

CPA FLIGHT LINES

Volume 23, No. 1

January 2006



Photo taken during 2005 Durango fly-in.

Spectacular days for flying await CPA members.

*If you know of a great location for an organized,
or unofficial fly-in let us know.*

**Join the fun in 2006,
Participate in a CPA Fly-in!**



CPA Web Site www.coloradopilots.org



President's Message

by CPA President Bart Jones

these guys as my role models I figure I have another 20 good years.

There was lots of conversation around our table about interesting places people had traveled to this last year. That just whets the appetite for planning next year's adventures.

Jim Wark, for those of you who don't know him, is a retired geologist that has turned his aerial photography into a major business. Jim has published some spectacular books. Jim was our special contributor for the holiday party. He provided two of his wonderful books: *America* and *Colorado*, they were auctioned and provided \$145 for our CPA scholarship fund. Thank you Jim and Judy.

Jim also marked my Utah sectionals with the location of several of his favorite remote back country strips which Mary and I can hardly wait to visit. In the hopes of getting a wider cross section of members involved in planning next years fly-in adventures, our fly-in chairman Eric Jensen, announced that he has scheduled our fly-in planning session in the Jeffco airport terminal conference room on Saturday January 14th at 1:00 pm. Hopefully the weather will be good and we can fly-in. Even if the weather is lousy it is fun to be thinking of the good flying to come.

Bart

We held our annual CPA Christmas Party which marks our last official event of 2005. It was a terrific party and a fitting end to a terrific year of fun and adventurous flying. Our program director, Gloria Baltz, arranged for a smaller room for our party, making it feel much more cozy and intimate. The dance floor was occupied all evening and they had to throw us out to shut the place down. I haven't done that since I was a kid. Mary and I had a great time and it seemed everyone else did too. It was also good to see several new couples at the party this year.

We were delighted to see Vern Foster. He gets the prize for coming the longest distance, having driven all the way from Enid, OK, just to be with all his friends. It was also observed that he gets the prize for the longest flying career, 66 years and still at it. Walt Barbo is not too far behind at 62 years and still at it. With

Sitting Duck, *Concerning Learning,*

by an anonymous contributor as told to Dean Jaros in 2005

I was a sitting duck. I didn't do anything except sit. I am not sure there was anything other than sit that I could have done. Nonetheless, through observation and because of what happened later, I learned a lot from this adventure.

It was a beautiful California morning in April, 1993. I was a relatively new flight instructor at the busy Happyvale (HPV) general aviation airport just on the edge of the Pacific City metropolitan area. The nice weather meant that everyone wanted to fly. Traffic was heavier than I had ever seen before; it was hard to get a word in edgewise on the ground and tower frequencies. One of HPV's two parallel runways, 13L/31R, was closed, contributing to the general crowding and sense of overall confusion.

Against this background, I was about to give a flying lesson in the flight school's 172. Taxiing was slow. Tom, my student, chafed a bit at the delay in getting aloft. After all, he was paying by the hour and he wasn't getting much instruction waiting on the ground. Eventually we got to the end of runway 31L. With run-up complete, we called tower and announced ready for departure. Tower directed us to the hold-line as #1 for departure.

But before we could move, a Bonanza muscled its way to the hold-line ahead

of us. The tower controller was not pleased and told the Bonanza driver as much. But he had no choice but to assign the Bonanza #1 for departure and us as #2.

I noticed that there was only one plane, a King-Air, behind us. Wind direction was changing and would soon favor 13R. So the long queue of airplanes was now being diverted toward the other end of the airport. The overall situation really was quite hectic, but, I rationalized, good situational training for Tom.

Tower cleared the Bonanza onto the runway for position and hold. We were also assigned position and hold, behind the Bonanza, and we taxied out and lined up behind him. We waited. Tower cleared the Bonanza for takeoff and away he went. We waited some more. I knew that we should have received a take off clearance by then, but given the busy frequency, there was no opening to remind the controller we were still in position on the runway.

Then I heard tower say, "Conquest 123AB, cleared to land, runway 31L." Since we were sitting on the end of 31L, this really got my attention. The next tower transmission was "Mooney 789YZ, you are number two for 31L, follow a Conquest now on one mile final. Cleared to land." Now I knew tower

Concerning Learning continued from page 3
had made a mistake, and I was desperate to find a way to resolve it.

A big twin was barreling down on us and I had an extremely uncomfortable “sitting duck” feeling. What to do? Can I leave the runway in the direction we had just come? No, the King-Air is at the hold line and that avenue of retreat is sealed. Should I head for the grass? No, the turf is very rough and I am not sure I can even get fully off the runway. That escape is also blocked. Taxi down the runway? No, that is the most dangerous option of all, as it could take us right into the path of the landing Conquest.

Perhaps I should have been more aggressive in announcing our plight over the radio, but the frequency was so busy that it was impossible to break in. Pilots were already stepping on the controller’s transmissions and I didn’t want to run the risk of cutting off our own takeoff clearance. Should I have switched the transponder to 7700? The time-frame was so short that no one would have had time to notice — let alone act in some positive manner.

All of this went through my mind in just a few seconds, but then I considered what seemed the most likely outcome. The Conquest pilot would see us sitting on the numbers; he would go around. With this happy thought, I relaxed a bit.

I was wrong. The Conquest roared right over us at about 50 ft. Tom, still very much a beginner, had foreseen none of this. If he had not been restrained by his seat belt and harness, I think he would have jumped a foot. It is not always wise, I mused, to expect that other pilots will do the right thing.

The Conquest had landed and turned off the runway. Finally, there was an opening on the frequency and I told the tower emphatically that the 172 was still in position and hold on 31L. Tower equally urgently told the Mooney to go around and then surprisingly calmly, cleared us for takeoff.

We did our lesson and also talked a lot about what had just happened. Tom flew remarkably well, very alert and careful. We returned to HPV. Near the end of our taxi back to the hangar, ground asked if I would please call on the tower supervisor. The interview was cordial. The supervisor was apologetic, acknowledging a tower error.

This event was classified as a runway incursion, and since two aircraft had been separated by less than 100 ft., it was the most serious kind of incursion. There would have to be a formal hearing with FAA personnel.

Two weeks later, both the Conquest pilot and I were summoned to the tower supervisor’s office. Among other data, tape recordings of all the relevant transmissions were

reviewed. The investigators determined that I did not have a chance to communicate our plight to the tower, so I was quickly cleared. Though my role in all this was an innocent one, such was not the case for two of the other principals. The Conquest pilot was cited for the incursion. Though he had in fact been cleared to land, he had dangerously operated his airplane within 100 ft of another on an active runway. I understand that his certificate was suspended for a short time. The tower controller clearly had made a major error; he was suspended for six weeks during which time he underwent an intensive retraining course.

This incident also caused the FAA to examine general procedures at HPV. As a result, the practice of simultaneously clearing two airplanes, one behind the other, to position and hold was discontinued. The reviewers thought it was too easy to lose track of the plane in the #2 position. I could not agree more with this conclusion! In fact, to this day, regardless of the airport, I refuse clearances for #2 position and hold.

There are plenty of lessons here. Consider the Bonanza pilot who jumped ahead of us in the line waiting for takeoff. His action was more than just discourteous. It threw a monkey wrench into tower's plans to deal with that day's unusually heavy traffic volume. Probably, it contributed to the controller's

confusion regarding who was #1 and who was #2 for takeoff and who, at any given moment, had in fact taken off. There is simply no room in aviation for this kind of arrogance.

Second is the issue of "situational awareness." Especially when traffic is heavy or the usual airport procedures are disrupted, it makes sense to think through what is going on out there. Of course the Conquest pilot simply made a bad choice landing over us. But if he had been paying attention, he would have been alerted well in advance that an unusual situation was developing. He would have heard tower clear two planes to position and hold. But he would have heard only one cleared for takeoff. He never asked himself, nor did he ask tower, where the other one might be. With a little awareness, he could have saved himself a suspension.

On a personal level, this incident helped me to pay more attention to situational awareness. But perhaps more important, I try to instill it in my students. It is difficult to teach. Sometimes I allow students to get themselves into a jam — an embarrassing but not dangerous condition. Then I try to show how greater awareness could have avoided the problem.

In Tom's case, all those years ago, I am sure that our discussion of being a sitting duck did him more good than the formal lesson we flew.

Dean

Peter Luce, CPA Member Receives Eagle Award from the FAA

By Brian Richardson, FAA Safety Manager, Denver FSDO

The Denver Flight Standards District Office presented a Golden Eagle Award to Peter Luce. This very special award is given at the discretion of each FSDO manager to those individuals who have contributed significantly either to, or through, the local aviation community.

You may ask why the FAA would choose the The Colorado Aviation Historical Society Awards Banquet to present such an award? The fact of the matter is, this recipient has been a longtime member of the CAHS, having served its Board as past vice-president and currently as treasurer.

Born just two years after Lindbergh soloed the Atlantic, Peter earned his private pilots certificate in September of 1947 at the age of 18.

A year later he entered the Massachusetts Institute of Technology where he studied electrical and mechanical engineering. After 3 years he elected to leave MIT for service in the USAF, as we were at war in Korea.

Following his military service, Peter ran an electronics manufacturing firm in Long Island, NY. This eventually led him into management consulting, specializing in supervisor training systems.

A 36-year resident of Colorado, Peter moved here in 1969, venturing into real estate as a land developer.

Throughout his professional career, Peter never lost the passion for aviation. He continued flying and became a member of various aviation organizations and an officer of several.

An example of his dedication to our General Aviation community may be found in some of his work for the Colorado Pilots Association. While serving as the chairman of the Education Committee, he created and promoted the Student Airlift program. Also, in 1990, and then again in 1994, he researched and published the Colorado Directory of Flight Schools for the Colorado Pilots Association.

Throughout the years Peter has combined his passion for aviation with a strong sense of civic duty and characteristic generosity. This is best exemplified by the 126 mercy missions he flew in his Mitsubishi MU-2, at no cost to a number of non-profit organizations.

Delving into the concept of advanced aircraft systems, Peter personally financed and promoted the development of the first FAA certified single engine propjet aircraft, the Interceptor 400.

Lured by what may well be aviation's last great unsolved mystery, Peter was one of the major sponsors of the search for remains of Amelia Earhart by The International Group for Historic Aircraft Recovery.

Although he has flown dozens of different make or model of aircraft, Peter has always had a fondness for the Mitsubishi MU-2. In this particular model of aircraft he's flown more than a million miles over a 21-year span, in all kinds of weather and with a perfect safety record.

Along with the Private Pilot certificate, Peter earned instrument, multi-engine land and single-engine seaplane ratings, as well as the commercial pilot certificate. After accumulating approximately 5,000

hours of accident free flying time and upon approaching his 72nd birthday, he decided to hang up his wings and pursue other interests.

Though not actually flying these days, Peter is far from grounded. Besides providing an introductory aviation education program for non-airman, his membership and active involvement in many organizations such as the Silver Wings Fraternity, Colorado Pilots Assoc., Colorado Aviation Historical Society, and Wings Over the Rockies Museum present the image of a true spirit that's still soaring.

It was my distinct honor to present the Golden Eagle Award to Peter Luce

*Brian Richardson, FAA Safety Manager,
Denver FSDO*

Members please make the system work better!

From time to time we send global e-mail messages. However, on each occasion several are returned because of incorrect addresses.

Make the system work better, and the life of your Membership Records Chairman a bit easier; let her know when you change your e-mail address! She will enter the new address in the CPA database.

If you have any questions, please contact Terry Barbo, Membership Records. 303 / 367-0670 or TBarbo@comcast.net

January 2006 Factoid Question:

The years immediately following World War II, 1946-1949, were a time of great promise for general aviation. Many observers thought flying was the wave of the future and they predicted very widespread aircraft ownership. A significant part of family travel was expected to shift from automobiles to privately owned planes. Many resorts and country clubs built airstrips believing that a large fraction of their clientele would henceforth arrive by air. In accord with a late 1930s idea, it was widely believed that “suburbs” would extend to a much larger ring around central cities, with workers commuting by air.

Nor was this view confined to naive utopian thinkers. The aircraft industry itself bought into this vision. In this period, no fewer than thirteen firms produced significant numbers of small aircraft* in anticipation of a huge new market. Cessna, Ercoupe, and others regularly advertised in such general circulation magazines as Life, Colliers, and Look, as if consumers might as easily contemplate purchasing a Super Cub as a Frigidaire.

Unfortunately, the vision turned out to be a fantasy.

Previously answered in the Dec. 2005 issue: What stimulated this remarkable set of expectations? Why did reality not live up to this grand promise?

To be answered in this issue: Which were the thirteen firms who manufactured the small general aviation planes during this period?

*Defined as single engine aircraft powered by a horizontally opposed engine.

To find the answer see Page 11.

“Concerning Learning”

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

Mid-Air *By Bill Bredar*



Ensign William L. Bredar, 1949 Naval Air station, St. Louis, MO

It was just another routine formation training flight, out of Whiting Field, one of Pensacola's outlying training facilities.

At this state of their training, naval aviation cadets, during WW II, were learning to fly SNJs in formation.

The time was May 1945. Usually, three cadets flying solo would fly in a V formation with their instructor in a chase plane observing and grading their performance.

That late afternoon only two cadets were scheduled so the instructor said, "I'll fly in the three plane formation with you and grade you from that position."

Cadets were not allowed to carry passengers; however, instructors (officers) could and occasionally base personnel would come down to the flight line and ask for a ride. The instructor could say, sure, go check out a parachute and be sure to get those leg straps tight. You don't want to be castrated if you have to bail out.

That day a navy cook asked for a ride and became a passenger in the rear seat of the instructor's plane. Unfortunately, he should have stayed in the mess hall.

The drill was to fly in a V formation with the wingmen flying step-up on the leader, each wingman being slightly back and higher than the leader (later this procedure was changed to step-down, possibly because of the results of this event.)

Flying step-down with the wingmen being slightly lower than the leader provides better visibility to the wingmen being low wing planes.

Upon command of the leader, raising left arm signaling a left crossover, wiggling your wings for execution, the right wingman would gain a little altitude then move left over the left wingman and settle down just off his left wing, they then being in a left echelon formation, one by one following the leader could peel off and dive.

Mid-Air continued from page 9

I was leading the formation at the time and gave a signal for Black (not his real name), my right wingman, to execute a left crossover, wiggled my wings for execution and Black began the crossover.

Then bang! Out of the corner of my eye I saw the mid-air. But at first did not know who hit who or what had happened. I saw one parachute and of course thought it was Black who bailed out. I was wrong. It was the instructor.

What happened?

Black had crossed over a little too low, probably hit a bit of turbulence and the prop on his Pratt and Whitney cut the instructor's fuselage in half like a buzz saw going through butter, just aft of the rear canopy.

In his report, the instructor said, "When we were hit I looked back twice and yelled bail out."

Those who know SNJs (AT-6S) know that to open the rear canopy you must pull the right side handle toward you and then back, which collapses the canopy inside itself as it slides back leaving lots of room to exit. This can be a little hard to do even in normal conditions.

With the instructor's plane cut in half (it was surely tumbling), the cook couldn't get out and rode it down.

I called in as I recall and flew back to Whiting Field and was met by several officers as I shut down. They asked what happened and I remember one of them saying there will be another

crash, they never happen alone (an old Navy tale, I guess).

Black, his engine vibrating like mad from the hit, had limped along managing to land okay at some outlying field. I forget where. He got back to the barracks later that night still a little shook up. We were all waiting for him.

After writing my report, I heard nothing more of the incident, nor did I ever see the wrecked SNJ. I do remember one strange thing that I put in my report. I wrote that after the hit when I joined up on Black for a quick look, I wrote I saw red all over his engine's cowling which, of course, was not true. I apparently imagined it under stress.

I went to the cook's memorial service.

The war ended three months later in August. We finished our training going to Barin Field, after Whiting, then Saufley Field for SBDs. We received our wings in October and went home as pilots in the Reserve. I did go back on active duty briefly, flying out of N.A.S. St. Louis, four years after college.

I lost track of Black, but think he got his wings.

Surprisingly, there were not many fatalities during training, especially during night formation flying by low time cadets.

Author Bill Bredar is a longtime CPA member; frequent Flight Lines contributor; and was inducted into the Colorado Aviation Hall of Fame in 2002.

January 2006 Factoid Answer:

There were several approaches to the post-WWII light plane market. Some firms, presuming only that there would be a huge new demand, simply offered pre-war designs without incorporating any of the technological developments spawned by the war.

Commonwealth — This company emerged from a reorganization of Rearwin Corp. in 1943. Before the war, Rearwin had produced a number of conventional high-wing monoplanes, most of them powered by small radials. In 1945, Commonwealth resumed production of the Skyranger, the only Rearwin to feature a horizontally opposed engine. The old design was not very appealing and only 275 were produced before the company failed.

Culver — In the late 1930s, this company produced several versions of the “Dart,” a low wing tail-dragger designed in part by Al Mooney. During the war, Culver produced large numbers of this type as pilotless gunnery target drones for the Army. Starting in 1946, they resumed production of the Dart but produced only 10. In 1947, the Culver V was introduced. It was basically the same airplane with an 85 or 90 hp engine. Some had tricycle landing gear. About 100 were produced prior to corporate failure in 1950.



Culver V, ca. 1947. Photo courtesy of Aerofiles.

Ercoupe — In the 1930s, there was a strong push to build a simple, easy-to-fly, “everyman’s” airplane. Engineering Research Co.’s design of 1937 was by far the most successful. Bubble canopy and castoring, cross-wind tricycle gear set it apart. Only 112 were sold prior to WWII. War-time uses of Ercoupes included experiments with JATO. Production resumed in 1946 with 4,000 produced that year. The market quickly collapsed, however, and the company sold the rights in late 1947. Various companies produced variants, all in small numbers, until 1970.

Some companies were committed to pre-war designs, but saw that modifications were necessary for the post-war market.

Bellanca — Starting in 1911, this firm produced an astonishing variety of aircraft, most of them very successful. In 1937, Bellanca introduced the “14” series of light planes. An all-wood cantilever wing and a triple tail distinguished it. Engine options were mostly small radials. In 1946 production resumed with the same basic airframe, but with new horizontally opposed engines and retractable landing gear. Around 600 copies, with engines up to 260 hp. were produced prior to corporate reorganization in 1955. The design continued to evolve with the introduction of the Bellanca Viking in 1966. Almost 700 copies of this variant were produced.

Luscombe — This company introduced its Model 8 in 1938. A conventional two-place high-wing tail-dragger, it was modern in that it had an all-metal monocoque fuselage. It was an efficient design. At least 600 were produced prior to the war. Production resumed in 1946 with the 8E. The principal innovations were an all-metal wing and up-graded engines. Some 1200 8Es and 8Fs were sold by the end of production in 1951. Luscomb tried to market a completely new 1946 design, the four-place Model 11 with a 165 hp engine. Though a good design, it did not have market appeal and only 91 copies were produced.

Aeronca — Aeronca was a pioneer in light planes and in horizontally opposed engines. The C-3 of 1928 was the first of many successes. There were several late 1930s designs of the familiar two-place high wing tail dragger type. In 1944, the model 7AC emerged in response to a need for Army liaison planes. Though based on earlier products, it was completely new. It was roomy, tough, and economical. Production of civil versions continued after the war. Sales were outstanding, more than 7,000 by 1947. But the market collapsed, bankruptcy ensued, and production ended by 1951. The design, however lives on into current production Citabrias.



Stinson 108-2, ca. 1948. Photo courtesy of Aerofiles.

civilian demand, the company introduced the Model 108 series. These planes were larger and faster than the pre-war designs. At least 5,000 were built by 1948 when production ended. The company disappeared into the corporate structures of Vultee, Convair, and eventually Piper.

Stinson — This firm had been producing a large variety of successful aircraft since 1919. By the late 1930s, two successful four place light plane designs were in production. In 1944, in anticipation of post-war

Piper — Piper had begun producing the spectacularly successful Cub well before WWII. From 1941-1945, production of Cubs continued as Army liaison planes. Unlike any other 1930s design, the Cub remained popular as a civil craft well after the war. But in addition, Piper continuously up-graded the design — the more powerful and larger Super Cruiser and eventually the Tri-Pacer are examples. While Piper quickly went to a variety of successful all-metal designs, various Cub knock-offs are still in production.

Five companies tried completely new designs for the civilian post war market.

Cessna — This company had very little light plane experience before WWII. Its primary wartime production was the UC-78, a fabric covered utility twin. Thus, an attempt to enter the post-war civilian market required new designs. Cessna's new models, however, were quite conservative but extremely functional. The 120/140 was a two place high-wing, metal fuselage tail-dragger of ordinary appearance,

decidedly similar to the Luscombe. The four place variant, the 170, was by virtue of the number of seats less conventional. These airplanes were remarkably successful, however, underlying the remarkable production of that company that continues to this day.

Beechcraft — In 1947, the Bonanza, a totally new boldly different four-place design, was introduced. Though Beech had virtually no light plane history prior to or during WWII, the Bonanza was a brilliantly innovative product. One of the most successful airplanes of all time, it speaks for itself.

Mooney — In 1948, Mooney introduced the single-place, retractable M-18 Mite. It was a spin-off of efforts to produce a gunnery target drone, but when equipped with a Continental engine, it proved to be amazingly fast and efficient. It was an ultra-modern personal airplane. The Mite, of wooden construction, was not terribly popular as only about 200 sold. Its significance, however, lies in the fact that its basic design and plan-form underlies the M-20 series of Mooneys still in production.

Swift — Globe Aircraft's corporate ancestors date only from 1939. It had some manufacturing sub-contracts during the war, and started planning for the post-war boom as early as 1942. The Swift



Swift GC-1B. ca. 1949. Photo courtesy of Aerofiles.

was two-place low wing, very slippery retractable of modern, fighter-like appearance. Early prototypes were made of wood due to the lack of strategically rationed metal. After the war, the Swift was re-designed in aluminum. Though some found it somewhat unforgiving to fly, it was fast. It had a definite following and some 750 copies sold up to 1947. But Globe quickly sank into bankruptcy. Temco acquired the rights and continued production, but only for about 700 more airplanes.

Navion — The new design with the clearest connection to World War II technology was the Navion. North American Aviation Co. designed this four-place low wing retractable in 1946. The Company tried to identify the plane with the P-51 fighter which they had built during the war. Indeed, there were similarities, including the laminar flow wing. It sported a sliding canopy. The Navion seemed as though it might be a good competitor to the Bonanza, but it never really caught on. Part of the problem was the per unit manufacturing cost — \$18,000, a fortune when market forces seemed to dictate a selling point of around \$6,000. Some 1,100 were produced before North American sold the rights to Ryan Aeronautical in 1948. Ryan produced 1,238 more before getting out of the airframe business in 1953.

Dean Jaros

2005 Membership Evaluation of the Flightlines Newsletter

A questionnaire was provided to CPA members who attended our 2005 annual meeting in November. The questionnaire was our first attempt to find out if Flight Lines is meeting membership needs. Confusion in the ranking system required some interpretation when compiling the results. That, and the fact that it is usually our most active members who attend the annual meeting; we feel that the conclusions reached from this questionnaire may not be as accurate as we would like, and therefore we ask that you please provide us with YOUR opinion of the newsletter, or, for that matter, any other CPA issues you care to voice.

Your CPA board of directors and committee members will be addressing the results from the questionnaire during an upcoming board meeting. Results from the discussion will be published in a future issue of Flight Lines.

The conclusions reached thus far:

- A. Overall, the newsletter seems to be meeting member's needs. Readership seems very high and Flight Lines is appreciated.
- B. The President's Message received high readership scores.
- C. The regular articles in Flight Lines, concerning learning, and factoid, received high scores.
- D. Fly mart and the membership page and seem to have low readership or utility.
- E. The other article types drew only a few responses. No evident pattern was displayed in fact these responses seemed to reflect additional items and articles the members would like to see in Flight Lines.
- F. We received many requests for more photographs and larger photos. Many responses requested color photos.
- G. We received requests for more "local color," and requests for stories about things at local airports — perhaps to be written by the various CPA airport reps.
- H. Requests were received for biographical information on members in general and local notables with a focus on Colorado.

YOU CAN HELP

Please help us meet your requests by providing your Flight Lines editors, Carl and Beverly Boecher, or our airport reporter Mary Jones with articles, photographs, and information. If you don't wish to write the article but have information to share, or would like assistance with the writing we will be happy to provide that assistance. Your photographs, information and experiences are what will make Flight Lines more enjoyable. We can digitize your images for the newsletter and return your originals.

A Few Dates to Start Your 2006 Flying Calendar

FEB 6 CPA Board Meeting

JetCenter, Centennial Airport (APA), 6:30 p.m.

Info: CPA Hotline 303/366-6366

MAR 6 CPA Board Meeting

JetCenter, Centennial Airport (APA), 6:30 p.m.

Info: CPA Hotline 303/366-6366

APR 4-10 SUN 'N FUN, EAA

Lakeland Linder Regional Airport (LAL), Lakeland, FL.

Info: 863-644-2431 or sun-n-fun.org

JUN 10-11 Stearman Fly-in

Cheyenne County Airport, St. Francis, KS.

Info: 800/221-9259 or stearmanflyin.org

JUN 24-25 EAA Rocky Mtn. Regional Fly-in

Front Range Airport (FTG), Watkins, CO.

Info: 720/299-6160 or rmrfi.org

JUL 8-9 30th Annual Denver-to-Jackpot, NV,

Air Classic (O6U). Sponsored by Colorado Pilots Association.

Departs Jeffco Airport (BJC) for an approx. 528 sm route to

Jackpot/Hayden Field (O6U). Overnight at Cactus Pete's.

Aircraft handicapped by manufacturer's published maximum speed.

Cash prizes. Event open to all interested pilots. Info: Dana & Judi Haglin,

303/673-9381 or Steve Harless, 303/659-8648 or Belin2@aol.com

JUL 24-30 Oshkosh Airventure 2006

Wittman Airfield, Oshkosh (OSH), WI.

Info: 920/426-6523 or eaa.org

SEPT 13-17 Reno Air Races

Reno, NV, Reno/Stead (RNO). 43rd National Championship Air Races & Air Show. Info: 775/972-6663 or airrace.org

NOV 9-11 AOPA EXPO

Palm Springs Convention Center, Palm Springs, CA.

Info: 888/462-3976 or aopa.org



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request for the ad be run again.

Welcome New Members

Private Memberships

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Brighton, CO
80602-5670

Dana Z. Anderson
4062 Pinon Drive
Boulder, CO
80303-3543

Herbert Connelley
209 Lookout View Drive
Golden, CO
80401-2523

Howard D. Reagin, Jr.
3268 W. 101st Circle
Westminster, CO
80031-6760

Colleen S. Chambers
10202 Cherryhurst Lane
Highlands Ranch, CO
80126-8869

Vincent Botsko
538 Huntington Hills Dr.
Fort Collins, CO
80525

Membership Renewals

Private Memberships

Dick Murray
Larkspur
Bob Resling
Fort Lupton
Andrew Todd
Longmont
Edward Haase
Evergreen
Scott Bell
Greeley
Don Fredrickson
Longmont
Marlys Marshall
Aurora
Bill Marshall
Aurora

Wes Moffett
Fairplay
Bernhard Nann
Evergreen
Tracy Dalrymple
Denver
Harry Young
Pagosa Springs
Dean Jaros
Windsor
Thomas Smith
Aurora
Bob Oddo
Glenwood Springs

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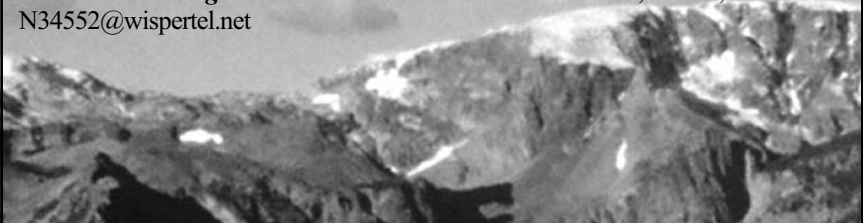
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