

CPA FLIGHT LINES

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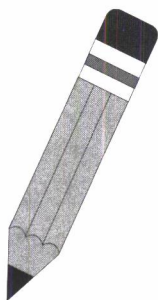
1995 Colorado-to-Jackpot Air Classic - Class "A" Fixed Gear category winners were (left to right): 1st - John Huft of Golden; 2nd - Ron Lewark of Frisco; 3rd - Bob Doubek of Littleton; and 4th - Ed Cutler of Denver. Picture taken on the poolside patio during the awards ceremony on Saturday, July 15, at Cactus Pete's Hotel/Casino, Jackpot, Nevada. This was the 19th annual running of the event.

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President's Message

by Mike Baldwin



GUNNISON-THE LATEST WORD

At the hearing on June 20, the Gunnison County Commissioners adopted certain changes to their resolution governing operations at Gunnison County Airport.

First, the airport is closed from 10:30 p.m. to 6:00 a.m. to both general aviation and the airlines.

Second, general aviation landings and takeoffs may be conducted under both VFR and IFR (previously VFR only).

Third, any pilot who lands or takes off at night without having previously signed the waiver, shall pay a \$250 fine, except in the case of an emergency. Previously, the regulation included a fee for ARFF response even if not dispatched. The \$30.00 night fee is still in effect.

Fourth, the waiver form no longer requires the dates of your BFR, medical and last night landing, nor your ratings.

We still do not have pilot-controlled lighting, and we still have a curfew, and we still have the requirement to go to GUC and sign the night waiver in person. We did not get all that I had hoped for, but there were concessions. The major concerns for safety that led us there in the first place have not been satisfied; all I can say now is that the story is not over.

Mike Vader, CPA's Area Representative, started the process, I took it to the FAA's Alan Wichman and Nance Early, and they went to GUC, insisting on parity between GA and the airlines. The undesirable aspects of night operations at GUC are, according to FAA, within the county's rights. It sure would be nice if they would just do it the way everyone else does, in the interest of safety.

EAA ROCKY MOUNTAIN REGIONAL FLY-IN

June 23-24-25 saw the EAA in action at Longmont's Vance Brand Airport, managed by CPA member Catherine Wisner. Many attended and lots of great airplanes. On display were a couple of pressurized Lancairs (one by Mary Ann and Otto Senft) two "Yellow Peril" Stearmans, a 1927 Traveaire, Carl Williams' new Skyote and a 1929 Eaglerock. A lot of happy folks had fun in the sun. A lot of work goes into an event like this, all of it volunteer. Bill Marcy, Carol and Bob Leyner, Tom Burlace, and others too numerous to name work constantly and it all runs smoothly. Seemed to me more distant entries this year, with winners from California, Arkansas and Virginia. The field is waived for fly-by's during certain hours, which means you can beat up the field legally (whoopee!).

CENTENNIAL NOISE ISSUES

Looks like this issue is heating up again. If it ever really cooled. I attended a CABA (Centennial Airport Business Association) meeting in late June, and it appears that Greenwood Village would like to impose operating sanctions to control noise. CPA Board member Patti Arthur will be representing CPA interests in the whole APA noise/community relations area. She is an attorney and has a grasp of the law in this area, of which there is a great deal. Many of us attended the Citizen's Advisory Committee meeting July 13, during which a homeowners representative asked the committee to request curfews and fees for certain aircraft. The chair agreed only to pass the request on to the Airport Board without a vote. The motion and amendments grew ever hazier, until the issue was ruled out of order. We will see what happens next.

COLORADO SPRINGS AIRPORT

At the same CABA meeting, Gary Green, COS Airport Manager, discussed the effect of DIA opening, COS expansion plans, and how the character of APA and BJC would change if commuter service began there. He stated that passenger traffic has increased 50% since DIA opened, and that schedules, not fares, seemed to drive the demographics. The driving difference from COS to DIA or old Stapleton was not significant. The efforts made in COS were aimed at capturing their own local market; not to cut into Denver's. Approximately 30% of the car licenses in the COS parking lot carried 303 area codes. Interesting. The analogy between Dallas-Ft. Worth-Love Field and DIA-COS is valid, and it will probably sort out that way. Western Pacific at COS may operate much as Southwestern does at Love Field.

RADAR ISSUES AT APA

Carol Branaman, a controller at APA tower, gave a presentation to CABA describing the poor quality of radar coverage available at that facility. Efforts are ongoing to correct the situation, but for the present, do not rely on the assumption that you are visible on radar; rely on yourself to "see and avoid."

AVIATION AND ECONOMICS

A recent announcement by Georgia Pacific concerning the establishment of a 325-employee facility here contained the reasons our area was selected for:

"1. Quality of life for employees; and 2. **Excellent Air Service.**" That is a direct quote from the company representative on a TV newscast.

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FAX YOUR CONGRESSMAN

A new service was described in GA News and Flyer recently. Call Quick Link at (800) 299-3773. They will, for a fee of \$79, fax your letter to every Representative and Senator in Congress. Postage for this would be \$160. There are lesser fees for selected parties. We may do this on certain issue concerning GA.

ANOTHER BAD DAY

Last Summer this column contained tragic news and I hoped never again. On Sunday, July 9, two good men were lost in a T-28, possibly due to structural failure. This one hit close to home; the airport is not the same now. The Board of Directors of CPA joins me in expressing deep regret at the loss of Red Williams and John Breit. Both were assets to the aviation community and will be sorely missed. I attended Red's services and the

missing man formation fly-over by Air Power West was very much appreciated by all of us that knew him.

THE 19TH AIR CLASSIC

Almost 30 airplanes and a nice group of people flew a nice trip to Jackpot for the 19th annual Air Classic, put on by **Steve Harless** and his able committee. It was my second trip there, and even though not a very competitive effort on my part, I really enjoyed the flight and the group. Perfect weather for our departure from Greeley, and many thanks to CPA area rep and airport manager **Kevin Bunnell** and Assistant Manager Dennis Moss for handling the departure and timing. Actually, for me the best part of the flight was the 6 a.m. leg along the foothills from APA to GXY. Nothing smoother than early morning air, nor more beautiful than early morning light on the mountains. Congratulations to the winners. It was a great weekend.

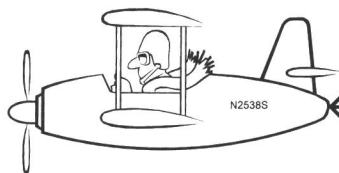
STEVE HARLESS MAULE DEALER



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Brighton, CO 80601

IT'S PERFORMANCE THAT COUNTS



HEARD ALONG THE FLIGHT LINE

■ **MIKE SEAVALL** couldn't wait to show off the performance of his new Lancair IVP at the 19th annual Colorado-to-Jackpot Air Classic on July 15. He ran the 533 mile route in just over two hours with an average speed of 266.4 mph. Unfortunately, it all was for show. Race officials were unable to come up with a way to handicap the new bird. But this should be resolved with a new experimental class next year. (Note: The handicap speed shown on the table of speed results was taken from manufacture claims on top speed for the aircraft. Actual performance data was not available.)

■ **MIKE** put on another kind of show with his estimate of fuel burn. His consumption was only 1/4th of a gallon less than his estimate. Were he a contestant, he would have taken 2nd place in the fuel competition. But it was all for show.

■ Only 26 aircraft competed this year . . . down from a typical 30-32 aircraft. Some of the regulars, like **FRANK GALLO**, were recovering from surgery. Same for **GRETCHEN JAHN**. And **BOB FIGGIE** sat this one out at Meadow Lake Airport because of weather. **LARRY MERKOWITZ** decided to sit this one out because of earlier hail damage to his Beech 36TC Bonanza. He did make the trip but claims the damage reduced his cruise speed by nearly 15 kts. It will be October before the shop can handle repairs. And so it went!

■ As it turned out, we almost filled the ramp at Jackpot. Don't think it has a capacity of more than about 35 aircraft. Our officiating aircraft along with a couple of itinerants took care of the excess. In past years, over capacity aircraft were repositioned about 40 miles away to the Twin Falls Airport in Idaho and passengers were transported back to the casino by limo.

■ Can't believe the airport hasn't replaced the pump on its fuel farm. Keeps overheating and popping circuit breakers. Been that way for years. It was the only flaw in an otherwise smooth operation.

■ **KEVIN BUNNELL**, Airport Manager of Weld County Airport, put on a little demonstration of his own on how to handle aircraft at the departure airport. He took up a position about 1500 feet down the runway (in an air conditioned pickup truck no less), had a spotter radio the N-number of the aircraft moving into takeoff position, and recorded each aircraft as it went by his checkpoint. Flushed all competing aircraft off the ground in less than 12 minutes. Probably didn't even spill a drop of coffee. And a FSS type sat with him to record times for opening flight plans. Smoothest and most efficient departure . . . ever!

■ **Poor TOM BEIN!** He has always been a fierce competitor but has never been able to make a successful showing in his old 1960 Skylane. So this year Tom buys a bright and shiny new T182. Unfortunately, it has been plagued with a fuel tank leak that the maintenance shops can't seem to fix. So Tom rented the only aircraft he could find . . . a runout 1958 Cessna Skylane. And won the unique distinction of last place. The hat he won for the distinction bears the inscription, "Where The Hell is Jackpot."

■ **IAN BENTLEY** proved that not all runout aircraft are slow by taking 1st place in the Class "B" category. At least he claims the Beech F33A he flew in the competition had a runout engine and that the aircraft had more than a few hail dimples. He even outran all of the V-Tail Bonanzas in his class. From past experience, though, we know that participants lie a lot. And we know that Ian gets maximum performance out of anything he flies.

■ We also know that **CHRIS BENTLEY** (with **GRETCHEN JAHN** as co-pilot) flew the same aircraft to a 2nd place finish in the **AIR RACE CLASSIC**. (The Air Race Classic is the successor event to the Powder Puff Derby).

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■EDDIE WHISTLE, who competed in the same competition in her Comanche 180, experienced a blown piston on the return trip to Denver. She was able to land without injury, however, we are told the airplane was totaled in the process.

■Speaking of the Whistles, we saw where PAUL WHISTLE took 2nd place and \$1,500 in the 1st Annual U.S. Air Race. Paul was flying an Archer II. The race started at Napa, California and finished in Fort Worth, Texas.

■Other CPA members in the news include BOB RESLING and his acquisition of the operating certificate for the Ports-of-Call travel club. The club was one of the most successful aviation operations in the country . . . until it went into receivership a few years ago. When we visited with Bob earlier this week he told us the new organization has already flown six trips (with seats booked on other certificated carriers). It will be time to look for a club airplane when membership reaches a thousand. The way things are going, this could be as early as next year.

■VERN FOSTER and BILL MARSHALL are also in the news with publication and distribution of their new video on Mountain flying, "*Colorado Mountain Passes & Mountain Airports*." Vern transported a supply of the videos to Oshkosh for the EAA Fly-in where they will be available at the bookstore. They may also be marketed through Sporty's Pilot Shop. Bill tells us should anyone wish to spare

themselves a trip to either Oshkosh or Sporty's that he and Vern have a few available copies.

■VERN FOSTER is also in print with his new book, "What I Didn't Learn in Flying School." From those who have read preview copies, we are told the book is a collection of all those aviation stories, witticisms and lectures (some humorous, some serious) that Vern is so fond of telling to anyone who will take time to listen. Available through the same sources as the video.

■Noticed that AOPA ONLINE is now active in the aviation forums of the Professional section of CompuServe. Cost to use the service is posted at \$4.80/hour. A monthly rate with unlimited time is offered at \$5.00. Looks like a serious user would find very quickly that the monthly rate is the way to go. All kinds of info . . . even a data base on aircraft registrations. To illustrate, we queried the data base to find the registered owner of N210VE. Note the response:

**N210VE 1978 CESSNA T210M
BELL WALTER R
8592 E GRAND AVE
DENVER, CO US 80237**

■A Cessna 150 student pilot ran out of fuel while on a cross-country flight but was able to land safely on a road. The pilot also managed to coast into a gas station where she said to the attendant, "Fill 'er up!" The attendant just looked at the pilot. "Bet you don't get too many airplanes in here for fuel," said the pilot. The attendant replied, "True, most pilots use the airport across the street."

Robert A. Resling
President



A Travel Club

Stapleton Plaza Office Center
3333 Quebec Street, Suite 9100 • Denver, Colorado 80207
(303) 322-5600 • (303) 329-6129 FAX

Behind The Scenes At The Jackpot Air Classic

by Walt Barbo

The Colorado-to-Jackpot Air Classic is probably the most visible and prestigious aviation event sponsored by the Colorado Pilots Association. At the risk of sharing with you more than you want to know, I thought it might be of interest to look behind the scenes at a few of its operational characteristics and at some of the changes made in how the event is conducted since its creation 19 years ago.

The route covers nearly 600 miles over relatively easy mountainous terrain. But it can prove extremely hostile in marginal weather conditions or in any kind of an inflight emergency. Needless to say, safety of flight has always been a major concern. Changes were continually made in the interest of increasing safety. Also, as we learned more about conducting an event of this type, many of the operational procedures were improved. Computer technology, for example, really took the workload out of scoring the event. And changes were occasionally made to spice up the event to add a little more interest and challenge.

Departure Airport.

Though the destination airport remained constant, departure airports have changed a number of times. For the first few years it was Jeffco Airport. Over the years, as Jeffco became more congested with local traffic, it was moved to the new Front Range Airport. We probably would have continued with Front Range as the departure airport had DIA not opened. But the opening of DIA consumed a large portion of Front Range's airspace. So departures were moved to Weld County Airport at Greeley. Actually, Jackpot '94 was also scheduled to depart from Greeley, but an early morning fog interfered and participants were diverted to Front Range for the start.

Weather also threatened to be a factor this year. Calls to FSS on the evening before



the event brought reports to expect IFR conditions the following morning.

Fortunately, with one exception, a forecast valley fog did not materialize. The exception was at Meadowlake Airport where a ground fog grounded Bob Figgie and his Skylane. He was the only drop this year.

Until three years ago all departures were from a single, East Slope airport. In Jackpot '93 Walker Field in Grand Junction was added as an additional departure point in the hope of gaining additional participation from that area. Contestants at GJT were limited to normal aspirated aircraft (no turbos) and competed under a new Class "G." However, the Walker Field departure point didn't work. It did not attract additional participants. Rather, it simply diverted participants from East Slope. This was the case in both Jackpot '93 and Jackpot '94. In the few days prior to Jackpot '95 only one participant registered to depart from GJT. So it was necessary, at the last minute, to scrub that location as a departure point.

I don't know what we would have done this year had the weather not permitted departures from Greeley. Last year the fall-back position was to depart from Front Range Airport. That was not a feasible option this year because of DIA and its Class B airspace. More than likely it would have meant a retreat back to Jeffco . . . or to Fort Collins/Loveland.

Handicap Speeds.

Handicap speeds in the initial years of the Classic were based on the maximum speed at gross weight as published in the *Aircraft Price Digest* of Oklahoma City. The performance figures which appear in the publication are supplied by manufacturers and state, sometimes optimistically, an

aircraft's top speed.

Since speed results are based on aircraft speed over the Air Classic route as a percentage of the handicap speed, the effect of an overstated manufacturer's speed is to create a disadvantage to participants flying those aircraft. One way of looking at it, I suppose, is that aircraft manufacturers who overstate the performance of their aircraft deserve to lose. Owners of Piper and Mooney aircraft for which performance is traditionally understated would certainly feel that way. Obviously, losing participants don't feel the same way.

There is the reality that individuals are less likely to enter the event if there is little chance of winning . . . or if the winners were predictably the same few participants who won in prior years. There is need to feel there is at least a reasonable chance of placing in the event. So the Air Classic Committee felt a burden to somehow try to "level the playing field." The most logical approach was to overhaul the handicap speeds.

In general, the Committee's approach was to de-emphasize book speeds and give more weight to actual performance based on past experience in the Air Classic.

There is some disagreement on what direction we should be going with handicap speeds. In particular, there are differences as to what weight should be given to handbook speed and to past experience. For Air Classic '95 the weighting was 50% book and 50% past experience. The year prior, normal aspirated aircraft were based 100% on past experience with much of the data derived by the 99s and their Mile High Air Derby. Turbos were handicapped based on rated book speed, full gross weight, and 75% power at 10,000 feet. This was not an easy exercise, however, since not all turbo equipped aircraft had handbooks that showed this kind of information. Also, a lot of the turbos were extensively modified such that handbook data was meaningless. So this year the Committee reverted to the simplified formula of 50-50 for all aircraft. But the issue is not resolved. Expect further fine tuning of the handicap speeds for future Air Classics.

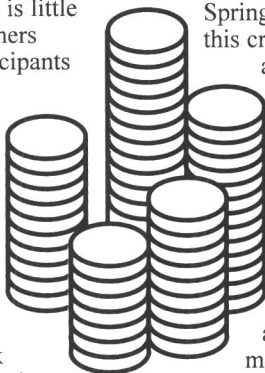
Routes.

Other than a few experiments with departure points in Colorado, the Air Classic is essentially a speed competition from the Denver area via Rock Springs, WY to Jackpot, NV. Rock Springs, located about midway on the course, was considered essential as a check point to assure aircraft had safely completed the first leg of the course. It also served as a refueling point for aircraft that did not have the range to complete the total trip distance from Denver to Jackpot.

Originally, all participating aircraft were required to make a flyby of the Rock Springs check point. Predictably, this created a bit of air congestion and influenced a decision to allow the turbo class to fly direct without contacting Rock Springs. The decision was also influenced by several turbo participants who preferred not to descend from altitude for the Rock Springs check point and then return to altitude. As a practical matter, however, I find that air traffic congestion at Rock Springs is

not that big a problem. Rather, the increased traffic adds an element of excitement to the event. Also, I can't help but notice that winners of the turbo class typically fly at the same altitude as the normally aspirated aircraft . . . in the range between about 50 feet above ground to approximately 10,000 feet MSL. Head winds at higher altitude offset speed capability of the turbos and discourage flight at those altitudes. Which leaves some question as to the need to bypass the Rock Springs checkpoint.

Advent of LORANS and GPSs influenced a major change in flight planning for the event. Prior to this new technology, flying the Air Classic was an exercise in pilotage and navigation skills. Extensive use of maps, terrain identification, and power line alignments were all part of the exercise. Serious participants made use of the pilot exclusively for flying . . . and a copilot for navigation. Flying low, as many did, made navigation a unique challenge. In fact, it was not unusual to miss a check point and



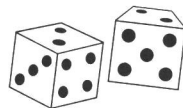
in one case, a pilot could not find the Rock Springs Airport without the help of the FSS on the field. Obviously, all that has changed with the new nav technology. Participants no longer get lost. And since most use LORAN or GPS everyone flies (more or less) the shortest distance possible. The effect has been to narrow the differences between top performers, often, to just a fraction of a point.

Aircraft Speed Categories.

Original categories for the competition included three classes of normally aspirated aircraft and a class for turbocharged aircraft. The normally aspirated aircraft were separated by top book speeds of: less than 150 mph, 150 to 180 mph, and over 180 mph. These categories were later simplified to normally aspirated with fixed gear, normally aspirated with retractable gear, and a class for turbo equipped aircraft. These are the "A", "B", and "C" categories in current use.

No provision has been made for turbine aircraft for the reason their appearance has been only on rare occasion. When they have participated, their appearance has been in a demonstration capacity. The same is the case with experimental/kitbuilt participants. As a practical matter, however, kitbuilts are the real world and it is likely that a new speed category will be created for them. The only problem will be in finding an acceptable basis for establishing handicap speeds. The exercise should prove an interesting challenge to Air Classic officials.

Looking to the Future. The



Colorado-to-Jackpot Air Classic is one of the original cross-country events to be sponsored by Cactus Pete's Casino and is the remaining one of its type still operating. Much of its success is due to the casino sponsorship. Each year it has donated approximately \$2,000 to be awarded to winners of the competition. The casino money is supplemented by registration fees from participants.

How the money is distributed is left to the discretion of the Committee. The policy has been to spread it over as many participants as possible. Accordingly, there are no big prizes. The typical 1st prize in a category, for example, is only \$200 . . . hardly enough to pay for the fuel burn on the trip . . . and hardly enough to risk blowing an engine. The effect is to entice a lot of participants to join the event just for the fun. Which is what it is all about.

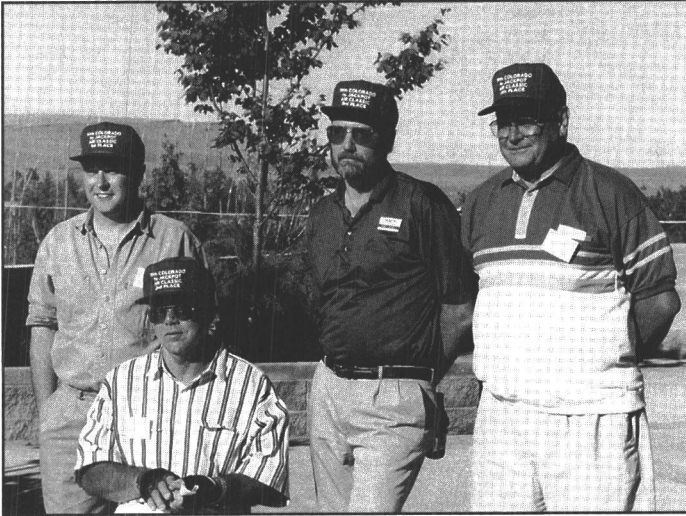
A reality, looking ahead, is there would probably not be another Air Classic without continued sponsorship. Obviously, the casino considers aircraft owners to be "big spenders" and feels it will get more than its money back. There is no indication they will not continue sponsorship.

Which leads us to Jackpot '96 as the 20th anniversary of the Colorado-to-Jackpot Air Classic. Too early yet to get into planning details. But look for something special. Hopefully, more participants . . . more prize money . . .

The Colorado-to-Jackpot Air Classic Committee would like to extend its thanks and appreciation to the following companies, businesses, and individuals for their generous support in donating door prizes distributed at the Awards Banquet at Cactus Pete's on Saturday, July 15:

Cactus Pete's Hotel/Casino, Weld County Airport, Colorado Pilots Assn. Mountain Flying Program, Peak Aviation (Pueblo), Flower Aviation (Pueblo), Jeffco Airport, DC6 Restaurant (Pueblo), Barnstormer Restaurant (Greeley), AMR Combs, Rocky Mountain Maule, AOPA, Aurora Airpart, Univair Aircraft Corporation, Mike Baldwin, Ron Lewark, Carl Rossman, Bill Marshall, Vern Foster, and Homer Lyle.

THANKS SO VERY MUCH.....Steve Harless, Chairman



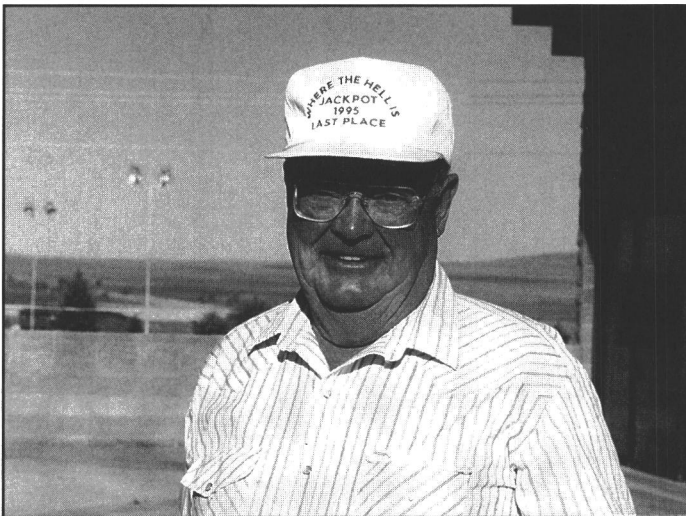
19th Annual Colorado-to-Jackpot Air Classic: Winners of Class "B" Retractable Gear aircraft category were (l. to r.): 1st - Ian Bentley of Littleton; 2nd - Paul Nunn of Pueblo; 3rd - Chet Jewell of Denver; and 4th - Homer Lyle of Aurora.



Winners of Class "C" Turbo category were (l. to r.): James Huff of Texas; 2nd - Dave Burke of Lakewood; 3rd - Walter Bell of Denver; and 4th - Rob Jacobs of Lakewood.



Air Classic Fuel Results winners were (l. to r.): 1st - Sunny Elgin of Watkins; 2nd - Homer Lyle of Aurora; 3rd - Bob Doubek of Littleton; and 4th - Tom Bein of Berthoud.



Sporting a hat that says "Where the Hell is Jackpot - 1995 Last Place" is Tom Bein of Berthoud.

1995 COLORADO - JACKPOT AIR CLASSIC SPEED RESULTS

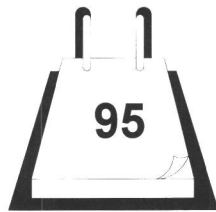
Rank	N #	MAKE	YEAR/TYPE	PILOT NAME	H'CAP SPEED	TOTAL TIME	AVERAGE SPEED	% OF MAX SPEED
CLASS "A" - FIXED GEAR								
1	2872K	CESSNA	1979 C-180	JOHN HUFT	158.5	03:23:49	156.9057	98.9941%
2	70006	CESSNA	1971 C-185	RON LEWARK	168.0	03:17:41	161.7739	96.2940%
3	372SF	CESSNA	1978 C-182	BOB DOUBEK	157.0	03:36:49	147.4979	93.9477%
4	5024R	BELLANCA	1978 8KCAB	ED CUTLER	140.0	04:05:54	130.0529	92.8949%
5	9247X	CESSNA	1964 C-182	BILL TOTTEN	157.0	03:41:39	144.2815	91.8991%
6	7574X	CESSNA	1961 C-172	DANA HAGLIN	127.5	04:55:25	108.2539	84.9050%
7	9839H	CESSNA	1958 C-182	TOM BEIN	157.0	04:32:37	117.3076	74.7182%
CLASS "B" - RETRACTABLE GEAR								
1	4497S	BEECH	1975 F33A	IAN BENTLEY	193.5	02:47:13	191.2489	98.8366%
2	5476P	PIPER	1958 PA-24	PAUL NUNN	180.0	03:02:08	175.5857	97.5476%
3	7463N	BEECH	1968 V35B	CHET JEWELL	196.5	02:48:17	190.0366	96.7108%
4	91VP	BEECH	1969 V-35A	HOMER LYLE	196.5	02:49:05	189.1375	96.2532%
5	7366Y	PIPER	1964 PA-30	JAMES PERRY	196.5	02:50:13	187.8782	95.6123%
6	7164Y	PIPER	1964 PA-30	SONNY ELGIN	196.5	02:51:12	186.7991	95.0631%
7	6238V	BEECH	1967 V35	MIKE BUCHHOLZ	196.5	02:58:46	178.8924	91.0394%
8	9355M	MOONEY	1966 M20E	RICHARD CROUSE	177.0	03:21:21	158.8279	89.7333%
9	79338	MOONEY	1965 M20E	LEE PORTER	177.0	03:23:21	157.2658	88.8507%
10	646Q	BEECH	1959 BE 35K	BOB VENOHR	187.5	03:13:10	165.5565	88.2968%
11	755T	BEECH	1972 V-35B	VERN RANDEL	196.0	03:09:51	168.4488	85.9433%
12	958SB	CESSNA	1979 182RG	DAVID SHARP	175.0	03:44:09	142.6723	81.5270%
CLASS "C" - TURBO								
1	335TC	BEECH	1966 V35TC	JAMES HUFF	213.5	02:31:40	210.8571	98.7621%
2	231WB	MOONEY	1980 M20K	DAVE BURKE	206.5	02:41:25	198.1208	95.9423%
3	210VE	CESSNA	1978 T210	WALT BELL	203.5	02:48:59	189.2494	92.9973%
4	6264V	BEECH	1967 V35TC	ROBERT JACOBS	213.5	02:46:58	191.5352	89.7121%
5	11BC	BEECH	1991 BE36TC	LUCILE BLEDSOE	204.5	02:55:34	182.1530	89.0724%
6	731CB	CESSNA	1980 P 210	MIKE BALDWIN	214.0	02:49:54	188.2284	87.9572%
7	6863R	CESSNA	1967 T210	DAN DUNNING	203.5	03:09:33	168.7154	82.9068%
CLASS "E" - EXPERIMENTAL								
1	301KT	LANCAIR	1994 IV P	MIKE SEAVALL	345.0	02:00:03	266.3890	77.2142%

1995 COLORADO - JACKPOT AIR CLASSIC FUEL RESULTS

RANK	N #	MAKE	YEAR/TYPE	PILOT NAME	FUEL EST (G)	FUEL TOTAL	ERROR (GAL)	ERROR %
1	7164Y	PIPER	1964 PA-30	SONNY ELGIN	58.60	58.63	0.03	0.0512%
2	91VP	BEECH	1969 V-35A	HOMER LYLE	46.60	46.26	0.34	0.7296%
3	372SF	CESSNA	1978 C-182	BOB DOUBEK	54.14	53.47	0.67	1.2375%
4	9839H	CESSNA	1958 C-182	TOM BEIN	49.20	48.51	0.69	1.4024%
5	79338	MOONEY	1965 M20E	LEE PORTER	30.40	29.90	0.50	1.6447%
6	7463N	BEECH	1968 V35B	CHET JEWELL	48.70	49.66	0.96	1.9713%
7	5476P	PIPER	1958 PA-24	PAUL NUNN	44.80	43.51	1.29	2.8795%
8	335TC	BEECH	1966 V35TC	JAMES HUFF	62.30	60.45	1.85	2.9695%
9	70006	CESSNA	1971 C-185	RON LEWARK	50.00	51.54	1.54	3.0800%
10	2872K	CESSNA	1979 C-180	JOHN HUFT	42.30	44.01	1.71	4.0426%
11	6238V	BEECH	1967 V35	MIKE BUCHHOLZ	49.00	46.21	2.79	5.6939%
12	9355M	MOONEY	1966 M20E	RICHARD CROUSE	30.50	32.24	1.74	5.7049%
13	11BC	BEECH	1991 BE36TC	LUCILE BLEDSOE	68.70	73.47	4.77	6.9432%
14	7574X	CESSNA	1961 C-172	DANA HAGLIN	46.80	43.14	3.66	7.8205%
15	731CB	CESSNA	1980 P 210	MIKE BALDWIN	75.00	68.19	6.81	9.0800%
16	755T	BEECH	1972 V-35B	VERN RANDEL	51.00	55.70	4.70	9.2157%
17	646Q	BEECH	1959 BE 35K	BOB VENOH	41.00	44.95	3.95	9.6341%
18	4497S	BEECH	1975 F33A	IAN BENTLEY	77.00	85.86	8.86	11.5065%
19	210VE	CESSNA	1978 T210	WALT BELL	51.00	43.97	7.03	13.7843%
20	9247X	CESSNA	1964 C-182	BILL TOTTEN	52.10	60.42	8.32	15.9693%
21	6264V	BEECH	1967 V35TC	ROBERT JACOBS	66.00	55.29	10.71	16.2273%
22	958SB	CESSNA	1979 182RG	DAVID SHARP	55.00	45.76	9.24	16.8000%
23	231WB	MOONEY	1980 M20K	DAVE BURKE	45.20	54.38	9.18	20.3097%
24	5024R	BELLANCA	1978 8KCAB	ED CUTLER	58.70	46.12	12.58	21.4310%
25	7366Y	PIPER	1964 PA-30	JAMES PERRY	58.10	71.41	13.31	22.9088%
26	6863R	CESSNA	1967 T210	DAN DUNNING	56.00	35.63	20.37	36.3750%
27	301KT	LANCAIR	1994 IV P	MIKE SEAVALL	49.00	48.75	0.25	0.5102%

Note: Mike Seavall entered his new Lancair IV P in the AIR CLASSIC to demonstrate capabilities of the aircraft. It was not run in competition with other aircraft. An experimental class is anticipated for AIR CLASSIC '96.

Colorado Aviation Calendar



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- Sept. 11,12,13 **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 14-17 **CAOA Fall Meeting**, Annual Meeting, Silver Creek. Features AOPA President Phil Boyer. Info: Bryan Feeny (970) 879-9042.
- Sept 17 **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 23 **Fantasy of Flight Program**, Pueblo Memorial Airport. 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 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 3,4,5 **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. 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 7-9 **CPA Fly In to San Antonio TX**. Includes dinners, tours and leisure! Please join us! Info: Bob & Carolyn Doubek (303) 771-8148.



Colorado Pilots Association

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