.
- ➔ We thought fast food was what you ate during Lent, and outer space was the balcony of the Riviera Theater.
- ➔ We were before house husbands, gay rights, computer dating, dual careers, and commuter marriages. We were before day-care centers, group therapy, and nursing homes. We never heard of FM radio, tape decks, electric typewriters, artificial hearts, word processors, yogurts, and guys wearing earrings. For us, time sharing meant togetherness, not computers or condominiums. A chip was a piece of wood, hardware meant hardware, not computers, and software wasn’t even a word.
- ➔ In our day, cigarette smoking was fashionable; and grass was mowed, Coke was a cold drink, and pot was something you cooked in. Rock music was a grandma’s lullaby, and aids were helpers in the principal’s office.
- ➔ We were certainly not before the difference between sexes was discovered, but we were surely before the discovery of the sex change. We made do with what we had, and we were the last generation dumb enough to think you needed a husband to have a baby.
- ➔ No wonder we are so confused and why there is such a generation gap today!

BUT, WE SURVIVED!!

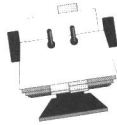
Reprinted from the Florida Aero Club newsletter *FLIGHT-LINES*, July 1995.

Colorado Aviation Calendar



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|-----------------|---|
| 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. 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. |
| 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 Feeny (970) 879-9042. |
| Sept 16 | Fly-In Fun Day at Johnson Field , Walsenburg. Air show, fly-overs, aerobatics, food. \$5.00 breakfast starts at 7 am. A day of fun. Info: Mike Mann (970) 738-3782 |
| Sept 23 | Student Airlift , Sponsored by the Colorado Pilots Association. Sites are Montrose and Fort Collins, Downtown. Give a kid a lift! Info: Dean Hall (970) 226-4486. |
| Sept 23 | Pueblo Air Festival & Fly-in , Pueblo. All proceeds from the event will be donated to the Fred E. Weisbrod International B-24 Memorial Museum which is located on the field. Info: Kim Martin (719) 948-3355. |
| 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. |

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

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E.J. (Gene) Novacek 970/276-4361

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

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Kevin Bunnell (H) 970/330-5121 (O) 970/356-9141

GUNNISON

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

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

KREMMLING/SUMMIT COUNTY

Ron Lewark (H) 970/668-3089 (O) 970/668-3093

LEADVILLE

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

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