

# EAA MILE HIGH CHAPTER



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423-5134

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659-1589

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423-5134

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371-3370

NEWSLETTER  
KIRBY WHITE  
423-5134

VOLUME 13, ISSUE 5, MAY, 1990

THIS MONTH: This month's meeting will be held on Saturday, May 12, 1990 at 7:30 P.M. in the Club Room of the Denver Air Center, which is at the junction of the two main roads leading into Jefferson County Airport. The program will be a safety videotape on the proper and most efficient way to scan for other aircraft traffic while flying. There will also be several short segments on helicopters.

LAST MONTH: With 75 members and guests in attendance, the meeting of April 14, 1990 was called to order at 7:55 P.M. by President Kirby White in the Club Room of the Denver Air Center. The minutes of the March meeting were approved as published in the Newsletter.

Guests: Guests present were Annar Ali of Broomfield, Brad Henderson of Longmont, Matt Ashton of Arvada, Dane Heule of Lafayette, Al Schmoldt of Arvada, Brandon Jewett of Castle Rock, Jack McCreery of Denver, and Dave Schoenberg of Arvada.

Treasurer's Report: There was none given.

Old Business: Kirby said that Chapter 43 still had 1990 EAA calendars to sell for \$4.00 each, and also that Treasurer Roy Maneely was collecting the \$10.00 Chapter 43 dues. Bill Amos reported on the meeting he had set up with Dick VanGrunsven on Tuesday, April 3, 1990 at Centennial Airport. Dick stopped by on his way to Sun 'N Fun in his RV-6A. Bill estimated that forty or fifty people showed up to hear Dick talk about his line of airplanes, which both Dick and Bill were pleased about. A number of airplane rides were given before the meeting started. Kirby let everyone know that he had talked to Cathy Sheeon a few days before the meeting. He said she was at home and doing really well. He asked (at Cathy's request) if anyone knew who had given Guy Sheeon his most recent Biennial Review. She was having trouble locating the record of it, and wondered if any Chapter 43 members might have some information on the subject to help her locate the person who gave Guy the Review, as she's sure he was current and legal.

New Business: Roy Maneely reported that many persons who were required by Appendix I of F.A.R. Part 121 to submit anti-drug testing plans to the FAA by April 15, 1990 have been granted a one year extension. On March 16, 1990, FAA Administrator James B. Busey signed an amendment to the Aviation Industry Anti-Drug Testing rule, which grants an extension of compliance date for plan submission. Operators defined by F.A.R. 135.1c now have until April 10, 1991 to submit their anti-drug testing plans. The following is a list of affected aviation activities which have been granted the extension. Please note that most of these activities



New Business cont: are performed under F.A.R. Part 91. The list is printed word for word from F.A.R. 135.lc: \*Student instruction; \*Nonstop sightseeing flights that begin and end at the same airport and are conducted within a 25 statute mile radius of that airport; \*Ferry or training flights; \*Aerial work operations, including crop dusting, seeding, spraying, and bird chasing, banner towing, aerial photography or survey, fire fighting, helicopter operations in construction or repair work (but not including transportation to or from the site of operations), powerline or pipeline patrol, or similar type of patrol approved by the Administrator; \*Sightseeing flights conducted in hot air balloons; \*Nonstop flights conducted within a 25 statute mile radius of the airport of takeoff carrying persons for the purpose of intentional parachute jumps; \*Helicopter flights conducted within 25 statute miles of the airport of takeoff; \*Operations conducted under FAR Part 133. Note: Part 135 carriers with 10 or fewer covered employees and non-federal, non-military air traffic control facilities are still required to their plans to the FAA by April 15, 1990. The FAA has published a new guide titled "Guidelines for Single Person Aviation Business Implementing the FAA Anti-Drug Program." The paperback book is available free of charge by contacting FAA anti-drug testing expert Bev Lyons at: 17900 Pacific Highway South, C-68966, Seattle, WA 98168, or by phoning 206-764-3819. Nicknamed "The Little Red Book," it contains sample forms which greatly simplify the paperwork process. Additionally it contains a list of FAA certified labs, a complete list of FAA drug abatement persons, sample annual and semi-annual report forms, as well as many other hints and tips to assist the single person operators to comply with the anti-drug testing program. For persons interested in complying with the rule by joining a consortium, a current list of FAA approved consortia is available free of charge by contacting Bev Lyons at the above address or phone number. Chapter 43 member Ed Cole suggested that those who are opposed to the FAA's Aviation Industry Anti-Drug Testing rule in its entirety to be sure and write to their Congressional Representatives and let them know how you feel. A list of the Colorado Congressional Representatives is included in this Newsletter. Ed Cole also asked if anyone in the group knew of a good ADF for sale. He wants to put one in his Cessna 170 before he takes it on a trip to Alaska in the near future. Bill Landers let everyone know that a recent issue of EAA Experimenter magazine had an article on Chapter 43 member Mark Yelich's "Mark's Mixture" Original Design Biplane. Congratulations to Mark! Bill Amos reported on a very unfortunate incident that happened to Chapter 43 member Bud Aumann. The exact sequence of events that I am going to relate might not be completely correct, but everyone will get the general picture of what happened. Bud went to his doctor for a routine examination. Part of it was somewhat traumatic, which Bud had never experienced before and was not expecting. Later that evening at home, he had about a twenty second case of double vision, which was related directly to the exam. He had never had double vision before. It went away, and didn't bother him any more. Bud had a routine eye exam some time later, and in passing mentioned the double vision incident to his eye doctor, who wasn't concerned about it. For some reason, a letter was written by the eye doctor to the other doctor (who I believe is also an FAA doctor) and the double vision was casually mentioned. You guessed it -- Bud lost his medical. Now he is faced with how much time and money it will take to get it back. Several people at the Chapter 43 meeting said it is a very good idea to



New Business cont: not have your FAA doctor as your personal doctor.

It might even be wise to make sure that they don't even know each other! Bill Amos said he had gotten his first ramp check ever at Centennial Airport earlier in the day. He was somewhat nervous, but all of his paperwork was in order and the FAA Inspector was nice, so everything turned out just fine. Bill Amos also told everyone about a visit he and his wife made to the Pima Aircraft Museum in Tucson, Arizona. He recommended it as a good place to spend some time for those who find themselves in that part of the country. Kirby said he had gotten a call from someone who was looking for anyone who knows anything about Donald Sommer, who runs Aeroscope, Inc. at Jefferson County Airport. Kirby asked anyone with any information to see him during the break. The subject of this year's Rocky Mountain Regional Fly-In was brought up. It will be at the Loveland - Ft. Collins Airport on Saturday, June 30 and Sunday, July 1. Much more information will be in next month's Newsletter about the Fly-In. We hope everyone will make plans to attend and that the weather will serve us well.

Gene's Corner: Gene Horsman reported that Scaled Composites, Inc. briefly suspended flight testing of its new ARS (Agile Responsive Effective Support) special mission prototype aircraft while a thorough inspection of the hydraulic system was conducted following a line failure on the third flight. The flight was curtailed by a "massive hydraulic system failure" when a line burst, Burt Rutan, president of Scaled Composites, said. The backup hydraulic system ensured the landing gear could be lowered, and the aircraft landed without incident. Only the gear and speedbrake are activated by hydraulics, and the aircraft has no wing flaps. Doug Shane, who flew the aircraft's maiden flight on February 19, 1990, said flight control harmony is now fairly good, ensuring pitch and roll stick forces are about the same. Heavy aileron forces encountered on the first test mission were reduced by adjusting the aileron hinge line. The ARS prototype was designed with an adjustable aileron pivot point, allowing engineers to move the hinge line and alter the roll forces a pilot experiences. Piper Aircraft Corporation has resumed operations after a two-week shutdown and is striving to resolve its debt problem with engine supplier Textron Lycoming that could seriously affect the company's financial recovery if an agreement is not reached. Piper's Dean Thomas said: "We're in a very fluid situation right now." Thomas, director of new product development, said supply of some parts is questionable, primarily because it is uncertain how many vendors deleted Piper from their shipping schedules during the shutdown. He said LoPresti Piper Engineering's Swiftfury program also has slowed down, but Piper still expects to complete certification and production of the two-seat sport aircraft. An Air Force/Lockheed SR-71A reconnaissance aircraft set four speed records on its flight into retirement at the Smithsonian Institution on March 6, 1990. It also unofficially broke the world absolute speed record set by an SR-71 in 1976. The flight set a national coast-to-coast (2,404.5 miles) record at 1 hour 8 minutes 17 seconds, or 2,112 mph. The aircraft that made the flight, tail number 17972, was the flight test aircraft based at Air Force Plant 42 in Palmdale, California. The aircraft first flew on December 12, 1966. The SR-71 speed run was made with a flying start and finish, with aerial refueling before and after, but not during, the run. The speeds are equivalent to about Mach 3.2 at the SR-71's typical 75,000 - 85,000 foot cruise altitude,



Gene's Corner cont: and the flight created a sonic boom across the U.S. The SR-71 is being retired because satellites can perform reconnaissance at lower cost, Air Force officials claim. Gene read an article about the FAA's new General Aviation Compliance Program. The article is printed elsewhere in this Newsletter and should be read. In a related matter, the FAA has announced plans to strengthen the Civil Penalty Demonstration Program. Attorney Alan Armstrong of Atlanta, a vocal critic of this Program, said, "(FAA) is not interested in meaningful input. They're only interested in enough window dressing to please Congress." However, FAA spokesperson Joanne Sloane said that a number of issues were raised at a public meeting on the subject. One new item concerned the ability of an airman to reach a sort of plea bargain with the FAA. Instead of going through the whole procedure, the airman would be allowed to simply pay a fine without either a finding or a plea of guilty. The Aviation Consumer's advice? Write your congressmen, particularly Rep. James Oberstar of the House Aviation Subcommittee. The FAA is pushing to make it permanent. Perhaps enough protest from the aviation community will make Congress put the program on hold. An explanation of the Civil Penalty Demonstration Program is printed elsewhere in this Newsletter. Gene also read an article about Mode C relief, which affects 299 airports around the country. It, too, is printed in this Newsletter.

Progress Reports: John Evens reported that he had finished installing a transponder with Mode C in his Thorp T-18. He is getting very close to flying it for the first time.

A&P: The business portion of the meeting adjourned for coffee at 8:45 P.M. After the break, Jim Thompson showed some slides he had taken while flying formation with Bill Amos in his RV-4 in the mountains. They were very nice. Then Gene Horsman showed a videotape on the Lockheed P-38 Lightning. Thanks to both Jim and Gene!

AVIATION HAPPENINGS: Rocky Mountain Regional Fly-In at Loveland - Ft. Collins Airport on Saturday, June 30 and Sunday, July 1, 1990. More information in next month's Newsletter.

MARKETPLACE: For Sale: Starter brackets for all four cylinder Lycoming engines O-235 through O-360 using Toyota 20R or 22R starters for \$125.00. Gear for starter (if necessary) for \$20.00. Bendix key mag switch with start position complete with key for \$65.00. Ron Denight 452-0458

## SHOE





## FAA Plans Changes To Improve Pilot Compliance With Rules

WASHINGTON

The FAA has introduced a General Aviation Compliance Program to deal more effectively with alleged violations of agency regulations by general aviation pilots.

The proposals are the result of a complete review of the agency's enforcement methods ordered last fall by FAA Administrator James B. Busey. Busey said the proposed changes are designed to improve pilot-FAA relations, namely by amending FAA compliance procedures and by establishing ways to better respond to pilot complaints.

"A good deal of misunderstanding about the enforcement process exists" in the field, Busey said, "and this had led to mistrust" of the FAA by many pilots.

Key recommendations include:

- Remedial training in the case of first-time or inadvertent offenders.
- Establishment of revised training programs for field inspectors, with increased emphasis on human relations and communications.
- Improved liaisons with and education of pilots in the field.
- Renewed emphasis on the agency's accident prevention program.
- Simplified rules and regulations to encourage compliance through understanding.

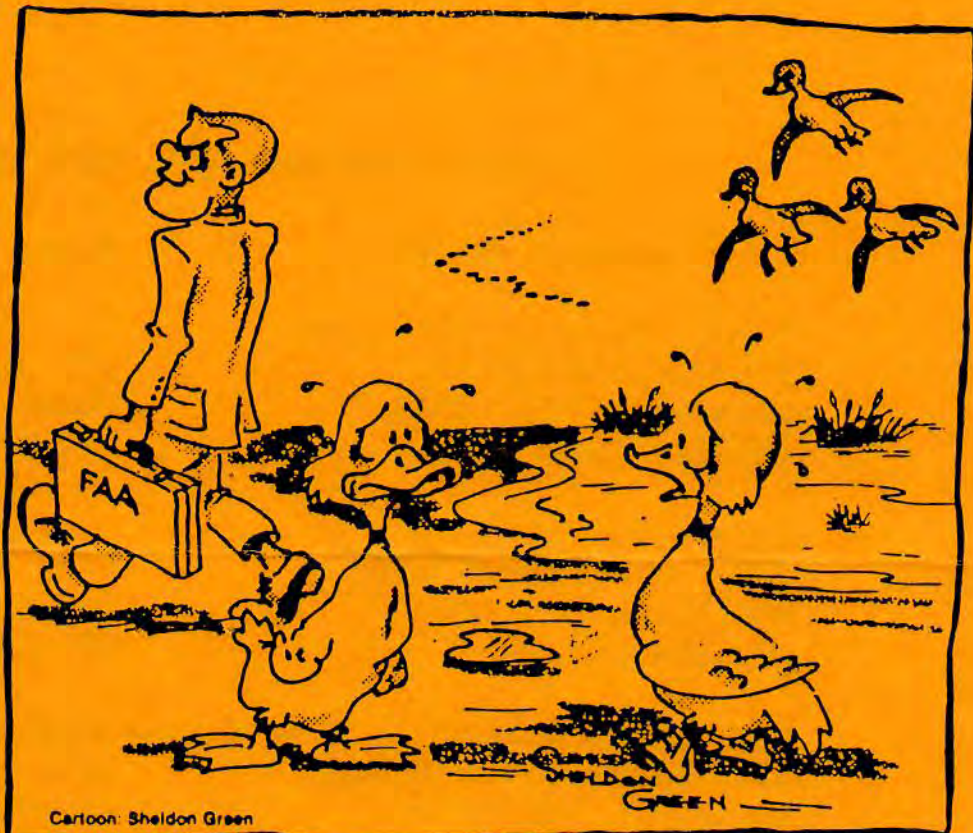
### ADMINISTRATIVE MEANS

Under current procedures, most enforcement decisions regarding alleged pilot violations are handled through legal departments at the FAA's Washington, D. C., headquarters. Busey wants to handle some violations by administrative means, not legal channels.

Busey also wants to give FAA inspectors in the field more freedom to use their own judgment in certain cases. "We've got to allow our inspectors to use discretion, but not at the expense of enforcement," he said.

Pilot organizations such as the Aircraft Owners and Pilots Assn., which boasts 300,000 members, has criticized the FAA for its "heavy-handed and often punitive approach to enforcement," John L. Baker, association president, said. He said the proposals offer a "more constructive, commonsense approach."

The FAA plans to approve most of the proposed changes within 90 days, and expects completion of all changes by early 1991. Busey has rescinded a rule requiring a 60-day mandatory license suspension for pilots who violate terminal control area airspace or equipment requirements. □



"He said if we have one more near miss, they're going to put a TCA over our swamp!"

## Civil Penalty Demonstration Program

What does CPDP mean to the average pilot? Here are some highlights:

•Violations have no time limit for prosecution. Whereas under the normal scheme of things FAA must pursue enforcement action within six months of the event, under CPDP enforcement action can be taken years after the event.

•The rules of evidence are unfair. During a CPDP hearing, FAA can solicit opinions from its expert witnesses, but the defense is only permitted to ask questions of a factual nature. While the prosecution can thus indulge in endless speculation, the defense is limited.

•FAA is empowered to levy a fine before the hearing. Essentially this is verdict and sentence before trial.

•If the administrative law judge does find for the defense, he must justify his opinion to FAA. This puts great pressure on the judges to rule in favor of FAA every time.

•Under CPDP, FAA becomes police, judge, jury and prosecution. After the hearing, a pilot must appeal to the FAA. You can guess how likely FAA is to overturn itself. If the pilot is still not satisfied, he can appeal to the U.S. Circuit Court of Appeals—an expensive and time-consuming process.

•Pilots lucky enough to be acquitted are barred from recovering their legal costs from FAA. This is contrary to the Equal Access to Justice Act, which specifically provides for a defendant's recovery of costs in an unsuccessful prosecution.



## COLORADO CONGRESSIONAL REPRESENTATIVES

Washington Address	Denver Address
Senator William L. Armstrong 528 Hart Office Building Washington, D.C. 20510 202-224-5941	1625 Broadway Denver, CO 844-5980
Senator Timothy Wirth 380 Russell Office Building Washington, D.C. 20510 202-224-5852	1129 Pennsylvania Denver, CO 866-1900
Rep. Patricia Schroeder 2208 Rayburn Office Building Washington, D.C. 20515 202-225-4431	1st Congressional District 1600 Emerson Denver, CO. 866-1230
Rep. David Skaggs 1709 Longworth Office Building Washington, D.C. 20515 202-225-2161	2nd Congressional District Member of Aviation Sub Committee 9101 Harlan Westminster, CO 650-7886
Rep. Ben Nighthorse Campbell 1724 Longworth Building Washington, D.C. 20515 202-225-4761	3rd Congressional District
Rep. Hank Brown 1424 Longworth Bldg Washington, D.C. 20515 202-225-4761	4th Congressional District 2214 W. 118th St Northglenn, CO 466-3443
Rep. Joel Hefley 222 Cannon Office Building Washington, D.C. 20515 202-225-4422	5th Congressional District 10394 W. Chatfield Littleton, CO 933-0044
Rep. Dan Schaefer 1317 Longworth Office Building Washington, D.C. 20515 202-225-7882	6th Congressional District 3615 S. Huron Englewood, CO 762-8890



# AOPA DIRECT

BY FRANK J. WHYTE, AOPA Director of Public Affairs

## MODE C RELIEF TO BE EXTENDED TO 299 AIRPORTS

After months of efforts by AOPA, its members, and other aviation organizations, including the Experimental Aircraft Association, the Helicopter Association International, and the National Association of State Aviation Officials, the Federal Aviation Administration is expected to permit non-Mode-C operations to and from certain airports falling within terminal control area transponder "veils." Flights must be conducted below specified altitudes, and pilots are expected to transition into and out of the Mode C veil "as expeditiously as possible." This anticipated rule should provide relief from the Mode C veil rule for 299 airports across the country. The new rule was scheduled to go into effect at the end of March. AOPA has obtained an FAA list of airports that are expected to be granted Mode C exemptions. Pilots should check Class II notams (available at flight service stations) to determine the actual effective date of the exemptions.

### Atlanta TCA

*Remain below 1,500 feet agl*

Air Acres Airport  
B&L Strip Airport  
Camfield Airport  
Cobb County-McCollum Field Airport  
Covington Municipal Airport  
Diamond R Ranch Airport  
Dresden Airport  
Eagles Landing Airport  
Fagundes Field Airport  
Gable Branch Airport  
Georgia Lite Flite Ultralight Airport  
Griffin-Spalding County Airport  
Howard Private Airport  
Newnan Coweta County Airport  
Peach State Airport  
Poole Farm Airport  
Powers Airport  
S&S Landing Strip Airport  
Shade Tree Airport

### Boston TCA

*Remain below 2,500 feet agl*

Berlin Landing Area Airport  
Hopedale Industrial Park Airport  
Larson's Seaplane Base  
Moore Army Air Field  
New England Gliderport  
Plum Island Airport  
Plymouth Municipal Airport  
Taunton Municipal Airport  
Unknown Field Airport

### Charlotte TCA

*Remain below 2,500 feet agl*

Arant Airport  
Bradley Outernational Airport  
Chester Municipal Airport  
China Grove Airport  
Goodnight's Airport  
Knapp Airport  
Lake Norman Airport  
Lancaster County Airport  
Little Mountain Airport  
Long Island Airport  
Miller Airport  
U.S. Heliport  
Unity Aerodrome Airport  
Wilhelm Airport

### Chicago TCA

*Remain below 1,200 feet agl*

Aurora Municipal Airport  
Donald Alfred Gade Airport  
Dr. Joseph W. Esser Airport  
Flying M Farm Airport  
Fox Lake Seaplane Base  
Graham Seaplane Base  
Herbert C. Mass Airport

### Landings Condominium Airport

Lewis University Airport  
McHenry Farms Airport  
Olson Airport  
Redeker Airport  
Reid RLA Airport  
Shamrock Beef Cattle Farm Airport  
Sky Soaring Airport  
Waukegan Regional Airport  
Wormley Airport

### Cleveland TCA

*Remain below 1,300 feet agl*

Akron Fulton International Airport  
Bucks Airport  
Derecsky Airport  
Hannum Airport  
Kent State University Airport  
Lost Nation Airport  
Mills Airport  
Portage County Airport  
Stoney's Airport  
Wadsworth Municipal Airport

### Dallas/Fort Worth TCA

*Remain below 1,800 feet agl*

Beggs Ranch/Aledo Airport  
Belcher Airport  
Bird Dog Field Airport  
Boe-Wrinkle Airport  
Flying V Airport  
Graham Ranch Airport  
Haire Airport  
Hartlee Field Airport  
Hawkin's Ranch Strip Airport  
Horseshoe Lake Airport  
Ironhead Airport  
Kezer Air Ranch Airport  
Lane Field Airport  
Log Cabin Airport  
Lone Star Airpark Airport  
Rhome Meadows Airport  
Richards Airport  
Tallows Field Airport  
Triple S Airport  
Warshun Ranch Airport  
Windy Hill Airport

*Remain below 1,400 feet agl*

Bailey Airport  
Branson Farm Airport  
Carroll Air Park Airport  
Carroll Lake-View Airport  
Eagle's Nest Estates Airport  
Flying B Ranch Airport  
Lancaster Airport  
Lewis Farm Airport  
Markum Ranch Airport  
McKinney Municipal Airport  
O'Brien Airpark Airport  
Phil L. Hudson Municipal Airport

### Plover Heliport

Venus Airport

### Denver TCA

*Remain below 1,200 feet agl*

Athanasios Valley Airport  
Boulder Municipal Airport  
Bowen Farms No. 2 Airport  
Carrera Airpark Airport  
Cartwheel Airport  
Colorado Antique Field Airport  
Comanche Airfield Airport  
Comanche Livestock Airport  
Flying J Ranch Airport  
Frederick-Firestone Airstrip Airport  
Frontier Airstrip Airport  
Hoy Airstrip Airport  
J&S Airport  
Kugel-Strong Airport  
Land Airport  
Lindys Airpark Airport  
Marshdale STOL  
Meyer Ranch Airport  
Parkland Airport  
Pine View Airport  
Platte Valley Airport  
Rancho De Aereo Airport  
Spickard Farm Airport  
Vance Brand Airport  
Yoder Airstrip Airport

### Detroit TCA

*Remain below 1,400 feet agl*

Al Meyers Airport  
Brighton Airport  
Cackleberry Airport  
Erie Aerodome Airport  
Ham-A-Lot Field Airport  
Merillat Airport  
Rossettie Airport  
Tecumesh Products Airport

### Honolulu TCA

*Remain below 2,500 feet agl*

Dillingham Airfield Airport

### Houston TCA

*Remain below 1,200 feet agl*

Ainsworth Airport  
Biggin Hill Airport  
Cleveland Municipal Airport  
Fay Ranch Airport  
Freeman Property Airport  
Gum Island Airport  
Harbican Airpark Airport  
Harold Freeman Farm Airport  
Hoffpaur Airport  
Horn-Katy Hawk International Airport  
Houston-Hull Airport

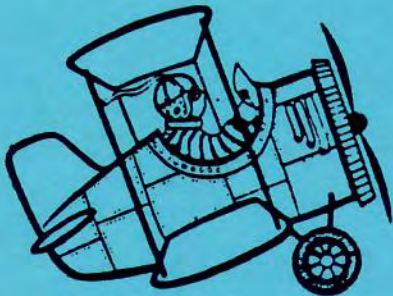




# Aurora Airpark



## SPRING FLY-IN



**SATURDAY  
MAY 12, 1990**



**Barbeque Lunch**

Served from 11:00 a.m to 3:00 p.m.

Come and  
visit our  
country  
airport!



100LL \$1.60  
Autogas \$1.30

AURORA. 01V. 5680'. 11E.  
39°44'N 104°39'W.  
Att. Wknds FAuto/100  
Car. KOA 850, 012°/14. P-Ins  
N & W. Sft & slick/wet. Bcn &  
Lgts to 2300.

CTAF  
U-122.8

TPA  
MSL: 6500  
AGL: 800

Rest TCA-DENVER

Park F80-100

DT 193'

2300

Dirt

26




L4671

FSS: DENVER  
(LC) 799-7000

VOR	FRED	RAD	NM
DEN	117.00	098°	12
GLL	112.80	174°	47

(303) 361-9630





AURORA AIRPARK SUMMER FLY-OUT  
2-BAR RANCH WHEATLAND, WYOMING  
JUNE 23, 1990

TWO BAR RANCH IS 14 MILES SOUTHWEST OF WHEATLAND, WYOMING AND 64 MILES NORTH OF CHEYENNE. THE RANCH LIES PARTIALLY IN THE FOOTHILLS OF LARAMIE MOUNTAIN RANGE. ACTIVITIES INCLUDE FISHING, HIKING AND CLIMBING, SHOOTING RANGE AND, OF COURSE, FLYING!

THE AIRPORT IS ON THE CHEYENNE SECTIONAL. THE ELEVATION IS 5,110 FEET MSL. THE MAIN N-S RUNWAY IS 4900 FEET. REMEMBER TO BRING YOUR TIE DOWN STEAKS AND ROPES.

SCHEDULE

SATURDAY, JUNE 23, 1990

-MORNING ARRIVAL

-12:00 NOON - HAMBURGER COOKOUT

AFTERNOON ACTIVITIES TO INCLUDE: FISHING, HIKING, TARGET SHOOTING...AND, FLYING!

5:00 TO 6:30 - DE-BRIEFING (COCKTAIL HOUR)

6:30 - CHUCKWAGON BARBEQUE

(AMATEUR MUSICIANS ARE INVITED TO BRING THEIR MUSICAL INSTRUMENTS TO PROVIDE FIRESIDE ENTERTAINMENT.)

SUNDAY, JUNE 24, 1990

9:00 AM - PANCAKE BREAKFAST

MORE FLYING...AND ENJOYING THE 2-BAR RANCH.

HAVE A SAFE FLIGHT HOME!

COST: \$35.00 PER PERSON (INCLUDES ALL MEALS AND T-SHIRT)

LODGING CHOICES

1) VIMBO'S MOTEL: \$29.00 SINGLE/35.00DOUBLE

2) 2-BAR GUEST LODGE: \$20.00 PER ROOM. THERE ARE FOUR SLEEPING ROOMS AVAILABLE WITH ONE BATHROOM TO BE SHARED BY ALL GUESTS. THE ACCOMMODATIONS INCLUDE 3 TWIN BEDDED ROOMS AND 1 ROOM WITH A DOUBLE BED. THESE ROOMS WILL BE AVAILABLE ON A FIRST COME, FIRST SERVE BASIS.

3) CAMPING: THERE IS ONE BATH WITH SHOWER AVAILABLE FOR CAMPERS.

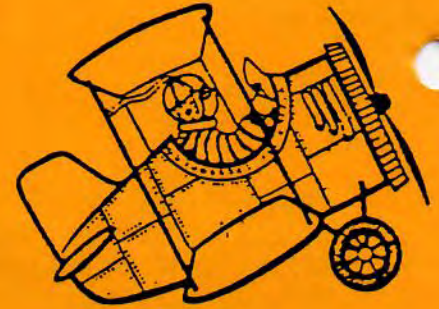
REGISTRATION AND PRE-PAYMENT DEADLINE: MAY 31, 1990.

\*PRE-PAYMENT INCLUDES \$35.00 REGISTRATION FEE PER PERSON AND LODGING. MAKE CHECK PAYABLE TO AURORA AIRPARK.

IF YOU NEED MORE INFORMATION...CALL MARILYN AT 399-0630.



AURORA AIRPARK SUMMER FLY-OUT  
2-BAR RANCH - WHEATLAND, WYOMING  
JUNE 23-24, 1990



DATE: \_\_\_\_\_  
NAME: \_\_\_\_\_  
ADDRESS: \_\_\_\_\_  
\_\_\_\_\_  
PHONE: \_\_\_\_\_

NUMBER ATTENDING FLY-IN: \_\_\_\_\_  
(\$35.00 PER/PERSON REGISTRATION COST)

LODGING: VIMBO'S MOTEL - SINGLE \_\_\_\_\_ DOUBLE \_\_\_\_\_  
(\$29.00) (\$35.00)  
2-BAR LODGE - TWIN \_\_\_\_\_ DOUBLE \_\_\_\_\_  
(\$20.00)  
CAMPING - \_\_\_\_\_

T-SHIRT SIZE: SMALL \_\_\_\_\_ MEDIUM \_\_\_\_\_ LARGE \_\_\_\_\_ EX-LARGE \_\_\_\_\_

TOTAL PRE-PAYMENT DUE: \_\_\_\_\_ (BY MAY 31, 1990)  
\*\*INCLUDE REGISTRATION COST OF \$35.00 PER PERSON AND  
COST OF MOTEL OR LODGE ACCOMMODATIONS. THE ROOM  
RATE AT VIMBO'S DOES NOT INCLUDE TAX. TAXES AND  
INCIDENTAL CHARGES WILL BE PAID AT CHECK-OUT.

\*\* PLEASE LEAVE REGISTRATION FORM AND PRE-PAYMENT IN AIRPORT  
OFFICE (ENVELOPE MARKED 2-BAR REGISTRATION FORMS)



Chapter 43 Newsletter  
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8780 West 90th Place  
Westminster, CO 80021



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GOLDEN, CO 80401