

CPA FLIGHT LINES

Vol 34 Issue 6

June 2017



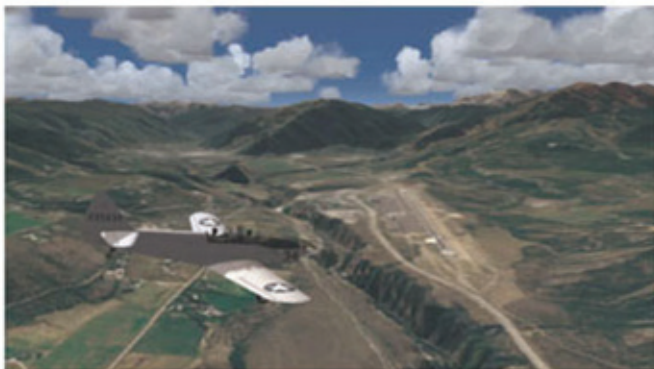
COLORADO PILOTS ASSOCIATION

Presented To

Vern Foster



In recognition of your 100th birthday and your lifetime of dedication to aviation. From your first flight instructors assignment training WWII pilots in P-19s, to your initiative in creating the Colorado Pilots Mountain Flying Program, you have exemplified outstanding leadership among your fellow pilots.



www.coloradopilots.org



President's Message

CPA President

Gary Tobey

June Commencements and Taking Off Into Summer

Seaplanes fly and float again. CPA member Ray Hawkins and supporters had a most successful splash-in at Colorado's first officially designated seaplane base at Lake Meredith on May 20. There are more splash-ins to come at Kenney Reservoir on July 15 and other private bodies of water to be announced in the future. Watch for them and support by your participation, even if you don't have a seaplane. If you have wheels only, landing at a nearby airport is recommended.

The reports on the Fly-in to Sedona, Arizona, also on May 20, say it's astonishingly beautiful, as advertised. Where do you want to go next?

How's BasicMed going? Third Class Medical Reform "BasicMed" became effective May 1, 2017. Keep tabs on developments on the AOPA website. As many of us take advantage of this simplification, we must share our stories and the reactions of our personal physicians. Because pilots have significant compliance responsibilities, we want to develop our "best practices" from actual experience.

Scenic Kansas is coming up next on fly-ins to the Hutchinson Salt Mines and Cosmosphere June 9-11 and the Beaumont Hotel June 24-25. These are great adventures not to be missed. It's all downhill from here – but do come back. See the Fly-in line-up in this Flight Lines of the intriguing choices presented by Bob Kinney and the CPA Fly-In Committee.

Continue to just say "no" to the privatization of Air Traffic control. This issue will not go away. As stated before, due to strong and wealthy lobbies, this Administration, like the last one, includes privatization in the reauthorization of the FAA. The privatization favors the airlines and will kill much of general aviation and service to smaller airports across the country.

Walter Bell continues monitoring our Airspace and will occasionally report on the Denver Metroplex plan to take effect in 2019. We will watch to see if the FAA actually considers keeping the corporate jets flying north to south down the

west side of the metro area at 10,000 ft msl and in the Class B Airspace, instead of at 9,000 ft as in the current plan.

Help out your Pilots Association! New officers will be elected at the Annual Meeting in November. It's not too early to decide to run and bring your great ideas and energy to the CPA.

Please contact Bart Jones, Chair of the Nominating Committee, 719-488-0653 or jmarykathr@aol.com

Don't go bare. Get a cool, new polo shirt or cap. Support CPA and be sure to get that Colorado Pilots Association logo shirt or gear at Land's End now.

business.landsend.com/store/colorado_pilots_association

The skies belong to the people

May 21, 2017 by General Aviation News Staff

While testifying before the U.S. House Transportation and Infrastructure Committee on reforming ATC, Hartzell Propeller President Joe Brown testified that he finds the idea of privatizing ATC troubling, noting that the U.S. skies belong to the people and should be managed by their elected representatives and the FAA, which can balance collective interests and adjudicate access.

He said he finds the proposal to privatize air traffic control "deeply troubling" due to the nature of the proposed new entity that would oversee the system, the transition time to the new system, the financial risk involved in such a transition and the overall costs and benefits of such a change.

"As I business man, I consider risk/reward relationships in every deal that we do," said Brown. "I believe it is imprudent to take five to seven years to, at best, get the same car with a new paint job while also delaying progress on modernization and other pressing priorities we face right now."

From a business perspective, Brown told the elected officials that jobs and continuing investment in the U.S. aviation system depend on a robust, stable and predictable climate for all U.S. airspace users. He added his business and customers exist because the people of the United States, the Congress and the FAA have made it possible for citizens to use the skies freely as commerce corridors and they do so in volumes that no other country can match.

Read the entire article at

<https://generalaviationnews.com/2017/05/21/the-skies-belong-to-the-people/#more-110135>

TAKING FLIGHT WITH A CENTENARIAN

By: Drew Chittea

The weekend of 7 – 8 – 9 April 2017 was an unusual one for the normally quiet Woodring Airport [KWDG] just outside of Enid, Oklahoma. Throughout that weekend perhaps a dozen airplanes arrived with over four dozen pilots and passengers. The occasion? All were there to celebrate the 100th birthday of aviation living legend – and friend to all – Vern Foster.

Vern, still sharp as a pin and able to discourse in detail regarding airplanes and events he flew decades before, had been an instructor prior to ‘The Big One’ [WWII], instructed throughout the war and joined United Airlines immediately afterwards, ending up – where else – in the training department! He was instrumental [no pun intended] in developing the simulator program at UAL whereby



pilots would qualify in particular airplanes without having actually flying the plane; something every airline today does now. He also developed, with Bill Marshall, the now world-standard Colorado Mountain Flying Course. Any of us who have taken that course are beholden to Vern and Bill for the knowledge gained to fly the mountains safely.

Perhaps another author will detail the weekend's events, but I wish to share with the CPA members a special honor bestowed on me – that of flying with Vern

that weekend, just a few days past his actual 100th birthday. This was planned ahead-of-time at the request of Tom and Rita Smith who ramrodded a spectacular event those in attendance will remember for a long time. The premise was to allow time for everyone to gather or arrive Saturday morning at the airport, enjoy some coffee-and-doughnuts refreshments, then to group up and watch Vern take to the skies again – just three or four years after having hung up his flying spurs for the ‘last’ time.



After getting Vern into my Cessna P-210 and taking time for the obligatory ‘thumbs up’ hero pictures, I boarded the airplane and got situated. I will share with everyone that while this was happening, there was a lot of joking around, cat-calls and general frivolity. But when I secured the door, there was another feeling in the cockpit – one of all business; all now is serious. Vern and I briefed the mission; we would take off and exit the airport area, fly around Enid then return for a landing. We discussed airplane operations, peculiarities, techniques, duties and actions of each of us and then what will be done in case any emergency or malfunction occurred.

Calling the tower, I announced “Woodring tower, Centurion 4612 Kilo – call sign Foster 100 – ready for taxi.” Ground came back with a taxi clearance, then asked if Mister Foster was aboard; I replied “Affirmative ... and he’s acting Pilot-in-Command.” After the pre-takeoff checks and receiving clearance for takeoff we took the runway, added full power and we were off! I will admit to assisting Vern with the demand for more right rudder and a little more back pressure during the takeoff roll, but he was doing 90% of the work. We broke ground and began our climb; I pulled gear and flaps for him, made some power adjustments and – look out Enid, here he comes!

We leveled off at about 1,000’ agl and began our turn to the east – just where the wind turbines could be seen at 12 o’clock. Vern looked over at me and asked “How about some Lazy 8’s through those wind generators?” As I had no intention of being the first to try this maneuver – nor appear in the local newspaper the next day – I demurred and we climbed to 2,500’. Once leveled off – I have to share this – with Vern still hand-flying – he could hold altitude better than my old autopilot!

We sailed on now trimmed out and stable, the engine humming its song with the blue sky all around us. The cockpit was quiet as Vern flew and I essentially just watched. Then I looked over at him as he flew ... and here's what I saw:

The effects of the years were gone. Here was an ageless man totally at home in the sky. His hands were lightly on the controls of airplane over which he was master, commander and to which he was entirely connected. The plane was a part of him and he was a part of the plane, both working in perfect unison, harmony and symmetry. I saw the young man who began flying in the Dust Bowl days of our nation, the man who heeded our country's call in WWII and taught those young flyers of the 'Greatest Generation' who went to theaters of conflict all over the world, often suffering casualty rates which would decimate other fighting units.

I saw the man who flew while married and raising a family, coming home from each day's adventures at low altitude over his house to tell his wife he's back and will be home in 45 minutes. I saw the man who excelled in training others to fly, from airliners to the general aviation planes we all fly today. I saw in Vern the love – and respect – for the sky that all of us who commit aviation must surely feel every time we slip the surly bonds. I saw the man who gave of his knowledge, abilities, time, efforts and skills to all of us who knew him so we too could alight upon the firmament accompanied by all the pieces of aerospace vehicle with which we departed.

I saw in Vern the pilot's pilot, a man for and of the sky, a true aviator.

I have had the pleasure of flying with several famous names and associating with many more of less well-known stature; but flying with Vern that day was for me an honor among honors. A memory I will cherish as long as I live. I share it with all of you, because all of you in spirit rode along with us that day.

From ALL of us here at the Colorado Pilot's Association – to which you have contributed SO much – Happy 100th Birthday Vern!

Vern's Birthday **by Walt Bell**

Many of you remember Vern Foster but for those who do not, Vern flew for United Airlines starting in 1941. Years later, he managed the Flight Simulator Engineering and Maintenance Division, then was a flight standards instructor for United. Along with his career at United he maintained his passion for small airplanes. He was an active GA pilot and instructor throughout his life. On April 8th about 35 Colorado Pilots traveled to Enid, OK. to help Vern celebrate

his 100th Birthday. Some of us flew some drove and a few flew commercial. By early afternoon on Saturday we gathered with about 40 of Vern's family and local friends at the Enid airport. We all wanted to witness Vern climbing into Drew Chitea's P210 and watch him log a little flight time. Vern is without a physical so Drew was on board and Tom Smith (Vern's local friend) backseated. The weather was cooperative except for howling winds. The sortie lasted 20 minutes or so and reports from the passengers were that they were treated an airline quality ride.

After the P210 was parked most of us moved out of the wind into Tom's hangar to begin the celebration. Tom and his wife Rita had decorated the hangar appropriately for 80 or so people to eat and celebrate the occasion. Vern introduced his family then we sat down to a great catered meal. After dinner we were entertained by a magician a number speakers who wanted to congratulate Vern on his milestone and wish him good luck. United Airlines sent a gift and card that I presented to him and The Retired United Pilots Association sent a congratulatory note. The Colorado Pilots Association presented Vern with a plaque which commemorated his 100th birthday and his lifetime of dedicated service to Aviation.

It was a most worthwhile occasion, well worth the effort to travel to Enid.

Newsletter Printed by

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Colorado Pilots on Social Media
Facebook

www.facebook.com/pages/Colorado-Pilots-Association/175353651033

Colorado Division of Aeronautics website:
<https://www.facebook.com/ColoradoAeronautics/>

CPA Website Forums

Need suggestions on routes, shops, Backcountry flying or just about anything?
<http://coloradopilots.org/forum.asp>

Could it happen in the US?
A Cautionary Tale – Graeme Dugdale, New Zealand professional pilot
Montana Pilots Association, May-June 2017

Being “down under” in the opposite season has some advantages in that when we are in the grips of winter we can read about exciting summer flying adventures you are having in the USA.

Like the USA, we have our issues with civil servants and politicians who make it their mission to “improve” our lot and make sure we are well regulated. The following is a tale of what can happen if they get their way.

Prior to 1987 New Zealand’s civil aviation regulatory and service structure was modelled to a large extent on the British system with an Air Department as part of a Ministry of Transport. All the parts that make up a national infrastructure, Met Service, Air Traffic Control, Airports, Navigation Aids, Regulations, Aviation Publications (AIP) etc were under the management of a single entity.

In 1987 New Zealand elected a Government that fully embraced the neo-economic agenda that was sweeping the world, with catchy phrases like user pays, privatising for efficiency, the Government decided that the Civil Aviation system needed to adapt.

Our Government split the aviation system into individual business units and charged each of those units with producing a system that not only recovered the cost of operation from the user, but also returned a profit to the government

ATC was one of the first off the block. The user was easy to identify as they had an aircraft registration and a pilot who talked to them. Using government logic, total cost divided by number of users equals cost per operator/owner – easy!

At my home airfield, which was at the time the busiest airport in the country, my new “airways” charge for the privilege of talking to a guy or gal in the tower was going to be over \$30 dollars per flight. Unsurprisingly, this approach went down (to use the kiwi vernacular) “like a cupful of cold sick”. Pilots resorted to flying through airspace low level without talking to anyone, waiting until the ATC service went off watch to fly, generally beginning a revolt against the system. Flying IFR, the Airways calculated the miles you flew and charged you an en-route fee for service provided; and when you arrived at your destination you were charged for an approach service as well.

GA revolted and User Pays became User Says.

The result was 14 ATC towers and flight services were closed, as the users were

not prepared to pay for the “service” that Airways deemed was necessary. My home airport tried to keep the tower operational at reduced hours but just prior to the tower coming on watch the aircraft in the circuit would land leaving the airport almost deserted. Finally they admitted defeat and closed the ATC service so we returned to uncontrolled operations with as many as 14 aircraft in the circuit and have been that way since 1990 without a single midair accident.

GA IFR operations stopped almost overnight with the charges adding up to almost \$100 per flight.

This demonstrated that the model used did not correctly identify who was the ultimate user of the system. The general public is just as much the user of a safe, reliable aviation system as is the pilot or aircraft operator.

A number of those initial fees were dropped following the pilot backlash. The admin cost of recovering the money was more than the money recovered. However with the advent of automation technology some of these fees are staring to be proposed again, using the other government tactic of “it is just a couple of bucks – whats the problem?”

Many of the airports were also owned and administered by the government and these were either sold or transferred to local councils or private companies. My home field started out charging “just a couple of bucks” and quickly “reviewed” the prices upwards. For my 180, the landing fee is now over \$25 NZD plus tax. Prior to the handover we had five runways, within a few years we had only two runways available and large chunks of the airport has been sold off and some airport land transferred to light industrial enterprises. So we paid more but received less!

When the Met Service started to charge for weather briefings, pilots stopped requesting official aviation forecasts and became our own forecaster and used local knowledge and the aviation community to learn what the weather was doing. Today, the only freely available weather is that required by ICAO for the three designated International airports.

However all was not lost as New Zealand GA realised that to combat the power of government we had to stand together and speak with one voice. Many of the charges have been reduced and government entities now enter into discussion with GA prior to making changes.

The lesson here is to avoid privatisation as it is a very slippery slope, and to ensure that the public good is identified as they have a stake in the aviation system as much as the pilot or aircraft owner.

Handy Reference

June 1, 2017

House

District 1 - Diana DeGette	http://degette.house.gov/
Phone: (303) 844-4988	
District 2 - Jared Polis	http://polis.house.gov/
Phone: (970) 226-1239	Ft Collins Office
Phone: (303) 484-9596	Boulder Office
District 3 - Scott Tipton	http://tipton.house.gov/
GA Caucus member	
P: (719) 587-5105	Alamosa Office
P: (970) 241-2499	Grand Junction Office
P: (719) 542-1073	Pueblo Office
P: (970) 259-1490	Durango Office
District 4 - Ken Buck	http://buck.house.gov/
Phone: (720) 639-9165	Castle Rock Office
Phone: (970) 702-2136	Greeley Office
District 5 - Doug Lamborn	http://lamborn.house.gov/
Phone: (719) 520-0055	Colorado Springs Office
Phone: (719) 520-0055	Buena Vista Office
District 6 - Mike Coffman	http://coffman.house.gov/
Phone: 720.748.7514	Aurora Office
District 7 - Ed Perlmutter	http://perlmutter.house.gov/
Phone: (303) 274-7944	Lakewood Office

Senate

Cory Gardner	http://www.gardner.senate.gov/
Phone: (303) 391-5777	Denver Office
see website for other offices	
Michael Bennet	http://bennet.senate.gov/
Phone: 303-455-7600	Denver Office
see website for other offices	

ATC Privatization Gains Support

Mary Grady, Avweb.com, May 17, 2017

Proposals to spin off air traffic control from the FAA to be handled by a private agency charging user fees gained support on Wednesday in Washington, but it was still unclear if the plan has enough momentum to become reality. Defense Secretary Jim Mattis said in a letter to Sen. John McCain that his department is “supportive of a possible privatization of ATC services and recognizes the potential risks.” The support from Mattis could be key, according to The Hill.

Read the entire article at

<https://www.avweb.com/avwebflash/news/ATC-Privatization-Gains-Support-229017-1.html>

Colorado Pilots Association Renewing Members

Ben Drake	Daniel Flynn	Patricia Kelly
Dixon Herboldsheimer	Mike Forney	Sue Wolber
Ed Cutler	Ronald Krohn	Donald Brundage
Stan Bissell	Michael Sheperdek	Dan Cammack
Mike Shea	Spencer Mamber	Craig Foster
Steve Marlowe	Bart Jones	James Felton
Peter Hauer	Kevin Smith	Frederick Schaulin
Mark Harrington	Allan Northcutt	Bart Marksohn
Dennis Wisely	Brent Bognlie	Paul Foster
Randy Bailey		

Colorado Pilots Association Welcomes New Members!

Cade Sallee
Michael Gagnebin
Terry Ogilvie
Justin Graham
Jeffrey Siegel
Christian Lytle
Robert McDonald
James Beard
Courtney Pollock

Corporate Members
Keystone Aviation
Mark Stevenson

Independence Aviation
Bob Stedman



FLY MART

FLYING COLORADO MOUNTAIN WEATHER,

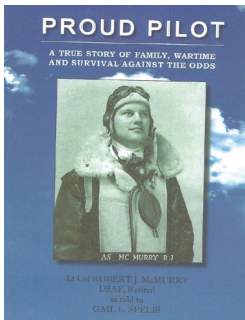
by Margaret Lamb,

Has 72+ color illustrations of mountain cloud types and tells how to safely fly mountain microscale weather & turbulence. Also discusses numerous mountain flying crashes due to downdrafts of different types, especially on windward sides of mountain chains. Risk analysis relates mountain flying to avalanche hazards; discusses Lindbergh and Beryl Markham..

Order from www.nighthawkpress.com

\$24.95 & \$4.95 S&H.

PROUD PILOT: A True Story of Family, Wartime and Survival Against the Odds,



by Lt Col Robert J. McMurry, USAF (R), as told by his daughter, Gail L. Spelis

This personal, heart-warming, sometimes chilling book follows a young man, now 95, born to fly. Beginning in WW II instructing B-17 pilots, flying the most Berlin Airlift flights, completing five separate rescues in one flight in the RB-29, Bob McMurry had a full career. See lots of photos of aircraft, family, and great places to live and visit around the world. \$24.99, Professional Press, Chapel Hill NC or www.gailspelisauthor.com

FOR SALE: KPUB Hangar 51 X 75 freestanding hangar with 3 separate 46 X 14 bi-fold doors, each with its own apron to a separate taxiway. All steel construction with full insulation. City ground lease presently \$68 per month. Priced for quick sale at \$98,500.

Contact Frank Krutzke, email torryk@mindspring.com or cell 719-250-0437. Additional Photos: <http://tamphoto.zenfolio.com/p79077228>

FOR SALE: Two residential lots near Crawford Airport (99V).

Each lot is 2 acres, with one water tap available, electric, phone, and covenants. Views of Elk Range, secluded, wildlife, mild climate. \$85k for both lots and water tap. Contact Scott Fifield, (303) 482-5237 or scottffld@gmail.com

Calendar of Events

Always check the CPA website for any changes to the Calendar

** Indicates New or Updated event*

CPA Flyins

June 9-11	KHUT	Salt Mines & Cosmosphere, Hutchinson, K
June 24-25	07S	Beaumont Hotel Airport, Beaumont, KS
July 8-9	U87	Smiley Creek, ID
* July 15	4V0 &	Kenney Reservoir, CO. Mountain Splash-In
July 22-23	0V3	Minden, NE
Aug 21	KAIA	The Solar Eclipse! Alliance, NE
Sept 15-17	KOGD	Ogden UT (Hill AFB)
Oct 6-8	69V	Huntington, UT

CPA and Other Events

Jun 2-30	KGNB	aviation museum open Friday & Saturday from 11AM TO 2PM
* June 10	KBJC	21st Annual JAA Flyin & Pancake Breakfast
June 24	KBJC	CPA Mtn/High Elevation Airport Ground Schoo
July 1	KGNB	EAA 1267 Annual Pancake Breakfast
July 15	CO15	Kelly Airpark Flyin & Pancake Breakfast
July 24-30	KOSH	AirVenture
Aug 5	KBJC	CPA Mtn/High Elevation Airport Ground Schoo
Aug 26	KAEG	Land of Enchantment Flyin (NM Pilots Assoc)
* Sept 2	KSBS	Wild West Air Fest
Sept 16	1V6	Fremont County Air Show, Flyin & Pancake breakfast
* Sept 23-24	7V2	Mountain Harvest Festival

No date yet

KFTG	CPA Pot Luck
CO12	VanAire Flyin & Picnic
KFMM	Fort Morgan Flyin/Glenn Miller Festival
KCOS	Colorado Springs Flyin

To contact a CPA officer or Board member, visit the CPA website Contact Us Page:

<http://coloradopilots.org/board.asp?menuID=>

Colorado Pilots Association, Inc.

Mail-in application for Individual Membership/Renewal
Online application at www.coloradopilots.org

Name _____

Spouse _____

Address _____

City _____ State _____ Zip _____

Phone (H) _____ (W) _____ (C) _____

E-mail _____

Profession _____

A/C Owned (make & model & N number) _____

Based at or flown from & Identifier (e.g. APA) _____

Applying for:

- ☐ Renewal
☐ New membership

Check enclosed payable to CPA to cover membership, newsletter & access to Member-Only area of website.

Mail to: CPA, Inc.
PO Box 200911
Denver, CO 80220-0911

- ☐ \$20 - 1 year
☐ \$38 - 2 years
☐ \$55 - 3 years
☐ \$100 - 1 year Corporate membership

I am interested in serving as Area Rep at _____

I am interested in serving on the following committees:

- | | | |
|--|--|--|
| ☐ Airspace | ☐ Membership | ☐ Fly-in Planning |
| ☐ Flight Safety | ☐ Newsletter | ☐ Education |
| ☐ Programs | ☐ Legislative Affairs | ☐ Back Country |
| ☐ Aviation Expo | ☐ Other _____ | |

CPA LOGO MERCHANDISE

Lapel pin \$2 + 0.50 s&h
Decal \$ 1 + 0.50 s&h

For information please call Terry Barbo 303-367-0670

Visit the CPA Store for Logo Clothing:
business.landsend.com/Colorado_Pilots_Association



Fly-In or Drive-In Pancake Breakfast

Saturday June 3rd 2017

Vail Valley Jet Center

North Side Maintenance Hangar

0730-1000



- * Come check out our new piston maintenance facility as well as our on-site aircraft maintenance team
- * Full Service 100LL at a discounted price
- * See what's in store in 2017 for all piston aircraft

**** See reverse side for directions****

Weather permitting no rescheduled date

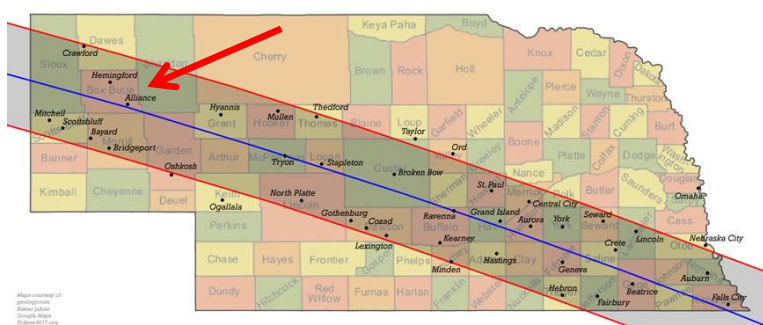
**VAIL VALLEY
JET CENTER**

Total Solar Eclipse

CPA Fly-in to Alliance, NE

Totality: 8/21/2017 11:49:15 – 11:51:45

For the first time since 1954, and for the last time until 2045, a total solar eclipse will be visible within 1 state of Colorado! We will fly to KAIA, 156 nm NNE of KDEN, on Monday morning August 21, 2017 to witness this rare spectacle.



KAIA is right on the centerline and will enjoy one of the longest periods of totality at 2 min, 30 seconds. The airport will close as the partial eclipse starts, so arrival before 10:15 a.m. MDT is a must. The airport will re-open at 1:15 as the partial eclipse ends.

The \$5 registration fee will cover special viewing goggles to safely watch the

approach to totality, with any leftover funds donated to the CPA. Don't miss this literally once in a lifetime (if that) opportunity. The FBO will be offering a cook out lunch (hot dogs, hamburgers, chicken breast, fruit, chips, soft drinks) or you can bring your own. It will be hot so also bring sunscreen, lawn chairs (the FBO has only 100 chairs), sunglasses, and lots of water!

Early registration will help us reserve enough ramp space for the anticipated large turnout!

Registration Form: **Must be received by August 11, 2017**

Registration is \$5.00 per person. Please return form & check made out to CPA to: Marty Brophy, 40697 Remington Rd, Fort Collins, CO 80524. Questions? 970-215-1916 or drgaas@aol.com.

Name(s): _____

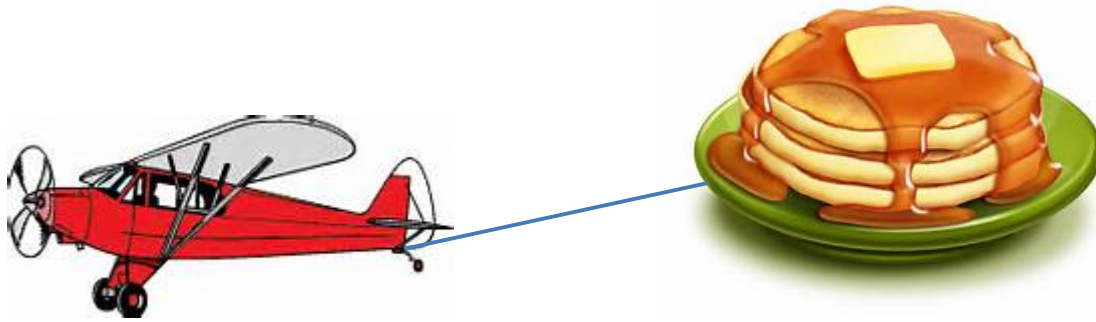
Address: _____

Cell Phone # _____ E-mail _____

Emergency contact and phone _____

Aircraft type, N#, and home airport _____

Do you have a seat to share in your plane _____ Are you in need of a ride _____



FLY-IN AND PANCAKE BREAKFAST

(Serving Pancakes-Coffee-Sausage 8:00 to 11:00 a.m.)

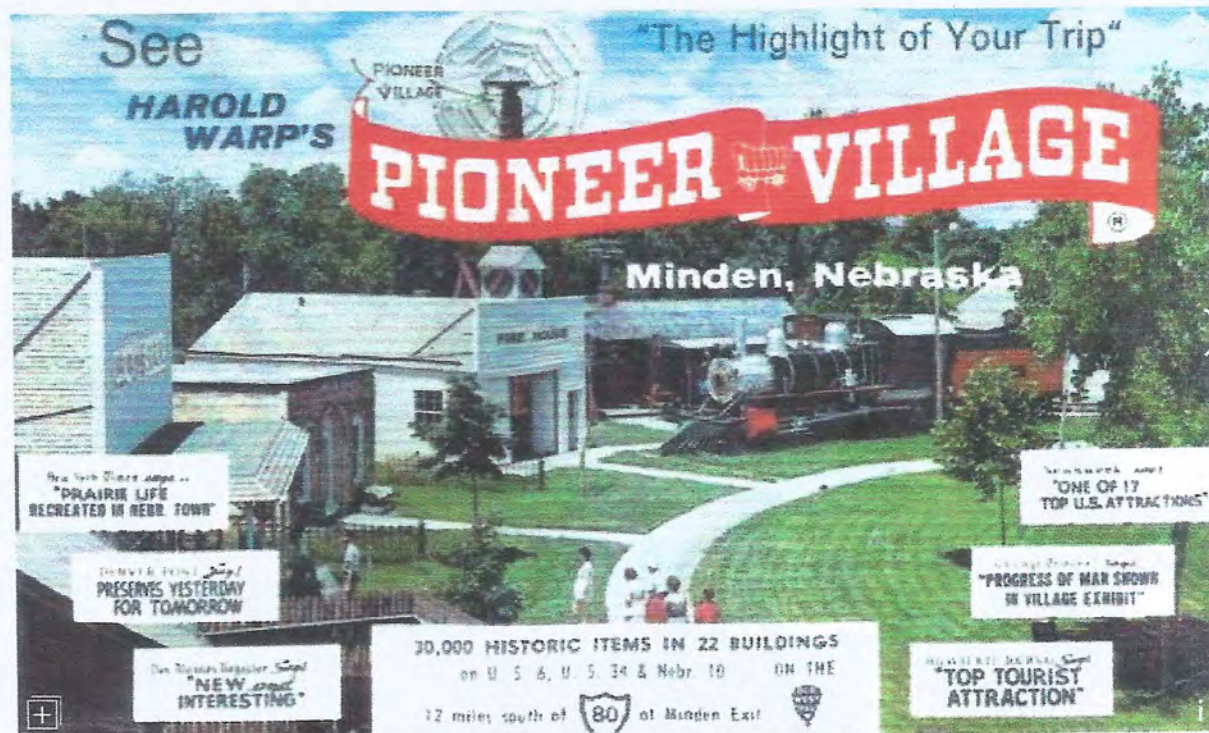
Come Join Us on the **3rd Sunday** of each Month
this summer (June-October 2017)

**First Breakfast: Sunday-JUNE 18, 2017 at the
Steamboat Airport FBO**

After breakfast you can tour our new **FLY N CAMP**ground

Steamboat Springs/Bob Adams Field (KSBS) 970-879-1204





Colorado Pilots Association Fly-in to Minden, Neb July 22-23 2017

Fly in to Minden, NE, 0V3 and visit the famous Pioneer Village museum. Thousands of exhibits: 20 Planes, trains, 350 cars in the collection, historic buildings from the Prairie days of life. You won't be able to see it in one day. Spend the night for a very reasonable rate and fly out Sunday late morning to avoid the summer thunderstorms. Stop on your way to Oshkosh WI. Only 232 miles from Centennial.

Schedule: Arrive Saturday July 22nd by 10am. Start your tour of the museum, break for lunch to Runza burgers, Pizza Hut or Sub Way, short walk from the museum and return for more viewing of the exhibits. We will do a happy hour around 5:30pm at the Pioneer Motel, and dinner at the local Mexican restaurant. Breakfast at the Motel, (cold breakfast only) then return to the museum for more exhibits or head home.

We have 12 rooms blocked for Colo. Pilots Association at a rate of \$72 per room. If we fill more than 5 rooms the rate will drop to \$61 per room. The rooms will be held until June 15th then released to the public. Contact Pioneer Motel at 308-832 2750 to reserve your room.

REGISTRATION MUST BE RECEIVED BY JUNE 30TH.

Registration \$12 per person for car rental & Gas. Return form & Check made out to CPA. Please detach and return this portion to: Rich Barclay 24795 Kolstad Loop, Elbert, Co 80106 or ffrichdana@msn.com.

Name: _____

Address: _____

Primary Phone _____ Email address _____

Plane Type and N# _____ need a ride? _____ have extra seats

Emergency Contact Name & phone# _____