

CPA FLIGHT LINES

Volume 12, No. 9

September 1995



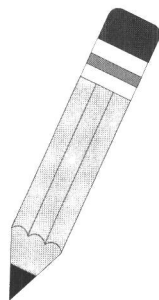
Pictured at Johnson Field (Walsenburg) are Bev and Walt Giffin of Pueblo West in their homebuilt Thorp T-18. The aircraft is red, white on top, has a black stripe along the side, and red and white wedge stripes on the wings. They attended the Fly-In and Air Rodeo on June 11.

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President's Message

by Mike Baldwin



THE JABBERWOK SURFACES

Once more our mythical beast breaks into the news. Park County says it doesn't have the funds to help build this airport, proposed location near Fairplay. A Texas outfit named Pegasus (not a real animal either) is trying to create this airport, but will not be offered tax breaks. Stay tuned...

FAA REFORM LEGISLATION

A letter from Congresswoman Pat Schroeder (replying to my CPA letter arguing against ATC Privatization) states that the Administration Bill creating an ATC Corporation "appears to be dead." The Lightfoot Bill, creating an independent FAA, appears to be the vehicle by which reform will occur. CPA, AOPA and other advocacy groups have supported the Lightfoot bill. The aviation community has a voice, and we have been heard.

TAX DEDUCTIONS FOR CHARITABLE FLIGHTS

A recent GA News and Flyer article cited a mean-spirited FAA for violating certain pilots for Part 135 operations who were involved in compassionate flights. Apparently this is no longer so, and FAA issued a change order stating that FAA policy supports "truly humanitarian efforts," and will not treat charitable deductions for expenses incurred in these flights as constituting "compensation or hire" (Reference FAA Order 8400.11). Since some of us fly for Airlifeline, this is significant. How you deal with the IRS is your own affair, but at least the FAA won't bust you.

1-800-DON'T CALL CUSTOMS YET

Just before the annual fishing trip my sons and grandson and I take to Canada, I called to ask what the toll-free number for pre-clearing customs would be. AOPA informed me that the program was on hold, but they were still working on it. So we went to Winnipeg (CYWG) and thence to Whiskeyjack Lake 200 miles NE in a 1947 Norseman float-plane. APA to PIR to YWG in the 210, and the third leg behind the truly awesome roar of a P&W 1340. Neat. We caught all the walleyes and big Northerns we could handle, and neither the 210 nor the weather

gave us any problems. Customs was just fine in Minot on the return, but they had computer information on our trip last year. The information contained all our birth dates, the date of last year's trip, and the year I purchased the 210. That's DEA stuff, and they don't fool around. The customs agent was friendly and polite, and said that the notation ADCUS on the Canadian flight plan was reliable, and that a direct call to her was not necessary.

Canada has a pre-clearance procedure called CANPASS (Watch *AOPA Pilot* for details) but our customs procedure at YWG was so quick and easy that we probably won't ask for it.

FREEDOM FLIGHT AMERICA

On August 8, CPA'er Wally Gray and I left in Stearman 5YP for Olathe, KS on the Freedom Flight. This flock of over 200 Warbirds left from California and stopped in Arizona, Texas, Kansas, Missouri, Illinois, Ohio and New Jersey before circling the Statue of Liberty as a finale. The objective was to commemorate the 50th anniversary of the end of WWII and honor those who fought and flew. We attended events in Olathe, Mexico, MO, and Aurora, IL before turning for home. We flew formation and "smoke and noise" passes at the Aurora Airshow, and had a great time. CPA'er Dick Jones flew in a mighty formation of 15 T-6's and then went all the rest of the way. What a trip it was! 1,800 miles in the open cockpit, good weather, bad weather; formation flying most of the trip with another Stearman flown by Tim Liewer from Nebraska with CPA member Gary Erwin as co-pilot. Olathe to Chicago in a three-ship with a CAF L-5 as lead. Flying for eight days straight.

Hats off to the Dallas group that arranged this whole affair. It took incredible organization to put together so many airplanes over such a complex itinerary and have it all work out. Feeding and housing us all was an enormous job in itself. Well done, Freedom Flight organizers.

AIRSPACE-CPA AT WORK

CPA Director and Airspace Chair Walt Bell reports that he met with an FAA representative who was seeking feedback on how the new DIA "B" Airspace was working. Walt filled him in on some of communications problems near COS, and suggested that they do a better job of disseminating weather information obtained from commuters operating intermountain.

Walt also attended a meeting at BJC, and reports that we may see airline service there.

Dear Michelle,

How does a pilot know the best altitude at which to fly on a cross country to get the best speed from an airplane?

Sue

Dear Sue,

To get the highest speed from your airplane on a cross country flight, climb up to about 5,000 ft. AGL, advance full throttle and point the nose straight toward the ground. Just before you hit the ground, you will be at your top speed. Don't forget to lean your mixture for best power. (Please don't do this.)

What you really want to know is how do you make the best time on a cross country from point A to point B, right?

I will make two assumptions. First, you are flying a normally aspirated engine using no more than 65 to 75 percent power and you are not flying a turbo engine.

Factors you need to consider are as follows:

1. **Wind.** May you always have a tailwind. If not, may you always have very little head wind. Try to fly where the wind will be as much as possible in your favor. This is not as simple as it may seem. For example, if the tailwind is 10 knots greater at 10,000 ft. than at 6,000 ft. you can get that advantage by climbing 4,000 ft. However, it will take some time to get up there. Will the time to climb be enough to warrant it. Can you stay there long enough? On a long flight it may be but on a shorter flight it may not be. Sometimes a head wind can be less at a lower altitude and this may be helpful but if the terrain rises and falls 4,000 ft. on your course, the climbing time may offset the wind advantage. It may be best to pick what you think is your most advantageous altitude and stick with it during the flight unless you will gain a greater advantage. You may find it to your advantage to fly high going east and low going west. Having a high ground speed for a relatively short period of time is not as important as total flight time, except to tell other pilots what was your top speed.

2. **Fuel.** If you can carry enough fuel for a very long flight and if you can sit in your aircraft for the needed time, you can gain a lot of time by not having to spend an hour or so to descend, refuel and climb. Also, the real test of fuel economy is miles covered per gallon not gallons per hour because a lot of pilots exaggerate gallons per hour.

3. **Terrain.** Sometimes you can gain time by flying around high terrain rather than climbing and flying straight over. Learn to read the sections of mountainous areas and make the calculations to decide which is better, around or over.

4. **Weight.** Keeping your aircraft as light as possible will give you a slight advantage especially if you are going to climb to a high altitude. Take only the fuel needed to make a safe flight.

5. **Safety.** Time is not as important as safety. Spend the extra 5 minutes needed to fly over less hostile ground. Five minutes is only 5 minutes !

6. **Comfort.** The comfort of you and your passengers could well be more important than arriving at your destination 30 minutes sooner. Spend time to climb to a smoother altitude and you will be happy you do not have a mess to clean up in your cockpit. Smooth air, in the summer is around 5,000 ft. above the terrain. On long flights it may be more pleasant if you stop for fuel and etc. every two or three hours. How you feel the night of your flight is just as important as how fast you can tell other pilots you went from A to B.

7. **Aircraft Speed.** The IAS has the least of all to do with time to destination. Remember we are flying at a power of about 70%. At 70% power most aircraft will fly at nearly the same IAS no matter what altitude you are flying. Look in your POH and check your aircraft. The time spent to fly high or low will eat up any little gain in airspeed.

8. **Commercial Airlines.** Best idea of all, if you are really in a hurry.

Maybe other pilots will write in with their ideas. It will be welcomed.

And remember, I am talking about cross country cruising not racing.

Go get 'em.

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



■Rerouting of DIA traffic will do little, if anything, to reduce aircraft noise in the vicinity of the airport. It will simply shift the noise burden from one location to another. Traffic managers can reroute aircraft arrivals and departures by any strategy they wish. But the reality of an airport is that aircraft create noise . . . and anyone living in the vicinity of one is going to be subject to it. Which is why it always surprises me to see developers consistently ignore this reality and create residential developments in their vicinity.

■Worse, as traffic is rerouted, the effect is to subject areas once free of overflights to the dubious enjoyment of seeing aircraft overhead. And Denver should know better. In a case example during the Stapleton era, city officials were protective of the Park Hill residential community (located to the West of the E/W runway complex) and persuaded the FAA to route most of its E/W operations over the Morris Heights community in Aurora (located on the opposite side of the E/W runway complex). Relieved noise impacts to Park Hill . . . but inundated Morris Heights. And Aurora was too weak (politically) to defend itself.

■The current strategy at DIA appears to be to spread traffic over a larger geographic area. Not a new strategy. And it would work if the geographic area underlying the new routes was void of development . . . or potential development. However, any location experiencing aircraft overflights for the first time is certain to complain. Anyone doubting this observation need only look at the aircraft noise complaints currently coming from the towns of Elizabeth, Parker, and pockets of residential development all the way northward to Boulder.

■Which brings into question, why didn't the city in its preparation of the DIA Environmental Impact Statement adequately address this issue? And the FAA, when it approved the statement? Were they so "married to the project" they ignored a few impacts so as to expedite their finding of "no significant impact?" And will they also ignore the probable need of a new environmental assessment to study the impact of routing traffic over areas not previously exposed to overflights?

■Speaking of unwanted aircraft overflights, the final round of the Sprint International Golf Tournament (held at Castle Pines Golf Club near Castle Rock on Sunday, August 20) got more than its share when a banner tow aircraft made several low passes with a banner reading: GEORGE KILLIAN, THE IRISH DRINK. The yellow Super Cub pulling the banner was relatively quiet. Not so the banner. Wind noise from the banner seemed louder than the aircraft. Over a crowd where announcers speak in hushed tones . . . and marshalls control the gallery to prevent distractions when players are about to hit the ball. Suspect had there been any George Killian in the crowd it would have been thrown in the direction of the aircraft. Not the best day for general aviation.

■ False Security! LARRY MERKOWITZ demonstrated on a recent trip how insecure locks can be on general aviation aircraft. WALT BARBO had lost the keys to his Cessna T210 and it looked like a job for a locksmith. But Larry had keys to a couple of other Cessnas that he occasionally flew . . . and offered to see if one would work. Success on the first try. And it wasn't even a Cessna key. It was the key to his A36TC Bonanza. A trip to get a duplicate of Larry's key took care of the problem. Disturbing to

note, however, on how easy it is to get into a locked aircraft. Larry noted that one would probably not need more than a dozen different keys to get into any aircraft. Removes all that sense of security when locking an aircraft on a strange ramp. But Walt notes one positive aspect of the experience. He now has a key to a beautiful A36TC Bonanza.

■ Anyone who has procrastinated in joining one of the new computer on-line services will find the experience more than worth the effort on their first visit to AVweb, a new aviation publication on INTERNET. Doesn't cost anything to join. Only that you complete an electronic questionnaire about your flying interests. Paid advertisers cover the overhead. It can be accessed through <http://www.avweb.com>.

AVweb is an electronic publication for aviators. It contains latest-breaking aviation news and a whole bunch of neat aviation stuff. Sort of an aviation magazine, daily newsletter, electronic forum, and a guide to other aviation happenings on the INTERNET, all wrapped into one package. Subscribers are even treated to a weekly e-mail news flash of "hot" aviation topics. Sample follows:

■ **FAA PROPOSES FAR-REACHING REVISIONS TO FARs.** The FAA last week announced sweeping new proposed change to FARs 1, 61, 141, and 143. Under the proposal, recreation pilots would be permitted to self-certify. Airmen seeking commercial and ATP ratings could do so with only a third-class medical certificate. The total cross-country hours requirement for the instrument rating would be dropped. The 6-6-6 requirement for instrument currency would be changed drastically. Rules for logging PIC time would be changed. New power-lift motorglider categories would be created. Separate instrument ratings would be created for single and multi-engine aircraft, with a similar change for CFIs.

■ The entire NPRM — which is massive — is available on AVweb in a variety of compressed and plain-text formats. This is an extremely wide-ranging and important rule

making action that will impact virtually every U.S. airman. We urge all AVweb readers to download and read the entire NPRM and then submit their comments to the FAA by mail, FAX, or e-mail.

■ We downloaded a copy of the NPRM, and agree with AVweb, the size is massive. About 350 pages. We have not printed a copy such that we can share it with members. It is too large. But should anyone want the file on a disk, send a blank HD floppy to the CPA mailbox and we will duplicate the file for you. Or, you can request a hard copy of the NPRM by submitting a request to the FAA, Office of Public Affairs, Attention: Public Inquiry Center, APA-220, 800 Independence Avenue, S.W., Washington, D.C. 20591, or by calling (202) 267-3484. Requests should identify the NPRM number or docket number. [Docket No. 25910; Notice No. 95-11]. Comments must be received on or before December 11, 1995.

■ Tower: "Cessna 12345 on final, go around, disabled aircraft on runway. Solo Student Pilot: "Roger" (continues descent). Tower: "Cessna 12345, GO AROUND!!!" Student: "Roger". Tower (Screaming): "Cessna 12345, GO AROUND!!!" , Student: "Roger" (Continues descent).

The student pilot makes a beautiful landing, touches her aircraft down right on the numbers, taxis up to where the disabled aircraft is sitting in the middle of the runway, GOES AROUND it, and continues on to the ramp. □



The A.L.I.E. Air Force

by Terry Barbo

Thought you were too old to join the Air Force? Maybe the regular U.S. Air Force. But there is no age restriction on becoming a member of the A.L.I.E. Air Force. The only requirements are that you be a pilot and aircraft owner.

What is the A.L.I.E. Air Force? It is the newest program addition to the A.L.I.E. Foundation. The purpose of the program is to provide an opportunity for members of the general aviation community to contribute their time, skills, and/or use of their aircraft in the transportation of bloodhounds, their handlers, and staff members or volunteers when needed to aid in search missions or community outreach programs. These missions could occur anywhere in Colorado or the Rocky Mountain West.

The A.L.I.E. Foundation, a non-profit organization, was created a couple of years ago by Richard and Leticia Berrelez of Englewood, Colorado, following the kidnapping and murder of their only granddaughter Alie in May, 1993. Four days after she was kidnapped

from the courtyard of the apartment complex where she lived her body was found in a mountain location outside Denver by the aid of a bloodhound from Aurora. Subsequently, that particular animal became a local hero and raised public awareness of the amazing tracking qualities of this breed of dog.

In order that the family's tragedy would not be in vain, Richard Berrelez created the A.L.I.E. Foundation in her memory. It is dedicated to teaching and educating both children and parents about child abduction prevention, by making them aware of and alert to this horrendous crime.

Its Abduction

Awareness Presentation has been given at over 250 schools and attended by more than 50,000 children.

Since its inception, the foundation has donated 35 bloodhounds to law enforcement organizations throughout the area in memory of murdered and missing children. The mission of the A.L.I.E. Air Force is to support the *Bloodhound Project* by compiling a database of general aviation pilots who can provide



on-demand air transportation when needed, either to transport a dog which is being donated or to a location with its handler where a search is being conducted. The animals are fairly good sized and are always transported in a cage.

If you would like to volunteer your time, skills, and/or use of your aircraft, please complete the following form and

mail to the A.L.I.E. Foundation, P.O. Box 3673, Englewood, Colorado 80155. Additional information may be obtained by calling the foundation at 303/220-1922. The foundation is also appreciative of monetary donations to help with their many other programs. *Any contributions to the foundation are tax deductible as it is a 501(c)(3) organization.*



A.L.I.E. Air Force Volunteer Membership

Name Phone
Company Fax
Street
City State Zip

I own the following aircraft
I am qualified to fly the following aircraft

Flight Experience

Total Hours	Day	Night	Dual	P.I.C.	SEL	MEL	INST.

I am available to participate on (circle typical days)
Sunday Monday Tuesday Wednesday Thursday Friday Saturday

I would most likely be able to fly a mission upon receiving the following notice:
_____ hours _____ day(s) _____ week(s)

Please return to: A.L.I.E. Foundation
P.O. Box 3673
Englewood, CO 80155
(303) 220-1922

Johnson Field Second Annual

Air Rodeo... A Success !!!

Johnson Field at Walsenburg, Colorado can boast of another airport event with a successful three-phase air rodeo. It included flour bombing, spot landing and balloon busting. The event is sponsored by the Crosswinders, a local pilots group.

More than one hundred spectators from Arizona, Colorado, and other locations enjoyed an early morning breakfast, with veteran flyers exchanging tales and renewing friendships on Sunday, June 11.

Ten planes participated in three events, with other airplanes flying in for the morning meal and spectating. Pilots participating in flour bombing were allowed only one pass at an altitude no lower than fifty feet. Pilot Joe Trujillo of Cuchara was tough, 14 inches from dead center.

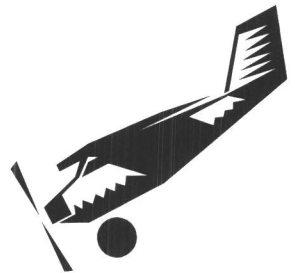
In spot landing, Phil Jubic, of Walsenburg was double tough. He finished second in this event last year. He gave no quarter this year by hitting the spot dead on, no space for the judges to measure.

In the balloon busting event, FBO manager Mike Mann was a hands down winner. Entrants had two passes and Mann took tip

honors, busting a balloon on each pass.

Second and Third place winners in all categories were: Flour bombing, Gail Terry and Mike Mann; Spot landing, Dan Sheppard and John Gacnik; Balloon busting, Dan Sheppard and Jim McGinnis.

The Walsenburg Emergency Medical Quick Response Team was on hand to see to the needs of participants and visitors. None were needed.



Membership... Round Up

*Missing since June . . .***

John Lorimer, Edina, MN
Dave Hinkins, Arvada
Bill O'Brien, Aurora
Jane Ruehle, Aurora
John Radomski, Aurora
Tom Keesling, Englewood
Ray Wells, Larkspur
Maurice Cox, Littleton
Hal Moore, Highlands Ranch
Lea Blohm, Parker
John Mark, Golden
Robert Evans, Dillon
William Oparowski, Loveland
Robert Bauer, Lyons
John Rostie, Brighton
James Miller, Greeley
Delford Bowman, Wray
Kurt Cary, Antonito

Missing since July . . .

Charles Willis, Arlington, TX
Alan (Bud) Lewis, Aurora
Dr. Richard Stienmier, Castle Rock
Andy Love, Englewood
Robert Robbins, Englewood
Judith McFarland, Littleton
Donald Luallin, Highlands ranch
John Garin, Littleton
Charles Beck Jr., Denver
Christopher McCune, Denver
Robert Libra, Northglenn
Rob Jacobs, Parker
Robert Ruehle, Denver
Raymond Hawkins, Denver
Thomas Murphy, Evergreen
Grant Besley, Evergreen
Robert Reed, Longmont
Mike Seavall, Longmont
Beverly Cameron, Erie
Ed Gassman, Loveland
Steve Harless, Brighton
Marilyn Taylor, Ft. Lupton
Bart Jones, Colorado Springs
Joyce Hanagan, Salida
Roger Mac Donald, Westcliffe

*** This is your last newsletter.*

*If you have been 'found' (paid your dues) in the meantime,
disregard the lasso. And Thank You!*

Membership Renewals

Eugene Boortz, Ft. Collins
Charles Winter, Denver
Ken Carter, Boulder
Ed Cutler, Denver
Paul Shepherd, Longmont
George Nekolny, Denver
Jack Miller, Ft. Collins
Doug DeYoung, Ft. Collins
Dr. William Fell, Aurora
Timothy Clement, Pueblo West
Peter Mark, Littleton
Bill Greener, Lakewood
Bill Farrell, Boulder
Ralph Matthews, Aurora
Douglas Dempsey, Bellvue
Mike Mann, Walsenburg
Stuart Ambler, Longmont
Walt Barbo, Aurora
Lucy Powers, Denver
Don Dolce, Boulder
Dave Burke, Lakewood
Ron Lewark, Frisco
Chet Jewell, Denver
Dan Dunning, Strasburg
Robert Venohr, Aurora
Roger Bates, Lakewood
Frank Haurwitz, Evergreen
Russell Tarvin, Denver
James Kettering, Boulder
Bruce McMillan, Boulder
Mike Silva, Aurora

Vince Jehlik, Aurora
Charles Luce, Boulder
Richard Orr, Denver
Ben Kramer, Aurora
John Pohly, Berthoud
Lyle Muir, Hudson
Robert Bledsoe, Wray
Gerald Eberhard, Fort Collins
Don Nelson, Arvada
Loren Pottorff, Stratton
Dr. Donald Piermattei, Carr
Richard Boscardin, Boulder
Harold Steffens, Monte Vista
Dr. T. A. Moore, Grand Junction
Dr. Warren DeHaan, Boulder
Robert Eatman, New Raymer
Bill Hamilton, Winter Park
Ernest Malachowski, Louisville
Dewey Reinhard, CO Springs
J. Scott Hamilton, Louisville
Timothy Morgan, Brighton
Larry Bartlett, Pagosa Springs
Duane Leeper, Denver
Doug Kroll, Brighton
Priscilla Baldwin, Evergreen
James Baldwin, Santa Fe, NM
Edward Baldwin,
Jacksonville, FL
Michael Kosta, Erie
Barry Lutsky, Denver

Welcome New Members

Biro, Nicolas M.
1982 S. Clarkson
Denver, CO 8210

Janssen, Bill
13510 Hwy. 14
Ault, CO 80610

Drake, Craig
4758 Cathy Lane
Erie, CO 80516

Risley, George
4127 Lissa Drive
Loveland, CO 80537

Fisher, Dr. Charles
6450 S. Windermere Street
Littleton, CO 80120

Saum, Nick
Box 956
Golden, CO 80402

Perry, James L.
480 Elkhart St., No. A.
Aurora, CO 80011

Hurst, Harold F.
P. O. Box 515
Elizabeth, CO 80107

Prieve, Barton
5287 S. Geneva Street
Englewood, CO 80111

Peaker, George H.
1231 Terri Lane
Wray, CO 80758

Meyer, Harold H.
2922 E. Fremont Drive
Littleton, CO 80122

Beach, R. Steven
2130 W. 10th Ave., #N205
Broomfield, CO 80020-1064

MEMBERS: PLEASE NOTE . . .

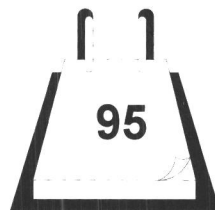
That the mailing label on your newsletter contains the expiration date of your membership. This line is highlighted to call your attention when your dues are payable. A membership renewal form is provided for your convenience inside the back cover of **FLIGHT LINES**.

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



Sept 23	Parkland Estates Airpark Fly In and Picnic Lunch , Parkland. Located 5 miles north of Erie Tri-County Airport. This event is open to all. 10 a.m. to 2 p.m. Info: Jim Hollis (303) 828-4119 or Mike Bogman (303) 828-3711.
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.
Oct 20	Platte Valley Fall Fly-In . Info: Marilyn Taylor, (303) 659-7265.
Oct 20,21,22	31st Annual Southwest Regional EAA Fly In , A.K.A. Kerryville Fly In, Texas. Homebuilts, Classics, and Antique Aircraft on display. Info: (713) 266-3678.
Oct 19-21	AOPA Annual Meeting
Oct 28	Colorado Aviation Historical Society "Hall of Fame" Banquet , USAF Academy. Info: Harry Blout (719) 495-2432. Fantasy of Flight Program , Colby Middle School, Colby, KS. 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, 7507 WCR 39, Ft. Lupton, CO 80621 or (303) 659-7265.
Nov 4	CPA Annual Meeting , Tentative Date.
Dec 7	Colorado Aeronautics Division, Board Meeting , CDOT Headquarters, Denver. Public Invited. Info: CDOT, Caroline Scott, (303) 792-2160.
Dec 10	CPA Holiday Dinner . Tentative Date.
Mar 9-10 '96	Rocky Mountain Air Fair , Denver, CO. Info: Marilyn Taylor, 303-659-7265.

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



Colorado Pilots Association

APPLICATION FOR INDIVIDUAL MEMBERSHIP/RENEWAL

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

Applying for:

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

Check enclosed, payable to CPA, to cover membership & Flight Lines Newsletter:

- ☐ \$10 for student 1 year membership
☐ \$20 for 1 year membership
☐ \$38 for 2 year membership
☐ \$55 for 3 year membership
☐ \$100 for corporate membership (includes 3 free 1/2 page ads and CPA hat!)

* Add \$5.50/year for Flying Review

** Add \$16/year for GA News

Mail to: CPA
P.O. Box 200911
Denver, CO 80220

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

I am interested in serving on the following committees:

- | | |
|--|---|
| ☐ Airspace | ☐ Membership |
| ☐ Air Classic | ☐ Newsletter |
| ☐ Education | ☐ Programs |
| ☐ Flight Safety | ☐ Public Affairs |
| ☐ Legislative | ☐ Other _____ |

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Lapel Pins \$3
CPA Decals \$2

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Denver, CO 80220

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(303) 427-0282

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