

CPA FLIGHT LINES

Volume 14, No. 6

July 1997



Marilyn Taylor, airport manager, shows off the new Platte Valley Airpark runway overlay in place for summer fun (story on page 11).

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President's Message

Bart Jones



During this last week Mary and I participated in an event that allowed us to see and experience our wonderful Colorado from a perspective other than our Cessna - for the first time we made the RIDE THE ROCKIES TOUR with 2,000 other adventuresome biking enthusiasts. In seven days we covered 414 miles pedaling against headwinds and over four major mountain passes. Before we actually started the first days riding I'll have to admit that we had bought into the hype of "what better way to experience the grandeur and beauty of Colorado than on a bicycle, etc". Well, having finished the ride, every mile of it, I have a different answer for that question. While the ride itself was a marvel of superb organization and execution which Mary and I both enjoyed and felt a sense of satisfaction in completing, I will seriously challenge the notion that a bicycle is the best way to see the state.

The issues started to become apparent on the first day when we left Grand Junction and rode 90 miles over the Grand Mesa to Delta climbing 7,000 feet over one 20 mile stretch of unrelenting 6% grade. For starters I observed how restricted my view of beautiful Colorado became. As I labored to pedal the bike forward and stay as far to the right side of the road as possible, I found myself with my head down concentrating on the 30 feet of road in front of me.

It doesn't get any better going down hill. Speeding along you concentrate even more intently on the road ahead to avoid pot holes and other road hazards. Having crossed the state in this fashion I can declare with authority that it all has the same gray look to it!

This is quite a contrast from the grandeur that I see through the windshield of our 170. Not that there wasn't ample opportunity to stop and look around. The fact is my butt was taking such a beating I had to stop frequently to restore feeling to the lower half of my body. The grandeur of Colorado loses something in the translation in such a circumstance.

Never again will I complain about the seats in my old bird. Then there is the issue about our anemic rate of climb. It took us more than five hours to climb the 7,000 feet on that 20 mile hill to the top of Grand Mesa. While the old Cessna is no power house, it can make that jump with ease and just a little patience, which I now have in abundance.

Then there was the issue of the weather, which was perfect Colorado beautiful for the whole trip. Perfect flying weather was all I could think about.

In truth the Ride The Rockies trip was a marvelous experience and the out of state participants were spellbound by what they saw. But when it comes to appreciating the scenic grandeur of our state nothing beats the old 170 and a bicycle doesn't even come close.

Mark Your Calendar

IT'S NOT TOO EARLY...

to plan for the Silverton/Durango train trip in the fall to see the autumn colors. The CPA fly-in that we have set up will be first-class deluxe all the way. We have a private "Parlor Car" reserved just for the CPA members, and lots of other things planned to do while we are there in Durango. DATES? SEPT 26 - 28th.



We plan to fly in to the Durango/La Plata County airport, will gather in their new FBO in their hospitality room. From there we will be picked up in the vans arranged for us by the Strater Hotel. We will do a walking tour of Durango at 1:00 that afternoon; then you can take your pick of visiting a museum or two, taking a tour of the Railroad Yards, or shop in the historic downtown main street shops.

That afternoon we'll gather for a Happy hour, dinner at the elegant and historic Strater Hotel (where we are staying for the two nights), and then we'll see the nationally famous melodrama "Curse You Jack Dalton", followed by a music review of Irving Berlin's music.

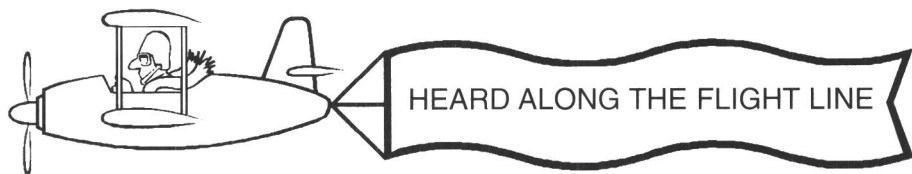
Saturday breakfast at the hotel, we board the train at 9:15 am. We'll have a gourmet "cold" lunch on board (Beef wellington, a whole roasted salmon, two kinds of salads, fresh rolls, a fresh veggie, and three kinds of desserts), and then will have two hours to tour Silverton before climbing aboard for the return trip. They have an excellent little museum, several unusual gift shops, and a walking tour of this historic town that easily takes up your time.

The Parlor Car that we have reserved has a full service bar, so the drinks are an extra expense. We'll have light snacks again on the way back. Note: this trip is for adults only, as the Parlor Car serves alcohol, and no-one under 21 is allowed on board. (It's a state law that no-one can bring alcohol on the train with them no matter what car you are riding in).

Saturday night we'll walk a block or two to a fine northern Italian restaurant (Ariano's) for dinner to end up our day. Sunday, the hotel will "bus" us back to the airport, starting at 8:00 am.

The train car only holds 28 people, so if you would like to be in on this fun trip - don't wait to sign up.

If you have any questions, please contact Mary Jones at (719) 488-0653.



CENTENNIAL AIRPORT CONTINUES TO BE A MAJOR NEWSMAKER among Colorado Airports. Like a "soap opera." With a cast of characters ranging from FBOs and commercial tenants hoping to break out of poverty status, hangar owners under the threat of county imposed property taxes on their hangars, airport neighbors pushing every button they can to try to close the facility, airport users with uncertainty as to whether they may need to relocate elsewhere, to an airport management team trying their damndest to keep a lid on things while at the same time burdened with the thankless task of offsetting a high level of airport debt. Politics and intrigue. With a generous flavoring of attorneys in the wings to keep the pot boiling.

The latest issue stems from a proposal by FBOs to change the definition of the maximum weight aircraft allowed to use the airport from 70,000 lbs manufacturers certified gross weight to 70,000 lbs maximum operational weight. What's driving the issue is a couple of new Stage 3 aircraft that are certified at weights closer to 94,000 lbs. Empty, they probably weigh less than half that. They are super quiet aircraft and could easily operate from Centennial at weights less than 70,000 lbs. Their certified gross takeoff weight is high because of fuel capacity needed for the long stage lengths they are capable of flying. Naturally, the FBOs would like to see these type aircraft operate from the airport . . . and to sell them fuel and services. So they petitioned airport management for a change in the airport rules and regulations for the change.

Airport management, though too politically astute to say so, would probably like to see the change. After all, as FBOs increase their revenues, part of the revenues trickle down to the airport. Also, the new aircraft would create less noise. So it would appear to be a "win win" situation. EXCEPT . . . that airport neighbors are adamantly against the proposal . . . out of a fear the change would only add additional operations to the airport. After all, their ultimate objective is to see the airport closed, not to see it thrive.

An airport authority public hearing on the issue on June 19 brought out over 200 people, mostly in opposition to the proposal. With all the controversy, it will be interesting to see what action, if any, will be taken. Worth watching!

THE JEFFCO AND FRONT RANGE RELIEVER AIRPORTS ARE ALSO WATCHING. Jeffco enjoys the advantage that Centennial Airport is usually thrust into the lead on these sensitive issues. So management can sit back and take advantage of the Centennial experience. The "airport rules and regulations" at Jeffco set a maximum of 75,000 lbs certified gross weight for aircraft operating from the airport. Special consideration has been made for heavier aircraft operated by the National Center for Atmospheric Research (NCAR) and the U.S. Forest Service in consideration of the public safety and welfare benefits provided by those organizations. However, Jeffco would also enjoy an economic benefit by a change in definition similar to the Centennial proposal.

FRONT RANGE AIRPORT COULD BE THE BIG WINNER . . . should Centennial and Jeffco succumb to political pressure and ban the larger jets. Front Range airport manager Dennis Heape was seen at the Centennial hearing on June 19. Observing, smiling, and probable wishful thinking . . . that the new aircraft would be banned at both Centennial and Jeffco . . . and be faced with having to use Front Range. Dennis doesn't have the problem of political opposition on increased operations at his airport. Or of heavier aircraft. To the contrary. Adams County, which owns the airport, would do anything to increase airport activity.

CENTENNIAL AIRPORT OFFICIALS MAY IMPOSE RESTRICTIONS ON STAGE 2 AIRCRAFT. At least, that would be the effect . . . if the new generation of Stage 3 aircraft is permitted to operate at 75,000 lb operating weight . . . and Stage 2 aircraft are held to the old standard. Brings

up the issue of whether an airport can place restrictions on older, noisy aircraft. Has the appearance of discrimination against a type of airport user. But there is a legal way to do it. Involves a lot of governmental red tape . . . including completion of an approved plan under FAR Part 150--AIRPORT NOISE COMPATIBILITY PLANNING, and FAA approval of restrictions prepared under procedures of FAR Part 161--NOTICE AND APPROVAL OF AIRPORT NOISE AND ACCESS RESTRICTIONS. Centennial has already taken the first step in seeking an FAA grant for the Part 150 study. The study would be a public involvement process that could easily take longer than a year to complete. Hard to say how long the Part 161 approval would take. The regulation is something over 20 pages of fine print and designed for interpretation only by attorneys. So don't look for a quick action on operational restrictions. But it looks like a good start.

BOEING 737, BAC 111 AND DC 9 OPERATIONS OUT OF CENTENNIAL? Airport opponents continue to stir up public unrest with the argument that increasing weight limits for GA aircraft would lead to scheduled air carrier service with these types of aircraft. Can't happen! The airport is not designed, constructed nor certified for that type of use. Public hearing processes would be required to make such a change. Anyone with an awareness of the culture of the area would have little doubt on the outcome. But the threat keeps popping up in the press.

Agreed, there is a chance that occasional operations by these aircraft could be approved by airport management. As an exception to Airport Rules & Regulations. Management has that authority. But considering the political sensitivity of the issue, it is unlikely they would.

Jeffco Airport officials tell us they make no exceptions to weight limitations. Front Range officials probably wish they had the opportunity.

NATIONALLY, THE THREAT OF NEW GENERAL AVIATION FUEL TAXES REPLACES THREAT OF USER FEES.

Many of the general aviation publications are carrying detailed articles on the issue. But it is worth looking a little behind the scenes to see what is happening.

The National Civil Aviation Review Commission (NCARC) is the major player. It was established by Congress as part of the 1996 FAA Reauthorization Act with responsibility for three tasks: recommend funding procedures for financing the airspace system, propose better ways to fund the FAA, and suggest ways to improve FAA efficiency. This is the same commission which drew so much criticism because of its lack of general aviation representation.

Initial funding proposals from the commission would have established user fees as a replacement for excise taxes on fuel. At the commission's first public hearing on May 28, 1997 a number of expert witnesses testified that replacing the excise taxes with user



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fees would reduce aviation safety, prove cumbersome and expensive to collect, and would harm the national economy as a consequence of reduced general aviation flying. Since then, the NCARC staff has circulated draft position papers that reassure GA its taxes would continue to be levied through a fuel excise tax and that "there would be no new aviation-related taxes, fees or charges." That's the good news. The bad news is that the same document also calls for a substantial hike in the federal excise taxes on aviation fuel. The increases would be phased in beginning in fiscal 1999, doubling avgas levies and tripling turbine fuel taxes. Levies would increase eight cents per gallon per year on jet fuel and four cents per gallon per year on avgas, topping out at 51.5 cents and 31 cents respectively by October 2001. The commission's final report is due this fall.

PUBLIC REACTION? . . .

PREDICTABLE. General support of the decision to abandon "user fees." But a fear of what the huge increase in excise taxes will do to a weak general aviation industry. When it all shakes out, increased excise taxes appear certain. Only the amount is uncertain.

DIA PARKING FEES FOR DRIVE THROUGH PARKING IS AGAIN IN THE NEWS. Without getting into the issue of whether the airport was ever justified, Denver is finally realizing it doesn't make sense for vehicles driving through the tollgate on a trip to drop off a passenger and be processed on the trip in and out doesn't make economic sense. At the time the airport was constructed, it did make sense. It was consistent with one of the primary justifications of building the airport. Even though no revenues were generated from a trip which only dropped off a departing passenger(s), it did employ attendants at the toll gate. And it was consistent with employing more workers (Denver workers). Hard to tell what proportion of vehicle trips are for the sole purpose of dropping off departing passengers. But it must be immense. To the extent that even Denver realizes this . . . and is now seriously considering another major public works project . . . at an estimated cost of at least \$12M . . . to relocate the toll booths to accommodate drop off passenger traffic.

AGREEMENT REACHED ON 1998 FAA SPONSORED IA SEMINARS. In past years, FAA approved IA and A&P Seminars have been conducted as part of the Annual Rocky Mountain Air Fair. Following AIR

FAIR '97 last March, however, FAA FSDO manager Jeff Roy announced that his office would no longer support the seminars at the Air Fair. He cited problems of crowd noise and suitable space to conduct the training. A compromise solution worked out by representatives from Colorado Aero Tech will have a one-day training program at the Aurora Higher Education Training Center at Lowry. Its eight-hour program will be offered on March 7, 1998 (the first day of Air Fair '98) with a two-hour break at noon so that participants can take in the exhibits and mid-day activities of the Air Fair. All logistics related to the IA seminars are being handled by Colorado Aero Tech. Information contacts are John Griffin and Frank Carpenter at 303/466-1714.

CESSNA NUMBER ONE WITH PLANE THIEVES. Of 21 U.S. planes reported stolen to the Aviation Crime Prevention Institute so far this year, 16 were Cessnas, the latest on Saturday, June 14, when a 210 was lifted from Cabo San Lucas, the seventh 210 this year and the sixth from Mexico.

CPA MEMBER WALT BARBO WAS APPREHENSIVE FOR A MOMENT THAT HE COULD HAVE BEEN ONE OF THE VICTIMS when he found the padlock removed from the doors of the T-hangar housing his 210. Incident happened in early June about three days following return from a trip. Nothing missing. As Walt tells it, the aircraft still has original Cessna radios. And if anyone looked at the panel, they probably thought the aircraft wasn't worth stealing. Others remarked, if a thief thought the aircraft wasn't worth stealing, the least he could have done was to contribute some old discarded King radios.

HAVE TO BELIEVE THERE IS A FRIENDLIER FAA whenever we hear air traffic tell a pilot, "Unable to read your transponder, please recycle." Either there are an awful lot of bad transponders out there . . . or controllers have found a discreet way to tell you to turn the thing on.

JIM MONTOYA, A PRIOR FBO FROM SALIDA LIKES TO TELL HOW HE LOST 120 POUNDS WHEN HE RELOCATED TO COLORADO. Said he divorced his wife.

NEWS OF NORTHERN COLORADO

By Michal & Patrick Connors

Greeley-Weld County Airport - The second annual Airport Open House and Fly-In was held Saturday, July 19th. There were many planned events. A free pancake breakfast, free airplane rides (ages 6-18), and prize drawings. There were various displays and demonstrations, War birds, Ultra lights, Helicopters, Antique Aircraft, and Military Aircraft. There were competitions for pilots of all skills: Spot Landings and Flour Bomb drops. For all of us who felt like our airplanes could use a good washing, the Boy Scouts had an airplane wash. Prize drawings were held the day of event.

Fort Collins / Loveland Airport - One of the newest clubs in Northern Colorado is planning its own day of fun and education. Aspen Flight Center scheduled its open house on August 23, 1997. Aspen Flight Center is located inside the Jet Center at the Fort Collins/Loveland Airport (FNL). This event is a four part exercise of airborne and land-based contest which include:

1. Testing your flying skills in a "flour sack" drop tournament
2. Polishing your landings by participating in a precision landing competition
3. A preflight inspection contest to see how many problems you can find when preflighting a plane; and
4. An aircraft identification session to see how well you really know those other planes parked out on the ramp.

This event will be done in accordance with the strictest safety measures, so they plan to have fun SAFELY, while providing you a great way to shake the dust off of the basic skills that you learned as a student. This is a good way to get ready for your biennial flight review, brush up on basics and in general, fly more safely and proficiently. Any questions about this event please call Aspen Flight Center Inc. (970) 667-8288.

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:

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LOS ALAMOS CPA FLY-IN WAS A GREAT TRIP

by Mary Jones

The CPA group had a chance to be the first to make a fly-in trip to Los Alamos in New Mexico. The airport is set up for large commercial planes to fly there, so it has a long runway, and for our 15 planes - plenty of parking places. We had talked to Bruce Hudspeth, the airport manager, well before arriving - so he and the president of the New Mexico Flying Association were there to talk us in, direct us to parking slots. The place is immaculate, Budget Car Rental is located there at the airport, and the strip is located just to the east of town.

It was a good thing we all had to be there by 10:00 am. By the time the last plane flew in at close to 10:45, the weather socked in, and it started to rain. Did it slow us down? Nah. We stuffed ourselves into a nice 15 passenger van, zipped up to our hotel (The Los Alamos Inn), checked in, and were off to see the sights.

The rain fell heavily, but it was in spits and spurts, so we dodged the worst of it. Lo and behold, in flew Joe and Marie Fox just when the sun peeped out around 1:00. They came in from Moab, UT where they said the place was over-run with bicycles.

The walking tour of Los Alamos took us straight across the city park that was located just to the north of the hotel. From there you could visit the historical museum, which gave you a good perspective of this little berg. It was created in the mid 1940s on top of a mesa when the national government took over the private boy's school, and several ranches in the area, to build it's Manhattan Project.

Right next door to the museum is a huge and impressive log lodge (The Fuller Lodge), that had been part of the boy's school - the dining hall, meeting rooms, offices. As usual, the lodge was closed to the public because of a wedding ceremony going on - but for those of us who were brave enough to crash the party just to take a quick peek at the place - it was a log cabin/lodge in the finest tradition, and well worthy of any wedding! Gigantic log beams, rustic stone work, golden log walls, massive fireplaces, and huge iron chandeliers were just a part of it's charm. We got the word from some of the locals that it is in constant use as a wedding chapel, so it's difficult to ever find it not being used.

From there, it was a three block walk down to the new Bradbury Science Museum. I say new, because for years it had been a part of the Los Alamos National Laboratory complex. This place takes you from the history of the Manhattan Project, right up into the present research that is going on. For those

of you that are following the genome research, or laser technology, or particle beams, or accelerators, or the "eye in the sky" - this place is at the cutting edge of it all.

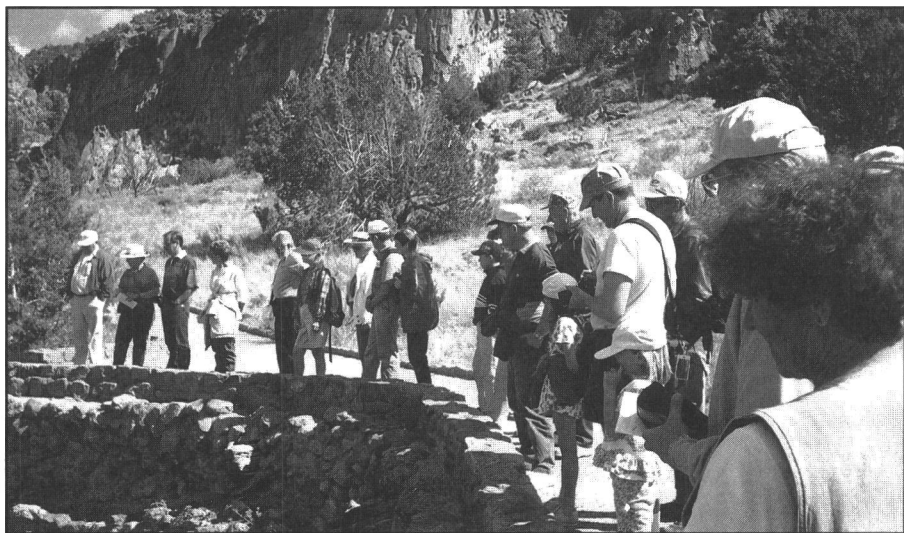
Happy hour began early - 4:30 seemed like a good time to start, and by 5:00 one little room in the hotel had enough noise going on that there was a loud roar as soon as you opened the door to the building. We had a great variety of goodies - and the hot Nachos that Linda and Rickie Davidson brought were inhaled in no time at all.

From there it was a quick drive (or walk) down to De Colores - the restaurant where all the locals go - and sure enough, we didn't go wrong. Their food was excellent - and so were more drinks! We all (34 people) sat at one long table, and pretty much had one wing of the restaurant to ourselves. This is a place that you have to know about, otherwise you might overlook it. The place is not fancy, paper napkins, no tablecloths. But the food is good!

Next day we were up early, and were delighted - the weather was perfect! We charged off to see the sights on a 50

passenger charter bus. We stopped first at Bandolier National Park (on the order of Mesa Verde, but the majority of what you see here is tucked into one canyon - Frijole Canyon). Our stay here was enough to take in a short film, and make a walk up one side of the canyon, and return after viewing cliff dwellings and ceremonial sites along the way. The best part of this park can be found by taking their back-country hiking trails, where you can get back into sites that most people don't have the time for, or the equipment necessary to camp overnight. You can see incredible ruins, sacred sites, pot shards on the ground, ancient water storage systems, and few people.

We left Bandolier, and went on to another ruin site - the Tsankawi section of Bandolier - that is not nearly as controlled. When we arrived, we took over one side of a covered picnic area, spread out a feast, and proceeded to fortify ourselves for the next arduous part of our journey. The skies were overcast periodically, but that helped to keep the temperatures down. This place is best in spring and late fall, where you can get cooler days and nights.



Members on tour at the ruins during the 1997 Los Alamos CPA Fly-In.

The hike we took is about 1 1/2 miles along the side of a mesa, where you'll see plenty of ruins, petroglyphs in profusion, and get a chance to walk in the footpaths of the ancient ones. Not many people know about this area, and considering we were there on a major holiday, our group had the biggest impact on the area. Some people thought it was the highlight of the tour. From there we went on to drive through White Rock, the bedroom community beside Los Alamos; hiked through Puye Cliff dwellings, and drove through the town of Chimayo. Our last stop was in Chimayo, for a couple of reasons - the Rancho de Chimayo is a well known restaurant famous for it's authentic northern New Mexico food - and other than at our hotel - the restaurants

in Los Alamos are closed on Sundays. If you expect cuisine at Rancho de Chimayo typical of what we normally get in Santa Fe, you won't get it. Fresh herbs, a lot of side dishes of fresh vegetables, exotic desserts, wild game, etc. etc. aren't on a traditional menu. That is contemporary! So if you go there, be sure to focus on the traditional part of their menu, and you won't go wrong.

Next day was another perfect blue sky day. We were ferried out to the airport in shifts, and by 10:00 were all off, home bound - back to threats of snow in Denver! The take-off from the airport was interesting - it was downwind. Fortunately the landing strip is a long one! Knowing that we were going back to a cold front, it was sure hard to leave!

The Aviator's Realtor

David Robertson

CPA Editor, Pilot, and Realtor.

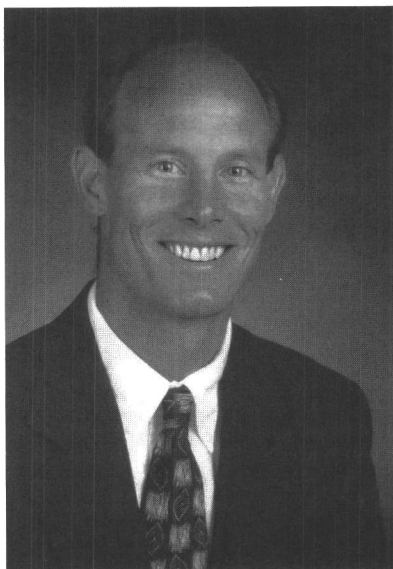
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Platte Valley Airpark sports new runway

by Babette Andre

Fort Lupton, Colo. - It's Colorado's newest runway! C'mon over. It's near Fort Lupton and Hudson with the Class B airspace 2,000 feet above the tarmac. Platte Valley Airpark (18V) in the northern Denver metropolitan area has a new life. Built more than 30 years ago, its half-inch thick asphalt runway suffered the ravages of time, little money and weather. Potholes and grassphalt plagued intrepid pilots who ventured in during the past few years.

Platte Valley Airpark Limited Partnership owns the facility. It is one of the few remaining privately owned, public use airports in Colorado.

In early June 1997, K.C. Paving Company laid a two-inch asphalt overlay and striped the 4100' strip. The main runway is 15-33 while the crosswind 09-27 is turf and measures 2,600' by 100'.

"We're excited about this new development," said Marilyn Taylor, airport manager, who has worked with partners over the years to upgrade the airport. "Our hangar project is ready to fly, as well. The friendly country atmosphere makes it ideal for pilots looking for hospitality and beautiful sunsets, as well as an alternative to the busy metro airports..

"We're selling hangar lots beginning at \$12,500 for a 45' by 45' plot. Though we haven't decided on a primary hangar builder, we've allowed for individuals to build their own buildings that meet the covenants of the airpark and the hangar association. Our complete packages with concrete floors, and electric bi-fold doors will start in the mid \$30s. The nice thing about this development is that you can own the ground, there is no leasehold or

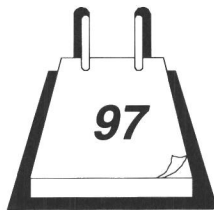
reverter clauses to an airport authority.

"A private investor is negotiating to build 26 T-hangars to lease by fall," she added. Marilyn Taylor is a dynamic force in the aviation community. Her enthusiasm and contributions are remarkable. She is the marketing director and a major force for the continuing success of the Rocky Mountain Air Fair, an annual industry expo for pilots and the public held in March at the Wings Over the Rockies Museum. She is program director for Fantasy of Flight, a hands-on interactive program for schools throughout the state, a driving leader in this summer's first Colorado Aviation Career Education Academy (CASE Camp), held as a pilot project at Jefferson County Airport, July 21-26. (Walt Barbo has something to do with the above and works in a team to oversee the educational projects.) While organizing all these events, she manages to bake cookies and muffins and be sure ice, lemonade and iced tea, bagels and lite sour creme are available for participants, their kids, cousins and dogs.

A gala grand opening fly/drive-in is scheduled for Saturday, August 9 with a rain date on Sunday, August 10. Or perhaps the fly-in will evolve into a two-day affair complete with overnight camping (at your own risk), BBQ, pot luck and lots of country flying, bull-chipping, hangar lies games, demos, airplane rides, a crafts fair, family fun and maybe even a hangar dance.

For more info on these or other projects call Marilyn at 303-659-7265. Or for a good time, call Wookie at 303-778-7145.

Colorado Aviation Calendar



- JUL 30-AUG 5 **OSHKOSH '97**, EAA Annual Convention & Fly-In, Wittman Regional Airport, Oshkosh, Wisc. Info: 414/426-4800.
- AUG 5 - 7 **FANTASY OF FLIGHT PROGRAM**, Wings Over the Rockies Air & Space Museum, Denver, CO. Aviation education program designed to familiarize school children (approximately 8-12 years of age) with the thrill of aviation. Sponsored by the CDOT Division of Aviation and Jeppesen Sanderson Corporation. Volunteer opportunities. Info: Marilyn Taylor 303/659-7265 or e-mail: 74442.1044@compuserve.com.
- AUG 8-11 **MOUNTAIN PILOT MAGAZINE FLY-IN**, Gunnison County Airport (GUC). Ground school and flight instruction for mountain flying, other scheduled flying events, survival instruction, fly-in breakfast, evening dinners, daily recreational activities. Info: Ed Huber, (303) 397-7600 ext. 284.
- AUG 10 **BUENA VISTA GOLD RUSH DAYS FLY-IN AND BREAKFAST**, Buena Vista Airport. Starts at 8 a.m. Info: 719/395-2496.
- AUG 16 **CPA MOUNTAIN FLYING - HIGH ELEVATION OPERATIONS GROUND SCHOOL**, Centennial Tower. Course designed to prepare pilots for flight over mountainous terrain and high elevation airports. Flight portion of course may be taken at pilot's discretion at a later date. Qualifies for FAA Wings Program and Biennial Flight Review. Info: Brian Lewis 303/665-5252.
- SEP 6-7 **GRAND JUNCTION AIRSHOW**, Walker Field (GJT). Features Navy Blue Angels, Golden Knights Parachute Team, Red Baron Stearman Squadron, and a variety of static displays. Info: Air Sports, Int'l. 303/469-7479 or e-mail: airports1@aol.com.
- SEP 9-11 **FANTASY OF FLIGHT PROGRAM**, Alamosa, CO. Aviation education program designed to familiarize school children (approximately 8-12 years of age) with the thrill of aviation. Sponsored by the CDOT Division of Aviation and Jeppesen Sanderson Corporation. Volunteer opportunities. Info: Marilyn Taylor 303/659-7265 or e-mail: 74442.1044@compuserve.com.
- SEP 13 **PUEBLO AIRPORT 5TH ANNUAL AIR FESTIVAL AND FLY-IN**, Pueblo Memorial Airport. Airplane rides, static displays, fly-bys, Fantasy of Flight Program, pancake breakfast. Event to benefit the Fred E. Weisbrod International B-24 Memorial Museum on the field. Info: Del Greg 719/948-3355-Ext. 18.
- SEP 13 **SPANISH PEAKS AIRPORT OPEN HOUSE (4V1)**, Walsenburg, CO. Activities begin at 10:00 a.m. Info: Airport Manager 719/738-2050. (Note: Date may change due to conflict with open house at Pueblo Airport.)
- SEP 26-28 **CPA FLY-IN TO DURANGO**, Durango-La Plata County Airport (DRO). Private rail car round trip to Silverton on Saturday via narrow gauge RR. Additional details to follow. Info: Mary Jones 719/488-0653 or e-mail: mkstraugh@msn.com.
- SEP 27-28 **MILE HIGH AIR DERBY '97**. Sponsored by Colorado 99s. Terminus race from Centennial Airport to Four Corners Regional (FMN), Farmington, NM. Open to all pilots. Info: Gretchen Jahn 303/450-6557.

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 David Robertson, 627 Wildrose Way, Louisville, CO 80027. E-mail: dsrhomesh4u@aol.com.

Welcome New Members

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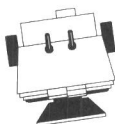
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