

CPA FLIGHT LINES

Volume 16, No. 3

April 1999



Get your chickens (ducks?) in a row and join other CPA members at any number of fun fly-ins, pancake breakfasts, and airshows scheduled for this summer. If you have an extra seat or two and can take a member that does not have a plane please call the CPA Hotline at 303-261-6266. We have lots of people that need rides. Check out the aviation calendar on page 10. See you on the flightline!

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President's Message

It was wonderful to see such a large gathering of Colorado pilots at the quarterly meeting in Boulder last week. Several of the nonmember guests at the quarterly meeting were impressed enough with our organization, our members, and the activities planned for this spring and summer to sign up on the spot.

I too was impressed with the energy being put forth by our members. The fly ins that are planned, the speakers who will be entertaining and educating at quarterly meetings, the newsletter contributions coming in from our members, the re-animation of the Safety/Education committee, all point to a great year for the CPA.

Check out the calendar of events in the newsletter and plan on participating in at least one of the great aviation events lined up for

the season. Help keep general aviation strong in Colorado! Watch this and future editions of *Flightlines* for updates and additions on fly-ins, or through the CPA website if you are online, www.airbase1.com/cpa.

With fly-in season fast approaching, (Ute Mountain fly-in, April 24 to Cortez, CO) I want to take this opportunity to re-ignite an idea promoted by Bart Jones two years ago, a "Share the Ride" program. If you would like to attend a CPA fly-in but cannot fly yourself, please contact me (303) 444-5560 or leave a message on the CPA hotline at (303)266-6266. If you are taking your plane to a fly-in, please consider carrying other CPA members who may need a ride, already we have several people looking for rides. Thank you.

- Will Barclay

Santa Fe Opera Trip July 17-18

If you looked at this trip with any interest at all, it's time to make a decision! We have 20 slots reserved, and more than 20 people have expressed their desire to go. I have time to make more reservations, but the club must send in additional money for the opera tickets now.

There are two things to consider on this trip. First, many people have asked to upgrade the tickets to better seating. So we have reserved tickets in the next cost bracket up, which is \$75. By the time taxes are added, that comes to \$82 each. These seats are definitely better, and certainly get you closer to the stage. (The next step up after that is in the \$100 range.)

The second issue, I'm finding many people want to come to Santa Fe Friday night, so they can also see "Carmen". The motel where we will be spending the night is at the Fairfield Inn, on Cerrillos Rd. Their direct phone number is (505)474-4442; their toll-free number is (800) 228-2800. You can call them and tell them you will be staying

there Sat. night with the CPA, and ask for the same room rate.

Last, but not least, we will not get our opera ticket money back, once we buy our tickets. We can either consider driving down (we have done it both ways; it is about a 5 hour drive from Colorado Springs) or "donating" the ticket to the opera. If we do have to drive, we can car-pool to make it a little easier. For instance, we have a van that will hold 6 to 8 people and will be happy to be one of the "drivers".

So, if you would like to spend a day touring a "living museum" of an old Spanish ranch, dress up for a fabulous night out at the opera, dine on a hill overlooking the valley in the Opera Complex, and listen to the glorious sound of beautiful music, this is your chance!

Send in your opera ticket money of \$82 per person now to make your "official" reservation to: mk Jones, 290 Rangely Dr, Colorado Springs, CO, 80921.



CPA Fly-in May 22-23 Pioneer Village, Nebraska

Relive America's golden Yesterdays!

This trip is particularly billed as a great family trip. It's one that will have something fun for everyone. You have to see it to believe it...The largest private collection of Americana anywhere. The Pioneer Village complex, near Minden, Nebraska, comprises 28 buildings on 20 acres, housing over 50,000 irreplaceable items of historical value. Things have been restored to operating order, arranged in groups, and also in chronological order of their development.

There are 12 historic buildings around the circular "green". There's a Frontier fort, a real honest-to-goodness Pony Express Stations, an Iron Horse, and a home made of sod. There's a general store and a toy store, chock full of all the goods from yesteryear. An original art collection including 25 Currier and Ives prints, 23 Jackson paintings, and the largest single collection of Rogers statues.

You can ride a priceless steam carousel, see 17 historic flying machines and marvel at

100 antique tractors. See a 1902 Cadillac and a 1903 Ford, both designed by Henry Ford. Plus 350 other antique cars, all displayed in their order of development.

The Pioneer Village has also the original Elm Creek Stockade, a historic Country Church, a one-room School House, and a Blacksmith Shop.

There is a 90 room Pioneer Motel, and a Pioneer Village Restaurant on the complex. The village is open year 'round, 7 days a week, from 8:00 am to sundown.

CPA plans are to fly to the Pioneer Village Field on Saturday, and tour the village for the day. We'll meet for a happy hour that evening, and after that have dinner in the restaurant. Sunday morning, we leave for home.

You can make your room reservations by calling (800) 445-4447. If you need more information about our CPA fly-in trip, call Flo and Lee Porter, at (719) 547-3339. Fill out the bottom portion of the flyer included with this newsletter, to sign up for the trip.



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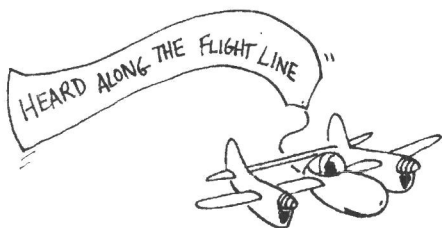
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AIR FAIR '99 ATTRACTED 15,734 VISITORS during the two-day event held at the Wings Over the Rockies Air & Space Museum on March 13-14. This was nearly twice the number of visitors attending last year when travel was discouraged because of a snow storm, but less than the 26,000 attending the event a couple of years ago. Nearly 1,700 took advantage of technical seminars offered and an additional 1,300 sat in on presentations by the featured speakers.

Costs to stage the event was about \$55,000 . . . of which \$12,500 was donated by the Colorado Aeronautical Division. Your aviation fuel tax dollars at work. A state investment in aviation safety and education. And an investment that made it possible to offer free admission and parking.

KEZW Radio (1340 on your AM dial) joined as a major sponsor this year and donated a publicity package worth over \$10,000. Winners and sponsors of door prize drawings were: Ernest Barela of Arvada (one-hour instructional time in a UAL simulator); Gregory Josephs of Denver (two round-trip airline tickets courtesy of United Airlines); Ralph Bernhardt of Arvada (two round-trip airline tickets courtesy of Frontier Airlines); and Maralyn Mencarini of Thornton (flight with Sky Fighters).

WHAT IN THE WORLD DO THE JEFFERSON COUNTY COMMISSIONERS HAVE AGAINST HANGAR TENANTS AT JEFFCO? Their actions have the appearance of a vendetta . . . designed to create an exodus of the little guys that make up most of the airport's aircraft operational activity. Unreasonable leases. Dramatic increases in rent. Unwillingness to listen. Apparent lack of any appeal process.

The public hearing on March 16, 1999, in which the new lease rates appeared as an agenda item, was a prime example of what the pilot community is experiencing. About a

dozen Jeffco pilots appeared to testify. Including this writer. But never got the chance. Were we being railroaded? We thought so. The commissioners thought otherwise. Here's what happened.

Only two of the county commissioners were in attendance. Commissioners Michelle Lawrence and Patricia Halloway. The third member of the board, Commissioner Richard Sheehan, was absent. County Attorney Frank Hutfless, who has overview responsibility for airport management, sat with the county commissioners. Robert Lohne, acting airport manager, and Jeffery Price, public relations and property manager, sat off to one side of the public seating section. The Jeffco pilots were scattered throughout the room.

After some small talk, the minutes of the prior meeting were approved and commissioner Halloway then asked something about the consent agenda. From where I was sitting, it appeared she was talking to Commissioner Lawrence . . . with more small talk. The conversation, however, was followed by an approval of the consent agenda. It all happened in less than 25 seconds. And it was all over.

Nearly an hour went by in which the commissioners took action on a number of other items on the agenda . . . before the Jeffco pilots realized what had taken place. They waited until completion of the hearing and stepped forward hoping to get a chance to be heard. Here's where it got a bit bureaucratic. The appeal was rejected, commissioner Lawrence slammed the gavel down and declared the meeting adjourned. After which she rubbed in a little salt. To a comment that the pilots were unaware of procedures of a consent agenda, she commented that any kid in middle school knows what a consent agenda is. Left a nice taste about the political process.

I couldn't believe what I had just witnessed. Following the meeting I went to the clerk and purchased a tape of the proceeding.

From the tape, Commissioner Halloway does state, "We have 14 items on the consent agenda. Does anyone wish any of these pulled for discussion?" After which there was an immediate call for approval of the consent agenda.

And it was over. Barely twenty five seconds. **ANGRY PILOTS MISS THEIR CHANCE TO PROTEST LEASES.** That was the slug line of an article appearing in the Rocky Mountain News on the following day. The article explained that a consent agenda is used to expedite action items on which no public hearing is required. The article went on to note an opinion by the county attorney that the rate and lease changes at the airport required no public hearing because the commissioners had talked about the changes in previous public hearings.

NEW POLICY GOES INTO EFFECT

APRIL 1. Including lease rates which require up front payments equivalent to nearly 3 1/2 months rent. Typical T-hangar rentals of \$160/month increase to \$194 (a 21% increase) to be followed by a similar increase next year at the same time. Up front payment includes the first and last month's rent, a \$75 cleaning deposit, an additional security deposit (equivalent to one months rent), plus a \$25 application fee. Tenants paying the typical \$160 month rate are required under the new lease to pay \$682 up front.

IS THERE ANY BASIS FOR APPEAL?

Probably not. Conditions under federal grants to airports prohibit discrimination against different classes of users and unreasonable fees. An appeal process is available through the FAA. But frankly, the FAA encourages airports to charge fees sufficient to make airports as financially self sufficient as possible. And who is to judge as to whether a fee is unreasonable. Certainly not the FAA.

Some would argue that the leases are discriminatory. As long as the airport discriminates against everyone equally, however, there is no basis for appeal. Complaint of an inadequate public hearing process? Another possible basis for an appeal. With little hope that anything would change.

WHAT IS DRIVING THE NEW HARD

LINE? An obvious policy to discredit past administration. But there may be something more. The airport owns a lot of land. More than what is needed to operate an airport. Some

of it generates a lot of revenue. Which allowed past management to keep airport fees/rates relatively low . . . low compared to other airports in the Denver metropolitan area.

Not hard to understand the temptation to use the airport as a new revenue source for the county general fund. Could that have been the driving force behind what is happening?

MEANWHILE THE EXODUS FROM JEFFCO AIRPORT HAS STARTED. Much to the delight of management at Front Range Airport, which has welcomed Jeffco tenants with open arms. Including this pilot who, in his career as an FAA official in charge of the airports program, was a major influence in development of Jeffco as a major general aviation airport. I have been based at Jeffco airport for over eighteen years. Time now to go to friendlier grounds.

WHY ALL THE FUSS ABOUT WHAT IS TAKING PLACE AT JEFFCO? Because it is indicative of a general trend towards general aviation as management of airports evolves toward non-aviation types. By management that is neither understanding or knowledgeable of the value of general aviation. And makes decisions accordingly. Jeffco is not an isolated case. What is happening there will certainly influence events at other airports.

MEANWHILE, A GROUP OF AIRPORT USERS AT ARAPAHOE COUNTY'S CENTENNIAL AIRPORT ARE GOING TO BAT FOR AIRPORT MANAGEMENT, and challenging proposed residential development off the south end of the airport. In an unusual way.

The tract, part of the Meridian Office Park, is located off the south end of RW 17L-35R adjacent to the portion of the runway which extends into Douglas County. Which is also part of the problem. Douglas County, with its history of non-support for the airport, has approved development of the site for residential housing. It appears to be a strategy of using increased residential development, with its expected reaction to aircraft noise, as a way of fighting the airport. Or is it their way of thumbing their nose at Arapahoe County?

A prior lawsuit by a user group in an attempt to stop the development was thrown out by the courts. Under a new tactic a group known as Colorado Airport Defense, Inc. has placed Douglas County on notice of its respon-

sibility under provisions of Colorado state law regarding real estate transactions and Colorado consumer protection laws which require full disclosure to potential buyers or lessees of property. In this case, aircraft overflight and noise impacts.

AT OTHER AIRPORTS, CPA MEMBER GAIL LaFRENIERE tells us that Spanish Peaks Airport (formerly Johnson Field) at Trinidad is building a new FBO building (doesn't currently have an FBO but are soliciting) and plan to install a self-fuel pump. Fuel is available by calling one of several numbers listed on the public telephone. Call and someone will come down and unlock the fuel pump. A loner car is also available. Another friendly airport!

ON THE LEGISLATIVE FRONT, HB 1034 APPEARS IN TROUBLE. Over a disagreement on how to fund the \$1.2 million needed to purchase and install 12 AWOS-type devices at weather blind spots along the Continental Divide. When introduced the plan was to use general funds for this purpose. There is sound logic for doing so. The general public benefits from a safe statewide aviation system . . . but contributes nothing toward it.

Sponsors of the bill include representatives Smith and Miller and Senators Dennis and Thiebaut. They need your help. Write your support of the proposed installations with an appeal for use of general funds as a funding source to: Honorable Bill Owens, Governor of Colorado, State Capitol, Denver, CO 80203; and Representative Matt Smith, Colorado House of Representatives, State Capitol, Denver, CO 80203.

WORRIED ABOUT THE AGE OF YOUR PERSONAL AIRCRAFT? No need to worry! When you consider USAF plans for continued operation of the Boeing B-52. The USAF announced recently that it intends to keep B-52s in service until 2044, when they would be 84 years old. The Air Force needs the B-52 to supplement its costlier B-1 and B-2 bombers.

FROM THE HIGHEST AIRPORT TO THE LOWEST AIRPORT IN THE SAME DAY.

On a trip last September by Brian Lewis. In which he landed at Leadville, Colorado (elevation 9,927 feet MSL) and Death Valley, California (elevation -211 feet MSL) on the same day.

NEW SAFETY ADDITION TO THE CPA WEBSITE. The site lists CPA members with flight instructor credentials for mountain flying checkouts. It also provides aircraft types in which the instructors are qualified along with telephone and e-mail contact. The program was developed by the new CPA Safety Committee under an objective to make our mountain flying program more visible. But it should prove invaluable to transient pilots who have need for flight instruction, or counsel, for flight over mountainous terrain. And it provides an additional membership benefit for those who choose to participate in this program. See our website at www.airbase1.com/cpa.

NEW CPA MEMBERS KEITH AND SANDRA BOARDMAN FROM THE UNITED KINGDOM shared with us how they found our association. They had planned a one-week tour of the state and wanted to find out what was happening with the aviation community. So they did a search on the Internet asking for "Colorado Pilots." Bingo! They ended up in our CPA website and contacted us by e-mail. Attendance at Will and Sarah Barclay's presentation on their trip to Africa to bring back a Beech Baron, and a trip with us in our T-210 over the Colorado Rockies the following day convinced them they wanted to be a member of our group. On a breakfast with the couple on Sunday before they left, Keith remarked that he hoped to get a bad meal . . . to have at least one thing bad to remember about their Colorado trip.

ANY STAR WARS GROUPIES OUT THERE? The 1999 Star Wars celebration will be held at the Wings Over the Rockies Air & Space Museum on Friday, April 30th through Sunday, May 2nd, 1999. The event is sponsored by the Star Wars Fan Club and Star Wars Insider Magazine in conjunction with Lucasfilm, Ltd. It celebrates 22 years of Star Wars and launch of the latest Lucasfilm: Episode I The Phantom Menace. Expect to see a space ship or two and countless exhibitors with all the latest and historic toys and collectibles. According to their website (www.starwars.com) advance three-day tickets for the event are \$34.

Flying in South Africa

by Stephen D. Ducoff

In a recent article the American Bonanza Society President Bill Carter paraphrases the purpose of the American Bonanza Society (ABS) "...to promote, encourage and cultivate understanding, interest and friendship with the goals of improved operation, maintenance and safety while having fun together." Well, in November of 1998 my wife, Elaine and I had just such an opportunity to fulfill a flight of fancy.

Let me start at the beginning. In December 1997 I bought a beautiful 1971 V35B, N9171Q and it was the realization of a life-long dream to own a V-tail Bonanza, which we hangar at the Colorado Springs airport. Having traveled extensively, there were few locations in the world I longed to visit. One, however, was the magnificent Victoria Falls, which is located on the border of Zimbabwe and Zambia, fed by the Zambezi River. I did not fly N9171Q to South Africa, but I did the next best thing. I inquired with the ABS office in Wichita, Kansas, as to any members who lived in Southern Africa. Long story

made short, there were several members in South Africa and I eventually made contact with Mr. Martin Banner of Johannesburg. Over the next couple of months we corresponded via e-mail. We spent time introducing ourselves and families, reviewing the itinerary and talking of flying and Bonanzas.

During our correspondence, Martin graciously offered to fly us from Johannesburg to Victoria Falls in his Beechcraft. Martin, his wife Sharon and delightful daughter, Samantha were wonderful hosts. Filled with anticipation and excitement, we made our reservations and flew to Johannesburg in mid November 1998.

The day after we arrived in Jo'berg (as the locals refer to it) Martin and his family picked us up and whisked us off to the Lanseria Airport. There waiting for us was ZS-KMC, a magnificent 1974 BEECHCRAFT Duke (BE60) which would take us to Victoria Falls. He had sold his 1992 F33A to buy the Duke. Martin's passion for aviation is reflected in

Things I am going to send to the editor of *Flightlines* this week!



A groovey picture of me in front of my airplane, a picture of my plane in her favorite camping spot, a picture of me in front of my it-will-be-done-one-day-airplane-project.



A new listing for *FlyMart* so my wife thinks I am trying to sell some of my junk



Fun aviation news from my airport

the care and maintenance of his beloved "Kilo Mike Charlie". Everything is up to date in this airplane, right down to the fresh paint and the new panel mounted Bendix/King KLN90B GPS.

After filing an IFR flight plan we were off on the 2-hour 32 minute, 493.4 NM flight to Victoria Falls Airport. The terrain along the route is everything you would image Africa to be, rolling expanse teaming with wildlife, reminiscent of a National Geographic documentary.

My ear was not attuned, at first, to the British accent of the controllers who handled the flight. The formality, politeness and uniqueness (to me anyway) of the radio transmissions gave me much to compare to our ATC system. As an example, a mandatory IFR reporting point (in the non-radar environment) went something like, "Harare Information, a very good day to you, Zulu Sierra Kilo Mike Charlie is checking your FIR boundary, flight level 210." Well, the flight continued in a similar manner, with the precision Martin apparently uses on each and every flight. A smooth landing at Victoria Falls and we were off to the Lokathula Lodge for drinks, dinner and a good night's sleep (under a mosquito net, I might add, much to the delight of Elaine). Over the next couple of days the five of us toured the Victoria Falls Game Preserve, enjoyed a twilight cruise on the Zambezi River, where hippopotamus, crocodiles and elephants abounded. Victoria Falls is all that you would imagine, absolutely magnificent! It's breathtaking beauty makes Niagara Falls look like a small leak. One afternoon we even had "high tea" at the famous Victoria Falls Hotel, which was built in 1904. Very civilized we were.

On the evening before we planned to depart, we climbed the stairs to the control tower to file our return flight plan, paid the fees and departure tax. The next day we were off on a smooth VMC return to Lanseria Airport.

A few days later, Elaine and I flew South African Airways to Cape Town. Martin's parents, Stewart and Sheila Banner, live in Constantia, near Cape Town and invited us to a dinner where we were introduced to Rob and Bertha Murray. Wouldn't you know it, they are the proud owners of a 1961 BEECHCRAFT Debonair, ZS-CWO. So, yep, you guessed it, we went for an aerial tour of the famous South African coastal wine country. Stellenbosch and Frankschoek were wonderful little towns, central to the development of the wine industry of the area. The wineries and chateau were incredible sites to behold from the air.

The purpose of the ABS had certainly been fulfilled in our case. Did we cultivate understanding, interest and friendship? You bet! Did I learn something of the air traffic system of Southern Africa? Yes, indeed. Did we have fun and make new friends? Absolutely!!

The warmth and hospitality shown to us by Martin Banner and his family and friends was heartfelt. I have special feelings for their kindness. We are awaiting the opportunity to try to reciprocate what we so enjoyed in wonderful South Africa. Maybe in Y2K? Until then, Thank You Samantha, Sharon, Sheila, Stewart, Rob, Bertha and most especially, you my friend Martin. Thanks to aviation, for enabling us to begin what I am sure will be a lifelong friendship.

Congratulations to Steve Ducoff who recently had this story quoted in last month's issue of *The American Bonanza Society Magazine*, thanks for sharing the story with CPA-ed.

Lots of great help out there when flying VFR

by John Webb

Pueblo Approach: Cessna 2524X, 25 miles west, VFR, climbing through eight thousand, out of Fremont County. Would like to fly past the Restricted Area, turn north, transition the "Springs" in route to Denver Centennial. You know the drill: Squawk ____, ident. Then comes those words we love to hear - "...we have established radar contact."

If you look on the Denver Sectional, right next to PUEBLO MEML (PUB), you will see a blue circle with a "R" in it; Pueblo has Airport Surveillance Radar (ASR). This is a radar category designed to provide relatively short-range coverage in an airport vicinity. Surveillance Radar usually reaches about 30 miles in 360 degrees of azimuth. It expedites handling terminal area traffic, gives precise aircraft locations on a radarscope and is often used as an instrument approach aid.

What a great way to safely network into the complex and active airspace of the Colorado front range. I can't think of any place that is more complicated. To name a few: DIA (DEN)-Class B, Jeffco (BJC)-Class D, Centennial (APA)-Class D, Buckley (BKE)-Class D, Front Range (FTG) all tucked in, around or under DIA along with humpteen other airports and high towers - in jammed airspace - spanning from northwest to northeast of metro Denver all the way to the Wyoming border.

Going south you have the Palmer Ridge, Colorado Springs (COS)-Class C, the Academy (AFE)-Class D, Butts AAF (FCS)-Class D, Fort Carson (R2601 A & B), Meadow Lake (00V), Colorado Springs East (CO50) and Pueblo (PUB)-Class D, all hemmed in, immediately to our west, by the highest and most rigorous terrain in the United States.

One day last year Cheryl and I were flying back from Clayton, NM across southeastern Colorado. We were entering the metro area,

from the south, when just east of Colorado Springs, COS Approach called us and warned us, with an exhausted sounding voice, of "numerous" aircraft in the area. They then called us right back to correct that report to say that there were many more than "numerous" aircraft in the area and please try not to hit any of them. Cheryl and I were immediately washed with that warm fuzzy feeling you get when you approach the Denver metro area on a Saturday with good weather.

Thank God for radar assistance to VFR aircraft or Flight Following. You have a constantly monitored position. You have some help in avoiding and locating other aircraft. You have accurate altimeter settings. You can be vectored around problems or traffic of which you would have no knowledge. If there is any kind of emergency or "situation", help and communication is a button push away.

The point to all of this is, make sure that you are taking advantage of all the help and assistance that is available to you when VFR. When coming from the south, the place to start is Pueblo Approach. They are a great link to Colorado Springs Approach, Denver Center and Albuquerque Center. The Aeronautical Information Manual has a great deal of information about Radar for VFR aircraft.

I got to thinking about all of this when we recently visited Fremont County Airport at Florence, CO. As a note, I would like to say what a nice visit we had. They have a wonderful little airport and the runway is in great shape. The guy helping us at the FBO was real nice and very proud of his new DTN weather computer. He graciously loaned us a car to use. There was a lot going on there that Sunday. There were sky divers, gliders, other G.A. activity and fuel was \$1.80. I hear they are planning some fly-ins this year. Anyway, check it out - it's a nice place to visit. You can also use Pueblo Approach to help you in and out. To all of you - Good Flying!

Colorado Aviation Calendar



- APR 24 **CPA CULTURAL FLY-IN TO CORTEZ, CO.** Cortez-Montezuma County (CEZ). Tour Southern Ute Mountain Tribal Park and visit the UC Historic Center. Optional overnight in Cortez. Info: John & Kathy Martyny 303/449-6875.
- APR 24 **COLORADO 99'S COMPANION FLYER COURSE**, Aspen Flying Club, Centennial Airport (APA), 8:00 a.m. - 4:00 p.m. Course designed for passengers, the "non-pilot companion," to promote knowledge of aviation concepts and procedures aimed to ease anxiety and improve comfort levels; offers hands-on experience. Info: Lynette Warren 303/791-7092 or Sue Osborne 303/471-0665.
- MAY 8 **CENTENNIAL AIRPORT OPEN HOUSE AND FLY-IN (APA)**, 8:00 a.m. - 3:00 p.m. Theme of "just plane fun." Celebrating the 32nd anniversary of the airport. Historic warbirds, antique and classic aircraft, FAA Wings Program. Free exhibitor space. Info: 303/790-0598. www.centennial-airport.com
- MAY 15 **CPA MOUNTAIN FLYING - HIGH ELEVATION AIRPORT OPERATIONS GROUND SCHOOL**, (Location tba). Course designed to prepare pilots for flight over mountainous terrain and high elevation airports. Registration fee: \$70 for CPA members, \$95 for non-members (includes course materials). Flight portion of course may be taken at pilot's discretion, and cost, at a later date. Qualifies for FAA Wings Program and Biennial Flight Review. Info: Terry or Walt Barbo 303-367/0670 e-mail oldflyer@compuserve.com
- MAY 15 **ERIE TOWN FAIR & FLY-IN BREAKFAST** - Tri-County Airport (48V), mass balloon launch 6:30am, pancake and sausage breakfast 7am-11am. Static display. Free Young Eagles Rides for kids 8-18. Contact Michael Maya-Charles 303-604-0746.
- MAY 22 **POKER RUN**, Spanish Peaks Airfield (4V1). Fun and excitement. Info: Bob 719/676-3235 e-mail: Cnotes@aol.com
- MAY 22-23 **CPA FLY-IN TO MINDEN, NE.** Pioneer Village Field (0V3). Tour historic Pioneer Village, its several museum buildings containing everything from a huge collection of buttons to antique aircraft, farm machinery, and cars. Overnight at Pioneer Village Hotel. Info: Lee & Flo Porter 719/449-6875.
- MAY 22 **AURORA AIRPARK APPRECIATION DAY FLY-IN (0IV)**. Vintage and warbird aircraft on display, rides, jet van, lunch 11:00 a.m. Info: Bob or Dawn Resling 303/216-0031.
- JUN 5 **AOPA FLY-IN**, AOPA Headquarters, Frederick, MD Info: www.aopa.org
- JUN 12 **TAILDRAGGER STAMPEDE & COMPETITION**, Buena Vista Municipal Airport (1V1). Landing and flour bomb drop competition. Barbecue at noon. Info: Dan Bremmer 719/395-2496
- JUN 19 **GUNNISON COUNTY AIRSHOW**, Gunnison County Airport (GUC). 7:00 a.m. - 3:00 p.m. Pancake breakfast, warbird fly-bys, aerobatics, static display aircraft. Careers in Aviation Program features Discovery & Columbia pilot Kent Raminger from Del Norte, CO. Info: Jo Ann Stone 970/641-2481
- JUN 19 **AIR RODEO**, Spanish Peaks Airfield (4V1). Rodeo events begin at 9:00 a.m. - \$5 per event: flour bombing, balloon busting and spot landing. Info: Bob 719/676-3235 Cnotes@aol.com
- JUN 19-20 **AIR SHOW '99**, Jefferson County Airport (BJC), Broomfield, CO. Details TBA. Info: Air Sports International 303/469-7479 or e-mail: airports1@aol.com
- JUN 26 **FORT MORGAN HISTORIC AIRCRAFT FLY-IN & PANCAKE BREAKFAST**, Fort Morgan Municipal Airport (3V4). Part of the Fort Morgan Glenn Miller Festival activities scheduled June 25-27. See Chamber of Commerce web site at www.fmchamber.org for information on festival and local accommodations. Fly-in info: Vernon Tryon 790/867-5688.
- JUN 26 - 27 **21st ANNUAL ROCKY MOUNTAIN REGIONAL EAA FLY-IN**, Vance Brand Airport (2V 2), Longmont, CO. Pancake breakfast 6:30 a.m. - 10:00 a.m. lunch 11:00 a.m. - 2:30 p.m. each day. Seminars on aircraft building techniques, flight

safety, tool demos available both days. Flying Start Program on Sunday morning, Young Eagles Rally Sunday afternoon. Aircraft displays, aviation related vendors, manufacturers' displays, antique cars and motorcycles. Downhome spaghetti dinner banquet with awards and guest speaker Saturday, 4:30 p.m. Admission - \$5,. Info: 303/442-5002 or RMRFI at www.greeleynet.com/eaaregional

- JUN 26-27 **CPA FLY-IN TO THERMOPOLIS, WY.** Thermopolis Municipal Airport (THP). A relaxing weekend of fishing, golf, or laying around the hot springs. Overnight trip. Info: John & Kathy Martyny 303/449-6875. jmartyny@compuserve.com
- JUL 4 **SALIDA AIRPORT OPEN HOUSE**, Harriet Alexander Field (0V2), Salida, CO. Antique and experimental aircraft displays and airplane rides. Info: Ronald Lizar 719/539-2700 or e-mail at ronlizar@chaffee.net.
- JUL 4 **INDEPENDENCE DAY FLY-IN**, Brush Municipal Airport (7V5). Pancake breakfast, book sale, Awesome Parade, art show, ice cream social, mule show, rodeo and fireworks. Info: Brush City Hall 970/842-5001.
- JUL 10-11 **23rd ANNUAL DENVER-TO-JACKPOT, NV, AIR CLASSIC**, Sponsored by Colorado Pilots Association. Departs Jeffco Airport (BJC) for a 528 sm route to Jackpot/Hayden Field (06U). Overnight at Cactus Petes. Aircraft handicapped by manufacturer's published maximum speed. Cash prizes. Event open to all intersted pilots. Info: Robert Venohr, Air Classic Chairman 303/766-0742.
- JUL 10 **MOUNTAIN MANIA ANTIQUE, CLASSIC & STREET ROD CAR SHOW**, Buena Vista Municipal Airport (1V1). Three-day event Friday through Sunday. Free dance on Saturday night at the airport featuring the "Kool Cats," an oldies group. Stampede rodeo and parade. Landing and flour bomb drop competition. Fly-in aircraft should bring tiedowns since airport aprons will be covered with display automobiles. Info: Dan Bremmer 719/395-2496
- JUL 17 **CUSTER COUNTY AIRPORT FLY-IN**. (4C03) Located near Westcliffe, CO. Jointly sponsored by Custer County Airport and Silver-West Estates. Free pancake breakfast 8:00 a.m. to 12:00 noon. Info: Wray Pedro 1-800/748-2430 www.silver-west.com.
- JUL 17-18 **CPA FLY-IN TO SANTA FE, NM**. Santa Fe County Municipal (SAF). Day-long tour of Rancho de las Galindrinos, a living museum of an old historic ranch first established by Spanish explorers in the 1500s. That night, a gourmet TAIL-GATE dinner in the parking lot complex at the opera. Annual event for a number of CPA members. Imperative to reserve opera tickets early (Call 1-800-280-4654). Info: Mary Jones 719/488-0653 (H) or 719/593-0093 (W).
- JUL 28 - AUG 3 **EAA INTERNATIONAL FLY-IN CONVENTION**, Oshkosh, WI.
- AUG 25-27 **CPA FLY-IN & TOUR OF CESSNA PLANT**, Independence, KA. Independence Municipal Airport (IDP). Three-day trip starting with a tour of the Cessna plant in Independence, overnight in Wichita followed by a visit to the National Institute for Aviation Research, a visit to McConnell AFB, home of the 22nd Aerial Refueling Wing, and a tour of the Boeing factory. Info: Gil & Larry Jones 303/934-6835.
- AUG 21 **CPA MOUNTAIN FLYING - HIGH ELEVATION AIRPORT OPERATIONS GROUND SCHOOL**, Centennial Airport, Ashbrooke Room. Course designed to prepare pilots for flight over mountainous terrain and high elevation airports. Registration fee: \$70 for CPA members, \$95 for non-members (includes course materials). Flight portion of course may be taken at pilot's discretion, and cost, at a later date. Qualifies for FAA Wings Program and Biennial Flight Review. Info: Terry or Walt Barbo 303/367-0670 e-mail oldflyer@compuserve.com

COLORADO CALENDAR OF AVIATION EVENTS 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. Please submit events and/or changes to CPA at the above address or call Terry Barbo 303/367-0670 or E-mail: OldFlyer@compuserve.com.

NOTE: To ensure that an event date has not changed or has been canceled, please contact the event information person. Or look in on our Web page for updates, additions, etc. (www.airbase1.com/cpa).

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All articles & letters should be sent to:

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(303) 444-5560
E-MAIL: barclay@eazy.net

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