

CPA FLIGHT LINES

Volume 14, No. 9

October 1997



CPA President Bart Jones (right) presents plaque to Dennis Roberts (left) at his appreciation luncheon on September 26 in Denver. The plaque displayed a sheet of Classic American Aircraft stamps with an inscription that read in part "... in grateful recognition for his outstanding service to aviation in Colorado from July, 1989 to October, 1997 as Director of the Colorado Aeronautical Division."

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President's Message

Bart Jones



By the time you read this the interests of aviation in Colorado will have lost a strong and effective advocate and the Colorado Pilots Association will have lost an important supporter. I am referring to Dennis Roberts, our State Director of the Colorado Aeronautics board. I would guess that most of you, like me before I became the President of the CPA, did not know who Dennis Roberts was or, for that matter, any of the other aviation leaders in our State. I have since come to learn that we all owe a debt of gratitude to these people and to Dennis Roberts in particular for their proactive support of best interests of aviation in Colorado.

Eight years ago Dennis was selected as the first Executive Director for the then newly formed State of Colorado Aeronautics Board. Over the years he has increased the visibility of the CAB and its ability to deliver benefits to the Colorado Aviation community such as grants of State funds for the Rocky Mountain Air Fair and the Fantasy of Flight program. His interest and detailed understanding of the many programs and issues surrounding aviation has made him particularly effective in soliciting the interest and understanding of our legislators in aviation matters. This year alone his detailed knowledge of the FAA's Airport Improvement Program and its funding sources provided three times the amount of money that might have otherwise been available for airport improvement projects. As a result more than 20 airports around the state have benefited from slurry and seal treatments to their runways.

In his official capacity Dennis has been specially helpful to the CPA. In particular he stepped forward to underwrite the expense of producing and mailing the flyers advertising our nationally acclaimed Mountain Flying Program when the FAA could no longer provide that assistance.

While the loss of Dennis's energies and political skills will be keenly felt here in Colorado it is not, however, a total loss. The good news is that Dennis was selected by the Aircraft Owners and Pilots Association to be their Vice President of Governmental and Technical Affairs, a VERY important position and arguably the number three spot in that influential national organization. Dennis's interests and political skills will now be put to good use defending our aviation interests on a much higher level and we can all take comfort in the knowledge that AOPA has selected a strong and effective advocate on our behalf.

CPA ANNUAL MEETING

SATURDAY,
November 8

WHERE: WINGS OVER THE ROCKIES AIR & SPACE MUSEUM

- at the Former Lowry AFB

TIME: 10:00 am to 4:00 p.m.

COST: \$10 includes \$4 entry fee & generous lunch

GET READY FOR A PHENOMENAL STUPENDOUS
ILLUSTRIOUS MEETING OF THE YEAR!

- 10:00 Guest Speaker: The famous and well-known whirlybird pilot and weatherman, Mike Silva, who will be speaking on "WEATHER and FLYING"
- 11:00 Business meeting; election of 1997-98 CPA officers
- 12:30 "Build Your Own Sandwich" Lunch
- 2:00 Guest Speaker: Amelia. Will She Really Appear? (Also known in the inner circles as our own Mary Senft, builder of aircraft, pilot extraordinaire) - "FLYING AS YOU LIKE IT"
- 3:00 Tour of this wondrous facility: the Aviation Museum

If you'd like to attend, please call Mary Jones at: (719) 488-0653.



DENNIS ROBERTS, DIRECTOR OF THE COLORADO AERONAUTICAL DIVISION, relocated effective October 8, to a new position as Vice President of Governmental & Technical Affairs with AOPA. AOPA Regional Representative, and member of the Colorado Aeronautical Board, **BILL HAMILTON** was heard to remark that Dennis moved from a position in which he was a subordinate . . . to one in which Dennis is his superior.

ROBERTS' GREATEST ACCOMPLISHMENT DURING HIS TERM AS AERONAUTICAL DIRECTOR? An appreciation luncheon at the DTC Broker on September 26 recognized him for countless accomplishments during his nearly nine years as Director of the Aeronautical Division. With numerous plaques and citations. But there was one accomplishment that was somehow overlooked in the accolades. At least, in the view of this writer. It was his action to acquire a fire/rescue vehicle capable of satisfying FAR Part 139 requirements at certified airports in Colorado.

Under the FAR, airports with scheduled service are required to maintain a specified minimum of fire/rescue capability. Should equipment become inoperative, the airport, in effect, is out of business. The state vehicle was acquired for the purpose of providing the necessary backup to assure continued airport operation. It also facilitated training of fire/rescue crews required under the FAR.

Dennis was rightfully proud of the vehicle. Displayed it at all of the annual Rocky Mountain Air Fairs. Personally drove it when a qualified driver was not available. Protected it like one would a new car. One of his lesser known and most significant accomplishments. With all of his recognition's, it somehow seems fitting that someone attach a plaque to the vehicle to read: "Acquired through the leadership and foresight of Dennis Roberts, Director of Aeronautics, for the benefit of Colorado aviation."

A LEATHER JACKET. FLIGHT HELMET. AND GOGGLES. ALSO A SILK SCARF. That was the way Dennis

Heap, spokesman for the Colorado Airport Operators Association (who in real life is Director of Aviation at Front Range Airport), introduced the organization's presentation to Dennis Roberts at the appreciation Luncheon. This goes far beyond the organization's renowned reputation of presenting leather jackets for special recognition, he noted. After which Dennis Roberts opened the nicely wrapped package . . . to find a cuddly teddy bear . . . with leather jacket, helmet, goggles, and a silk scarf.

COLORADO AERONAUTICAL BOARD MEETINGS ARE WORTH ATTENDING.

For the wealth of information they provide on what's going on in Colorado aviation and the opportunity to have a voice in its future. The September 5, 1997 meeting held at Pueblo Memorial Airport was a typical example. It was at this meeting that Dennis tendered his resignation to the board and announced his plans to take a position with AOPA.

Though not the typical fare for an aeronautical board meeting, the board accepted a local dispute between airport management and tenants to be aired as an agenda item. The issue involved owners of 10 aircraft housed in the historic WW II hangar (referred to locally as the Blitz Hangar). The tenants initially sought to have the building restored as an historic monument. They now reluctantly accept that the city is determined to tear the structure down to make way for new aviation related construction. Their new concern is what they perceive as an apparent disinterest in their fate when the structure is torn down. This was the thrust of the issue they brought before the board at the September meeting. They now seek replacement hangar facilities on the airport. Which would require new construction. With the reality that new facilities would carry a much higher rental rate than the space provided in the Blitz Hangar . . . where rates have been in the range of about \$70/month. Hangar tenants at some of the more expensive airport locations in the Denver area would probably not be too sympathetic with the Pueblo tenants. But in courtesy to them, considering the disrepair of the Blitz Hangar,

the space is probably hardly worth the \$70 they are paying. The Aeronautical Board doesn't have a role in the dispute. About all it was able to do was provide a neutral forum in which the participants could discuss the issue. And gain a commitment that further discussion would take place.

Fremont County Airport Manager Richard Baker had to be delighted with what he was hearing, considering that his airport is a reasonable alternative to displaced Pueblo tenants. However, his airport is experiencing explosive growth and would not be able to provide immediate relief. Also, Pueblo Aviation Director Don Saling stated that Pueblo does not have a reversion provision in ground leases for hangar construction. Further, lease rates for hangars have been reduced from 8 cents to 5 cents/square foot. All of which creates quite an incentive for someone to build a few T-hangars at the airport. Which would accommodate tenants displaced from the Blitz Hangar.

State Senator Thiebaut (Pueblo) appeared before the board to report on possible 1998 legislation which could affect Colorado aviation. His 1997 bill (SB 97-146) sought to gain \$5.5 million in surplus general fund revenues for infrastructure development at Colorado commercial service airports. The bill almost made it. Thiebaut is a young, energetic, can do type who plans to reintroduce the bill during the next legislative session.

Just a flavor of what takes place during the board meetings. They always start with reports from the individual members who share significant activities within their area of interest. These are followed by public comments which at this meeting consisted of reports from local airports. The policy to hold board meetings at outlying locations of the state permits easier access to the board and encourages local

participation. If the Pueblo meeting is typical, the policy works. Over twenty guests attended the meeting.

Public input is always followed by actions of the board on a variety of issues . . . most of which are related in some way to the discretionary grant program.

EXPECT THE NEXT SENATOR THIEBAUT BILL TO BE AIRPORT SITE SPECIFIC. Specific, that is, relative to eligible airports and projects. With a focus on the thirteen commercial service airports because of their (public) identification with interstate air service . . . and a recognized need to improve interstate air service. The strategy was deemed necessary to gain legislative support for a bill which would use general fund monies to finance airport development. In no way would the legislature approve a bill which would place general funds at the discretion of the Aeronautical Division. So Thiebaut will start where he left off. He is looking for and willing to accept changes to make it more acceptable. Chances of success are good. Worth watching! And supporting!

FRONT RANGE AIRPORT PONDERED ITS FUTURE DURING AN IN-DEPTH STUDY SESSION held at the Double Tree Hotel in Aurora on September 11, 1997. Approximately sixty representatives from the aviation and political community attended the all-day session during which participants looked at the airport as it exists today, what it could become without political and financial constraints, and visions for the year 2000 and beyond.

In a way the airport is somewhat like a bride who has been left at the altar. It was well on its way to becoming an air cargo hub for

(continued)

AOPA COLORADO TOWN MEETING

with AOPA President, Phil Boyer

Tuesday, November 11, 1997 7:30 p.m.

Radisson Hotel Denver South

7007 South Clinton, Englewood, CO

No Registration Required, Admission is Free

UPS (and possibly other cargo carriers). The new north/south runway was designed to air carrier standards at a location sufficiently east to avert conflict with DIA. A crash/fire facility was built on a new adjoining apron. The FAA had indicated it would build a tower. Then . . . it all collapsed. After \$19 million in local funds and \$31 million in federal funds, everything stopped. No tower. UPS located to DIA. The new runway is so far removed from the center of general aviation activity that it gets little use. If starting fresh, no one would design an airport like what exists at Front Range today. However, it is obviously too late to start fresh. Yet, there are opportunities to make it work better. And that was the thrust of the September 11 meeting: To get the best thinking on actions for the future from a cross section of aviation and political participants.

In a way, the study session appeared somewhat orchestrated. With an objective to gain support for future air cargo and large aircraft services. UPS Regional Air Manager Bill Vinson may have influenced this observation with his statement that the 30-year agreement negotiated with FTG is still on the shelf and UPS still considers FTG the optimum location for their operation. He commented that the FAA withdrawal of funding commitments at FTG was the basis for their decision to relocate to DIA. He also noted that UPS is committed only to the year 2000 at DIA and continues to have an interest in locating to FTG.

Several speakers addressed the need for a control tower on the airport and what it would do to encourage corporate activity and improve airport safety. Ironically, the airport is blessed in that it does not have residential encroachment as experienced by other reliever airports in the area. Which should encourage business-jet activity. But, as the FBO manager at Corporate Air noted, most large corporations will not permit their corporate jets to operate into airports without control towers.

Dennis Heap, FTG Director of Aviation was careful to assure the group that air carrier passenger service was not an option for the future. He also noted that the lease policy for hangar construction on the airport provides for a 20-year lease with 5-year renewals extending through the useful life of the building. The buildings do not revert to airport ownership. It is an obvious policy to attract hangar construction on the airport . . . and based aircraft. Approximately 200 aircraft are currently based there.

DIA Deputy Director of Aviation Norm Witteveen made some interesting remarks as related to competition on air cargo and other activities that generate airport traffic. Perhaps

not intended, or this writer may have misheard his remarks, but I swear he said "Let the market decide." He also noted that the FBO service at DIA is primarily for itinerant traffic and that Denver fully supports the reliever function provided by FTG. The issue of a "land bridge" between the two airports came up. By definition, this was described as a roadway that would permit easy vehicular access between the airports. Witteveen acknowledged support of the concept. Apparently, it is just a matter of who builds the roadway. Frankly, much of it is already in place. Relocation of the tollgate plaza at DIA would probably help with the logistics. And apparently this is going to happen. According to Witteveen, the plaza is scheduled for relocation in the 2-3 year time frame.

Mayor Paul Tauer of Aurora gave an inspiring speech on the future of FTG. He referred to it as a sleeping giant, ready to be awakened. His recommendation for the future: "Create an on-going task group charged with responsibility to make things happen." He also stated that annexation of the airport was not a consideration in Aurora expansion. And that Aurora hadn't given any thought to a possible joint ownership of the airport by Adams County and the City of Aurora.

Bill Hamilton, representing AOPA, probably summed up the situation best with recommendations that the airport: 1) seek ways to establish an air traffic control tower as a first priority; 2) continue its successful program of encouraging general aviation growth; and 3) continue protection of the airport environs from residential encroachment. Under this policy, he noted, future growth would take care of itself.

SARATOGA INN RESORT IN SARATOGA, WY - REVISITED. The last CPA fly-in to the Inn had to be nearly 15 years ago. Don't know why we quit going. Tired of going to the same place most likely. But several of us had occasion to fly into the location for brunch on Labor Day. Lots of changes. Particularly the prices.

A bunch of money has gone into renovating the place. Rooms have all been redone in a western elegance theme. The outside pool, fed with warm water from the nearby mineral hot springs, was completely redone. The bar has been enlarged and boasts its own micro brewery. Inclusive rates include unlimited golf on a superb nine-hole course featuring cliff tees-offs and three over the river shots; guided high Sierra Madre mountain horseback riding; and trophy rainbow trout fishing on private ranch lakes. All this for only \$214/night per indi-

vidual. Far cry from those years ago when we would have 30-40 people fly in for a two day holiday weekend . . . with room rentals at something less than \$50/night.

Incidentally, the restaurant closed for breakfast at 10:30 a.m. and didn't open for dinner until 5:30 p.m. We landed at the airport about the time the restaurant was closing. So we didn't get a chance to try the dining room at the Inn. But it worked out well. The dining room at the Wolfe Hotel (located in the center of town) opened for lunch at 11:30 a.m. And while we were unable to get a breakfast, the restaurant served an 8 oz. open-faced steak sandwich unmatched anywhere in the country . . . for an unbelievable \$6.

For anyone who has not visited Saratoga, it is a small tourist town that doesn't appear to have more than 2-3,000 population. The downtown section is about two blocks in length with the Wolfe Hotel at its center and a few art shops, sports stores and bars on either side. It is the equivalent of about a 10 block walk from the airport. The Inn is across the bridge over the Platte River for an additional 4-5 blocks.

PREPARATION OF THE CPA FLIGHT LINES FOR MAILING has gradually evolved into a monthly social event featuring gourmet wine tasting. The event on the evening of Tuesday, September 28 attracted nine participants including Bill Linenberger, Babette Andre, Sarah Manoogian (our CPA secretary), Frank & Vanita Gallo (who were visiting for a few weeks from their 2nd home in Costa Rica), Bill & Marlys Marshall, and Walt & Terry Barbo (at whose home the events take place). And featured three wines, including an imported 750 ml bottle of Chateau Dalina Merlot . . . which carried a price tag of \$29.49. Impressive! Until it was learned that Frank purchased the bottle at Homer Lyle's liquor store . . . where Homer was in the process of placing price labels on bottles. The rest is predictable. Between Frank & Homer,

they arrived at a price guaranteed to impress. It was, however, an excellent wine.

Incidentally, the mailing included five inserts to the newsletter for a mailing of something over 600. Preparation took over two hours. From all reports, it was a painless exercise.

With the possible exception of listening to Bill Linenberger who continues to rave about the fishing trips he and Sonny Elgin make to Dore Lake in Northern Saskatchewan, and suffering through photos, all of fish, from at least four roles of film - one with duplicates - taken on the last trip. But seriously, a trip to Dore Lake has to be a fisherman's dream. The trip is just over 900 nm from Denver. Daily limit is three fish. Possession limit is six. Not unusual to catch over 100 northern pike on a weekend. All in the 5-15 pound range. Throw everything back except the ones to take home. Filets from the possession limit of six fish. At a cost of not more than \$15/pound . . . if the fishing was good. Not bad for a flying fishing trip.

WEB SITE OF NOTE. Try www.weather-concepts.com for a nice loop presentation of Doppler radar coverage. The site loads several radar maps at 15 minute intervals. Then cycles through them. Other than the commentary, it is just like the big tube.

HEARD THE ONE ABOUT THE TERRORIST GROUP WHICH HELD TEN CONGRESSMEN FOR A \$10 MILLION RANSOM? Impatient with the governments slow response for payment the group threatened to release one congressman each day until the ransom was paid. As reported by Jim Montoya, former FBO at Harriet Alexander Field in Salida, during a brunch stop at the airport on September 28.

CPA HOTLINE
(303) 266-6266
*CALL FOR THE LATEST
RECORDED AVIATION UPDATE*

IS AVIATION REALLY DYING?

Guest Commentary by
Jim Trusty



“How can
anything
with
numbers
like this
even be
considered as
sick,
much
less
dying?”

Is aviation really dying? It really depends on who you are talking to and how much they understand economics. I'll give you a lot of facts and figures and let you draw your own conclusions (most of the following comes from the FAA's web site for public access.)

- Aviation, as a whole, contributes \$47,500,000,000 to the US economy annually.
- It employs over 1,000,000 people with a yearly payroll of \$15,200,000,000
- We have over 600,000 pilots.
- We fly over 180,000 airplanes. We account for 1.6% of all transportation fatalities each year (90% autos; boats 1.9%; train 1.8%; bicycles 1.7%--yes, bicycles killed more people than airplanes last year!). Several hundred passengers died out of 660,000,000 flown means that one passenger out of one million will be a fatality (and these fatalities have gone down steadily for over 20 years while all others have gone up!).
- We made over 129,700,000 takeoffs and landings last year.
- Experimental aircraft numbers are up 27% since 1993 (we now have 16,382 flying).
- We made 58,000,000 flights last year.
- We flew 9,000,000,000 passenger miles.
- The National Civil Aviation Review Commission is made up of 21 members, none of which are involved in General Aviation--makes you really feel safe about user fees.
- We have 18,000 working airports.
- We flew 660,000,000 passengers.

- We had 900,000 takeoff, and landings at O'Hare Airport last year (number one busiest airport in the US).
- We flew 25,400,000 hours last year.
- Piper, Beech, and Mooney are making single engine airplanes that cost over \$500,000 and selling them! Cessna's are only \$140,000!

How can anything with numbers like this even be considered as sick, much less dying? Then why the slow down, you ask?

Admittedly, we have had busier times in aviation, but in times of need we still depend heavily on air power to take care of us, and during those times we manage to find the pilots and aircraft in a big luxury. During those short periods or need, we once again fall in love with aviation. However, our attention span is short and we must once again be entertained.

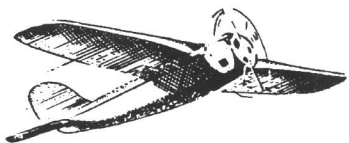
Airplanes just cannot be the only amusement that we desire. We have television, videos, computers, boats, motorcycles, races of every kind between men and machines, and I'll bet if you really had to you could name at least a hundred things that compete with flying (not if you fly, of course.) So flying may not really be off that much. It could be that we are just not promoting it as well as everything else that is just as available and probably costs just as much or more.

Just a thought or two for you to digest about cost: For about \$5,000 you can learn to fly an airplane and do it well. You can use it in your business, have fun with it, entertain family and friends, and for the rest of your life know in your mind that it is the most mentally rewarding thing you have ever done.

Now, let's take that same \$5,000 and spend it on some type of boat (not much of a boat for that price, and it still has to be considered seasonal; same with a motorcycle).

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

Business Aircraft Sales Corp.

303-444-5560 • barclay@eazy.net • mobile: 303-915-1209

We buy, sell and trade planes.

What about golf? There is absolutely no guarantee that you will be able to play golf well after spending \$5,000. Apply the same direct comparisons with your favorite form entertainment, and see which absolutely give you the most bang for your bucks.

What about that thing about the cost of flying going out of sight? Here again, you decide. I remember a very smart teacher who used to tell me that rather than try to explain economics to anyone without that background, simply relate all costs and periods of time to the price of a loaf of bread. Let's see if that works here.

When we had a crowd hanging around the airport after World War II, bread cost \$.10 a loaf; now it costs \$1.80. The increase in price over the years is about 1,800%. Simply put, what cost \$.10 then cost, \$1.80 now, cars cost \$2,000 then, \$20,000 now; a house cost \$10,000 then, \$100,000 now. A private pilot's license cost about \$500 then and \$5,000 now, making an increase of only 1,000%. So flying, cars, and homes have held the line better than bread. I thought \$1.80 was a little high.

The business theory for selling more product is in introducing that product to more people. What we need to do is reach out to the thousands that do not know what a great deal flying actually is instead of telling all the people that already fly since they already know how rewarding flying is. Visit classrooms, boardrooms, anywhere that humans gather, and offer them the chance to enjoy just a little bit of what we absolutely love.

To close with more numbers for you to think about: If only 750,000 people have a pilot's license and the population of the United States is about 260,000,000, then we still have 259,250,000 left to introduce to flying. Only 1/5 of 1% flow fly, leaving us with market potential of 99.80% of the U.S. population. One person in 350 knows how to fly in the U.S.

With these numbers we can almost consider ourselves as an untapped, entry level, brand spanking new product. With that strength, let's go forward and reach out. Let's stop looking at the past and talking about what was and begin considering what we can do to promote this new product called aviation. I'll tell you the truth. I'll do whatever it takes because what helps aviation helps me. I am a Flight Instructor and very proud of it.

When you think of the answers, give me a call. I'll be glad to work with you putting them into use. What have you personally done for aviation as an industry in the past 12 months? Are you satisfied with the contribution of time, energy, money that you have devoted to trying to make it competitive with all the other forms of entertainment? Are you willing to do more?

Promotion . . . think promotion. Let's have a contest . . . person responsible for most people brought in to our industry in one year gets a _____?

Jim Trusty is the 1997 National Flight Instructor of the Year, the number 1 FAA Aviation Safety Counselor in Nashville, Tennessee, and is a member of the National Association of Flight Instructors (NAFI). He welcomes your comments. You can reach him at 103 Highland Drive, Old Hickory, TN 37138-1617, or 615-758-8434.

Welcome New Members

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FLIGHT LINES

Advertising Rates

The rates for placing advertisements in *Flight Lines* are as follows:

1 full page	\$60.00
1/2 page	\$30.00
1/4 page	\$20.00
Business card size	\$15.00

Inserts

Commercial.....	\$30.00
Fly in events	FREE

Supply 620 neatly folded in half (top to bottom, 8 1/2 x 11 page) mailed to Barbo, 12570 E. Cedar Ave, Aurora, CO 80012.

These rates are per issue. Mailing list is over 600 with additional copies distributed for solicitation of new members.

Got Fuel?



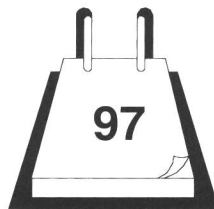
Colorado's Most Wanted

Replacement CPA newsletter editor needed immediately for desktop publishing of this newsletter. Takes about 8 hours of computer work. Will train.

Help out and keep in touch with Colorado Aviation.

*Call David Robertson
(303) 666-8284 for details.*

Colorado Aviation Calendar



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- NOV 1 **COLORADO AVIATION HISTORICAL SOCIETY HALL OF FAME BANQUET**, Air Force Academy Officers Club, Colorado Springs, 12:00 p.m. noon. Info: Jack Wilhite 303/697-4775.
- NOV 8 **CPA ANNUAL MEETING**. Wings Over The Rockies Air & Space Museum, former Lowry AFB, Denver, 10:00 a.m. - 4:00 p.m., includes Museum tour and lunch. Cost: \$10 - reservations requested. Info: Mary Jones 719/488-0653 or e-mail: mkstraugh@msn.com. or CPA Hotline 303/266-6266.
- NOV 11 **AOPA TOWN HALL MEETING**, Featuring President Phil Boyer, Radisson Hotel Denver South, 7007 South Clinton, Englewood (near Centennial Airport), 7:30 p.m. Info: AOPA Regional Representative Bill Hamilton 970/887-2101 or e-mail: 75401.2152@compuserve.com.
- NOV 18-20 **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.

NOTE: Please call ahead to confirm event time and dates!

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.



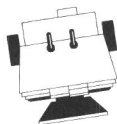
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CPA



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Walter Bell (H) 303/488-9780 (O) 303/757-9334

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Ursula Gilgulin (O) 719/486-1743 (O) 719/486-2627

LONGMONT

*Open

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