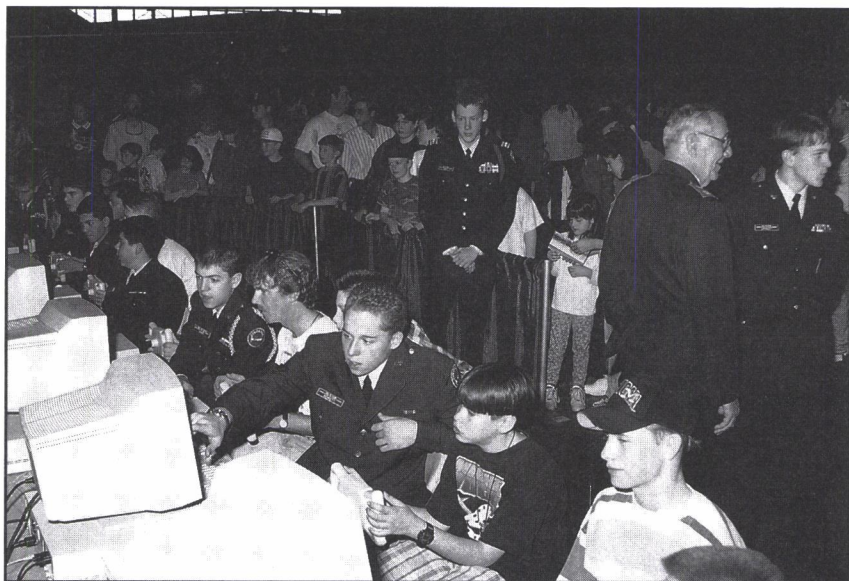


CPA FLIGHT LINES

Volume 13, No. 4

May 1996



At Air Fair '96, Civil Air Patrol cadets instruct 'would be' pilots at the Fantasy of Flight simulator bank. This popular program attracted an estimated 2,000 young people during the two-day event. See related story page 10.

President's Message	2
Letters	4
The Dream That Crashed in Cheyenne	8
Air Fair '96	10



President's Message



Membership is up!

Patti
Arthur

Membership in the Colorado Pilots Association is soaring! We now have close to 600 members and we will likely surpass that number this summer. We need a strong organization to defeat state legislation that threatens general aviation with increased costs and regulation. We also need strength in numbers to address the epidemic of airport encroachment and to help educate the pilot community about noise abatement.

We can thank Terry Barbo for her dedicated work on increasing membership. Terry recently produced packages for the board members that contain membership applications and information sheets about CPA. Members of the board have been distributing this material at events and local airports. My husband, Steve, has been distributing CPA information at small airports all over Colorado.

If any members are interesting in distributing CPA information, please call 303-266-6266.

Speaking of encroachment...

Recently, the city of Cheyenne began work on a project to relocate a number of homes that were located too close to the airport. The City actually bulldozed the homes and was able to fund the relocation of the homeowners through governmental grants. It is interesting that a project of that nature is going on so close to

home when in Denver and elsewhere throughout the state it seems that we see no responsible development at all. 1500 apartments are proposed for an area one mile south of Centennial's busiest runway, and another 1800 upscale homes are being built slightly north of the airport. Eight hundred of those homes will be located within the 65 Ldn noise contour! And DIA is another matter. Plans are currently in progress for large scale residential development near the airport.

It doesn't make sense to build homes only to tear them down, and homeowners know that. To them, what makes more sense instead of not buying so close to the airport, is to "just close the airport." The size and value to the community of the airport makes no difference. Noise issues closed Stapleton, and your local airport can be closed too, if you let it happen.

Another airport issue...

You may have heard that a bill has been introduced in the Colorado Legislature that essentially gives property owners within a 25 mile radius of a "busy" airport the right to determine if scheduled air service will be permitted there. CPA is investigating this, so stay tuned.

A reminder

The A.L.I.E. Airforce always needs volunteer pilots to fly bloodhounds to rural areas of the state. The A.L.I.E. Airforce is part of the A.L.I.E. Foundation that was established to help locate missing children. They have donated many bloodhounds to police and sheriff departments. It is most important to be able to quickly get a bloodhound to an area where a child was reported missing because minutes count. By flying a bloodhound you can help reduce the time in transit tremendously, and you may save a child's life. To volunteer, call CPA member Paul Meyers at 303-368-1000. Many CPA members have been volunteering for this cause in the past few months.

You may leave a message for the president.
Call the CPA Hotline at (303) 266-6266.

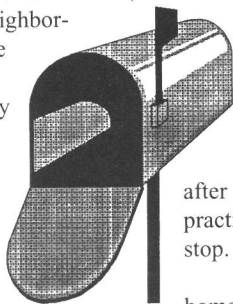
Letters to the Editor

Editor:

As a GA pilot flying out of Centennial, a homeowner who lives in a neighborhood just north of the departure end of Runway 35L, and a COPA member, I was extremely disturbed to read "Airport Businesses Get Even with Loud-mouthed Neighbors" in the February *FLIGHT LINES*.

The repeated reference to "loudmouths" and a not-too-subtle acceptance of the view that in order to make one voice heard, all others must be drowned out or painted as demons was insulting to my neighbors and demeaning to *FLIGHT LINES*. So far as I am concerned, Carl Mason's pontificating of "public service" and "honesty" while placing homeowners in fear of voicing even legitimate complaints is no better than the Hotline caller who complains about noise from aircraft which have not yet taken off.

My wife and I purchased our home, at least in part, due to its proximity to Centennial. I have personally never been disturbed by an aircraft passing over my house. But that doesn't illegitimize my neighbors' concerns. Many of my neighbors moved into the neighborhood knowing there was a nearby "General Aviation" airport. Some had the common but erroneous view that GA means small private aircraft and perhaps some corporate jets. Others knew that GA included many commercial operations, but have been disturbed by the repeated attempts to bring regularly scheduled passenger service into APA and the huge increase in jet traffic after DIA's opening.



Interestingly, I have heard the same concerns about regular passenger service and the vast increase in Centennial traffic voiced by private pilots, flight instructors, and flight schools. How many of us haven't had to hold short to wait for arriving and departing jet traffic receiving sequencing priority?

I know of one Designated Examiner who after one satisfactory landing terminated the practical test saying, "Make the next one a full stop. There's too damn much traffic here!"

The similarity of some interests between homeowners and at least some airport users would lead one to expect at least some intelligent discussion of issues. But noooooooooo! Instead, we have neighborhood groups which view all pilots and airport businesses as "the enemy," airport "defense" organizations doing the same with all area residents, articles in newsletters put out by an association of mostly recreational pilots labeling people legitimately concerned about their quality of life, "loudmouths," and a new CPA President, who when handed a neighborhood newsletter containing a relatively factual and neutral account of what's happening at Centennial, acts as if she has been given a contact poison. Rather than listen and attempt to find common ground, we demonize the other side. Rather than attempt to consider the merits of another point of view, we label **anything** that comes from them an attack.

Not exactly the best way to reach solutions.

Mark Kolber
Greenwood Village
CPA member

Membership Renewals

Your continued support helps Colorado Aviation!

Irving Friedman, Lakewood
Daniel Stam, Englewood
Donald Hopkins, Aurora
Betty Costa, Crawford
Don Vander Ploeg, Denver
Dave Gordon, Broomfield
William Burkard, Berthoud
Neil Keddington, Bennett
Karen Lemke, Brighton
Roy Pogue, Littleton
Vivian Wedelstedt, Denver
Charles Montez, Pueblo

Carl Bratfisch, Colorado Springs
Ian Hastie, Arvada
Jurgen Last, Cascade
Pat Murphy, Morrison
Eugene Boortz, Fort Collins
Joseph Fox, Golden
David Robertson, Louisville
Vincent Lawrence, Aurora
Barbara Fey, Littleton
Cleon Biter, Longmont
Clancey Maloney, Colorado Springs

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1968 Cessna T210H, T210-0374: Airframe 3640 TT, Robertson STOL, oxygen, electronic fuel flow, digital EGT. Engine: 2295 TT, 500 SMOH, 130 STOH; Prop: 3633 TT, 310 SMOH; Avionics: KMA 20 Audio Panel, glideslope, Magellan 500 GPS. Much, much more. Call for details, Roger Wickham, (970) 731-4382.



Cessna 172 Wheel Pants, \$550.00. For models from 1971 with tubular-strut main gear. Set of 3 pants includes mounting plates & delivery to your airplane or hangar.

Call for info., Diane Brady (303) 758-3703.

Fly Mart is a free service provided for CPA members only.

If you have a personal item to list, please submit the ad to the *Flight Lines* editor, (address in the back of the newsletter).

Harry Combs Joins Aviation Hall of Fame

Harry Combs, the Colorado aviation pioneer, will be inducted into the National Aviation Hall of Fame on July 20, 1996.

AMR Combs FBO's, now owned by American Airlines, was started by Combs in 1938 at Stapleton Airport, where he operated a flight school and later opened an FBO. After a military stint, he sold the operation to Gates Rubber Company, which later bought Learjet. Combs was president of Learjet from 1971 to 1983.

He still flies and is currently working on a Western trilogy.

Tri-County Airport Growing Like Crazy !



The Tri-County Pancake Breakfast Fund Raiser was held on March 16. Pictured are (l. to r.) Captain Gil Geisz, American Airlines, Mrs. Geisz, and Jerry Schofield, Continental Airlines (ret.).

Tri-County Airport at Erie, Colorado, is one of the fastest growing airports in the state. Operations have more than tripled as the airport is rapidly becoming a favorite for pilots.

On March 16, the Tri-County Pilots Association Pancake Breakfast & Fund Raiser was held. The \$50.00 "sign up" raffle, donated by Tri-County Hangars, was won by Neil Bachman. Ron Denight also stepped forward at the event to donate a station wagon to be used as the FBO courtesy car.

Jerry & Peggy Schofield, owners of the

Tri-County Hangars facility at the airport, are planning a major expansion to fit into Town Manager Leon Wurl's plans for expanding and enhancing the airport, with intentions of becoming one of the best in the state.

Pilots should keep Tri-County on the list for some of the lowest fuel prices in the area!

U.S.P.A. -- Don't Blame Jessica

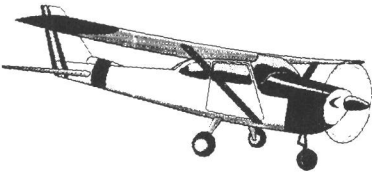
In a recent USPA news release, Arnold Zimmerman, Jr., Executive Director of the United States Pilots Association, commented that the tragic accident of Jessica Dubroff, her father Lloyd, and flight instructor Joe Reid, appeared to "demonstrate some very poor judgment on the part of the pilot, who in this case would have to have been the flight instructor, Mr. Reid."

He further states, "Jessica was mistakenly misnamed as a seven-year old pilot attempting to set a record, rather than as a pawn in a misguided and highly irresponsible publicity event perpetrated by adults close to the child."

The USPA believes the tragedy that took place in Cheyenne was totally preventable. "While the media has condemned both the parents and the FAA

for allowing this to happen, the real accountability lies within the aviation community. Aviation organizations have not executed enough peer pressure and influence on those pilots and flight instructors to stop what Joe Reid and others before him were doing, likewise, as completely inexcusable."

The group requests that "ALL aviation organizations mount an all out effort to persuade pilots, flight instructors and maintenance technicians to refrain from engaging in any supporting activities in such 'record attempts' or any other media event involving aviation and non-pilots in the aircraft."



Calling all volunteers...

Help open back country airstrips. Manual labor needed for runway improvements to make them accessible. Call Ed 840-0294.

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..

It's 6:30 AM on a Thursday morning. I'm driving east from Boulder to Fort Lupton to meet Steve for breakfast, then the drive to Greeley to wax N5906R and, if the weather improves, go flying. Scanning through the frequencies to find a clearer radio signal, I catch the local news report from a station in Cheyenne. An aviation story. Something about a seven-year-old girl passing through Cheyenne on her way to becoming the youngest aviator to fly across the country. The reporter is excited and very happy for the young "pilot". I look at the gray clouds and hit the windshield wiper switch again, and I think about my own daughter, Alexa, who is five. I try to picture her at the controls of a Cessna, but I cannot bring the picture into focus. I frown at the thought of myself pushing my dreams onto my daughter and very possibly pushing her to premature over achievement; how could I forgive myself if Alexa was bored and burned-out at

age 15? I do not know the father of this young girl, and he may be an outstanding father, but my instinct is to see him as a villain.

But, then again, a bunch of locals in Cheyenne are obviously excited about this little girl's dream, and maybe this really is her dream, not just a projection from her proud father. While some may shake their head at the absurdity of a seven-year-old kid-pilot, maybe news stories about flights like this are the most effective way to share the wonder of flying. Like Lindbergh and Earhart, this little girl is not just flying toward personal fame, she is selling aviation. A fair picture is starting to come into focus.

This picture changed a few hours later. News came to the hangar that the plane had crashed. At 8:24 three people, including a little girl with a big dream, died instantly when their Cardinal would not climb, apparently stalled, and crashed into the ground. The trio had departed into marginal VFR conditions; the 2fi miles visibility of ten minutes earlier had

"improved" to a 2,400 foot ceiling and five miles visibility, light rain, 40 degrees, and a west wind at 20 to 29 knots. The twin ahead of them had reported windshear on climb out. On the ground, a United Express commuter pilot who knew about the wind and ice hazards at Cheyenne decided to wait for better weather before he would load his passengers. For reasons that may never be fully understood this young girl, her proud father supporting her from the back seat and a flight instructor "sharing" the

One of the wonderful qualities of flying is its capacity to change our perspective.

The Dream that Crashed in Cheyenne

by Jeff Lewis

controls, tragically lost their lives in Cheyenne because they failed to use the same good judgment.

In the aftermath of this terrible tragedy, the public eye ponders the safety of GA flight and the function and effectiveness of the FAA, while the public knee jerks toward new regulations intended to protect us all. A U.S. Congressman offers legislation and states: "*I think it is a crime that a 7-year-old was allowed to fly this plane.*" Later in the day, a grieving mother shares her sorrow while defending her daughter's flight: "*I beg people to let children fly if they want to fly.*" Perhaps,

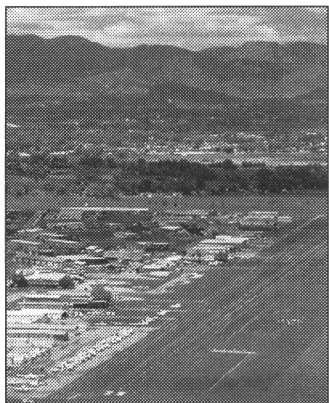
before this year is over, a new FAR will ensure that only certified pilots or “of-age” students will be allowed to handle the controls on airplanes. And perhaps, by the time Alexa is seven, the rule-makers will all “feel” much safer because the FARs will keep her in the back seat of Grandpa’s Bonanza.

One of the wonderful qualities of flying is its capacity to change our perspective. Not just how we see the world below, but how we see ourselves. Flying greatly enriches our lives and profoundly elevates our spirits. As a father, I have the deepest admiration for another father who, out of a love for his daughter, would go to such great lengths to build her so young, to help her to see life’s coming challenges without the confining burden of so many limiting perspectives. What a wonderful thing to give your child: a memorable achievement and, along with it, a sense that everything is achievable.

Dreams are born, and dreams may die, but I do hope that when the larger storm settles on the issue of kid-pilots, Alexa will still have the right and my father the pleasure of sharing the controls, and sharing life, in our Bonanza.

The author, Jeff Lewis, is an air traffic controller recently reassigned to BJC from Oregon. He is editor of the monthly “*Mulino Flyer*” newsletter for the Mulino Chapter of the Oregon Pilot’s Association (OPA) and has written ATC-related articles for “*GA News & Flyer*” and OPA’s “*PropWash*”.

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The crowds kept coming and coming. The last two Rocky Mountain Air Fairs were disappointing, but this year the Air Fair was one of the nation's largest air fairs with an attendance estimated at 28,000 visitors.

Air Fair '96 packs them in! Event amazes all with large crowds

By David A. Rozansky

The key to the success was the location, according to Walt Barbo, Air Fair Executive Director. The site was the Wings Over the Rockies Aviation and Space Museum, on the old Lowry Air Force Base. This was the first time that the museum has enjoyed such visibility in the eyes of the public, and because it was a sort of coming out, the Rocky Mountain Air Fair enjoyed massive media coverage in the Denver area. The official count for the air fair was 24,886, but a few thousand people managed to sneak past the volunteers who did the counting. "We were late in getting the counters started, and there were some surges we couldn't count fast enough," Barbo said. At one point, the surge reached 800 people in a 15-minute period. The average attendance load was 3,700 at any one time in the museum, with more standing outside the large hangar waiting in line to see the B-52 or to just enjoy a picnic on the museum lawn in the warm weather.

Barbo estimated that about sixty percent of the attendees were general public and forty percent aviation enthusiasts, a flip-flop from previous years.

The atmosphere surrounding the air fair was quite different from previous shows. The first time the event was held in 1993, it occupied the massive Colorado Convention Center in Downtown Denver and ran in October opposite Oktoberfest celebrations and the first and only Denver Marathon. Attendance had suffered, bringing in only 15,000. The next

year, the event moved to the unattractive and restrained Currihan Exhibition Hall, again opposite Oktoberfest. The move to the new aviation museum seemed appropriate, although there were problems holding a major trade show in a facility designed to hold aircraft, not people. However, Barbo managed to work out many of the details, and the event went remarkably smoothly.

The aircraft on exhibit did much to entice the public, and provided the air fair with a unique look. A wing of the B-1 bomber, one of only six ever built, draped over half a dozen exhibitor booths. Long lines formed to see the different aircraft up close, and museum exhibits such as model aircraft and World War I pilot uniforms were on display. It gave the air fair an image of being more than just a trade show.

"Aircraft became part of the exhibit space. The Jeppesen booth was priceless with an F-111 poking right through the tent."

There were a few disadvantages to holding the air fair in the museum, Barbo said. Many of the exhibitors complained about the poor lighting, even though special lighting was brought into the facility. Lack of seminar rooms was also another problem, solved by draping off an entire corner of the museum as a makeshift auditorium. Ventilation became a problem late in the afternoons as some exhibitors complained about drowsiness. However, all but a few exhibitors exclaimed that the air fair had been extremely produc-

tive.

About 100 exhibitors filled the booths. Many larger companies were visibly absent from the event because the Rocky Mountain Air Fair suffered a poor reputation because of the poor performance of the last two events. Those who took the chance were delighted that they had, and next year the air fair expects to draw many more exhibitors.

"It (the Air Fair) was in the category of 'unqualified success.' The exhibitors were very high on it. Attendance from the general public was higher than we usually have because of the advertising and media coverage," Barbo said.

The stars of the air fair, besides the many aircraft on display, were the Fantasy of Flight educational exhibit, guest speaker Aleksandr Zuyov and a motion simulator.

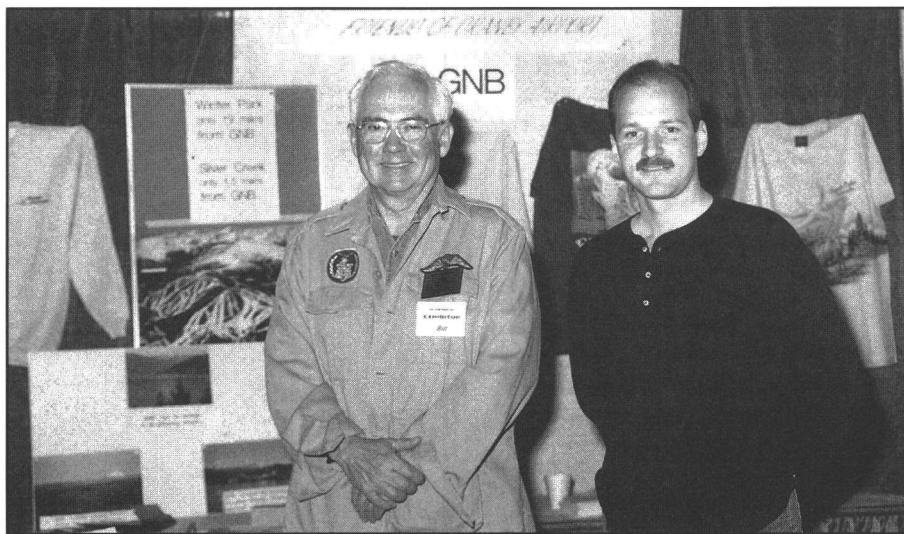
The Fantasy of Flight exhibit had different stations with hands-on activities for children. Because the air fair stresses education, children were a large part of the air fair attendance.

The most popular part of the Fantasy of Flight was the bank of PC computers with flight simulator software. "The wait at the simulators was almost 100 deep," Barbo said. Civil Air Patrol cadets worked at the simulators, giving one-on-one instruction to each child that flew the computers.

Another Fantasy of Flight station taught kids about the emerging global positioning system (GPS) navigation that uses satellites to pinpoint location to within a few feet. The children were taken outside for a practical demonstration of the two GPSs donated by II Morrow, and the instructor, Larry Pace, a teacher from Westminster, Colo., had his own classroom students teaching the younger kids, another form of teens teaching kids.

Estes Rockets had hundreds of free model rocket kits on hand for the kids to build, and a "Career Corner" in the exhibit gave kids and teens alike a look at the opportunities in aviation.

Aleksandr Zuyov, a former Soviet pilot, spoke to the crowds and told his story of how



CPA Vice President Bill Hamilton and Area Rep Kevin Bunnell pose at the Friends of Granby Airport booth.

he stole a MiG and defected to the United States rather than accept orders to fire on Soviet citizens. He spoke to capacity crowds in the makeshift auditorium.

Rod Machado, an aviation speaker and humorist, entertained the audience, and about 15 percent of the listeners returned the second day to hear Machado speak again.

The Air Fair cost about \$50,000 to put on. Most of the money came from the Rocky Mountain Aviation and Aerospace Association. Some came from the Colorado Division of Aeronautics, which may be restricted in the future from donating money. Legislation is in the works in the State Capitol to allow the division to fund the Air Fair, but Barbo said that government observers do not expect the governor to sign the bill when it comes to his desk.

The FAA, usually an avid supporter of air fairs around the country, could not sponsor the air fair this year beyond publicizing the event through a mailing to pilots because the budget impasse in Washington, DC made any contribution impossible.

The Air Fair will most likely return to the museum next year, and this year's success

should help bring in more exhibitors and more sponsors. Barbo expected that the biggest challenge for increased success is to find greater coverage in national aviation publications.

Museum staff and Air Fair volunteers are ecstatic about the air fair's success, which exceeded even the most optimistic projections. "Everyone right now is somewhat euphoric because it worked out so well. Even the weather was great. You know, sometimes things just work out."

Now that the Rocky Mountain Air Fair has found a home and a niche, Barbo will step down from directing the Air Fair. He retired as the director of Denver Flight Standards, and the Air Fair has occupied almost all of his time since then, although he has had enough free time to enjoy a group flight to Central America with members of the Colorado Pilots Association.

Much of the Air Fair's success is due to Barbo's relentless dedication to the project. It has been a difficult mission to get the Air Fair off the ground.

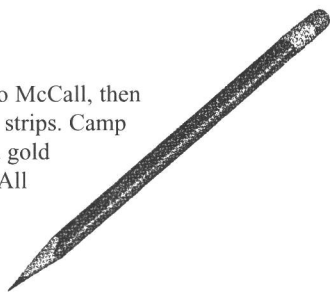
"I call it a successful mission," he said.

Mark Your Calendar

July 4-7 CPA Fly-In to Johnson Creek, Idaho. Fly to McCall, then fly to one of the best of Idaho's back country landing strips. Camp for 3+ days; fish, bike or hike isolated trails, visit old gold mining town, soak in hot tub high on mountain side. All free except \$8 fee, plus gas fill up and group BBQ.
Info: Mary & Bart Jones, 719-488-0653.

July 13-14 20th Annual Colorado-to-Jackpot, NV., Air Classic. Sponsored by Colorado Pilots Association. Overnight at Cactus Pete's. Aircraft handicapped by manufacturer's published maximum speed. Cash prizes. Event open to all interested pilots.
Info: Robert Venohr, Air Classic Chairman, 303-766-0742.

July 27 CPA 1st Annual Dirty Shorts Fly-in, Circle 8 Ranch, Elizabeth, CO. (private strip). Fun starts at 9:00 a.m. Fly or drive, bring a picnic lunch or do your own on the BBQ. Hangar talk, spot landing contest, etc.
Info: Walt or Terry Barbo 303-367-0670.



Welcome New Members

Ronald E. Smith
Littleton

Scott A. Stewart
Greeley

Sharone Mekelburg
Fort Collins

Scott D. Oppenheimer
Lakewood

Daryl Monroe
Glade Park

Lowell L. Andrews
Estes Park

Martin T. Kolonel
Golden

Phillip A. Wright
Morrison

Johannes F. Soehn
Highlands Ranch

Ronald D. Lowe
Peyton

Don Conner
Englewood

Jack Johnson
Boerne, TX

Sarah Tobin
Aurora

CPA HOTLINE (303) 266-6266

RECORDED AVIATION UPDATE

Peña stalls on Park flights

Progress Washington-style: Transportation Secretary Federico Peña said last July that he wanted to prevent commercial sightseeing flights over Rocky Mountain National Park.

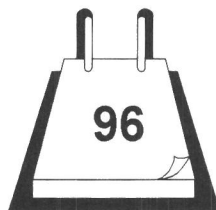
In September, a Transportation Department spokesman said Peña "is...analyzing that subject."

In January, the department told Rep. Wayne Allard, R-Colo., that it still had the matter under review.

Then, in March, a breakthrough: "My staff and the Federal Aviation Administration remain engaged in ongoing evaluations... of the potential impact on the park should air tour operations be initiated," Peña wrote Allard.

Allard's response: "I am very pleased that Secretary Peña is quickly moving toward making a decision on this issue." Source: *The Denver Post*.

Colorado Aviation Calendar



-
- May 24-26 **Great Western Airshow with the Thunderbirds.** LaPlata County Airport, Durango. *Durango Air* open house and hangar party, complete with band, on Friday. Info: Carol or Don Watkins, Durango Air Service, 970-259-3381 or Michael Cooney 970-259-3381.
- May 29 **USAF Academy Graduation**, U.S. Thunderbirds. Tickets required. Info: 719-472-3540.
- June 3 **Colorado Pilots Association Board of Directors Meeting**, Ashbrook Room, Centennial Airport Tower, 6:30 p.m. Open to all members. Info: Dave Robertson, 303-666-8284.
- June 8-9 **Airline and Aviation Expo.** Denver, CO. At the Denver International Holiday Inn. Info: Phil Martin, 310-434-6701.
- June 8-9 **14th Annual Stearman Fly-in.** Cheyenne County Municipal Airport, St. Francis, KS. Info: Richard Grace, 913-332-2251.
- June 8 **International Young Eagles Day.** EAA state chapters fly youth to promote aviation. Info: Dean Hall (970) 226-4486.
- June 8-13 **1996 U.S. Air Race.** Durango, CO. Durango to New Orleans (Kenner). Handicapped. \$10,000+ in prizes. Info: U.S. Air Race, 817-491-4055.
- June 15 **Spanish Peaks Air Rodeo & Fly-in Breakfast**, Walsenburg Spanish Peaks Airfield (Johnson Field) (4V1). Breakfast starts 8:00 a.m., events start at 10:00 a.m. Info: Mike Mann (719) 738-3782.
- June 15 **Buena Vista Municipal Airport Summer Fly-in.** Optimist BBQ starts at 11:00 a.m. Info: Phil Asay, 719-395-2496.
- June 15 **Gunnison County Airshow, "A Prayer for Peace".** Gunnison, CO., 7:00 a.m. to 3:00 p.m. Nationally known aerial demonstrators, military aircraft, parachutes, Experimental & Homebuilt contest, NASA, etc. (runway closed 10 a.m. to 1 p.m.) Info: Jo Ann Stone. 970-641-2481 or 970-641-0526.
- June 20-23 **International Women Pilots Air Race Classic.** Prescott AZ to Daytona, FL. Info: Pauline Glasson, 512-289-1101.
- June 22-23 **Rocky Mountain Thunder - Colorado Salute to the Mile High Community.** Buckley ANG Base, Aurora, CO. Tactical demo of F16 by Colorado ANG, Navy Leap Frogs, civilian airshow acts, static displays. Gates open 7:00 a.m. Free admission, no coolers or pets. Info: John Spann 303-340-9431.

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

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I am interested in serving on the following committees:

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| ☐ Flight Safety | ☐ Public Affairs |
| ☐ Legislative | ☐ Other _____ |

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