



The

Flyer

Upcoming Events

Dec. 3 Sat. AAA of CO
TaylorCraft Project Session.
0900-1200+

Dec. 3, Sat. Vintage Aero
Flying Museum, Platte Valley
Free Lunch and Presentation.
See flyer inside:

Dec. 7 First Wed. AAA of CO
Meeting....see right>

Jan. 28, 2012 AAA of CO
Annual Banquet. Speaker:
John Penney The Ranch
Country Club 4pm-8pm.

Mar. 2-3-4 AAA of Arizona
Cactus Fly In, Casa Grande

Mar. 27-April 1 Sun n Fun Fly
In, Lakeland, Fla. www.sun-n-fun.org

May 31, June 1-2-3 Thurs.-
Sunday...National Biplane
Convention, Junction City,
Kansas (3JC)

Antique Airplane Association of Colorado

Volume 87 December 2011 Number 12

AAA of Colorado First Wed. Meeting Dec 7, 2011

70th Anniversary of Pearl Harbor Day!

Guest Speaker: Lorraine Kirkland who's presentation will be about her experience: "**Traveling with Honor Flight: The Unexpected Adventure of a Lifetime**" to Washington, D.C. Some of those WWII Veterans will be present as well. This will be an excellent opportunity to thank them in person. **Location: Senor Gomez Mexican Restaurant, (Formerly Casa Alvarez) 502 S. Main Rd. Lafayette, CO Dinner 6 p.m.-Meeting 7 p.m.**



Thoughts from the "Pres..."

I trust everyone had a blessed Thanksgiving! With more Holidays on the horizon be sure you are not over-gross; in your belly or in your plane's belly!

Included in this newsletter is the survey that was presented to the attendees of last month's meeting. If you have not filled it out, please do so now so we will tabulate the results and present them at our Dec. 7th meeting. The survey should be e-mailed back to me at jim@bbcleaning.com Input from everyone is needed and we will be checking the roster so every voice is heard. Thanks in advance!

I have been spending time getting to know the 170 well. I think I want to move to Bonneville Salt Flats. I feel limited by the length of our runways here. You can perform 2...maybe 3 takeoffs and landings in one pass at Erie, and, no more than 9...maybe 10 at

Greeley. Now the Salt Flats...you could land on the left main only...or the right only...or if you had a long enough runway, and time to practice...the tailwheel only! It was amazing to see how long a 170 with full flaps and a touch of power will float down the runway. With flaps up, it's like a Schweitzer glider(can't wait to play in the thermals) and with full flaps you can push the nose way down so all you can see is ground and more ground, and it will hold steady all the way to the runway. You can slip if you keep the flap handle forward of your elbow. I have to add that back into my repertoire, because I love to slip



the Champ. The transition from the Champ to the 170 at first felt like going from an ultra-light to a 747. But now it's just a sheer joy to fly the plane! Let's all keep our thoughts and prayers on the AOPA and EAA and the FAA. A class-3 medical waiver would allow so many, many pilots to fly!

See you at the Banquet! See you at Blakesburg! Keep your airspeed until you are on the ground!
Jim

Bob Coombes' Sweet Piper



Bob reports that the airplane is a 1947 Piper PA-12 "Super Cruiser." "It is a little confusing, though, as she has Super Cub gear and tail feathers, and a 160 Lycoming."

What a great combination. Bob and his friends, Jim Randazzo, and Howard Barlow, also flew a Cessna Skyhawk down to the fund raiser flights by Bud Silvers at the Colorado Springs East Airport on October 16, 2011. All three got rides with Bud in his Fleet.

Photos: Bob Coombes

RH

If you've ever wished you had just a bit more room, a bit more power in your J-3, This is the answer! In the last issue of *The Flyer*, N2849M was accidentally attributed to another pilot at the Fall AAA of CO fly-in. Bob Coombes was the pilot and he carried 5-7 rides (lost track) for the CU students present. He has a 1/3 interest in the airplane and enjoys Criusin' Colorado, Piper style.

Cover Photos: Mike Tindal's beautiful Warner-powered Fairchild 24 on approach at Blakesburg R. Hawley Below: Georg Becker captures Mike's landing from the "LSO" station at the south end.

FROM BEHIND THE POWER CURVE....

There's an old aviation axiom with universal application: "Better to be Lucky Than Good". It's right up there with "A Hole in the Clouds is Worth Ten Published Approaches." We, AAA of Colorado members, have recently been very lucky, indeed.

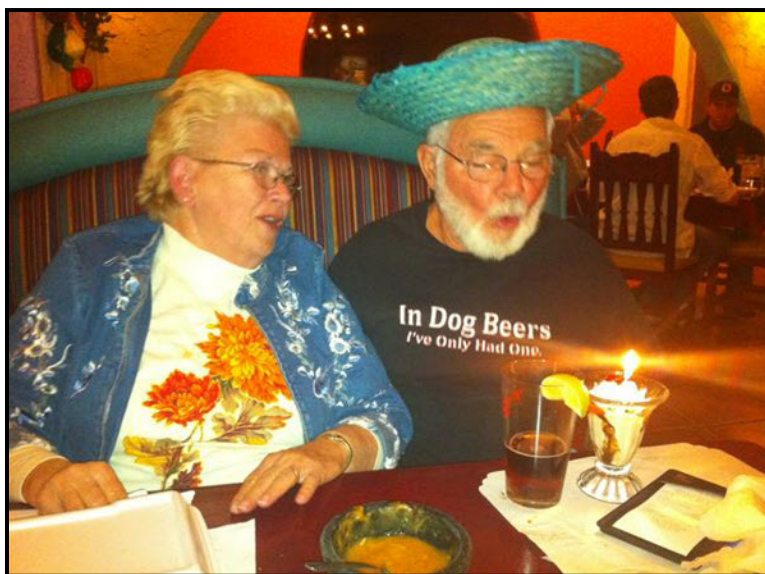
At the AAA of CO Fall Fly-In, some "situationally unaware and overly enthusiastic" (Stupid, perhaps?) pilots drew unwanted attention to the event. A complaint was filed with Boulder County (the same folks who once tried to annex the Federal Airspace overhead) and the resulting investigation **very nearly shut down the airport and the Taylorcraft Restoration Project**. Think about that....

The airport is still open to "invitational only" flights and the number of operations is restricted. A NOTAM with a clear overhead photograph, flight instructions included, will be posted soon. After explanations cleared up the fact that the Taylorcraft Restoration Project is not commercial, it is allowed to continue. And we need to make serious progress on that front. Other events sometimes conflict with the sessions. Any ideas to solve that problem are welcomed.

Our by-laws require that we have an election. If you haven't noticed, our ability to organize an election is on par with our ability to organize an AAA of CO fly out. Nil. To me, this is another "Moot Point", but there may be someone in the club who, in a temporary fit of psychological disorder, might want to take one of the elected positions. Thoughts?

Mary Lou is Back! Check out her very interesting and amusing story in this issue.

The date and location for the 2012 AAA of CO annual banquet is set. January 28, 2012. The Ranch Country Club near 120th and I-25 4pm-8pm. John Penny, Rare Bear, Fairchild 24, and J-3 Cub pilot will be our Guest Speaker. We are lucky again, to have John as a speaker.



(No Caption Necessary)

Need a Christmas Gift Idea? How about a portrait of your favorite pilot's own airplane? Contact Bob Avery 303-594-3245 www.baveryarts.com

Upcoming events for 2012 should already be on your schedule. The 54th Cactus AAA fly-in...first major event of the year...will be March 2-3. Sun-n-Fun comes March 27th...and I hope you all can be at the 3rd Annual National Biplane Convention, May 31-June 4 at Junction City, Kansas. Ask those who were there...it's a great fly-in!

Another...sometimes forgotten...aviation axiom: "Buzz Jobs Separate the Men from the Boys..... The Men Don't Do Them."

RH



★ ★ ★ ★ ★ ★ ★ ★ ★ ★

SCHEDULE OF EVENTS

11AM OPEN HOUSE, MEET AND GREET NANCY HALL RUTGERS AND NICK RUTGERS

12PM LUNCH

12:45PM CHRISTENING OF THE SPAD XIII

1PM TALK: "JAMES NORMAN HALL" AND THE CONSTRUCTION OF OUR SPAD XIII

1:45PM WEATHER PERMITTING: FLYING DEMONSTRATIONS OF OUR WWI PLANES

2:15PM VISIT BY SANTA CLAUS FOR THE KIDS

★ ★ ★ ★ ★ ★ ★ ★ ★ ★



JOIN

THE VINTAGE AERO FLYING MUSEUM

DECEMBER 3RD, AT 11AM

FOR FREE LUNCH AND A TALK SERIES AS WE PRESENT:

THE STORY OF

JAMES NORMAN HALL

AMERICAN HERO AND AUTHOR

AND CHRISTEN OUR

SPAD XIII

IN THE COLORS OF

JAMES NORMAN HALL

SPACE IS LIMITED TO THE FIRST 200 PEOPLE. PLEASE RSVP BY DECEMBER 1ST TO: INFO@VAFM.ORG OR 303-668-8044

TALK WILL BE PRESENTED AT THE VINTAGE AERO FLYING

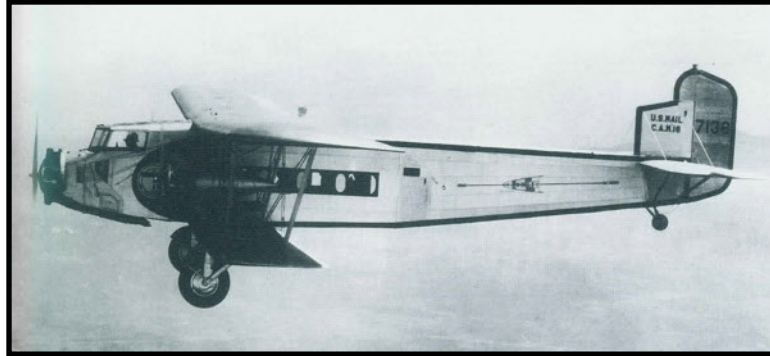
7125 PARKS LANE, FT. LUPTON, CO 80621

(PLATTE VALLEY AIRPORT, 18V; FLY INS WELCOME)

VISIT OUR WEBSITE WWW.VAFM.ORG FOR DRIVING DIRECTIONS TO THE MUSEUM

Gene's Picks

Can You Identify This Aircraft?



Submit your answer to Gene Horsman at ehorsman@q.com...first correct answer wins a gallon of MMO!

Last Months Mystery Airplane Was: The Canadian Car and Foundry Company Model 10 Gregor FDB-1. It could climb faster than a Spitfire and turn inside a Hurricane, but it could not outrun progress. Since the inception of aerial warfare the multi-winged fighter had set the pace of dependability, speed and performance, earning itself an honored place in the world's air forces. The configuration held its own until the mid-thirties when the specter of the monoplane fighter began to rise up off the design boards of the aviation industry. However the forces of economy and pacifism forced many countries to sustain the biplane as operational equipment well into the Second World War.

The fighting biplane lasted longer in the war than most historians recognize. The last recognized victory by a biplane fighter was scored on September 2, 1944. In 1937 the Canadian Car and Foundry Company made the decision to develop its own trainer and fighter/dive bomber, the Model 10. To serve as their Chief Engineer, they selected a well known and respected engineer, Michael Gregor. Gregor left the Seversky Aircraft Corporation of Long Island, New York, to take the position at Ft. William, Ontario. His assignment being limited to the fighter/dive bomber known as the FDB-1. It was the last biplane fighter designed and built in North America.

It was a single-place, closed cockpit, strut braced, single bay biplane of overall aluminum construction. Upper Gull wing span was 28 ft. And lower wing span was 23 ft and it had a wing area of 194 sq. Ft. It was powered by a P&W 14 cylinder, twin row, radial R-1535-72, of 700 hp. It had a pneumatically retracted main landing gear. Flight test performance gave a recorded top speed of 261 mph, a cruise of 205 mph, an initial rate of climb of 3,500 fpm and an estimated service ceiling of 32,000 ft. It demonstrated exceptional maneuverability in all ranges. As tested the FDB-1 would out-climb both the Hurricane and Spitfire at test altitudes. The roll rate and maneuverability were purported to be better than any monoplane fighter at that time. It did have some problems such as downward and forward visibility due to the top gull wing configuration and over sensitivity of flight controls in all regimes. The company tried very hard to sell the airplane but the only interested country was Mexico. The Canadian government prohibited the sale. Without home or other customer support, the FDB-1 was eventually placed in storage at Montreal's Cartierville Airport where it was lost in a fire in 1945.



Photo and words from Skyways Magazine of April 2008

Gene Horsman, Aviation Historian

Mobeetie, Texas Aerodrome...

A True Account by Mary Lou Gunson

The Friday morning of November 4, 1984 dawned with a bright azure blue, beautiful, cloudless sky. I decided right then that I would fly to visit my daughter and her family in Twitty, Texas, a village just north of Shamrock. Made a call to Flight Service and they reported light, southerly winds with no rain or snow in the forecast. Perfect! I asked Bill (my husband) if he would like to go with me, but he declined, saying he had two rodeos to go to, and since he knew I would only be gone two or three days, he thought it was a good idea.

My planned route was as usual....depart Centennial (APA) with a fuel stop at La Junta, then direct to Shamrock. I arrived at Centennial Airport, got my airplane out of the hangar, did my pre-flight and was on my way to Texas. My rule has always been...never let anyone else fuel my airplane, however when I landed at La Junta I felt the urgent necessity of "checking the facilities" first. Bad Move, as I was to learn a little while later. La Junta had been an Army Air Corps base during the war, typical triangle pattern runways (only really useable), plus it still had a flight service station there. It is always prudent to check weather along your proposed route, and a bit of extra fuel in the tanks is another bit of security. To my dismay though, a line boy had fueled my airplane and presented me with a fuel ticket. Ummmm. It had always been my rule that I would fuel my airplane, no one else. A lesson I had learned on one of my previous flights. In the meantime, I made a call to my son-in-law and he said the weather was perfect, and no wind! I had lived in the Texas panhandle and, for the most part, a no wind day was a rare occurrence!

Departed La Junta, but after a short while I became a bit alarmed about my fuel consumption. The Ercoupe has a very unique, and safe, fuel system. Equal flow from each wing tank, engine driven fuel pump to pump gas to the nose tank, then gravity feed from the nose tank to the carburetor. Each wing tank holds close to nine gallons of gas, and the nose tank has enough to fly roughly 30-40 minutes if the wing tanks were allowed to run dry. That way, when you see the bobber indicator going down, you have a very short time before you are landing! I hadn't been airborne but just a short while when I noticed the bobber going down. Uh, Oh! Something is amiss. Looking around I saw a little airport at Elkhart, Kansas, so I proceeded to land there.



Hmmmm. Now something really strange is happening. As I was on downwind, preparing to land to the south, the bobber came back up. I landed, got out and checked the wing tanks and the nose tank. All were filled to where they should be. A puzzling situation.

Got back in the airplane and took off, southbound heading this time. It wasn't long before I noticed the bobber going down again. I made a decision to gain as much altitude as possible by going into a slow, steady climb, then by going into a slow glide, I would be using only a small amount of fuel and could make it to Shamrock. Aha, this worked! But I still felt the need to have as much altitude as possible, and I was now heading for the **Canadian River Breaks**. A most formidable and inhospitable area to fly over. The Canadian River is wide, rocky, but usually not running very full of water at that time of the year. However, the canyon walls are extremely high above it.

I was midway across **The Breaks**...when Silence; utter, quiet, not a sound silence. That was the moment I became a glider.



About that time an audible prayer could be heard emanating from the cockpit of "Little Bit". Looking ahead I could see a field with no cattle and no chinney (a miserable shrub that grows in that part of the country). I made my choice....that was where I would land. It was a wise choice because not only were there no cattle, and no crops growing, but also no barb-wire. The landing was uneventful. I said a prayer of intense thanksgiving, opened up the cockpit, got my tie-downs out of the baggage compartment and proceeded to tie my "flying carpet" down. I had noticed a Farm house back across the road from where I landed and decided to go there to use their telephone. As nice as that field was to land in, it was a grass burr haven!

I arrived at the farm house, knocked at the back door and a nice man opened it. I asked him if I could use his telephone to call my son-in-law in Twitty and that I had a credit card for the call. He looked at me with a puzzled expression. I explained that my fuel pump had quit. He looked up and down the road and said, "I don't see your car". "Oh, it's not my car. It's my airplane." "Oh, you poor thing, oh you poor dear..please come in...are you hurt?" I replied, "No but I would like a paper sack to start pulling burrs out of my pants." Those things were stuck in that beautiful royal blue polyester material like they had been woven into it. He wouldn't hear of me standing outside to pull them out and insisted I come in.

About that time his wife arrived home from work, so sitting in the kitchen with a large paper sack between us, she helped in my burr removal. I called John R. And he said he knew exactly where I was and would come to get me. He called Kathy at work and told her what had happened. When she arrived home, she call my hubby, Bill.

His first question, "Was she crying?". "No." "Oh, thank God, then she didn't hurt her **airplane!**" Kathy called me then and wanted me to fill her in on the details of my **Mobeetie, Texas** landing, as the local newspaper wanted to do a story about it. "Oh Kathy...no,no. I don't want to get involved with any newspaper reporters or the FAA." "But Mother, you're the most exciting thing that's happened around here since they dug up that dead man in Kelton!"

I remained adamant. NO reporters.

After a while, John R. Arrived and helped me unload my luggage, (which is always very minimal), and proceeded to talk with "Jim Bob" (I don't recall his exact name, but that is close.) Nothing must do but Jim Bob wanted John R. To pull my plane out of that field and tie it down in his front lawn. This occurred during the Desert Storm War, and since my "Little Bit" had military markings, he had a great time

telling all the ranchers that came by that he was "ready for 'em, just bring 'em on!" He said later that his phone never stopped ringing. Another case of "Small World", Jim Bob had worked for Reed (My son-in-law's father) as a cowboy when he came home from the Army after WWII.

As soon as I arrived at my daughter's, I called my mechanic, Brad Davenport, in Boulder, Colorado. He was noted "guru" of antique aircraft, and he particularly liked mine, because right after WWII ended, he worked at *Fornaire Aircraft* in Ft. Collins, the factory that built Aircoupes...a later version of the Ercoupe.

Brad ordered a new fuel pump from *Univair* in Auroa, and they were in turn to ship it to *Amarillo Air*, an aircraft shop at the Amirillo Airport. Brad said he wanted me to make sure to bring the old fuel pump home with me. He wanted to check it out.

The pump arrived in Amarillo on Monday, but fog had settled in over the panhandle. Tuesday and Wednesday were both foggy, but Thursday arrived with strong south winds, but no fog. OK...this was **The Day**. John R. And his father, Reed, and I drove to Mobeetie, pulled the plane off its front-yard-pedestal and we three proceeded to pull the airplane about a mile east to a north/south county highway, where the road was wide enough for my wings to get by, plus no overhead wires.

This area had been carefully scoped out ahead of time by me, as the little narrow road that Jim Bob lived on had culverts, complete with concrete side barriers. My wing span was 30 feet, so whenever we came to a barrier, we had to do some fancy maneuvering to avoid them. We finally got to the county highway and I drained gas from the wing tanks and poured it into the nose tank. With that tank full, I was sure I could make it to Amarillo.

Small towns are truly delightful places! That county road was lined with pickups and cars from one end to the other. Every rancher in that part of the country knew that The Day Had Arrived. I had to chuckle to that. John R. And his father kept any auto traffic off that road, Reed at the south end and John R. At the north end, until I was airborne. With that wind, I took off like a helicopter! After I was out of sight, one man came up to John R. And said, "Wal..that was nothin' but a danged ol'

Woman!” “Yes sir, that was my mother-in-law!”

Pretty soon I was able to radio Amarillo Tower and report my location and listen for any landing instructions. “November four-two-five (my I.D.) report when you have field in sight.”

“Tower, four-two-five abeam P-51 (a prohibited area) and runway in sight. “November four-two-five cleared to land one-eight”. “Four-two-five on final for one-eight”. With that headwind, I was applying full power, but progress was a bit slower than what the tower expected of me. “Four-two-five state your location”. “Four-two-five on final. One eight”.

Finally, I was able to touch down. With that headwind, I was on the ground in what seemed like seconds. Tower instructed me to the repair station where I was met by two mechanics. Everyone had been expecting me, including Tower.

The fuel pump was there and one young man immediately started working on it. I asked him if he would mind if I stayed and watched (I wanted to make sure he put the pump on in the proper intake/output manner. (This, too, happened to me once!) The little pump is a simple device...about like a Model-A Ford pump. The young man said he would appreciate me being there. Looking around the hangar, all of the aircraft in there were big twin-engine type and small jets. After he had finished, it was quite late, so I opted to stay at the Big Texan Steak House and Motel for the night.

The following morning I was ready to leave and head east to Shamrock. Tower cleared me to direct eastbound flight, but he kept talking with me about my airplane. Every so often, “stay with me, I have a heavy coming in”. He was so nice and most interested in my airplane. We chatted until I could no longer receive him. After one more day with Kathy I had an uneventful, pleasant flight home.

I flew to Boulder the next day and gave Brad Davenport the old fuel pump. He found the source of the problem. The fuel caps on an Ercoupe are “vent forward”, whereas most airplane caps are rear venting. The line boy at La Junta had struggled diligently to put the cap on, rear venting, realized his mistake, placed the cap on correctly. However, in his valiant struggle he broke off the detente on the fuel cap and that detente had become lodged in the intake side of the pump after a very short while of flight. Why the nose tank filled while on downwind at Elkhart is because that little detente had allowed just enough fuel to enter the pump, but only for a short length of flying time. Brad repaired the fuel pump after finding the detente lodged in it. He also wanted me to be sure and carry that spare fuel pump with me always. Which I did.

Pearls: Maintain thine airspeed lest the ground rise up and smite thee. Maintain thine altitude or thou shalt surely inherit the earth.

Mary Lou Gunson



AAA of CO Membership Survey

Please print, fill out and mail to Jim Sutton, 5557 Aspen Ave., Erie, CO 80516

Your participation on this survey is critical to the direction and future plans of AAA of Colorado.

Thank you for taking the time to complete all questions.

Name	Date			
Number of years you have been a member?				
What do you feel the purpose of the Antique Airplane Association should be?				
	Extremely Satisfied	Satisfied	Unsatisfied	Extremely Unsatisfied
How do you feel about the Antique Airplane Association overall?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
List your reasons for being a member of AAA of Colorado				
What are you willing to do to help AAA of C achieve its mission?				
	Extremely Satisfied	Satisfied	Unsatisfied	Extremely Unsatisfied
How do you feel about how issues are handled with the Association?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
What can be improved? How will you help?				
What is your preference of the location of monthly meetings?				
	Extremely Satisfied	Satisfied	Unsatisfied	Extremely Unsatisfied
How do you feel about the quality of food at the restaurants chosen?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Extremely Important	Important	Semi Important	Not Important
Rate your preference of having food and beer available at the monthly meeting	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Suggestions for other locations?				
	Yes	No		
Are you willing to select and set up other meeting locations?	<input type="radio"/>	<input type="radio"/>		
	Extremely Informational	Informational	Semi Informational	Not Informational
How do you feel about the knowledge received from guest speakers?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Your association needs your support on selecting speakers. Who would you refer?				
	Extremely Satisfied	Satisfied	Unsatisfied	Extremely Unsatisfied
How would you rate the fly ins this year?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Yes	No		
Would you like additional fly ins next year?	<input type="radio"/>	<input type="radio"/>		
	Extremely Satisfied	Satisfied	Unsatisfied	Extremely Unsatisfied
The TaylorCraft Pro has been a source of growth and participation:	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
How do you feel about the Taylor Craft Project?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
What could be improved?				
	Yes	No		
Fly outs?	<input type="radio"/>	<input type="radio"/>		
Would you enjoy participating in a fly out?	<input type="radio"/>	<input type="radio"/>		
	Yes	No		
Would you offer rides?	<input type="radio"/>	<input type="radio"/>		
	Yes	No		
Would you accept a ride?	<input type="radio"/>	<input type="radio"/>		
Where should we go?				
Additional Comments:				

Antique Airplane Association, Longmont Colorado
Members Meeting Minutes, 2-Nov-2011

Old Business:

Minutes accepted. Treasurer's report: "I haven't taken the money and run." (lots of numbers; all in the positive direction.) T report accepted.

Need volunteers for the banquet committee. Dan Smith and Dan Wine volunteered. They will go with Herrill Davenport to The Ranch Country Club to investigate that venue. Lorraine, Rusty, and Jim Sutton are also on the committee. John Penney will be the speaker. The banquet will fall on either January 22nd or 28th, 2012. Need to consider silent auction items. Who do you know that can donate items for our auction? The items can be other than aviation items – think outside the box. We need to try to get the silent auction items decided on by the December meeting.

We need to form a nominating committee for our board officers. Keep thinking about that.

New Business:

Jack Greiner says we now have a flight simulator in the hanger. It's a PC with yoke and pedals. Jack and others built a booth for the simulator. It's up and running. Jim tried it and "stuffed a J3 into the ground". Jack of course, flew it fine.

Rusty Brockman says Skyline HS has a STEM wing added to the school – a magnet school. (http://www.timescall.com/business/local-business/ci_19117729) It is led by 2 juniors in the CU aerospace department. The STEM students have been invited to the hanger. Next semester may lead to some interaction with their program.

Allan Lockheed says Highlands Ranch Charter School has a STEM academy. (STEM: Science, Technology, Engineering, Math) 250 students in 6th to 9th grade. Allan is helping with their fund raising activities. They hope to build payloads for the New Mexico student rocket launch.

Scott McEwen talked about the "Red Tails" movie coming on January 20th. He thinks the Tuskegee Airmen in the Denver area are having a fund raiser for local programs with a silent auction. Gilbert Wheeler and the Airmen's local chapter are organizing the event.

Meeting adjourned at 8:02.

Allan Lockheed gave a short talk on the NM Space Port and Student Rocket Launch Program (<http://www.launchnm.com>) STEM programs also support these efforts.

Don Singer introduced Steve Thompson, research pilot for NCAR, flying a C130 for atmospheric research. (<http://www.eol.ucar.edu/instrumentation/aircraft/C-130>) They provide a platform for many university research programs, using various sensors and flight paths, all over the world. They collect tons of data, custom building all the pylon instruments for each program – a constant endeavor. They also invite school kids to tour their planes and facilities to witness the science used onboard. Interesting fact: they cannot de-ice on the ground because of the sensitive instruments, requiring them to hanger it and then be in the air before freezing weather hits. Flight planning is very critical. A very interesting talk.

Respectfully submitted,
Dan Smith, Secretary



First Class



AAA of Colorado, Inc.
5557 Aspen Ave. Erie,
Colorado 80516

The purpose of the AAA of Colorado is to promote the preservation and flying of the antique and classic airplanes and other flying machines. Also to encourage young people to become interested in flying old aircraft. Any communication issued by the AAA of Colorado, regardless of the format and/or media used is presented only in the context of a clearing house of ideas, opinions and personal experience accounts. The AAA of Colorado does not project or accept responsibility of participation by any member or newsletter reader at any fly-in function or event that may be publicized in this newsletter. Any ideas or opinions presented in this newsletter do not necessarily represent those officially held by the Association.

Please submit any stories and photos, classified ads, complaints, or suggestions to oldowl@aol.com

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