

CPA FLIGHT LINES

Volume 29, No. 1

August 2005



*Almost More Fun Than A Pilot Can Handle
ALMOST!
Scenes from the Air Classic Fly-in to Jackpot.*

More photographs on pages 3, 4 and 5!



CPA Web Site www.coloradopilots.org

President's Message



CPA President, Bart Jones

inspired solicitation of prizes. There were prizes that equaled or exceeded the registration fee for everyone who participated. I certainly appreciated my door prize of 25 gallons of gas from the Rock Springs airport.

For those who have not before participated in this event I would encourage you set aside one weekend in July next year. If “racing” is not your style consider that speed is only one event. Equally interesting are the events that test your flight planning skills of fuel consumption estimates and time enroute estimates. Not even GPS can dim the cerebral challenge here. This year I was not so cerebral as I muffed my estimate of how much time and fuel it would take me to get over Corona Pass. That put me out of the running early on. Others really had it nailed. Two of our winners in the time enroute were just one second apart. Talk about close!

The weekend was great fun for all and I hope you will think about joining us next year. I know you won't be disappointed.

Bart

“Concerning Learning”

FREE LUNCH and possible **FREE 1 YEAR 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 *CPA Flight Lines*, your membership in CPA will be extended and free for one year.

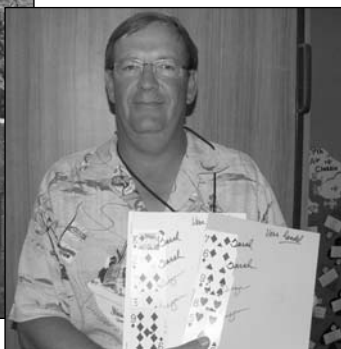
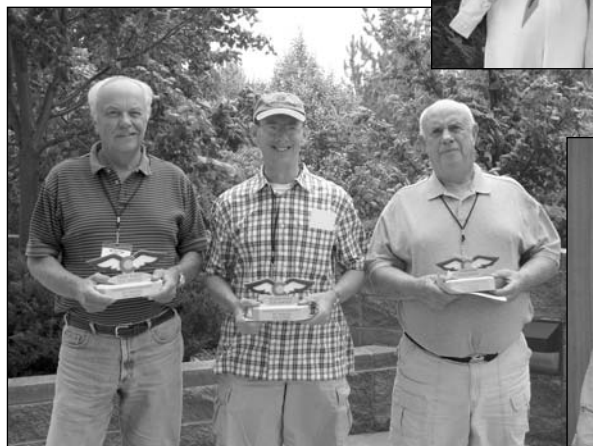
E-mail Dean at jarosd@digis.net or call him 970 686-1233

Good Times of the 2005 Air Classic

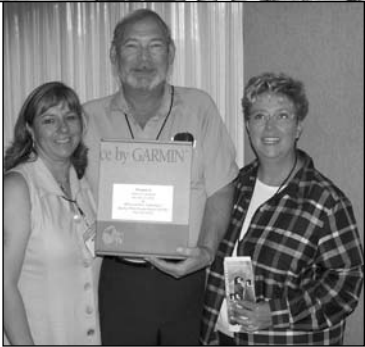
Jackpot Fly-in



Top Winners of the 2005 Air Classic



The smiles were large, as all won prizes



29th Annual Denver to Jackpot

Air Classic 2005, By Robert Venohr, Air Classic Chairman

The Jackpot Air Classic Committee wishes to thank the following organizations and individuals for their special sponsorships and donations in support of this year's event:

Advanced Aero Technologies - Donation of a Garmin 196 GPS

Cactus Petes - Cash prizes and cocktail reception

Frontier Airlines - Donation of round-trip tickets

Additional Prizes Were Provided By:

Aerographics	Town of Erie	Specialty Flight
Flower Aviation	Barnstormer	Training West
Precision Propeller	Ken Aero Supply	Star Aviation
T33 Aviation	Rotors of the Rockies	Century 21
Aerosystems	Trade-A-Plane	Michael Maya Charles
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AOPA	Vista Ridge Golf	Dennis Moss
Jet Center	Centennial Pilot Shop	Perfect Landings
Ron's Texaco	McAir Aviation	Straight Flight

The committee also wishes to thank the Administration at Jefferson County Airport, the controllers at Jeffco Tower, Gary Valentine at Rock Springs Airport, and Bill Dunn and Denver AFSS for their help in this year's race.

Thanks to the following committee members and helpers: Walt and Terry Barbo, Kevin Bunnell, Mike and Suzan Craven, Sarah Dolliver, Sonny and Darlene Elgin, Steve and Linda Harless, Bill Linenberger, Joyce Lyle, Bill and Marlys Marshall, Brian and Sharon McKay, Michael McRhodes, Tim Roberts, Paul and Sheila Rossman. The Air Classic ran smoothly largely due to their efforts and assistance.

We would also like to thank Peggy Long for making the Air Classic posters that were displayed at area airports.

Finally, a special thank you to Dana and Judi Haglin, Jim Hollis, and Vern Randel for their hard work in organizing all the pilot packs and the many prizes and sponsorships.

As always, your comments and suggestions on the race are welcome.

We look forward to seeing you next year for the 30th Air Classic on July 8, 2006!

Robert Venohr, Air Classic Chairman
(303) 766-0742, rkvenohr@comcast.net

Saratoga Wyoming Fly-In, June 25—26

A great place for a trip down the river; By Carl Talkington



arrived at the take out point near the Inn. A little faster than we thought possible, but with some back paddling we made it to shore. The rafts were no where in

Thirteen aircraft flew into Saratoga on a beautiful Wyoming morning arriving by noon on Saturday. The van from the Saratoga Inn shuttled everyone to the inn for registration and lunch. Michael Patterson from Hack's tackle met us during lunch and finalized the arrangements for our float trip on the South Platte.

The river was running high and fast so most everyone decided to ride in one of two guided rafts including my wife Freddie. Carl and Bev Boecher, along with my canoe partner Mike Linn and I thought we could handle the river in canoes. Soon we were on the shuttle to the put in point at Treasure Island where, after a bit of confusion we were loaded in boats and on our way. I had hoped the two canoes could follow the rafts but the river had other ideas and we shot ahead of the rafts.

Mostly we tried to keep the canoes in the main channel and avoid the fallen trees along the shore. The weather held with no thunderstorms, we enjoyed the scenery spotting several deer, a bald eagle and other wild life. After two hours on the river we

sight, so we loaded the canoes on the trailer and hiked back to the Inn to start happy hour.

By 5:30 everyone arrived and the traditional CPA happy hour was in full swing. After an hour or so we walked to the Wolf Hotel for a wonderful dinner. A leisurely stroll after dinner allowed for stopping in the local shops to check out the antiques and indulge in sinfully good ice cream on our return to the inn.

Sunday morning dawned partly cloudy with brisk wind and showers to the south and west. We left by the first shuttle to the airport at 7:00 AM while some stayed for breakfast.

Departure was into a wind out of the west of 20K gusting 29K fortunately more or less aligned with runway 23. Our arrival back in Longmont was at 9:00 AM, in time to pick-up Molly the schnauzer from dog camp. We had a great time. In all we had 29 people, two canceled and three showed-up at the last minute, everything worked out fine. Another successful CPA fly-in.

Carl

Exploring the Oregon Trail By Air

by Kathleen Bennett, CPA Member, Instrument & Commercial Ratings

Thanks to John and Cathie Martyn leading a CPA fly-and-drive-in to Guernsey WY June 4 - 5, 2005, attendees toured Ft Laramie, Register Cliff, and the Wagon Rutts' area. Thence began this pilot's fascination with exploring the history of the Oregon and Mormon Trails. Many of these trails' most important sites — Ft. Laramie (Guernsey WY), Scottsbluff and Gering NE, Ash Hollow (Ogallala NE), and Custer SD — can easily be reached by air.

Over 500,000 people traveled the Oregon Trail (following the south side of the Platte River) and the Mormon Trail (following the north side of the Platte River) starting around 1841 and ending in 1869 when the transcontinental railroad was completed. These trails stretched over 2,000 miles from Missouri and Illinois westward. Mormons headed for Salt Lake City, while farmers, forty-niners, and others trudged towards California and Oregon.

If you missed the Guernsey WY fly-in, set your GPS to 7V6, elevation 4400', runway 14-32 (5500' x 75'). Av fuel is available. Don't miss Ft. Laramie State Park with its beautiful lakes, fishing, hiking trails, the "Castle", and campgrounds. The Park's Museum, housed in a lovely old Civilian Conservation Corps (CCC) building, has excellent displays about the Oregon Trail's history.

From there, it's a short 15 minute car ride to Ft. Laramie. Be sure to rent the audio tour which relates the fort's history; allow at least 2-3 hours here. Ft. Laramie's most tragic event occurred in 1854 when a cow from a Mormon wagon train wandered into an Indian encampment, was killed and eaten by the starving Sioux. Subsequently, Lt. Grattan and 29 soldiers from Ft. Laramie were killed while demanding retribution for the slaughtered cow.



Buffalo herds in Custer State Park. During the first week of each October a buffalo auction is held in the park to maintain the buffalo population at 1500.

The U.S. Government's response came the next year, September 3, 1855, when General Harney and his troops viciously attacked a group of Brule and Ogallala camped on Blue Water Creek. A mid-June pageant held at Ash Hollow Historical Site depicts the "Attack on Blue Water". Many Lakota Sioux travel from South Dakota to take part in this yearly pageant (info: Ash Hollow State Historical Park, tel. 308 778-5651).

To reach Ash Hollow, fly to Ogallala NE's Searle Field (OGA), elevation 3278'. Runway 8-26 is 5100' and in good condition; runway 13-31 is 3678', in deteriorating condition, but usable (as I discovered when prevailing winds recently forced me to both land and takeoff from Runway 13 in my C182). Contact Schmidt's Motors for a car rental; they left a car for me at Ogallala's airport, unlocked, with keys inside. Very handy!

Arrive hungry to Scottsbluff's airport (BFF), also known as Western Nebraska Regional/William B. Hellig Field. Its onsite restaurant offers exceptionally good meals with home-baked pastries" to-die-for." Visit the Scotts Bluff National Monument where you can walk a well-maintained trail (or ride in a free air-conditioned shuttle) right to the top of the bluff. After 1853, westward immigrants favored the trail through Mitchell Pass, immediately south of Scott's Bluff (named after Hiram Scott, a fur company clerk, who died near the bluff in 1828). The Oregon Trail Museum Assn and National Park Service cooperate in the Monument's Visitor Center. More wagon ruts are clearly visible here. East of Scottsbluff, is Rebecca Winters' grave; she was a Mormon pioneer who died of cholera along the trail.



Custer State Park's Bluebell Lodge, built by a wealthy owner of the Bell Telephone Corporation.

In nearby Gering NE you'll find the North Platte Valley Museum displaying the most comprehensive research collection ever compiled on America's overland trails. Its exhibits are well done, and if you have time to see only one museum about these Trails—visit this one. You won't be disappointed! Lunch in downtown Gering, across from the Court House, at an excellent coffee house-bistro named "Legal Grounds" (940 R Street, Gering NE).

If time allows, follow the Oregon and Mormon Trails eastbound to Bayard and Bridgeport, NE. You'll be rewarded with incredible views of Chimney Rock, Courthouse and Jail Rock, all important landmarks to early immigrants. Stock up on fresh-baked bread at Bridgeport's Main Street Bakery, but skip the Pioneer Trails Museum; exhibits aren't labeled, and no historical guides are available. Near Bridgeport was Camp

Oregon Trail continued from page 9

Clarke, site of an early bridge across the North Platte River, built to serve gold rush travelers journeying to and from South Dakota's Black Hills.

To view those Black Hills more closely, fly into Custer, South Dakota (CUT) with its 5500' runway, elevation 5602. Some pilots prefer Custer State Park's runway (3V0), but rental cars and av fuel are available only at CUT. Camping is available on the field at CUT, and you'll have access to the FBO's shower and computer facilities. Excellent dining and lodging awaits you inside Custer State Park at Game Lodge, Legion Lodge, and my personal favorite, Bluebell Lodge. The Black Hills Playhouse (tel. (605) 255-4141/255-4551) has offered summer theater inside the park for 60 years. Awesome buffalo herds and numerous historical sites create a better understanding of early immigrant life.

As I continue to explore the Oregon and Mormon Trails, I can't help thinking of the differences between the life of early immigrants like Rebecca Winters and ours. They plodded slowly over rutted-gouged trails, enduring months of privation and hardship. As pilots, we soar over these rugged trails, quickly landing at our destinations, and scarcely realizing that, had it not been for these early adventurers, how different our lives "out west" might have been.

See ya in Oshkosh—happy flying!

Kathleen



Custer State Park's "Game Lodge", once the summer whitehouse of President Cleveland and also visited by President Eisenhower.

"Master Aviation Mechanic" *by Bill Linenberger*



The highest award possible for Aviation Mechanics was won by our CPA member Tom Hendershot.

Tom received the Charles E. Taylor "Master Mechanic" award at the Frontier Airlines Aviation Maintenance Technician Day, May 24, 2005.

During the 2004 EAA air fare in Oshkosh, Tom was the national winner

of the FAA Aviation Maintenance Technician of the year award. Tom has also received awards from state and the region.

Bill

An Education About Elevation

by Chris Bently as told to Dean Jaros

Though I was not a pilot for the Navy, I learned to fly while I was in the Navy. It was a good way to go — back in those days, the 1970s, one could take flight instruction as a benefit of serving in the armed forces.

My first posting was to NAS Memphis, where I attended an aircraft maintenance school. Memphis was a great place to learn, as they had a large flying club, and I had extra per diem money. I soon earned my private license. Before long, I found myself at an even better place to fly; I was transferred to NAS San Diego, as part of an F-14 training squadron. I served in a maintenance unit and later in a personnel capacity. The weather was great and I took advantage of it, accumulating several hundred VFR hours. I really loved the southern California vistas — ocean on one side, mountains on the other.

It was so much fun that I started thinking of advanced training (I still had unused Veterans Administration benefits). Since there was a good local FBO/flight school at Montgomery Field, and since it seemed like a logical progression, I started working on my commercial certificate.

To earn that rating, I needed to log cross-country time and also time in a “complex” aircraft. At some point I began to think that perhaps I ought to interpret “cross-country” as something in addition to trips up and down the coastline. A bit reluctantly, I decided to add east-bound flights to my repertoire.

Warming to the idea, I planned a scenic adventure. I had always wanted to see the Grand Canyon. It was by all reports breathtakingly beautiful — and just about the right distance from San Diego. I planned a day-trip that would feature a fly-over tour of the National Park (still permitted in 1975), lunch at the conveniently located Grand Canyon airport, and a quick trip to the rim. It was also a good opportunity to initiate a neighbor of mine to the world of aviation. Jan had never flown in a small plane, but she had often expressed at least a passing interest.

So on a fine weekend day in August, 1975, I scheduled one of the FBO’s Piper Arrows. The outbound trip was great. We enjoyed both the fine weather and the wonderful views en route. Nor did our National Park over-flight and rim-walk disappoint.

As we returned to the airport, I was conscious that the airport was at 6600 ft. I knew that aircraft performance was degraded with altitude. But I also knew that I had a 200 horsepower engine at my disposal. I was quite familiar with the Arrow and while I did not do any actual mathematical calculations, I was confident that a takeoff in these conditions was well within published performance limits.

So it was with little if any apprehension that I prepared for the return trip. The take-off roll did seem to start slow, but the runway was long and I had full faith in the Continental.

We lifted off in about 3,000 ft. and I thought we were home free. Then my heart sank. I became suddenly aware that we were in trouble. We were flying, but not climbing! This was strictly ground effect. There were a few emaciated but menacingly tall trees at the airport boundary and the runway was fast slipping by. Can I chop power, touch down, and come to a stop safely?

What to do in this kind of emergency? It was a considered decision rather than a panic reaction. How to reduce drag? Answer: retract the landing gear. But instead of climbing, the Arrow seemed to sink. Had I released back-pressure when I hit the retract lever?

The view of the trees was full in the windshield now, but the altimeter began to show tiny increases. We cleared the branches but not by more than half a wingspan. The rate of climb indicator was nowhere near 100 fpm. But we were truly airborne. It only took a little dodging to miss the taller trees. Having survived the initial takeoff, and since it is downhill all the way from Grand Canyon to San Diego, I half-convinced myself that we really did not need any further rate of climb at all. Clearly a wild thought born of the euphoria of having survived the crisis!

Somehow through all of this I did not betray the fear and anxiety that was tearing at me. I know I was sweating profusely, but Jan did not notice. I could tell from her calm demeanor that she thought this was a perfectly normal takeoff. She even commented

that flying this low gave a nice perspective on the scenery! I saw no reason to enlighten her. Maybe I would have confessed if she had started taking flying lessons, but she didn't and I kept this rather embarrassing and frightening secret from her.

I spent the entire return trip to San Diego being thankful that we were still alive. It was really the next day before I began to compile a list of my oversights and errors. Fortunately, I did have the sense to discuss this little adventure with friends and other pilots in the hope of never doing something so rash again. Here are some of my conclusions.

Most generally, in the course of my training I had made very little attempt to understand high elevations. Having done all my flying at Memphis (elevation 225 ft.) and San Diego (elevation 25 ft.), I was a typical lowlander pilot. Of course, like any pilot, I knew that climb performance declined as one flew higher. But I had little knowledge of the adverse effects of temperature and really no understanding of how elevation and temperature worked together to sap the strength of airplanes. In short, I did not fully understand the concept of density altitude — which at the critical moment was probably close to 10,000 ft. From a comparative performance standpoint, hot days at Memphis or San Diego are not particularly noticeable.

On a more specific level, I had not fully learned about leaning the engine when at altitude. The use of too rich of

a mixture for a take off at Grand Canyon probably cost me some power.

Even my rough and ready understanding of the Arrow's performance was deficient. Yes, I had some grasp of published data on that airplane. But, as friends advised me, those published data refer to new or recently overhauled conditions. The well-used airplanes of the Montgomery Field FBO probably didn't do quite as well.

Finally, I don't know whether I should have retracted the landing gear or not. The fact that we escaped unscathed argues that it was the right decision. But undeniably we were lucky. From the standpoint of calculating odds, maybe it would have been better to leave the wheels hanging out, cut the power, and run off the end of the runway. It's hard to know for sure.

In any event, several things are clear. I should never have attempted a take-off that day at Grand Canyon. Armed with a fuller understanding of density altitude, I would either have had enough general sense to wait for the cooler temperatures of evening or to do the specific numerical calculations which would have made the danger clear.

But I learned. Subsequently, I moved to Colorado where density altitude considerations are an everyday affair. I started flying often in the mountains. Horsepower became a big consideration when contemplating an aircraft purchase. Thinking back on the Grand Canyon has helped me to stay safe. While I can understand from experience how flatlanders get into trouble in high elevations, one such adventure is enough.

Dean

August 2005 Factoid Question:

The earliest military aircraft were for two purposes: 1) observation of warfare on the ground, or 2) bombing. But observation craft and bombers quickly caused a reaction — the invention of fighter aircraft to shoot them down. In turn, this led to the search for protection of observers/bombers from fighter attacks.

By the end of World War I, all observation and bombing craft carried machine guns to fend off fighters. The world's first four-engine bomber, Igor Sikorsky's "Il'ya Muromets" of 1914, was so armed (see FLIGHT LINES, March 2003). In World War II, additional protection in the form of long-range escort fighters became the norm. Fighters fought fighters to protect bombers. In more recent times, the standard protection procedures involve either electronically evading missiles or stealthily remaining undetected.

During the 1930s, US Navy brass felt that the then standard defensive strategy was inadequate to protect slow moving dirigibles. So they evolved a new and novel scheme. Remarkably, in the late 1940s, some USAF generals thought that new heavy bombers were "sitting ducks" for enemy fighters. So they dusted off the 1930s dirigible concept and came up with a nearly identical scheme.

What was this scheme? How successful was it?

Find the Factoid Answer on page 14

August 2005 Factoid Answer:

In 1924, the US Navy acquired its first dirigible. Manufactured by the Zeppelin company of Germany, it came to the US as a war reparations acquisition. Called the Los Angeles, the craft did not have a clear purpose. Germany had used dirigibles to bomb England during World War I, but the program was not very successful. By the 1920s, the dirigible bomber was not a viable concept and the Navy never considered it. During the interwar period, Germany did have dirigible passenger service, but it was not economical and destined, because of few passengers and spectacular accidents, quickly to lose out to conventional airliners. Moreover, the Navy needed personnel transport far faster than a dirigible could provide.



*F9C Sparrowhawk “landing”
on a dirigible trapeze.
Photo in the public domain,
courtesy US Navy Historical Center.*

On the basis of experiments with the Los Angeles, the Navy decided that dirigibles could be fleet scouts. That is, they could become observation craft for seeking out enemy ships. Construction of three additional dirigibles was thus authorized.

But in the line of battle, the immense size and slow speed of the dirigible would be huge liabilities. It was impossible to mount a sufficient number of guns to cover all angles from which enemy fighters might attack. A new approach was needed.

To meet the challenge, the dirigibles would carry on-board defensive fighter planes within their hulls. Biplanes would be launched by simply dropping away and they would “land” by engaging a hook mounted to the top wing with a “trapeze” bar suspended below the dirigible. In a basic sense, the scheme did work. Newer, mid-thirties dirigibles, such as the Macon, were fitted to carry up to five fighters and Curtiss won a contract to produce the F9C “Sparrowhawk” fighter specifically for dirigible operation.

Unfortunately, the trapeze system was cumbersome — retrieval was especially difficult and as a result very slow. Moreover, the F9C, partly because of the drag of the hook assembly, was a very disappointing performer. Interestingly, in an attempt to win back some performance, the regular landing gear of some F9Cs was removed once they came aboard a dirigible. If these F9Cs were launched from a dirigible, they had no choice but to come back to a dirigible. This was a huge compromise in flexibility and it did not help performance all that much.

Though the trapeze program got a lot of publicity, it never really caught on — as evidenced by the fact that only six F9Cs were produced. It is probably just as well that this scheme never saw the test of actual combat.

The three new dirigibles were all destroyed in accidents; most observers thought that the idea of on-board fighters was gone forever.

But in the late 1940s, a new protection problem confronted military aviation strategists. The B-36, then on the drawing board, would have a range far exceeding any available escort fighter. So the on-board defensive fighter concept was brought forward again.

McDonnell corporation won a contract for the XF-85, designed to fit in the bomb-bay of a B-36. With a wingspan of 21 ft., it was then the world's smallest jet. It was also reputed to be the world's noisiest airplane. It had a prominent hook for engaging a docking station. The XF-85 was never actually mated to a B-36, but tests were conducted with a B-29 mother ship equipped with a trapeze.



*XF-85. Photo courtesy
US Air Force
Museum/Aerofiles.*

By any standard, the program was a disaster. Two XF-85s were built and between them they made a total of only seven test flights. Performance wise, the plane was simply not a match for the conventional fighters of the day. It could not have fended off any credible foe. Moreover, tests showed that the XF-85 was unstable when it encountered the turbulence created by the mother ship. As a result, docking was extremely difficult. In fact, only three of the seven test flights resulted in a successful docking. The other four ended in emergency landings. As the XF-85 had no landing gear, this meant sliding down a runway on a steel belly skid.

An additional disadvantage of the XF-85 program was that it lessened the bomb load that the mother ship could carry.

The XF-85 program cost a total of \$3,210,664. At a total time of 2 hours 19 minutes aloft, this calculates to a per minute cost of \$23,098. In 1948 — to say nothing of today—that was a considerable chunk of change!

Following this debacle, there was the FICON program. This involved substituting conventional, first-line fighter for the hopelessly under-performing XF-85. Indeed, a Republic F-84 variant was fitted with a hook and a B-36 eventually got a trapeze docking station. The two craft were able technically to engage one another, but it was not really a pleasurable liaison.

The FICON program was, unlike its predecessors, not designed for protection of the mother ship. The F-84 was supposed to perform high-speed reconnaissance over enemy territory and then return to the waiting B-36. Performance compromises were so great that this program in 1956 mercifully was abandoned.

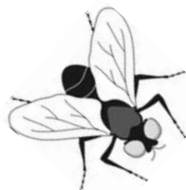


If the FICON program proved anything, it was that it is sometimes hard to get enough of a bad thing.

*FICON project: B-36 and F-84.
Photo courtesy of
US Air Force Museum.*



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September & October 2005

Calendar of Aviation Events

AUG 27 10th ANNUAL FLY-IN & CHILI COOKOFF,

Parkland Estates Airpark (7COO). Lunch 11:00 a.m., sample chili dishes and cast your vote; aircraft parking available, bring tie downs. Info: Jan Bogan 303/828-3711; Shirley Chessman 303/929-8807; or Cheryl Randel 303/828-0701

SEPT 2 - 5 WILD WEST AIR FEST,

Bob Adams Field (SBS), Steamboat Springs, CO. Hot air balloons, Art on the Mountain, free summer concert, hang gliders / para-gliders launching off Mt. Werner, 10K at 10,000 feet, radio controlled airplane shows, Great American Wild West Show 9/4 at 3:00 p.m. Romick Arena. Lodging info steamboatsummer.com; reservations 877/754-2269. Info: SBS Chamber Resort Association: 970/879-0880

SEPT 5 FLY-IN TO GRAND JUNCTION, CO (GJT).

Fly in for boxes of local grown fruit and vegetables; lunch at downtown restaurant. Info: Eric and Deb Jensen 970/482-6160

SEPT 17 PLANES TO PLAINS - 6th ANNUAL FLY-IN,

Lamar Municipal Airport (LAA), CO. 6:00 a.m.-3:00 p.m. Food and beverages available; Fantasy of Flight program. Info: Bill Thraikill 719/336-1303 or bill.thraikill@ci.lamar.co.us

SEPT 14 - 18 RENO AIR RACES, Reno, NV Reno/Stead (RNO). CPA members planning to attend may want to join fellow CPAs in reserved CPA spectator section. Info: Paul & Sheila Rossman 303/766-2724 or acscpaul@fishnet.com

SEPT 16 - 18 FLY-IN TO BUCKSKIN GULCH, UTAH.

Fly into Page Municipal Airport, AZ (PGA); Enjoy slot canyon hiking and camping. Info: Mike Greska 970/468-0725 or mgreska@comcast.net

OCT 14 - 16 ROCKY MOUNTAIN AEROBATIC CONTEST,

Lamar Municipal Airport (LAA), CO. Info: Bill Thraikill 719/336-1303 or bill.thraikill@ci.lamar.co.us

OCT 14 - 16 FLY-IN TO DURANGO, CO (DRO).

Tour Rocky Mountain Chocolate factory and local microbrews; visit Indian ruins, ride the Durango to Silverton train; lots of shopping, art galleries and river walk.

Info: Charles and Vicki Stone 970/259-5708 or charlie @charlieandvicki.com; or Eric and Deb Jensen 970/482-7160 or ericjens@aol.com

NOV 3 - 5 AOPA EXPO 2005, Tampa, FL. Info: www.aopa.org

NOV 5 CPA ANNUAL MEETING,

Location and time TBA. Info: Gloria Baltz 303/499-0833 or gbaltz@mindspring.com

COLORADO AVIATION HALL OF FAME BANQUET,

Sponsored by Colorado Aviation Historical Society, Officers Club, Air Force Academy, Colorado Springs. Annual awards ceremony for inductees into the Colorado Aviation Hall of Fame. Info: Bea Wilhite 303/697-4775

DEC 10 CPA HOLIDAY DINNER,

DoubleTree Hotel, Aurora. Info: Gloria Baltz 303/499-0833 or gbaltz@mindspring.com

NOTE: Ensure an event date hasn't changed or been canceled, contact the information person!