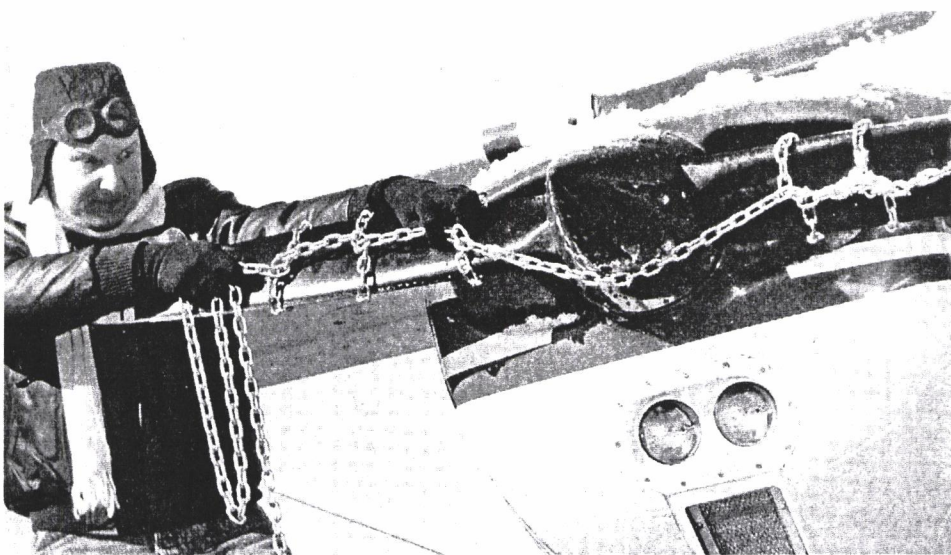


CPA FLIGHT LINES

Volume 20, No11

NOV 2003



Could this be a new idea for Scott Morse to use to “secure” his plane??? *photo by Paul Stanton in Hamilton, MT*

CPA WEB SITE
www.coloradopilots.org



FOR OUR VETERANS - WHO GIVE US SO MUCH

Editorial by Sarah Dolliver

The flag on my house was twisted by the wind, and while straightening it out my mind ran to thoughts of all those who have fought and died for our right to place Old Glory on our houses and cars, for our right to worship as we please, for our right to speak our mind, for our right to raise our families as we choose and to exist freely. I thought about our Founding Fathers (our first Veterans), and then about each generation of men and women to whom we owe our very lives.

I think most often of our World War II Veterans, as my Dad is a WWII Vet. Many of you know Daddy, he was an Air Force pilot who flew B-24s in WWII - and then stayed in the Air Force - he was a "lifer." I would hazard a guess that many of you had Dads or know of someone who served in World War II - and are

especially lucky if you still have that special someone around. Many of us know Korean War Veterans, even more of us know Viet Nam Veterans, Desert Storm Veterans, and now the Veterans of the Iraqi War.

Each generation of military service member has guaranteed all of us liberties that we take for granted. There's a stone plaque in front of the SR-71 at the SAC Museum in Lincoln, Neb. that says "We must never forget that freedom is never really free. It is the most costly thing in the world. Freedom is never paid in a lump sum. Installments come due in every generation. All any of us can do is offer the generations that follow a chance for freedom."

Our Veterans have given us our chance for freedom. Our current service members are guaranteeing that we are allowed to keep our freedom. Please, on this Veterans Day take the time to

thank them. Thank the little old gent down the street, you know the one. He's the one who stands and puts his hand over his heart when the flag passes by in a parade.

Thank the couple across the restaurant from you - the lady is wearing a yellow ribbon. Thank the young soldier in uniform - the one who looks as old as the kid who delivers your paper.

Me, I'm going to do all that, and I'm going to hug and kiss my Dad, because I'm one of the fortunate ones who still have my Vet - my Hero around. Then please say prayers for all those have served, for those who have passed away, and for those who continue to serve. God Bless America, and Her Heros!

FACTOID

QUESTION. Everyone knows of Charles Lindberg's sensational May 1927 non-stop flight from New York to Paris. Aviation buffs also know that two additional successful flights from the US to Europe followed within a few weeks. Clarence Chamberlain and Charles Levine flew from New York to Berlin while Richard Byrd and a crew made coastal France. These carefully planned trips, by well-prepared crews, made crossing the Atlantic seem relatively safe if not routine.

In the same year, however, another transoceanic air route was also very much in the public eye. There were also multiple attempts to complete this long range flight, but success was matched by several disasters. What was the route and who were the personalities involved?

Concerning Learning Nov. 2003

AN IM-PERFECT 10

By Vern Foster as told to Dean Jaros

Today's professional pilots face many of the same problems as their counterparts fifty years ago. Then as now, unless one was employed by the major airlines, scratching out a living as a pilot was just plain tough.

In 1949, I really needed a job. I was on medical furlough from United Airlines after flying DC-3s for five years. Fortunately, this issue would be resolved and I would be called back to United in 1954-but I did not know this at the time.

Capital Air Services (CAS) in Manhattan KS had an opening. This combination FBO, flight school, and charter service was doing better than most. The GI Bill had swelled the ranks of local student pilots, keeping CAS's Cessna 140 trainers busy. Manhattan was just far enough from Kansas City to make it a tedious drive, so many business people signed up for Cessna 195 and Cessna 180 air taxi service. The Army command at nearby Ft. Riley was constantly moving soldiers around and this provided an ample business for CAS's two Lockheed Model 10s. All in all, there was enough business to keep six charter pilot/CFIs busy.

Nick, the owner, had a very specific duties in mind. He wanted someone who was willing to fly the Model 10s- wherever, whenever, at night, in

weather--without a co-pilot. After all, a co-pilot would cost Nick salary money. Moreover, this way the right seat was available for another fare-paying passenger. Even for the time (unlike today, there were no Part 135 requirements and no one worried whether a plane was formally certified for one-pilot operation) this was a pretty demanding expectation. But I was hungry and I took the job.*

I did not know the worst of it. On a check ride with only three people aboard, I discovered that, one engine out, the 10 would not climb at all. Fully loaded, there

*Interestingly, the "dash-A" of the Lockheed 10 series was a twelve place plane powered by two Pratt and Whitney 450 hp engines. Many of this type had been used by airlines such as Delta and Mid-Continent prior to the advent of the DC-3 around 1941. Amelia Earhart's round the world plane was similar, but with more powerful engines and thus designated a Model 10-E.

would be an appreciable sink-rate. So, by experimentation, I made myself a little chart with horizontal distances that could be covered against altitude AGL at gross weight. If an engine failed, at least I would instantly know how far I could get before I was down and out.

Our 10s, both military veterans, were pretty battered up---nor did Nick spend any more than was absolutely necessary on maintenance. One had a long history of electrical problems. The other,

among several squawks, had a generator on only one engine and its constant speed props would not feather.

Faced with really bad airplanes, I tried to tilt the odds in my favor-I developed a habit of flying with extreme caution. For example, unless conditions were really good, I planned my flights for at least a 45 minute fuel reserve. I also paid attention to equipment awareness. I had many opportunities to stroll over to the maintenance shed while the A&Ps were working on one or the other of the Model 10s. Not surprisingly, they were often down for repairs, so I got to see, up close and personal, what made them tick.

One clear night, Jan. 17, 1954, I was deadheading back to Manhattan from Mason City, Iowa. Since weather was perfect, I skipped a fuel stop and thus had a reserve of only 20 minutes. As I neared home, everything looked and sounded normal. It was quiet-there was no tower or Unicom at Manhattan and Nick did not deem it necessary to employ a dispatcher-but the runway and sock were well-illuminated. As I moved the gear extension lever, I was greeted by a loud BANG and a big flash of light followed by sparks. There was no fire, but everything went dark.

I aborted the approach, restored some sort of order, climbed to 4,000 ft., and got my red flashlight out. How to deal with complete electrical failure? There was a large master fuse just under the instrument panel in front of the pilot's seat. I had a replacement fuse ready, so I reached under the panel and discovered that two prongs of the fuse-holder had broken off-probably many years

ago. Maintenance had solved this problem by securing the fuse with a double-wrap of safety wire. So much for that plan.

Plan B was to extend the gear with the hand-crank. Just a few weeks previously, I had gone through this procedure on the other, equally unreliable Model 10, so I had experience to go on. A pull on a T-handle was supposed to disengage the gear motor clutch so that the hand crank could operate. But the T-handle was frozen in place. What to do now? A gear-up landing did not appeal. Not only was there no rescue equipment at Manhattan, but there was nobody at all either on or near the field. My low fuel supply and lack of radio communication argued against diverting to a larger, more emergency- ready field.

Plan C was equipment awareness. In the darkness with no wheels down, I remembered something that I had seen. The gearbox for the retraction-extension mechanism was accessed through a panel in the cabin floor, just behind the spar pass-through. Could I reach it? Could I do something to disengage the motor clutch? Fortunately, I always carried a personal tool kit of a few screwdrivers and a pliers.

Since there was no autopilot, I trimmed the airplane as precisely as I could. Then I slipped out of my seat and moved back into the cabin-very tentatively because as I moved so did the CG, thus changing the elevator trim. Occasionally shining my flashlight on the artificial horizon to make sure I was still straight and level, I removed the panel and the top of the gear box. Sure enough, the clutch assembly was stuck.

I shoved a screw driver between the plates and whacked it as hard as I could with the flat of my hand. With a pop, everything came loose. What a relief! All this had taken approximately 6 to 8 minutes.

Sweating profusely, I rushed back to the cockpit wondering how much fuel was left. I turned toward the airport while descending. The fuel pressure gauges were beginning to fluctuate, so I applied lots of elbow grease to the wobble pumps, in between bouts of cranking (it took 150 full turns to extend and lock the gear). I landed with only fumes in the tanks.

The next day, I discovered two things. First, the basic cause: the electric landing gear switch had not been inspected. In this instance, worn linkages had engaged both the "extend" and the "retract" functions at the same time, causing a massive electrical short. Second, Capital Air Services did not own any jacks to lift the Model 10 during annuals. So in recent years no test of the manual retraction-extension system-or for that matter the normal electrical retraction-extension system-had been made!

My feelings toward Capital Air Services took a turn for the worse. Thank goodness I was soon to return to United! I was not surprised to learn

that a year or so later this Model 10 ended its career in a wheat field in Oklahoma with a two-man crew flying. Though no one was killed or injured in this incident, the 10 had to be scrapped.

There are several lessons. One is obvious: it is not smart to accept questionable job assignments (e.g., single pilot operation) nor to accept poorly maintained aircraft. But sometimes life circumstances compel us to make decisions that are not the very best imaginable. This is reality.

I tried to minimize risk within this reality through, among other strategies, equipment awareness. Fortunately, I remembered what I had learned about the landing gear of the Model 10. By frequenting the maintenance shed, I had increased the odds in my favor.

The point is not that everyone should fully understand the landing gear. Rather, any knowledge of one's airplane may be useful in an emergency. My advice is simple: learn as much as you can. This increases the odds in your favor. When the airplane is down for annual, go in and take a look at the innards. You never know when a little bit of stray information might save the day. ###

Lockheed Model 10-A below



Fly-In to Strategic Air & Space Museum, Lincoln, Nebraska - Sept. 27, 2003

The weather finally cooperated with us and allowed us to have our fly-in to Lincoln, Neb. on Saturday, Sept. 27th. The winds became quite strong Sat. morning, but everyone made it in - goes to show you the talent of our CPA pilots. We had 23 participants in all, most flying into Duncan Aviation where all were treated as royalty by the FBO's personnel, not only cleaning the windshields without being asked, but also cleaning bugs from the prop, spinners, cowling and leading edges.



We had aircraft ranging from a Cessna 170, 182's, Piper Comanches, Piper Archers, and a Navion, as well as several folks who elected for a leisurely drive from Colorado. For our tour of the Strategic Air & Space Museum, our group was entertained and educated by our own private, very knowledgeable, tour guide, Don McBride (a WWII Vet.), who not only directed us through the museum, but through history. Even after the tour, Don held court in the snack bar and regaled us with his experiences, including 624 missions "over the hump".

The museum houses numerous aircraft that flew in the Strategic Air Command, from the B-17 to the SR-71 and everything in between. In addition, the museum had several tremendous exhibits from the space race, on loan from the Cosmosphere in Hutchinson, KS. We were even able to enjoy the M*A*S*H traveling exhibit on loan from the Smithsonian.

Later that evening, everyone enjoyed a casual, light get-together at the hotel before dinner. I was lucky enough to get to know lots of CPA members new to me - Ann Bormolini and Art Hutchison, Ann's Son, daughter in law and grandchildren,

Michael & Leslie Frank, Paul & Pat Kelly; and of course enjoy those whom I've know for years - Bart Jones, Larry & Gil Jones, Greg Reedy, Frank & Vanita Gallo, Perry & Jewel Miller, Bill Linenberger, and Bill Totten.

I believe a really good time was had by all. I'd like to thank Bill Linenberger and Peggy Long for their help and assistance, as well as each and every one who participated in the fly in.

by Sarah Jane Dolliver

"Concerning Learning"

FREE LUNCH—FREE MEMBERSHIP. Do you have a flying story with a lesson?

Tell it to interviewer Dean Jaros over lunch or a late afternoon drink (Dean picks up the tab). If the story is accepted for publication in FLIGHTLINES, your membership in CPA will be extended for one year, free. Contact Dean at jarosd@lamar.colostate.edu or 970 686-1233."

FACTOID ANSWER.

Although there had been interest in flying from the US mainland to Hawaii for some time, it was probably Lindberg's success that caused many pilots to contemplate this route in the summer of 1927. In June, the US Army geared up to send one of its new Fokker tri-motors on this 2400 mile oversea jaunt. The command wisely chose one of its best pilots, Lester Maitland, to do the flying. More importantly, command tapped as his crew perhaps the most knowledgeable airplane navigator in the country: Albert Hegenberger, chief of the Instrument and Navigation Branch, US Army Engineering Division. Once more, careful planning and focused training proved successful as these two completed the trip in less than 26 hours.

A civilian effort followed in July. With ample financial backing, Ernest Smith, a Californian of many years flying experience, prepared a single engine Travel Air for the trip. Significantly, he secured as navigator Emory Bronte, a non-pilot but a master mariner. Thorough preparation again led to success. Although slight miscalculation of fuel consumption forced them to land on Molokai rather than at Honolulu, finding the islands in the great expanses of the Pacific was shown to be quite possible.

James Dole, seeking to promote his pineapple empire, sponsored a race from Oakland to Honolulu in the same year. The race was very well publicized. It featured simultaneous starts, heavy media coverage, and large purses for win, place, and show. The hype was alluring. It drew some sixteen entrants of all levels of experience and ability.

Of this total, two crashed en route to starting point with the loss of three lives. Alarmed by the rag-tag assortment of planes and pilots, the Civil Aeronautics Authority quickly promulgated a series of rules and, in an unpopular move, "disqualified" six of the remaining fourteen entries. This left eight airplanes at the starting line on

August 16.

Two crashed on takeoff, fortunately with no loss of life. One plane returned shortly after departure with mechanical difficulties. Another pilot decided he did not have enough fuel after all and withdrew.

Arthur Goebel and William Davis won the race. Pilot Goebel, an Oklahoman, had made careful preparations, designing several features of the plane for long-distance flight. Davis was a naval lieutenant with a great deal of navigational experience. Marvin Jensen and Paul Schluter came in second. Jensen was a commercial pilot with much experience in the islands and Schluter was a sea captain skilled with sextant and knowledgeable of weather. The other two planes were never seen again, lost along with five lives.

A week later, one of the non-starters decided to attempt a flight to Tokyo via Honolulu. Though it left Oakland in good order, neither the plane nor its crew of two was ever seen again.

The Dole Air Derby, though it may have helped pineapple sales, did nothing to demonstrate the safety and reliability of air travel. Even the most exuberant race enthusiasts were chastened by ten deaths.

###

Goebel & Davis
win Dole Air
Derby in their
Travelair
"Oklahoma".



CPA Calendar 2003

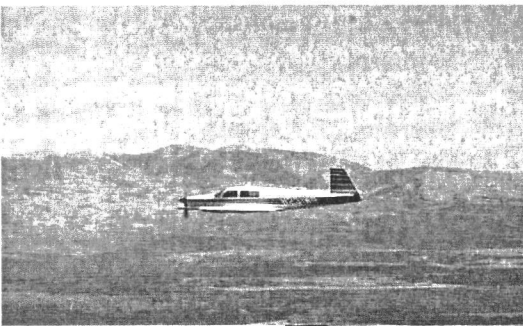
Our very last official CPA function for the year:

DEC 14, 2003

CPA HOLIDAY PARTY. This is a highlight of our year; a time for a fabulous dinner, and special door prizes. If you have a door prize that you would be willing to donate, please bring it with you that night. Place? Doubletree HOfel, Denver SE, same place as the party was last year. There is a deadline for making your reservations: please contact Gloria Baltz at 303/499-0833 or gbaltz@mindspring.com for more information. Bring guests, the more the merrier!~

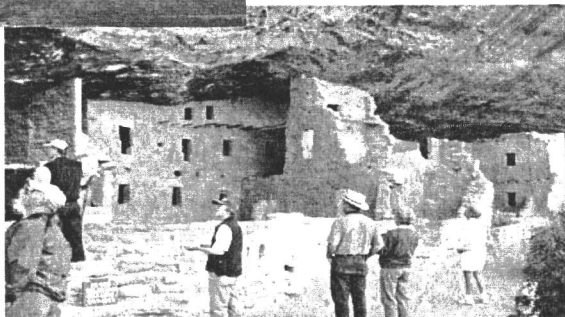
2004

If you have an upcoming event planned in 2004 that you want included in our CPA Aviation calendar, please contact Terry Barbo to give her your information. She begins work on this in January, and is looking forward to the new season, new events to add to the calendar.



CPA Photos from Cortez, CO flying trip. Members at ruins, and the aerial photo is of Dave & Sue Burke in their Mooney.

photos by Bob Doubek.

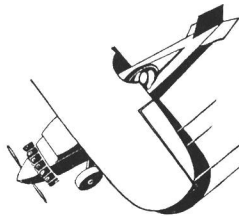


Pagosa Springs - Stevens Field CPA Fly-In

The weekend of September 20-21 ,2003 was favored with late Colorado summer, blue skies and calm winds; perfect weather for the CPA fly-in to Pagosa Springs, Stevens Field. Some 30 CPA pilots and passengers were greeted by the Pagosa pilots group with hamburgers and hot dogs for lunch at F.B.O.

After lunch, part of the group, led by a tour guide, hiked up to Chimney Rock and toured the ancient Pueblo ruins. Another group visited an Alpaca Farm and were treated to an interesting lecture pertaining to the history, uses and raising of Alpacas. Saturday evening we were treated to a great "Hangar Party", again sponsored by the Pagosa Pilots. The combined groups numbered over sixty guests. Following this event, we returned to the motels and took advantage of the many hot spring pools varying in temperature from 98 to 114 degrees Fahrenheit. We had a leisurely breakfast Sunday morning and took advantage of a hot air balloon rally consisting of more than thirty beautiful balloons before departing for home.

Thanks to John and Cathy Martyny for arranging the fly-in and special thanks to Marilyn and Frank Hutchins and the Pagosa pilots for being tremendous hosts and making this a special weekend. *by Bob Doubek*





Fly Mart



For Sale: V35A (1969) Bonanza. One-half interest in established LLC aircraft hangared at Meadow Lake. Turbonormalized (200 kts. @ FL200!), tip tanks, panel-mount GPS, S-Tec 60-2 with altitude hold and yaw damper. Recent annual. 4850TT / 1650SMOH. Nice paint and interior. \$63k. Will consider trade for full interest in your aircraft of equal or less value. 303-322-5306.

Fly Mart is a free service provided for CPA members only. If you have a personal item to list, please submit the ad to the *Flight Lines* editor: jmarykathr@aol.com. Deadline is the 15th of each month, to appear in the following month. These ads run once unless you contact me by the 15th of the next month to be run again.



Burke Lee MC CLURE, Master CFI

(29Sep03)

Highlands Ranch CO

Burke McClure recently earned his Master Instructor designation. Burke is the chief flight instructor and Part 141 check pilot for the Wings of Denver Flying Club at Centennial Airport (APA). He also serves in the CAP's Colorado Wing and is an Aviation Safety Counselor for the Denver FSDO.

Colorado Pilots Association Membership Renewals and Welcome to new Members

RENEWALS

James Martin,
Lakewood
John Huft, Pagosa
Springs
Steven Hennings,
Greeley
Stephen Ducoff,
Colorado Springs
William Cuntz,
Golden
Grant Bledsoe, Wray
Lee Porter, Pueblo
West
Bruce Prestien,
Sherman, TX
Scott Hathcock,
Longmont
Bill Totten, Aurora
Douglas Wakefield,
Colorado Springs
Chuck Mangan,
Castle Rock
Lynette Warren,
Highlands Ranch

Vernon Randel, Erie
Curt Soehner, Wray
Executive Flight
Training LLC,
Centennial
(Corporate)

WELCOME NEW MEMBERS

William F. Hines
3146 S. Kalispell
Court
Aurora, CO 80013-
1739

Fred W. ("Hap") Pool
1149 Sandstone
Drive
Vail, CO 81657-
4437

Clyde M. Cable
21095 WCR 72
Eaton, CO 80615-
9201



CPA DIRECTORY

AREA REPRESENTATIVES: AREA REPRESENTATIVES BURLINGTON / EASTERN COLORADO

Larry Mack
719/346-7884 (H0)
719/346-5352 (W)
shereec4@plains.net

CENTENNIAL AIRPORT

Bob Doubek
303/771-8148
idacrase@4dv.net

COLORADO SPRINGS

Bob Figgie
719/598-5111 (H)
719/338-8361 (W)
Travelaire921@earth-

link.net

CRAIG-MOFFAT

John Ponikvar
970/824-2148 (H)
970/824-3496 (W)
jponik@amigo.net

CRAWFORD

Rob Duncan
970/921-3400
sales@airbase1.com

DURANGO / LA PLATA COUNTY

Paul Staby
970/259-7577

jpstaby@compuserve.com

ERIE MUNICIPAL

Jerry Schofield
303/663-3963 (H)
303/663-3973 (W)
jschofield@aol.com

FORT COLLINS-DOWNTOWN

Ron Zasadzinski
970/227-0489
ronz@flyron.com

FORT COLLINS-LOVELAND

Jan McKenzie
970/686-1233 (H)
970/206-5526 (W)

jan.mckenzie@LSIL.com

FRONT RANGE AIRPORT

Bill Totten
303/364-5238
btotten@B707guys.com

GRAND JUNCTION

Deanna Strand
970/245-7289 (H)
970/243-4359 (W)
deanna3@attbi.com

JEFFERSON COUNTY AIRPORT

Daril Cinquanta
303/423-9846
CQ7014@aol.com

KREMMLING / SUMMIT COUNTY

Ron Lewark
303/668-3089 (H)
303/668-3093 (W)
c185guy@aol.com

LONGMONT

Pat Spears
303/684-9626

Patricia.Spears@comcast.net

MEEKER / RANGELY

Mike Brennan
970/878-4346 (H)
970/675-3284 (W)
mbrennan@flattops.net

MONTROSE / DELTA

Rick Reisman
970/323-0315 (H)
970/674-3284 (W)
rsreis1@junco.com

PUEBLO

Lee Porter
719/547-3339

leepor@mindspring.com

RIFLE / GARFIELD COUNTY

Larry Smalley
970/625-3222 (H)
303/918-7220 (M)
bellanca93570@earth-

link.net

SALIDA / CHAFFEE COUNTY

Bill Reeves
719/539-1185
reeves@chaffee.net

SAN LUIS VALLEY

Mike Entz
719/754-3165 (H)
719/754-2700 (W)
maentz@starband.net

STEAMBOAT SPRINGS

Steve Green
970/877-5717 (H)
970/879-5717 (W)
sgreen@springsips.com

TELLURIDE

Fletcher Anderson
970/728-1728 (H&W)
mtnavigation@telluride-

colorado.net

WALSENBURG

Mike Mann
719/676-2051 (H)
719/738-2050 (W)
airmannav@msn.com

WRAY

Lucile Bledsoe
970/332-5143
lmbledsoe@plains.net

FLIGHT LINES PUBLISHER

Colorado Pilots Assoc.
719/488-0653

FLIGHT LINES Circulation MGR.

Terry Barbo
303/367-0670

PRESIDENT

Eric Jensen
970/482-7160

VICE PRESIDENT

John Martyny
303/449-6875

SECRETARY

Gloria Baltz
303/499-0833

TREASURER

Bart Jones
719/488-0653

COMMITTEE CHAIRPERSONS:

AIRSPACE

Walter Bell
303/488-9780

AIR CLASSIC

Robert Venohr
303/766-0742 (H)

BACKCOUNTRY AIRSTRIPS

Bill Meine
303/795-2755 (H)

EDUCATION

Dean Jaros
970/686-1233 (H)

FLY-INS

Jan McKenzie
970/686-1233 (H)

LEGISLATIVE AFFAIRS

Gary Tobey
303/699-7371 (H)
303/799-8600 (W)

MEMBERSHIP RECORDS

Terry Barbo

303/367-0670

MOUNTAIN FLYING

Brian Jones
303/841-1192 (H&W)

FLIGHT LINES - Editor

Mary K Jones
719/488-0653

PUBLIC AFFAIRS

Mark Hopkins
303/494-1211

RECOGNITION & AWARDS

Bruce Hulley
303/344-2843

WEB MASTER

Rob Duncan
970/921-3401

LIAISON CHAIRPERSONS:

AIRPOWER WEST & FLT SAFETY FOUNDATION

Mike Baldwin
303/674-3836

ANGEL FLIGHT

Mark Kolber
303/694-2603

AOPA

Bill Hamilton
970/887-2101

CO. AERO. BOARD

Pat Wiesner
303/397-7600 (W)

CO AIRPORT OPERATORS

Dennis Heap
303/261-9100

CO WING C.A.P.

Bill Hines
303/693-9152

CO GEN AV COUNCIL

Gregory Feith
303/366-6580 (H&W)

CO NINTY-NINES

Sue Osborne
303/471-0665

COMMEMORATIVE AIRFORCE

Rob Duncan
970/921-3400

FAA AIRPORTS DIST. OFFICE

Scott Fredericksen
303/342-1263

FAA FSDO

Monty Taylor
303/342-1100

Publication Notice: Articles for CPA FLIGHT LINES are sought from members and other organizations. Stories and articles can include flying tips, rebuilding and restoration experiences, special trips, activities, etc. All articles & letters should be sent on disk or e-mail to: Mary K. Jones, Editor, FLIGHT LINES, 290 Rangely Drive, Colorado Springs, CO 80921. Phone: 719/488-0653. E-mail: jmarykathr@aol.com. Material for publication will be accepted up to deadline date, 15th of each month, which appears in FLIGHT LINES THE FOLLOWING MONTH. FLIGHT LINES shall reserve the right to accept, refuse, or edit any material submitted. Publication of articles and opinions in CPA FLIGHT LINES is not an endorsement by the Association, nor does the Association assume responsibility for the accuracy of the information contained in FLIGHT LINES.

Colorado Pilots Association
APPLICATION FOR INDIVIDUAL MEMBERSHIP/RENEWAL

Name _____		
Spouse _____		
Street Address _____		
City _____	State _____	Zip _____
Phone(H) _____ (W) _____		
E-mail _____		
Pilot Rating Held _____		Profession _____
A/C Owned (make) _____	Model _____	N # _____
Principal airport based at or flown _____		

Applying for:

- ☐ Renewal or
☐ New Membership
☐ *General Aviation News***
☐ *America's Flyways**

** Add \$25/one year only

* Add \$8.00/year

Check enclosed, payable to CPA, to cover membership & Flight Lines Newsletter:

- ☐ \$20 for 1 year membership
☐ \$38 for 2 year membership
☐ \$55 for 3 year membership
☐ \$100 for corporate membership (includes 3 free 1/2 page ads)

Mail to: CPA
P.O. Box 200911
Denver, CO 80220

I am interested in serving as an Area Representative for the _____

I am interested in serving on the following committees:

Airspace
 Air Classic
 Education
 Flight Safety
 Legislative

Membership
 Newsletter
 Programs
 Public Affairs
 Fly In

CPA MERCHANDISE

Caps (white) with CPA logo\$10	CPA Logo Golf Shirts\$25
Lapel Pins\$2	CPA Logo Denim Shirts, short sleeve. \$25
CPA Decals\$1	CPA Logo Denim Shirts, long sleeve. \$30

For shirt info please call Terry Barbo 303-367-0670. Caps, add \$2 for shipping and handling; Pins or Decals, add 37¢; and shirts, add \$3.95. Mail to CPA, P.O. Box 200911, Denver, CO 80220

Printing of the newsletter by

KIMCO

ON DEMAND PRINTERS

4120 Brighton Blvd. Suite A21
 Denver CO 80216
 Phone: 303/295-1172

Colorado Pilots Association
P.O. Box 200911
Denver, CO 80220
RETURN POSTAGE GUARANTEED

Prsrt Std
U.S. Postage
PAID
Permit No. 301
Aurora, CO

