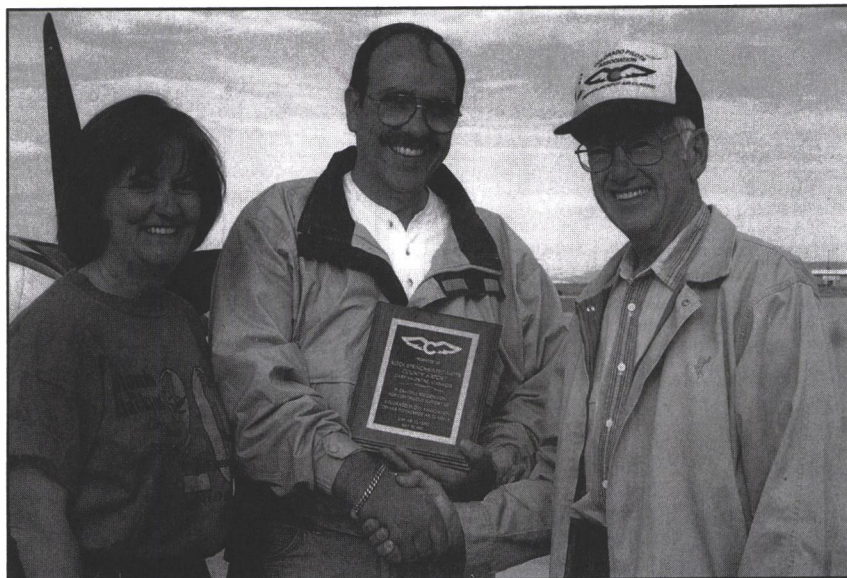


CPA FLIGHT LINES

Volume 14, No. 7

August 1997



Walt Barbo (right) presents plaque to Gary Valentine, manager of the Rock Springs Airport, in appreciation of his many years of support of the Denver-to-Jackpot Air Classic. This was Gary's 18th year helping out. Pictured on the left of Gary is his wife Judy.

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President's Message

Bart Jones

June and July were busy months for the Colorado Pilots Association and for the aviation community at large. There have been fly-ins and open houses at many of our airports big and small. The CPA hosted a fly in to Granby, CO and our annual Air Classic to Jackpot, Nevada. The effort that goes into organizing and executing these events is enormous and none of it would be available for our enjoyment without the dedicated efforts of a handful of volunteers.

A special thank you is in order to Bob Venohr and his committee members for organizing the Jackpot Air Classic. In spite of some weather challenges the event was executed flawlessly. Even though there were some interesting detours, 29 participants and 13 planes made it to Jackpot safely and everybody had a great time.

A special thank you is also in order to Bill and Penny Hamilton, and Carolyn and Bob Doubek, for organizing the trip to Granby and the tour of the Colorado- Big Thompson lift station on Lake Granby. Great weather provided for a great day for those who flew in and those who drove. Although Mary and I were not able to join the group on the appointed day, we flew up the following week and rode our bikes to the lift station for the tour. Really interesting and what a beautiful setting. It truly is the Colorado high country at its finest.

Not to be overlooked are the activities at some of our smaller communities. The volunteer organizers at these little towns knock themselves out to welcome the flying public to their fly-ins and open houses. The CPA makes it a point to distribute their flyers and publicize their events to show our support and let our membership know of these activities. More of us should follow the example of Walt and Terry Barbo who flew into Brush for an awesome parade. What a welcome they received! They were greeted by a reception committee with coffee and donuts, presented with a "fun basket" filled with things to publicize the local events, and provided with a courtesy van ride downtown for a huge pancake breakfast and the parade that lasted for more than an hour. Before you go flying this weekend in search of the \$100 hamburger, check the calendar of activities. Why not fly to a smaller community and let the volunteers there know by your presence that you appreciate their efforts to keep general aviation alive?

Fly-Bike... it's family fun

by Mary Jones

We pack our bikes into our plane every chance we get. And there is always something special we want to see a little closer, as we fly over our route along the way. You can do it with a bicycle. This particular trip begins and ends at the same point, so logistics of arranging transportation is kept simple. This is something the whole family can enjoy! Fly to Glenwood Springs, CO - ride along Glenwood Canyon; it's an easy 33 mile round trip.

Spectacular towering rock walls have forced the muddy Colorado River to shoot through the Glenwood Canyon with a roar that can be heard for miles. Reds, pinks, soft oranges of the rocky mountain canyons contrast strikingly with the green vegetation, and brilliant blue skies. The bicycle trail begins in Glenwood Springs, at the far western edge of town, on the paved road just to the north of I-70. You ride past the Glenwood Springs Vapor Caves and Spa, and continue heading east. This popular trail has rollerbladers, tots with training wheels, family group rides, and everything in-between. At the same time, rafts bounce, jolt and glide down the river, stuffed with people floating the rapids; kayaks are dodging the waves, and week-end sightseers line the banks.

Come during the week, or make it an early start if you don't like crowds. Bring a picnic lunch, and you can stop at one of the many trail-side park areas; or you can stop for lunch in downtown Glenwood, on your way back to the airport. This paved trail is a 16.5 mile pathway that gradually climbs, twists and winds its way along the river.

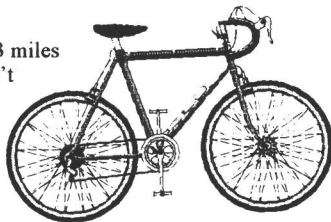
If you have time, park your bike, and take the two mile round trip hike up to Hanging Lake, which is located adjacent to Shoshone Dam. The hike is steep, but when you reach this crystal clear pond that is filled with fish, mosses and sunken logs, you realize it was another highlight of the trip. The waterfalls pour down steep rock walls in a thin sheet of water. There is a wooden walkway, benches, and trails that lead all around this isolated pond.

Continuing on the bike path, the canyon walls begin to open up a bit, and the turn-around site is by the Blair Ranch, an expansive and still-operating sheep ranch. The ride back is an easy downhill glide.

Bicycle rentals are available in Glenwood Springs, and a shuttle service is available if you only want to ride one way. For more information about the area, contact the Glenwood Springs Chamber Resort Association at 1-800-221-0098.

FLYING THERE:

Glenwood Springs Municipal (GAS) is located 3 miles south of town. The landing to someone who isn't used to it may seem a little confined, as you have canyon walls on both sides of the airfield, but there are open valleys at both ends of the runway.



The coordinates are N39-30.50; W107-18.69.

The elevation is 5916. Runway 14-32 is 3300 X

50, paved, and in good condition. Use runway 32 for arrivals and runway 14 for departures, weather permitting. There are no touch and go or night landings allowed.

There are frequent high winds in the area. Animals (we saw plenty of deer tracks) may be on or near the runway. Bring your own tie-downs in case they are needed. Fuel is available. Airport telephone is (970) 945-2385. There are numerous eating places about two miles from the airport, and on your way to and from the bicycle route.



EACH RUNNING OF THE COLORADO TO JACKPOT AIR CLASSIC SEEMS TO HAVE ITS OWN INDIVIDUAL CHARACTER.

The 21st running of this 528 mile event was no exception. This year it was weather related. What started out as a beautiful VFR day in Denver changed into a wall of clouds and precipitation from a stationary front which blocked the route between Rock Springs and Utah. The front produced a cloud layer that reached from the deck to an altitude of over 18,000 feet. And the usual 30 kt head winds. Since the rules require participants to maintain VFR over the route, obviously, each had a story to tell on the strategy used to avoid IFR conditions. Historically, participants don't have the best track record for truthfulness when sharing their experiences over the course. But a few are nevertheless worth repeating.

For example, **SONNY ELGIN**, who acts as safety officer for the event, tells us he was so concerned about setting the right example for the rest of the participants that when he encountered the wall of weather he circled until it cleared sufficiently that he could maintain VFR flight through the system. The airborne weather delay added something over 30 minutes to his flight time and gave him the worst performance record of any year he has flown the event. (Flying a Twin Comanche, his time last year was 2:51:12 compared to his time this year of 3:34:31.)

DAVE BURKE, who is always in the winner's circle with his Mooney 231, decided to fly around the south edge of the system. Said he had to go all the way to Provo, Utah (close to 100 miles off course) to clear the system ... which put him out of competition. So he landed for fuel and did a relaxed, scenic cruise over the remaining leg to Jackpot. **VERNON RANDEL** used a similar strategy and landed at Lander, Wyoming to wait out the storm.

Others, like **TIM ROBERTS**, lucked out by deciding to return to Rock Springs to wait out the storm. RKS race officials clocked Tim on his westbound fly-by of the checkpoint. When he returned to Rock Springs after he encountered the weather, it was interpreted as a long pattern for landing such that he was eligible to do a restart after the weather opened. The strategy

contributed to his 2nd place win in the Class "B" Retractable Gear class.

It was an interesting fly-by this year at Rock Springs. It consisted of a 1/2 mile final to Runway 21 and maintain altitude of 7,200 feet. Runway 3-21 was notated closed. Runway 9-27 was active. Which placed fly-bys about 500 feet over an active runway. Worked slick ... and looked pretty from the ground. Couldn't help but notice, however, that some participants took advantage of the pattern while others unnecessarily lost quite a lot of time by flying too long of an approach ... as compared to an unnamed

ex-Navy fighter pilot (flying a Bonanza) who did a steep wingover on his turn to short final. Reminded those on the ground of the pylon turns at Reno. Worth noting, that entry style to final could easily have changed the outcome. Class "A" winners, for example, had a difference of only 5 seconds between 1st and 2nd place. And **RON LEWARK**, winner of the class, did a close-in approach.

Have to share this one on

JAMES PAPKA. Trust he won't be offended. But James flew an old 1956 Cessna 172 in the competition. He is a relatively new pilot. Retired. And this was his first race. He had some apprehension at the Rock Springs stop ... as to whether he should continue. Several aircraft on the ground waiting for the weather to clear didn't help. The wind started gusting above 30 kts. But continue he did. Occasionally heard him talking to other aircraft in the air. Had the enthusiasm of those traditional motorcyclists with bugs between their teeth. Ecstatic over the flight. And continually marveling at the performance of the 172 ... and its high performance climb capability. Time and again ... "This aircraft just loves to climb." To which someone commented, "Wonder if anyone has instructed him on use of the trimtab." To his credit, however, James walked away with 3rd place on the Class "A" Fixed gear Category ... which we suspect his friends back at Weld County Airport in Greeley will not have the opportunity to forget.

Always hard to handicap modified aircraft and this year was no exception. For example,



new CPA member GREGG MARSHALL competed with a highly modified Piper Lance. It had a LoPresti cowl, gap seals, and a number of speed fairings. And boasted a 420 hp engine. It looked mean. Handicap speed was set at 190 mph. With an average speed of just over 163 mph, Gregg wasn't able to place. Hard to tell whether it was a problem of weather or too high a handicap. Suspect it was a bit of both. No matter what one does to the front of a Piper Lance, though, the aircraft still has that thick "Hershey Bar" wing and will never be a screamer. Incidentally, Greg lives in Hawaii, keeps his plane on the mainland, participates in many cross-country air races, and is a contributing editor of Private Pilot Magazine. (August issue of the publication has his article on cross-country air racing.)

Have to quote a few words from Gregg's air race article. After encouraging participation in the races, he concludes, "Even if you don't win, you will meet new friends and have the time of your life." Which is what it is all about!

IT HAPPENED AT ROCK SPRINGS DURING THE JACKPOT AIR RACE. An Air Force 130 taxied out to the end of Runway 27 and was running up for departure when it was discovered one of the crew had been left behind at the terminal. An airport vehicle transported

the red-faced passenger to the aircraft.

AIRCRAFT TIEDOWNS WERE ONLY 100 FEET FROM THE HOTEL. That was how CPA member RICKY DAVIDSON described the good part of his trip to Santa Maria, CA for the Cessna 180/185 convention in late July. The bad part? When he landed, oil was pouring out of the cowl from a crack in the oil cooler. Inspection by one of the FBOs also showed low compression in several cylinders and evidence of metal in the oil. As a retired airline captain, Ricky was able to use his pass privileges to return to Denver for the weekend. Then back to Santa Maria ... and ponder what to do next. Some of the joy of aircraft ownership!

PROPERTY TAXES ON POSSESSORY INTEREST IN HANGARS? Several counties are currently assessing taxes on possessory interest in hangars at public owned airports in their counties. Others are waiting the outcome of legal proceedings currently working their way through the courts. Adams County, as an example, is currently taxing owners of the new condo T-hangars an amount of about \$500 per year. Jefferson County is also collecting the tax. Arapahoe County is still in a wait and see posture.

The issue goes back to early 1995 when the



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Colorado Supreme Court upheld the right of Montezuma County to tax the company that runs the concession business at Mesa Verde National Park. It opened up the whole issue of taxing real estate improvements on leased, government-owned land. But there was other precedence for the taxes. For example, Eagle County had been collecting property taxes for years from Vail Associates for improvements at Vail and Beaver Creek ski resorts. Pitkin County also collected taxes from ski resorts. The ski resorts probably went along with the taxes as a way to help the communities in which they were located. After all, it was not costing them that much. There was little basis to complain.

The court ruling, however, concerned a number of businesses in counties not currently collecting the tax that they could be next. Specifically, major sports interests in Denver and businesses that leased airport property at DIA. Through their efforts they influenced Senate Bill 96-21- 8 which would supersede the court ruling and disallow possessory taxes. Governor Romer signed the bill into law on June 5, 1996. Of significance, it notes that the State Constitution does not require the taxation of possessory interests. Section 1.(2) of the bill provides:

"POSSESSORY INTEREST IN REAL OR PERSONAL PROPERTY THAT IS EXEMPT FROM TAXATION UNDER THIS ARTICLE SHALL NOT BE SUBJECT TO PROPERTY TAXATION UNLESS SPECIFIC STATUTORY PROVISIONS HAVE BEEN ENACTED THAT DIRECT THE TAXATION OF SUCH POSSESSORY INTERESTS."

Part of the trickle-down effect would be to provide the same relief to owners of small hangars as is provided to major sports interests. When the State Taxation Board ordered counties to stop taxing companies for leases on public lands, however, several counties declined to do so. Instead, they challenged the constitutionality of the new law to the State Supreme Court. So that's where it stands. Everything is on hold. Except that the counties currently taxing possessory interests are continuing to do so on the basis that tax collections will be returned, with interest, if the courts rule against them.

BRUSH, COLORADO 4TH OF JULY FLY-IN WAS AWESOME! That's how it was billed. At least, the parade was. Nearly one hour of floats, vehicles and marching bands. Included at least 18 fire trucks and emergency vehicles ... some of which were obviously concerned that spectators not suffer heatstroke ... so sprayed occasional bursts of water into the crowd. And the Lion's Club pancake breakfast was great. As was the art show, the ice cream social, the mule show and the rodeo. So was the welcome at the airport where arrivals were treated to coffee and breakfast rolls ... and courtesy transportation into

town where the festivities were taking place. Exceptional hospitality! Made one appreciate why people like small town living. Had to wonder though, why more of our members didn't show up to take advantage of this ... awesome event.

PILOTS AT PUEBLO MUNICIPAL AIRPORT ARE UP IN ARMS OVER PLANS TO DEMOLISH AN HISTORIC WWII HANGAR. Developers plan to demolish the hangar to make room for planned industrial development on the airport. Local pilots argue the historic significance of the building. A number of aircraft owners also hangar their aircraft in the building (at a cost of \$77/month) and are concerned that there is no replacement hangar facilities on the airport. The State Aeronautical Board probably doesn't have a role in the issue ... but we understand that its September meeting will be held at the airport.

HISTORIC HANGARS ARE ALSO THREATENED WITH DEMOLITION AT LOWRY. The first hangars erected at Lowry AFB (Building 363 & Building 366) were relocated from the old Lowry Field at 38th Avenue & Dahlia Street in Denver in 1937. Aircraft were serviced from these hangars prior to construction of Hangar 1 (which currently houses the Wings Over the Rockies Museum) and Hangar 2 (retained by the Air Force and currently used for storage). The historic hangars, located approximately one block west of the Museum, are scheduled for demolition as part of the redevelopment of Lowry. As with Pueblo, local interest is starting to develop to save these historic buildings. But it may be too late. Stay tuned.

A NEW COLORADO BACK COUNTRY AIRSTRIP. That's the title of the release on the CPA homepage on the Internet (see www.airbasel.com/cpa). It highlights the efforts by ED HUBER and his team of nearly 30 CPA members and CAP cadets to open the abandoned airstrip at Quarter Circle-Circle near Saguache and Gunnison. The release also shows several pictures of the work crew, including a priceless photo of the crew raising the windsock. The photo is appropriately labeled "Iwo Jima." (The CPA Internet page is maintained by CPA member ROB DUNCAN.)

THE FIRST COLORADO AVIATION CAREER EDUCATION (CACE) PROGRAM completed on Saturday, July 26 with a Young Eagles airlift for the 20 participating students. For those not familiar with the program, CACE was designed to introduce kids (between the ages of 15-17 years) to the many facets of aviation at a time in their lives when they should be

thinking about careers. It was designed to introduce youth to the many career opportunities available in the field of aviation. However, it also has the underlying motive to encourage higher education ... no matter what career choice the participants make.

The CACE program was funded by a number of organizations including the Colorado Division of Aeronautics, Federal Aviation Administration, Colorado Airport Operators Association, Jeppesen, Jeffco Airport, and the Colorado Pilots Association.

The program consisted of five days of fairly intensive classroom work in the mornings followed by field trips to various aviation facilities in the afternoons. On Saturday, the sixth and final day of the program, students experienced the thrill of flying in a small general aviation aircraft ... thanks to the generosity of the 12 pilots who donated their time and their aircraft to support this program ... most of who were CPA members.

Have to share this aside about the CACE program. After the 3rd day into the course, and I think it followed a trip to Buckley where the F-16 pilots were demonstrating their stuff, two of the young female students were firmly convinced they wanted to pursue aviation careers as fighter pilots. So arrangements were made to provide an introductory flight in an acrobatic aircraft. Unfortunately, the aircraft scheduled for the Saturday flights suffered a mechanical and it

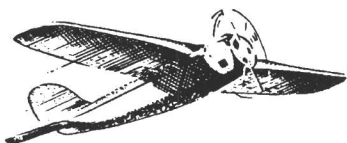
appeared that we would not be able to provide the acrobatic introduction to flight. But a lost minute call to LARRY MERKOWITZ solved the problem. Larry scrubbed other obligations committed for the day and arrived at Jeffco in his beautiful Super Decathlon. It was fantastic. Larry, who often has difficulty finding anyone who is willing to go up with him on acrobatic maneuvers, more than met his match. These young ladies, who had never experienced a flight in a general aviation aircraft, were more than a match for Larry. No motion sickness. They could take whatever he dished out. Can you imagine an introductory flight where your passengers' favorite maneuver is a 3-turn spin! The girls were ecstatic. Larry was washed out ... but felt the same way. Fantastic contribution from our pilots. And Larry was a special case. Thanks!

Expect a repeat of the program next year.

AIRBORNE PROPOSITION? CPA member NORMA RAVNSBORG shared with us her experience on a return trip from Ohio on July 8. She was talking with ATC on "flight following" when a pilot came on frequency and asked that she turn to 122.75 Mhz... where he asked her to join him in a landing at North Platte, NE. Norma declined when she found his only interest was in purchasing her aircraft. Norma flies a Christen Huskey.

Somebody dropped in unannounced

we like it when that happens



*We support the Colorado
Pilots Association*

One day we returned from a trip and discovered a pilot washing his plane and drinking one of our root beers. We wish this would happen more often.

To drop in on us, taxi up to the big blue hangar at the Boulder Airport (building N). We'd love to chat with you.

Will & Sarah Barclay

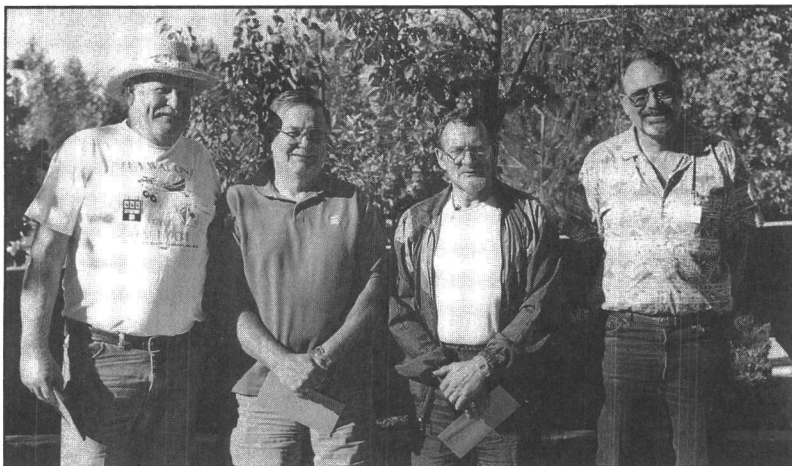
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Winners of Class "A" Fixed Gear:

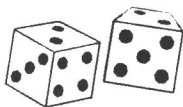
1st place Ron Lewark; 2nd place J. Hintermeister; 3rd place James Papka; and 4th place Frank Niehus.



Winners of Class "B" Retractable Gear:

1st place John Seabury; 2nd place Tim Roberts; 3rd place Arthur Mott and Ian Britton, co-pilot; and 4th place Homer Lyle.

Classic '97



Winners of Class "C" Turbo:

1st place Lucile Bledsoe; 2nd place Tom Bein; and 3rd place Dave Burke. Dan Dunning (not pictured) took 4th place.



Winners of the Fuel category:

1st place Arthur Mott and co-pilot Ian Britton; 2nd place Homer Lyle; 3rd place John Seabury; and 4th place Greg Marshall (far right).

1997 COLORADO - JACKPOT AIR CLASSIC - SPEED RESULTS

	N#	Make	Year/Type	Pilot Name	H'cap Speed	Total Time	Average Speed	% of Max Speed
CLASS "A" FIXED GEAR								
1	70006	CESSNA	1971 C-185E	RON LEWARK	169	03:33:52	148.1297	87.6507%
2	8ZF	CESSNA	1974 C-185	J. HINTERMEISTER	169	03:33:57	148.0720	87.6166%
3	6085A	CESSNA	1956 C-172	JAMES PAPKA	114	05:21:01	98.6865	86.5671%
4	20769	CESSNA	1972 C-182-300	FRANK NIEHUS	166	03:51:31	136.8368	82.4318%
5	4557S	GRUMMAN	1979 AA5B	GARY JUSTUS	160	04:00:35	131.6799	82.3000%
6	6383B	CESSNA	1957 C-182	JEFF LEWARK	157	04:12:29	125.4736	79.9195%
7	8718T	CESSNA	1960 C-182	BOB FIGGIE	157	04:16:28	123.5248	78.6782%
8	9247X	CESSNA	1962 C-182	BILL TOTTEN	157	04:21:16	121.2554	77.2328%
9	372SF	CESSNA	1978 C-182	BOB DOUBEK	156	05:03:26	104.4051	66.9264%
CLASS "B" RETRACTABLE GEAR								
1	5949F	CESSNA	1967 C-210H	JOHN SEABURY	186	02:55:50	180.1706	96.8659%
2	6688U	BEECH	1980 V-35B	TIM ROBERTS	197	02:54:03	182.0167	92.3942%
3	8282U	BEECH	1993 BE-58	ARTHUR MOTT	228	02:30:41	210.2422	92.2115%
4	91VP	BEECH	1969 V-35A	HOMER LYLE	197	02:59:02	176.9503	89.8225%
5	7366Y	PIPER	1964 PA-30	JAMES PERRY	195	03:01:07	174.9149	89.6999%
6	5476P	PIPER	1959 PA-24-250	PAUL NUNN	181	03:21:42	157.0649	86.7762%
7	28PV	PIPER	1979 PA-32	GREG MARSHALL	190	03:14:03	163.2569	85.9247%
8	8512Y	PIPER	1967 PA-30	JOHN SCHMITZ	195	03:09:09	167.4861	85.8903%
9	7373Y	CESSNA	1964 C-210D	DANA HAGLIN	185	03:20:13	158.2286	85.5290%
10	719SG	BEECH	1968 V-35A	JOHN QUELLA	197	03:08:46	167.8262	85.1910%
11	6258V	CESSNA	1981 C-172RG	RICHARD WHEELER	146	04:16:58	123.2845	84.4414%
12	7463N	BEECH	1968 V-35A	CHET JEWELL	197	03:11:01	165.8494	84.1875%
13	6238V	BEECH	1967 V-35	MIKE BUCHHOLZ	197	03:15:21	162.1705	82.3200%
14	7390P	PIPER	1961 PA24-250	BILL LINENBERGER	181	03:40:41	143.5541	79.3117%
15	7164Y	PIPER	1964 PA-30	SONNY ELGIN	195	03:34:31	147.6808	75.7338%
16	755T	BEECH	1972 V-35B	VERNON RANDEL	197	06:11:37	85.2491	43.2737%
CLASS "C" TURBO-CHARGED								
1	11BC	BEECH	1991 B36TC	LUCILE BLEDSOE	219	02:54:03	182.0167	83.1126%
2	9839H	CESSNA	1982 T182	TOM BEIN	170	04:01:06	131.3978	77.2928%
3	231WB	MOONEY	1980 M20K	DAVE BURKE	215	04:08:40	127.3995	59.2556%
4	6863R	CESSNA	1967 T210	DAN DUNNING	205	07:04:17	74.6671	36.4230%

1997 COLORADO - JACKPOT AIR CLASSIC FUEL RESULTS

Rank	N#	Make	Year/Type	Pilot Name	Fuel Est	Total Fuel	Fuel Diff	% Fuel Diff
1	8282U	BEECH	1993 BE-58	ARTHUR MOTT	93.900	93.660	0.240	0.2556%
2	91VP	BEECH	1969 V-35A	HOMER LYLE	49.500	49.730	0.230	0.4646%
3	5949F	CESSNA	1967 C-210H	JOHN SEABURY	58.600	58.310	0.290	0.4949%
4	28PV	PIPER	1979 PA-32	GREG MARSHALL	83.100	81.930	1.170	1.4079%
5	6085A	CESSNA	1956 C-172	JAMES PAPKA	44.500	45.610	1.110	2.4944%
6	719SG	BEECH	1968 V-35A	JOHN QUELLA	54.800	56.590	1.790	3.2664%
7	70006	CESSNA	1971 C-185E	RON LEWARK	56.000	58.550	2.550	4.5536%
8	3731Y	CESSNA	1964 C-210D	DANA HAGLIN	45.350	47.540	2.190	4.8291%
9	20769	CESSNA	1972 C-182-300	FRANK NIEHUS	57.100	60.700	3.600	6.3047%
10	8512Y	PIPER	1967 PA-30	JOHN SCHMITZ	61.300	66.170	4.870	7.9445%
11	4557S	GRUMMAN	1979 AA5B	GARY JUSTUS	39.990	44.040	4.050	10.1275%
12	9247X	CESSNA	1962 C-182	BILL TOTTEN	52.900	58.270	5.370	10.1512%
13	7366Y	PIPER	1964 PA-30	JAMES PERRY	62.750	69.260	6.510	10.3745%
14	7164Y	PIPER	1964 PA-30	SONNY ELGIN	62.600	69.110	6.510	10.3994%
15	5476P	PIPER	1959 PA-24-250	PAUL NUNN	38.470	34.380	4.090	10.6317%
16	6238V	BEECH	1967 V-35	MIKE BUCHHOLZ	61.000	51.910	9.090	14.9016%
17	11BC	BEECH	1991 B36TC	LUCILE BLEDSOE	77.900	65.510	12.390	15.9050%
18	6383B	CESSNA	1957 C-182	JEFF LEWARK	53.200	61.840	8.640	16.2406%
19	6258V	CESSNA	1981 C-172RG	RICHARD WHEELER	39.700	46.920	7.220	18.1864%
20	7390P	PIPER	1961 PA24-250	BILL LINENBERGER	64.875	52.690	12.185	18.7823%
21	372SF	CESSNA	1978 C-182	BOB DOUBEK	45.630	56.500	10.870	23.8220%
22	8ZF	CESSNA	1974 C-185	J. HINTERMEISTER	61.700	46.860	14.840	24.0519%
23	6688U	BEECH	1980 V-35B	TIM ROBERTS	63.900	81.280	17.380	27.1987%
24	9839H	CESSNA	1982 T182	TOM BEIN	49.200	63.240	14.040	28.5366%
25	755T	BEECH	1972 V-35B	VERNON RANDEL	58.200	37.570	20.630	35.4467%
26	6863R	CESSNA	1967 T210	DAN DUNNING	56.300	82.810	26.510	47.0870%
27	7463N	BEECH	1968 V-35A	CHET JEWELL	51.200	76.820	25.620	50.0391%
28	8718T	CESSNA	1960 C-182	BOB FIGGIE	47.500	78.360	30.860	64.9684%

Jackpot Air Classic

Thank You!

The Jackpot Air Classic Committee wishes to thank the following organizations and individuals for their generous donations in support of the 21st Annual Denver-to-Jackpot Air Classic:

Cactus Pete's (prize money for the winners and cash door prizes)
Arapahoe County Security Center, Inc.
Barnstormers Restaurant at Greeley-Weld County Airport
Colorado Pilots Association
Jeppesen
Len Lyall Chevrolet
The 99s
Perfect Landings Restaurant at Centennial Airport
The Pilot Shop at Centennial Airport
Private Pilot Magazine
Regatta Liquors
Texas Air Charter
Mike Baldwin
Sonny Elgin
Vern Foster
Bill Marshall

The committee also wishes to thank the Administration and ATCT at Jefferson County Airport, the crew at Rock Springs Airport, and Denver AFSS for their help in this year's race.

Robert Venohr, Chairman of the Air Classic Committee, would like to extend special thanks to the following individuals:

Walt and Terry Barbo, Walt Bell, Kevin Bunnell, Mike and Suzan Craven, Sonny and Darlene Elgin, Steve and Linda Harless and family, Gretchen Jahn and Karl Sutterfield, Bill and Marlys Marshall, and Paul and Sheila Rossman.

The Air Classic ran smoothly largely due to their efforts and assistance.



America's Most Wanted

**It's a strange case... no clue
where we might find a replace-
ment CPA newsletter editor.
Do you know?**

**Anonymous 24 hour tip line.
(303) 266-6266.**

Welcome New Members

Over 600 Members Strong

Edward G. Donovan
1910 Holly
Denver, CO 80220-1447

Michael G. Craven
13117 Ash Court
Thomton, CO 80241-2291

James B. Dunlop
14460 Silverton Road
Colorado Springs, CO 89021-2942

Tim Roberts
16084 E. Hamilton Place
Aurora, CO 80013-1907

John Seabury
4748 Anne Place
Erie, CO 80516-9008

Douglas G. Young
P. O. Box 284
Kremmling, CO 80459-8284

Gregg Marshall
5779 Haleola Street
Honolulu, HI 96821-2007

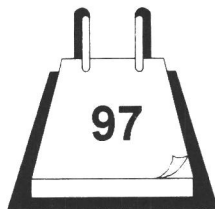
Membership Renewals

Your continued support helps Colorado Aviation!

Tom Keesling, Englewood
Johannes Soehn, Highlands Ranch
James Hollis, Erie
Walt Bazbo, Aurora
Vincent Jehlik, Aurora
Dr. Douglas DeYoung, Ft. Collins
Ron Lewark, Frisco
Paul Shepherd, Longmont
Frank Haurwitz, Evergreen
Mike Mann, Walsenburg
William Guinther, Golden
Spencer Matthews, Aurora
Chet Jewell, Denver
James Perry, Watkins
Dave Burke, Lakewood
Bob Venohr, Aurora
Charles Luce, Boulder
Don Reimer, Boulder
John Schmitz, Littleton

Dick Maurer, Aurora
Raymond Stranske, Denver
Charles Beck, Denver
John Hollstein, Morrison
Drew Armstrong, Edwards
Norman Steele, Brighton
Hal Meyer, Littleton
Donald Luallin, Highlands Ranch
George Nekolny, Denver
Ernest Malachowski, Louisville
Roger Bates, Lakewood
Larry Robison, Manitou Springs
Bart Jones, Colorado Springs
Dr. Richard Dysart, Austin
Roger MacDonald, Westcliffe
Dr. Bruce Lee, Strasburg
Larry Bartlett, Pagosa Springs

Colorado Aviation Calendar



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- 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.
- OCT 4 **FRONT RANGE AIRPORT OPEN HOUSE**, Airport Appreciation Day sponsored by the Front Range Airport Authority. Airplane rides, static displays, fly-bys. Free admission, food available on site. Info: Airport Manager's office 303/261-9100.
- OCT 7-9 **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.
- OCT 23-25 **AOPA EXPO '97**, Marriott's Orlando World Center, Orlando, FL. Info: Warren Morningstar 301/659-2162.
- NOV 1 **CPA ANNUAL MEETING**. Details later. Hotline: 303/266-6266.
- NOV 11 **AOPA TOWN HALL MEETING**, Denver, Colorado. Time & location to be announced. Info: AOPA Regional Representative Bill Hamilton 970/887-2101 or e-mail: 75401.2152@compuserve.com.
- NOV 11-13 **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.
- DEC 14 **CPA CHRISTMAS DINNER**. Location & details to be announced. Info: Mary Jones 719/488-0653 or e-mail: mkstraugh@msn.com.

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: dsrhomes4u@aol.com.



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 _____

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

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