

CPA FLIGHT LINES

Volume 12, No. 10

October 1995



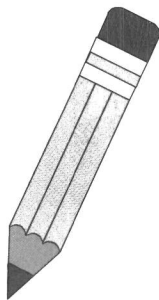
Terry and Walt Barbo were the proud recipients of top AOPA awards at a joint session of the Colorado and Wyoming Airport Operators banquet on September 14 at Silver Creek Resort, Colorado. Walt received the AOPA Presidential Citation for his lifelong contributions to general aviation. Terry received the AOPA's (first ever) Faithful Support Award for her support activities.

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President's Message

by *Mike Baldwin*



CHANGING OF THE GUARD

By the time you read this, Patti Arthur, CPA Safety Committee Chair, will be your new President. Patti holds many pilot ratings, and has been a practicing attorney for 11 years. She is highly motivated to advance and protect general aviation in many of the difficult issues to face us in 1996. DIA's opening seems to have opened a Pandora's box of noise complaints throughout the entire Front Range, with particular pressure on our busiest airport, Centennial. I feel that our interests will be well protected with Patti at the helm. Bill Hamilton, Terry Barbo, and Robert Henley will continue to help us as Vice-President, Secretary, and Treasurer.

I have been your President for two years, and asked to serve the second term. That happened because tasks were not completed and I needed to see where our first-term preparations would lead us. The principal issue for me was to increase the membership. We needed to grow in order to survive as an organization. A visit to AOPA helped to define our goals; we needed to be issue-oriented if we were to have the support of the GA community. As of September 1, 1995, 237 of you had joined CPA for the first time, increasing our rolls from 433 to 567, a net increase of 134. I sincerely thank you for your support. Increasing membership does a lot for us. Primarily, it gives us a stronger voice in dealing with issues. Twice I was asked during testimony how many members we had. Each time the answer had a significant effect.

To those of you who read this as members, please remember to renew. Check the date on your label; we all need each other to stand together during the coming year. You received an application in the last mailing. Please give that to a new member or one whose membership is on the renewal list that has been added to *Flight Lines*.

Issues we have faced are numerous. This column lists at the end what we have done for you as pilots during the last two years. Please help CPA and Patti to continue.

DIA LANDING FEES

Thanks to our VP and AOPA liaison Bill Hamilton, landing fees at DIA for part 135 operators have been reduced from \$40 to \$20. Good work, Bill.

DOWNTOWN FT. COLLINS GRASS RUNWAY

On Saturday, September 9, a bunch of us went to 3V5 to help dedicate the new grass runway. It looks good and is parallel to the pavement on 11/29. Us Stearman guys really appreciate having grass. Please call in before using it, as the turf can be soft when wet.

CHECK YOUR NOTAMS PLEASE

A recent accident involved a pilot who touched down more than 1,000 ft. short among the rebar on a Ft. Collins runway under construction. The displaced threshold was plainly notam'ed but went unread. It only takes a minute to call FSS or log on to DUAT. It takes a long time to get repairs, get past a suspension, or worse.

ANOTHER BAD DAY

Two young instructors recently perished near Leadville. Analysis of the event suggests that Mountain Training might have prevented this tragedy. Get a mountain check-out before going up there. CPA, under the guidance of Bill Marshall, conducts an excellent ground school twice a year. There are many competent instructors who can provide this training.

(continued next page)



Brian Feeney, President of the Colorado Airport Operators Association, presented Walt Barbo with a leather A-2 flight jacket in recognition of his many years of support for Colorado airports. The presentation took place at the banquet for the joint CAO/WAOA conference held on September 14 at Silver Creek, Colorado.



Dave Williams, (second from right), Mike Baldwin (far right), and Dennis Roberts (center), stand with parks and rec staff on the ramp at Jackson Reservoir after the successful "Seaplane Test Flight".

(continued from previous page)

The two who died had recently refused a free check-out. So many otherwise competent pilots have paid a high price for ignorance in the mountains. When will they ever learn...

APA RADAR

Centennial Airport is much busier and needs radar approach coverage. Please write to Administrator Hinson and request this. His address is: David R. Hinson, FAA Administrator, 800 Independence Ave., Washington, DC 20591.

NEW RULES TO COME

Walt Bell and Patti Arthur are reviewing the new NPRM proposal from the FAA that contains many changes to FAR parts 61, 91, and 141. Many of the changes are favorable, and some in particular may make the Recreational Certificate more popular, especially among those who might lose a medical certificate. This is a massive document- over 200 pages. Please review it in its entirety, or study the various comments that appear in the aviation press. Address your comments to: FAA, attention: Rules

Docket (AGC-10, Docket No. 25910.) We really do not have space here to cover it all.

SPLASHDOWN IN COLORADO

At last a seaplane landed on a public lake in Colorado. This has not happened in many years. Dave Williams, CPA Director and Regional Seaplane Pilots representative, landed his 206 Amphibian on Jackson Reservoir on August 21. Dennis Roberts, State Aviation Director and CPA member, conducted noise evaluation tests for the State Parks and Recreation people who were there. Dave took all for rides and made several great landings, takeoffs and fly-bys, all well within safety and noise limits (a trolling outboard was louder) and to the delight of the Parks people. They were much impressed when Dave taxied from the water up on to the boat ramp. Now the process begins for official opening of Jackson Reservoir to seaplane operations. Stay tuned.

COLORADO AVIATION ALLIANCE

At the CAOFA Fall Conference, a meeting was held to discuss the feasibility of forming a coalition of all the aviation organizations in Colorado. Dennis Roberts, State Aviation Director, chaired the meeting. The discussion centered around similar organizations in other States. The principal reason for being would be to create a strong voice in advocacy. Most of the GA organizations were represented, and a future meeting was scheduled October 31. This effort is closely aligned with CPA's policies of advocacy, and I will support it.

CAOFA FALL CONFERENCE

Many good contacts and discussions at this fine and well-attended conference. Bill and Penney Hamilton were the principal organizers, and they did an excellent job. Walt and Terry Barbo received special Presidential awards from AOPA President Phil Boyer, in recognition for years of hard work supporting general aviation. Congratulations, Walt and Terry. I know that CPA and the Air Fair would have had great difficulty without you both.

I had the opportunity to converse with FAA NW District Administrator **Fred Isaac** on the subject of the noise complaint problem. No solution was reached, but Fred is now more aware of the magnitude of the problem, particularly in the APA area. The same subject was discussed with AOPA President Phil Boyer, and he gave assurances that AOPA's public relations department will be contacting us with recommendations. These contacts are valuable to our efforts, and I appreciate the opportunities. Phil's talk at the banquet covered many issues, but what I remember most after the awards was the fact that in 1994 there were about 450 noise complaints in the area, and that in the first four months after DIA opened there were over 14,000. Pilots, we have a problem. We need to fly as friendly as possible. Granted, most of the complaint has to do with airliners, but we are not far from the focal point.

1994-1995 ACCOMPLISHMENTS OF CPA

- ✓ LED COMMITTEE FOR CONFIGURATION OF DIA "B" AIRSPACE;
- ✓ TESTIFIED SUCCESSFULLY FOR GXY AIRPORT MASTER PLAN;
- ✓ TESTIFIED SUCCESSFULLY FOR GRAND COUNTY AIRPORT MASTER PLAN;
- ✓ SUPPORTED CAO A OPPOSING RESTRICTION OF ABOVE-GROUND FUEL TANKS;
- ✓ SUPPORTED GUC PILOTS AND AREA REPS REQUESTING PC LIGHTING
- ✓ TESTIFIED BEFORE GUNNISON COUNTY COMMISSIONERS
AND CONSULTED WITH FAA ON EASING NIGHT GA RESTRICTIONS-NIGHT IFR
RESTRICTIONS REMOVED;
- ✓ CONDUCTED TWO MOUNTAIN FLYING COURSES;
- ✓ DEVELOPED AREA REPRESENTATIVE PROGRAM: 27 AREA REPS STATEWIDE
- ✓ STUDENT AIRLIFTS IN GRAND JUNCTION AND DENVER;
- ✓ HELPED TO SOLVE A LOCAL ATC PROBLEM;
- ✓ DISTRIBUTED CPA DECALS TO MEMBERS;
- ✓ CONDUCTED A FLY-IN TO MINDEN, NE;
- ✓ HELD TWO LEGISLATIVE COFFEES TO MEET REPRESENTATIVES AND
DISCUSS ISSUES;
- ✓ CONTACTED COLORADO AND WASHINGTON REPRESENTATIVES ON ATC PRIVATIZA
TION, PRODUCT LIABILITY, DUAT FUNDING, TRUTH IN BUDGETING, MEDICAL STAN
DARDS, KEEPING BRUSH AIRPORT OPEN, GJT RADAR LOCATION, AND
OTHER ISSUES.
- ✓ INCREASED MEMBERSHIP FROM 430 TO OVER 550;.
- ✓ PROVIDED CALENDAR OF AVIATION EVENTS
- ✓ CONDUCTED THE 18TH ANNUAL AIR CLASSIC TO JACKPOT, NEVADA
- ✓ CONDUCTED A FLY-IN FOR 48 MEMBERS TO BRANSON, MO.
- ✓ CONDUCTED A FLY-IN TO THE MONTROSE CRANE FESTIVAL;
- ✓ TESTIFIED SUCCESSFULLY BEFORE STATE HOUSE AND SENATE COMMITTEES TO
EXEMPT SMALL FLIGHT SCHOOLS AND INSTRUCTORS FROM FEES ;
- ✓ PROVIDED VOLUNTEER ASSISTANCE FOR RM AIR FAIR AND CENTENNIAL EVENT,
"JUST PLANE FUN;"
- ✓ REPRESENTED ALL COLORADO PILOTS; NOT JUST MEMBERS;
- ✓ PUBLISHED 11 MONTHLY ISSUES OF *FLIGHTLINES*;
- ✓ PUBLISHED TWO MEMBERSHIP ROSTERS;
- ✓ PROVIDED AND MONITORED THE CPA HOTLINE LISTING AREA EVENTS

Membership Renewals

Odin Christensen, Aurora
Donald Luallin, Highlands Ranch
Dr. John Newell, Highlands Ranch
Charles Beck, Denver
William Wyckoff, Jr., Arvada
John Lorimer, Edina, MN
Gerald Hensel, Jr., Lakewood
Tom Keesling, Englewood
Roger Mac Donald, Westcliffe
Charles Willis, Arlington, TX
Michael Plante, Evergreen
Steve Harless, Brighton
Robert Ruehle, Denver

Ed Gassman, Loveland
Robert Reed, Longmont
Delene Dougherty, Longmont
Mike Seavall, Longmont
Gregory Reedy, Parker
Traver Metcalf, Aurora
John Rostie, Brighton
Marilyn Taylor, Fort Lupton
James Burr, Arvada
Phyllis Kramer, Cedaredge
Grant Besley, Evergreen
Dr. Phil Card, Aurora

Welcome New Members

John G. Good
2004-D S. Helena Street
Aurora, CO 80013

McCoy, Paul
P. O. Box N
Fort Collins, CO 80522

Jubic, Philip A., Jr.
P. O. Box 249
Walsenburg, CO 81089

Gordon, Foley D.
1624 Ivy
Denver, CO 80220-1426

Henderson, Scott R.
2825 Darley Avenue
Boulder, CO 80303-6307

Falkner, R. Jerry
P. O. Box 1230
Crested Butte, CO 81224

Smalley, Larry
434 Choke Cherry Court
Golden, CO 80403-1940

Mutzig, Steven M.
5903 Angie Court
Parker, CO 80134-5700

Spangler, Kenneth M.
P. O. Box 192
La Veta, CO 81055-0192



■ Another aviation publication for the Denver area. Several former employees of the recently defunct Denver Interline got together and created the Rocky Mountain Air Traveler . . . with CPA Member DAVID ROZANSKI as editor. The publication picks up much of the flavor of the Interline and is supported by most of the same advertisers. Like its predecessor, major focus is commercial travel, however, we are told there are plans to add a general aviation section. Published every two weeks and offered as a free-bee at major airports.

■ Wings West is also undergoing a transition . . . starting with a name change to "Mountain Pilot." CPA member ED HUBER, Publisher/Editor, shared with us the name was changed to better reflect what the magazine is all about: mountain flying, related topics of interest, and flying destinations/accommodations.

■ In a related activity, ED HUBER chairs a small task group in CPA in an exercise to identify and reopen a few select landing strips of recreational interest in mountainous locations. Many of these strips were shown on old aeronautical charts but, for whatever reason, were abandoned. Should anyone have an awareness of a site worth investigating, give Ed a call (303/397-7600). Here is an opportunity to influence the system!

■ Personalized license plate seen on the automobile of one of our CPA members . . . also in the publishing business: "AVI8TRIX."

■ A dozen new Frasca flight simulators, all in one place . . . focal point of the Metro State's Aerospace Science program . . . and heart of the department's "Indoor Airport" laboratory. Approximately 550 students are currently enrolled in aviation programs at the school. It is one of the top aviation schools in the country.

There is an open house scheduled for November 2-4, 1995. Don't miss the opportunity to have a look. It is located across the street from the university's parking garage.

■ General Aviation News & Flyer carried an article in its September 15th issue that a party out of Nebraska is making plans to extract the remaining five P-38's from their 250' deep resting place in the Greenland ice. The first of the original group of six P-38s was recovered from the ice about three years ago. It is currently being restored in Middleboro, KY and is expected to be flying again in about two years. Restoration proved more of a challenge than anticipated since the weight of the ice bent, crushed or broke nearly every metal part of the aircraft. If the recovery effort is successful, the remaining aircraft will likely have similar damage. Should keep restorers busy for years.

■ Meanwhile, we hear that a P-38 is being built from plans by Vintage Aircraft of Fort Collins. This is the same firm that restored two Me109G-10s for Evergreen Industries in 1993. Knowing Vintage's track record, suspect their P-38 will be flying long before anything recovered from the Greenland ice.

■Can't help but feel Cessna could be a little more open and candid about plans to reintroduce the piston powered single engine line of aircraft . . . particularly when considering the time and effort expended by the Colorado & Wyoming Airport Operators Associations to bring a Cessna representative to their joint session in mid-September at Silver Creek, Colorado.

■Dave Franson, Cessna VP for Public Relations, gave a luncheon address on the topic of "What New Single-Engine Production may do for America's Airports." But his presentation revealed nothing more than what is currently available in the trade publications. He did speak of a production plan of some 2,000 aircraft/year. But was vague on such basics as cost or delivery schedule. If priced as high as rumors suggest, it would seem that Cessna might have real problems in marketing its planned production. On the other hand, even if they do market a couple of thousand aircraft per year, the approximately 8,000 public-use airports in this country would hardly feel the effect.

■Speaking of airports, AOPA President Phil Boyer, at the same conference noted that 415 primary airports in this country, which make up only 13% of the national airport system, draw nearly 79% of the total AIP funds in airports (Airport Improvement Program is the federal investment in airports funded from the Aviation Trust Fund.) The 2879 small airports, which comprise 87% of total airports, receives 21% of AIP funding. Boyer noted the statistics in an alert regarding federal plans to reduce its investment in small airports.

■Hear that FRANK GALLO and BOB

DOUBEK are putting together another Central American adventure trip for early next year. This proposed trip is in response to an invitation from the Aero Club of Guatemala. Some of the CPAer participants landed at Chetumal on the Yucatan Peninsula for an overnight stop enroute to Costa Rica last January. They happened to pick a weekend during which there was an air show going on. Several Guatemalan pilots were in Chetumal for the show. Those who spoke English quickly got acquainted with the Coloradans. So from this encounter came the invitation to visit their country.

■Frank informs us that many of the CPAers who made the Costa Rica trip are "gung-ho" for Guatemala. Expect an itinerary starting late January/early February with about five days in Guatemala, a possible diving trip elsewhere added on for those interested in a midwinter water encounter, an option of spending some time in Managua, Nicaragua, and/or a hop on down to Costa Rica for anyone desiring to accompany the Gallos to their 'second country.' The entire trip, allowing for that inevitable weather-related delay, should be 14-17 days. While there are several pilots (and planes) already committed, there is still room for some more to join the group. For ease of logistics and formation, a limit of 10 planes would be desirable. Anyone interested should call Frank at 303/337-5864 or Bob at 303/771-8148. Expect a planning meeting in early December to firm up plans.

■UFO followers will be interested in findings of a GAO report on the July 8, 1947 crash of a reported "flying disc"

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near Roswell, New Mexico. Recall that one of the TV stations recently had coverage of what was reported to be autopsies on extraterrestrial beings recovered from the crash.

■The GAO investigation consisted of little more than a search of records from governmental agencies with possible exposure to the incident. Its report consists of a 26 page document of findings submitted to the Honorable Steven H. Schiff, House of Representatives. It is titled, Results of a Search for Records Concerning the 1947 Crash Near Roswell, New Mexico, July 1995, GAO/NSIAD-95-187.

The GAO report draws no conclusions. It only summarizes responses to queries made to a number of federal agencies regarding records they might have concerning the Roswell crash. The most descriptive response came from the Department of Defense which indicated the most likely source of the wreckage was one of the project MOGUL balloon

trains. According to the department, at the time of the crash, project MOGUL was a highly classified U.S. effort to determine the state of Soviet nuclear weapons research through use of balloons that carried radar reflectors and acoustic sensors.

■Anyone wanting a copy of the report will find it in the AOPA Members Forum on CompuServe. The document is in a Portable Document Format (PDF) and requires Adobe Acrobat Reader software to read and print it. But the software is also available as shareware in one of the AOPA libraries. Takes about 18 minutes to download on 14.4 modems. Or you can obtain a copy through the GAO (Phone 202/512-3504).

■Pilot coming in with her buddy who had never flown before: "Tower, this is Cessna 1234B, five miles north for landing, with Mike." Tower clears her and she lands. When they shut down, the passenger, whose name happens to be Mike, asks, "Why did you have to tell them I was with you?"□

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

Membership... Round Up

*Missing since July***

Alan (Bud) Lewis, Aurora
Dr. Richard Stienmier, Castle Rock
Andy Love, Englewood
Robert Robbins, Englewood
Judith McFarland, Littleton
John Garin, Littleton
Christopher McCune, Denver
Robert Libra, Northglenn
Rob Jacobs, Parker
Raymond Hawkins, Denver
Thomas Murphy, Evergreen
Beverly Cameron, Erie
Bart Jones, Colorado Springs
Joyce Hanagan, Salida

Alan Blair, Denver
Tom Nail, Denver
John Huft, Golden
Paul Stafford, Golden
Mike Plante, Evergreen
Robert "Les" Hartshorn, Pine
Jay Pointer, Longmont
Robert Gaines, Brighton
Perry Miller, Brighton
John Warrender, Greeley
Donald Pulley,

Oklahoma City, OK
Bill Hellman, Delta
Steve Bottom, Grand Junction

Missing since August

Jerry Stooksbury, Kansas City, MO
Howard Gray, Grand Prairie, TX
Bob Masterson, Green Valley, AZ
Lester Morrow, Arvada
Roland Bonneau, Arvada
Chris Jacobsen, Arvada
William Linenberger, Aurora
Joseph Minnich, Aurora
Paul Rossman, Aurora
Robert Billings, Lafayette
Jerry Hagan, Aurora
Joel Flanembaum, Castle Rock
Don Ross, Elizabeth
Edward Dauer, Greenwood Village
David Johnson, Littleton
Kevin Kennelly, Watkins
Michael Rock, Lakewood

**PLEASE RENEW
YOUR
MEMBERSHIP
NOW !!!**

*** Folks, this is your last
newsletter.*

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

FLY MART

1979 CESSNA TURBO 182 RG. 2,860 TT. 820 SMOH by
Firewall Forward. King Radios and HSI. Loran. 300A Autopilot.
One owner since new. Call Joseph (303) 756-0356.



Colorado/Wyoming Airport Managers Summit

8,203 feet field elevation(Granby)

Terry and Walt Barbo win AOPA's highest honors at CAO/WAOA meet . . .

AOPA's first-ever award to a flying companion

Sept 14, 1995, Silver Creek, Colo. - Who knows what it's like to be married to an avid aviator? A wife of one knows!

Terry Barbo, an Irish lass, married Walt Barbo, former WWII fighter pilot, 34 years ago in Seattle, Washington. Walt is a seemingly mild-mannered chap who owns a Cessna T210 based at Jefferson County Airport. A phone booth adjoining his hangar is his closet for changing into his Superman costume while Lois Lane toils on *FLIGHT LINES*.

Before his retirement, Walt was Airports District Manager for the FAA in Denver. His foresight and planning helped hundreds of airports in the region. Terry Barbo puts up with him and manages the distribution of *FLIGHT LINES*, the membership publication of Colorado Pilots Association. She is the epitome of the non-pilot helper in the general aviation community.

At the main banquet for the Colorado/Wyoming Airport Operators Associations (CAOA/WAOA) summit in Granby, Colo., Lois Boyer, wife of the 330,000-member Aircraft Owners and Pilots Association (AOPA) president Phil, presented Terry with this first-ever award. It reads, "The 1995 AOPA Companion Award, Faithful Support Award. For more than 25 years of support to the Colorado Pilots Association, to Colorado's aviation-minded youth and (not least) to Colorado aviation leader Walt Barbo! Signed by Lois Boyer (who knows what it's like!) and by Phil Boyer, President, Aircraft Owners and Pilots Association."

Preceding Terry's award, Boyer presented Walt with AOPA's Presidential Citation for a lifetime of devotion and service to the avia-



by Babette Andre
ATP, CFI-I

tion community. Since his retirement from the FAA, he has been a tireless volunteer for the Rocky Mountain Air Fair, the Fantasy of Flight Foundation, the Colorado

Pilots Association and many other flying activities.

In addition to the AOPA's Presidential Citation (its highest award presented only once a year), Walt was recognized by CAO/WAOA president

Brian Feeney and presented with a leather jacket for his contributions to state airports. Feeney also recognized and awarded a similar jacket to Bill Hamilton, a CAO/WAOA board member and regional representative of AOPA, for his contributions to state aviation (Bill's also CPA vice-president.)

FAA update, keynote speech

Keynote speaker Fred Isaac, FAA northwest mountain region director from Seattle, Wash., painted a glum scenario for the aviation world. Though he may have been a bit pessimistic, he touched on key issues that concern major aspects of civilian aviation.

"In the 1994 election, the voters told us things needed to change. There is change, we have new managers. Forty percent of our senior people are gone. Ten percent of the total FAA population is gone. Cuts are proposed in balanced budget efforts. From 1997 to 2000, there will be compromised services. FAA employees will be reduced from 48,000 to 36,000."

There has been a \$600 million reduction in the last two years. Isaac cited a worst-case scenario. There will be cuts in ATC and FSS, delays will double, FSDO's will shut down, Airport Improvement Program (AIP) grants will be cut, global positioning systems (GPS) will be set back and delayed, the General Aviation Safety Program (GASP) will be eliminated. Isaac painted this doomsday

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drama as he outlined the 1996 fiscal year (FY) budget process. Don't expect an October 1 Congressional authorization or a continuing resolution for funds. A \$1.45 billion package is expected to emerge from House and Senate committees, Isaac said.

Appropriations for FY'95 dropped to \$1.45 billion and both houses of Congress are proposing levels below \$1.79 billion for FY'96. States are particularly concerned about the effects of legislation passed last year that applies to automatic cuts to AIP sub-accounts if total airport aid drops below \$1.79 billion for any given year. Under the law, if total funding falls below that figure, there will be across-the-board cuts in grants. The FY'95 cuts resulted in a 24 percent reduction in many AIP sub-accounts. FY'96 cuts may be as great as 37 percent, with the impact of lower levels falling on the nation's small airports.

He addressed issues of the Air Traffic Corporation (which is apparently dead), state block grant processes, intermodal transportation and revenue diversion, certificating airports serving scheduled flights with 10-30 passengers to upgrade from FAR Part 135 to Part 139 airport standards.

Isaac announced that Salt Lake City has a new runway with dual instrument landing systems. Denver International Airport is no longer a national delay factor, but the large number of noise complaints from the burgeoning Denver metropolitan area came as a surprise.

Colorado Aviation Coalition

A "Presidents Only" summit meeting of Colorado's aviation organizations convened to explore the opportunity to pull together power to act on behalf of aviation interests statewide. Speaking as one voice the coalition could address both local and national interests from a position of strength and unity. Twenty leaders representing antique aircraft, museums, schools, educational programs, the FAA, business and social organizations, airports, search and rescue operations and private industry confirmed the value of a "larger voice," which would speak with more weight than each group speaking individually when addressing legislative and legal matters pertaining to the entire aviation community.

Gwen Mayo, Centennial Airport Business Association president, said she had just returned from Washington, D.C. where in her capacity as National Air Transportation Association (NATA) president, she discussed the General Aviation Action Plan Coalition with various government officials including David Hinson, the FAA administrator and several members of Congress. She cited proposed aviation legislation being debated as "the end of general aviation as we know it," and urged the various interests to come together and address the ramifications.

An organizational meeting is set for October 31, 1995 at 1:00 p.m. in the Wilbur Wright Room at Jeppesen Corp. in southeast Denver. Any and all aviation interests are welcome. For further information, contact Caroline Scott, CDOT-Aeronautics Division at 303/792-2158.

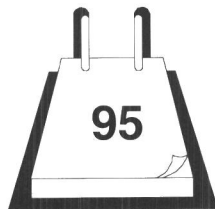
CAOA issues

Other topics addressed were reviews of key issues for Colorado and Wyoming, airport rules and standards, passenger facility charges (PFC) do's and don'ts, airports and land use zoning, airport taxation, Washington updates, marketing the airport, weather info, the impact of DIA on Colorado's airspace and the western slope, as well as several roundtables.

Dave Franson, Cessna's Vice President for Public Relations, reported on what new single-engine production may do for America's airports. Cessna has committed to resuming production of its popular 172s, 182s, 206s and 210s. He outlined the progress of the new facility in Independence, KS., and gave little clue to what a new single-engine trainer may cost. Though no firm figures have been announced, the simplest trainer will cost somewhere in the vicinity of the low six-digits. Cessna had ceased production of all piston-powered aircraft in the mid-eighties because of product liability concerns. With the statute of repose passed by Congress last year limiting liability to 18 years, Cessna announced it would again build its popular models.

The Colorado Airport Operators Association (CAOA) meets twice a year and is open to all airport managers, operators, vendors and interested parties. For more information and to join, contact Jim Elwood, Pueblo Aviation Director, at 719/948-3355.

Colorado Aviation Calendar



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- Oct 31 **Colorado Aviation Coalition**, 1:00 p.m. Organizational meeting. To pull together Colorado's aviation organizations. Wilbur Wright Room of the Jeppesen Sandersen Bldg. Info: Caroline Scott, CDOT- Aeronautics, (303) 792-2158.
- Nov 2-4 **Metro State Aerospace Science Open House**. Visit one of the top aviation schools in the nation. Across from the Metro State University parking garage.
- Nov 4 **CPA Annual Meeting**, 10:00 a.m. Holiday Inn at Centennial Airport. Luncheon Speaker: Bill Hamilton, "State of GA Issues in 1996". Cost of \$15 includes lunch.
- Dec 7 **Colorado Aeronautics Division, Board Meeting**, CDOT Headquarters, Denver. Public Invited. Info: CDOT, Caroline

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.



ALL MEMBERS CPA ANNUAL MEETING

Saturday, November 4, 10:00 a.m.
Holiday Inn at Centennial Airport
Luncheon Speaker: **BILL HAMILTON**
Topic: ***State of AOPA and GA
Issues in 1996***

Reserve your space now!

Send \$15 to cover lunch

CPA

PO Box 200911

Denver, CO 80220



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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