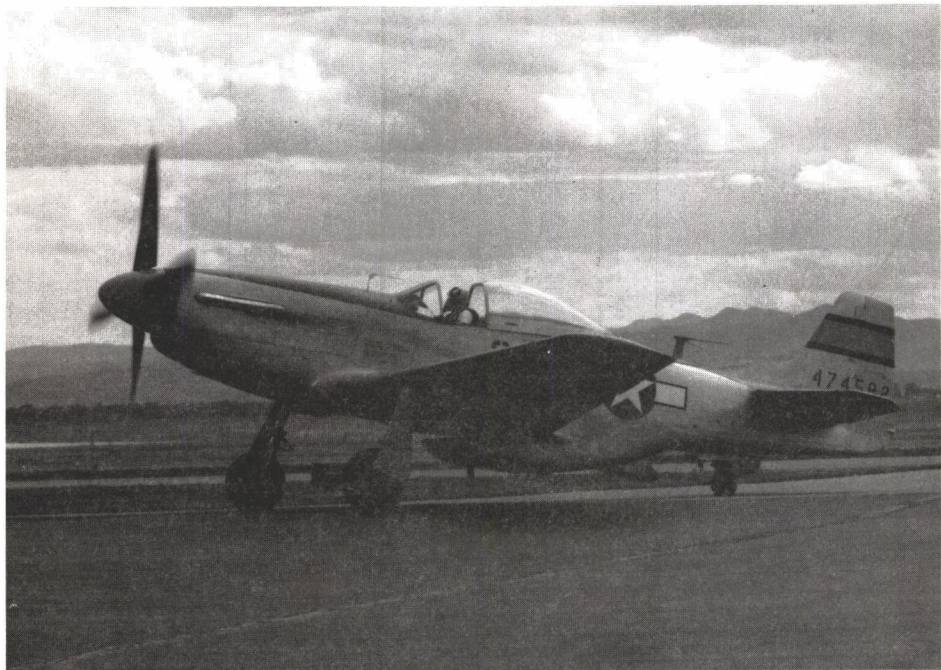


# CPA FLIGHT LINES

Vol. 1, No. 2

October 1984



COLORADO PILOTS ASSOCIATION, INC.

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**\*Publication Notice\***

The CPA Flight Lines is published once each month. Articles for the CPA Flight Lines are sought from members and other persons or organizations. Stories and articles can include flying tips, rebuilding and restoration experiences, special trips, activities, etc.

All articles should be sent to:  
**CPA FLIGHT LINES editor**  
**Ken Monahan**  
**3733 S. Lewis Ct.**  
**Denver, Co. 80235**

**COVER PHOTO**

P-51D Mustang taxiing to parking during the Jeffco Air Show September 23. Photo by Ken Monahan

## NEWSBRIEFS

\*October Monthly Meeting Thursday October 18th the CPA monthly meeting will be held at the Stapleton Roadway Inn at 7:30 PM. Dennis Roberts, Who is the Air Transportation planner for the Denver Regional Console of Governments (DRCOG), will be discussing how ultralights fit into the general aviation picture in Colorado.

\*Tri-County airport still has no FBO, unicom, or fuel for sale as of this writing.

\*Fly-in to Burlington, Colorado is scheduled Saturday October 13 for the new Burlington-Kit Carson County airport opening. The airport will be open from 0900 to 1130 hrs Saturday morning and closed for two hours for the airshow. A BBQ will be provided for the pilots and passengers who fly into the airport.

\*MoGas is now available for aircraft at Greeley-Weld County airport. The fuel can be purchased by Key-Guard key holders only.

\*CPA Flight Lines is interested in letters and or articles concerning aviation related topics for publication in the newsletter.

\*Front Range Airport has the cheapest fuel prices

in the front range area at 1.75 for 100LL. A discount coupon is good for one full service at an additional 10 cents discount. If you would like a coupon see Neil Keddington at Front Range Airport.

\*CPA T-shirts are once again available in blue and yellow for \$8.00 each. For info contact Ken Monahan at 986-9165.

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## AVIATION and the STATE

Burlington-Kit Carson  
County Airport

As a continuing feature of the "CPA Flight Lines", I have been asked to prepare an article each month on aviation in Colorado and activities of the State's staff. My thought this month is to highlight and introduce the membership to the new facility at Burlington, Colorado.

The previously existing airport just north of downtown Burlington, posed, as many of you may recall, some serious safety problems.

*Cont. on pg. 4*

*Cont. from pg. 3*

Thus, beginning in 1979 and continuing during the 1980, 1982 and 1983 grant years, the FAA has participated with the City of Burlington and Kit Carson County in the construction of a completely new airport. The site chosen lies along U.S. Highway 385, approximately three miles south of Burlington.

Opening July 1st 1984, the initial airport development included a 75' x 5200' concrete runway with medium intensity runway lights, a concrete apron, a 90 x 90 FBO office/hangar and two banks of T-hangars. The hangars, hangar access taxiways and fuel farm were fully-funded locally. As is evident from the attached layout sketch, land has already been acquired for a future crosswind runway.

Larry Mack, from Crosson Field in Sterling, has been hired as the FBO and resident manager. He plans to set up a maintenance shop targeted at piston engine singles and twins. The fuel farm will provide Larry's clients with 100LL and Jet-A. Within a year he hopes to establish a flight school and Part 135 charter business.

As mentioned earlier, the airport opened July 1st (the same date the old facility closed). Don't despair if you have not yet visited Larry, because the City has scheduled a Grand Opening Celebration for Saturday, October 13th. That day's events will include an open house, dedication ceremony, air chow and static displays. A beef and buffalo BBQ luncheon is planned for all who attend.

Let me take this opportunity to encourage each of you to drop by, visit with Larry and take advantage of their fine new airport facility.

By Dennis Mewshaw  
Colorado Airport Planning  
Staff

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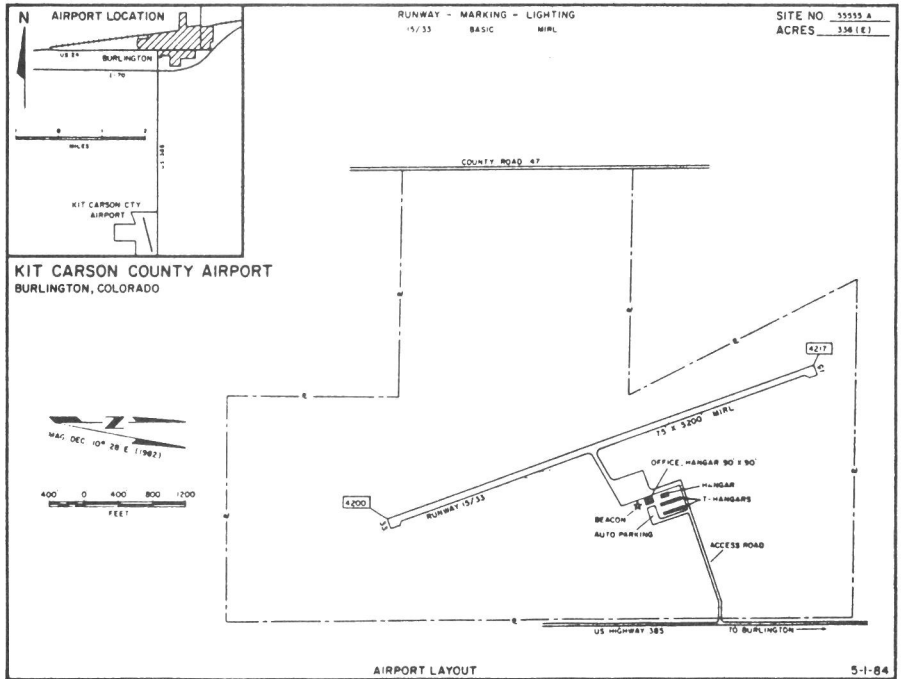
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## AIRPORT HAPPENINGS

### Ultralight Compliance Issue

Since the promulgation of FAR Part 103, the FAA Airport District Office (ADO) in Aurora, Colorado has pursued an active and positive policy encouraging and promoting ultralight vehicle operation at public use airports. FAR Part

## BURLINGTON - KIT CARSON COUNTY AIRPORT



103 defines ultralight flying as an aeronautical activity and, as such, must be accommodated at public use airports where acceptable levels of safety can be maintained. Representatives of the ADO have attended hangar sessions, participated in forums, testified at local government

hearings and generally taken an active public role whenever appropriate to encourage and assist local airports in being creative and innovative in their attempts to make "accommodations". Where discriminatory practices have been instituted,

Cont. on pg. 6

the ADO has taken a consistently hard-line position to enforce the policy of accommodations through existing laws and regulations.

A recent case in point is the example of Longmont Municipal Airport in Colorado. Two years ago, the airport manager attended a hangar session where representatives of the ADO, GADO and AOPA discussed the phenomenal growth in ultralight vehicle sales and the need to accommodate operations in a safe and efficient manner at local public use airports. The airport manager drew upon the advice of the FAA and proposed a special use area at the airport and operating procedures which would have provided a safe joint use of the Longmont facility. However, in April of this year when an ultralight dealer and flight school operator made application for a permit to conduct business at the airport, the City Council adopted a resolution (with the same effect as an ordinance) which required ultralight pilots to secure private pilot licenses, and ultralight vehicles to secure experimental airworthiness certificates as a condition

for operating at Longmont. This added rules and regulations beyond those required by FAA as set forth in FAR Part 103.

The ultralight operator petitioning to do business at Longmont filed a formal complaint with the ADO alleging that such additional regulations were discriminatory and in violation of Federal law. The ADO investigated the allegations and confirmed that such action by the city of Longmont did, indeed, discriminate between classes of aeronautical activity. The ADO advised the city of Longmont informally of the discrimination confirmation and, that as a result, they were in violation of the terms and conditions of their grant agreements with the FAA which prohibit discrimination between type, kinds, and classes of aeronautical activity.

The FAA provided sufficient time for the City to take corrective action and offered to provide technical assistance. The City ignored FAA's advisement and indicated they were going to enforce their restrictive resolution. The FAA had no choice other than to enter a formal finding of noncompliance and initiate a default

action against the City which may result in sanction that ranges from withholding future grant funds to the withholding of all Federal funds until such time as the City takes action to place itself in compliance.

At the other end of the spectrum, there have been cases where the airport owner has asked the FAA to evaluate its airport after all reasonable effort has been made to find an accommodation. Greeley-Weld County and Boulder Municipal Airports are examples. In some cases where the informal threat of noncompliance has been made, as it has at Loveland-Ft. Collins and Spanish Fork, Utah, the airport owner has redoubled his efforts and come to a compromise acceptable to the FAA, the ultralight operators and the sponsor.

It is the official policy of FAA to encourage and promote this relatively new and unique type of aeronautical activity with a minimum of Federal regulation and rely heavily on the industry to regulate itself. We believe the industry has responded in a conscientious and effective manner to date.

If there is laxity or carelessness within the ultralight community the FAA will be equally as firm enforcing existing safety regulations (or, perhaps, increasing regulatory requirements) as it has been toward airport owners.

By George Hunter  
Special Projects Officer  
FAA Denver Airports District  
Office

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## SPACE IT?

*When was your last biannual?*

**Question:**

**When is your next biannual due?**

(a.) 2 years after the last biannual before the last day of the month.

(b) 2 years after the last biannual on the day of that biannual.

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This is probably the only FAR that does **not** happen on the last day of the month, so hurry down to your favorite CFI and offer "him/her" a fair sum to see if "he/she" is brave enough (or dumb enough) to fly with you and sign you off as a safe pilot for another two years.

**Answer:**

## FAA + CPA = SAFETY

By Maggie McGaw

Participants in the Ft. Collins-Loveland "Wings Program" please accept a thank-you from the Colorado Pilots Association. The CPA endorses this safety oriented program. The entire two-day event went like clockwork thanks to a handful of people laboring behind the scenes organizing, scheduling, presenting information, and in the aircraft.

During the Wings Program 65 pilots each logged three hours of dual, one hour from three different

mendations were expressed by the pilots concerning the training they received in the classroom and in the air.

Several programs took place during the weekend



*Glenn & Virginia Channel*



*Claire Schram, Mick Wilson, Maggie McGaw*

for the non-pilots who attended this event with their spouses and friends. The "Pinch Hitter" course, oriented toward the nonrated copilots, started Sunday morning. Sixty people listened as Mick Wilson described cockpit instruments and their functions.

The Colorado Pilots Association is pleased to participate in this safety presentation. The "FAA Wings Program" is a successful program which keeps many pilots

instructors. One hundred ninety five hours of dual was donated by flight instructors. Only com-



current. The one hour of takeoffs and landings, one hour of flying instrument under the hood, and the one hour of air work refreshes many pilot's skills. Anyone interested in the Wings Program should contact Mick Wilson at the Jeffco GADO.

CPA Wings Program committee included Mick Wilson, Ian Hastie, Claire Schram, Glenn and Virginia Channell, and cochairpersons Hal Geyer and Maggie McGaw. Thanks to these members.



Mick Wilson & Vern Foster

## Flight Line, Lines.

*This is your line of communications, let us hear from you.*

*If you have some information or an unusual experience that would be of interest to the members of the CPA, send it in. We need your help!*

*Send it to Ken Monahan,  
3733 S. Lewis Ct.,  
Denver, CO 80235.*

## MSC to ATTEND SAFECON

By George McGrillis

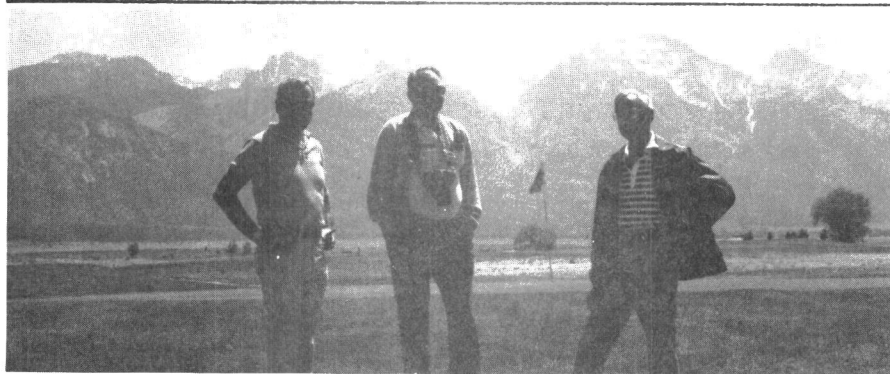
The National Intercollegiate Flying Association (NIFA) is organized to foster collegiate flying competition by sponsoring Safety Conferences (SAFECON) throughout the country. The U.S. is divided into nine regions which hold regional conferences in the Fall of each year. The three top colleges in each of the SAFECON regions are then qualified to meet at the national SAFECON in the Spring.

Each conference features seven events for college flying teams to enter: Power Off Landings, Short Field Landings, Message Drop, Aircraft Preflight, Aircraft Identification, Computer Accuracy and Simulated Instrument Flight. Each team can enter a limited number of contestants

in each event. Individual prizes are awarded for each event and additional awards are made for top team and for top pilot.

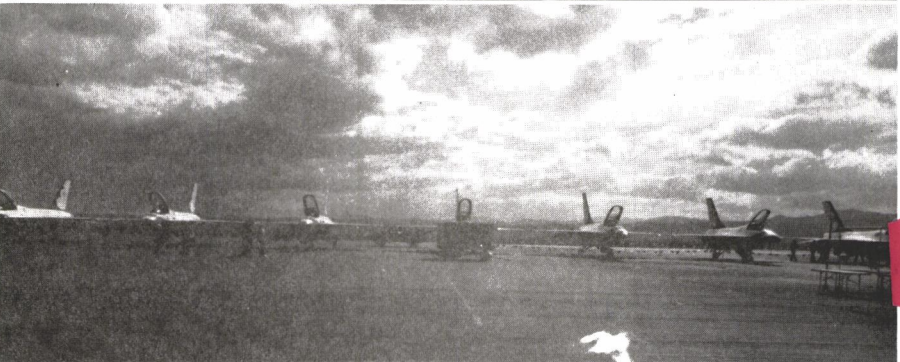
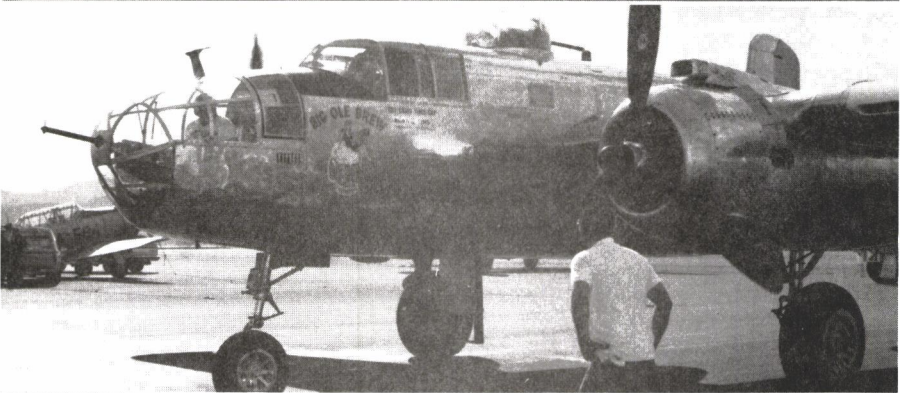
Metropolitan State College (MSC) is in Region 1 and will participate in the Regional SAFECON to be held October 18-20. The host college for this event is Colorado Northwestern Community College in Rangely, Colorado. MSC has 20 team members that will be competing. In each of the past five years MSC members have taken top team honors and have participated in the national SAFECONs with excellent results but, have missed the top national team award.

We wish the Metropolitan State College Flying Team the best at Rangely and hope to see them at Ohio State University for the National meet next Spring.



*Frank Gallo, Don Vander Ploeg & Walt Barlo.*

Can You Name These Airplanes?



## **\*CPA'S 1984 FLYING ACTIVITIES\***

by Ken Monahan

This year has been a good year for CPA sponsored flying activities. Members and nonmembers enjoyed eight fly-ins between May and August. Following is a synopsis of the seasons activities.

### **Poker Fly-in #2**

The Poker Fly-in and FAA Accident Prevention Program melted the frost from the wings of 70 aircraft May 12 at the Greeley-Weld County Airport. The CPA served lunch to over 150 people and eleven pilots joined the CPA as a result of this activity.

The purpose of this fly-in is to provide pilots a reason to make successive take-offs and landings at five different airports. This early season flying is welcomed by pilots after the long Colorado winters.

Thanks to cochairpersons Maggie McGaw and Dennis Wilson for a job well done. Also, thanks to member John Warrender for arranging to have Monfort of Colorado donate the barbecued beef and to airport manager Tim Rogers for providing the airport facilities.

Mick Wilson, FAA accident prevention specialist, and Bob Schram, accident prevention counselor, presented a refresher course covering the topics "weight and balance" and "effects of density altitude on aircraft performance". A hangar-full of pilots attended this informative session.

### **Saratoga Fly-in**

Saturday morning June 2 CPA pilots awoke to cloud layers near VFR minimums. We wanted to be in the air by 0900 to get to the Saratoga Inn before 1100. Two aircraft had to cancel due to the weather. Seventeen aircraft and 48 people attended the fly-in despite the weather. Organization of the fly-in is credited to Ken Monahan who spent three months and made lots of phone calls to pull this one off.

### **Sterling fly-in**

Seven aircraft and 18 people attended the Sterling fly-in on June 17. Dan and Alice Hofmann hosted the event for the CPA pilots. The activities included a great lunch and a presentation by Bill Gaynor who is building, and plans to drive a 1000 mph car.

Fly-ins to small towns certainly can surprise you.

### **Plane Wash**

CPA members Ken Monahan and Maggie McGaw set up this event, at Tri-County airport on July 1, to raise a few dollars for the CPA kitty. Three planes showed up to be washed. Walt Barbo and Ken washed most of the aircraft. Maggie and Mick Wilson served hot dogs and pop to the people who drove or flew into watch us wash planes.

### **Wray fly-in**

Hosts Hank and Lucile Bledsoe will really have to try hard to top what they planned for us on this outing. I just wonder how those sandy roads

stay so smooth in that part of the country?

### **Baca Grande**

Baca Grande is a special place to the CPA members who fly there several times a year to enjoy golf and good times. Eighteen aircraft and 48 people participated during this three day event. Members of the United States Pilots Association flew in from Illinois, Missouri and Texas to attend this fly-in hosted by the CPA.

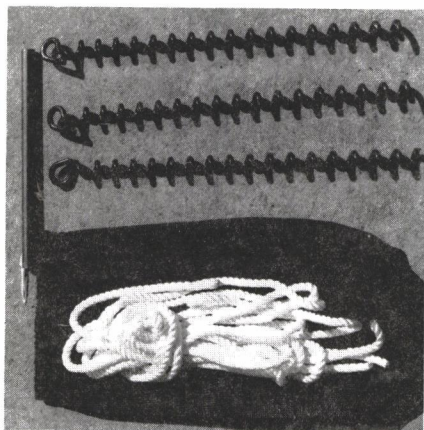
### **Density Altitude Clinic**

Sixty five pilots received wings during this years FAA "Wings Program". Maggie McGaw and Hal Geyer were chairpersons for the event.

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## **AIRCRAFT TIE-DOWN KIT**



- . 20" Stakes with welded ends
- . Steel bar to insert stakes
- . Three 10'x 3/8" Nylon ropes
- . Nylon bag to hold kit

Complete kit  
\$25.00 plus shipping

### **\*For Details\***

Ken Monahan  
3733 S. Lewis Ct.  
Denver, Co. 80235  
303-986-9165

# STATE OF COLORADO

Department of Local Affairs

## DIVISION OF LOCAL GOVERNMENT

Pat Ratliff, Director



Richard D. Lamm  
Governor

September 25, 1984

Ken Monahan  
3733 South Lewis Court  
Denver, Colorado 80235

Ken,

I have enclosed copies of several articles and announcements which seem timely. I know you can't use them all at once, so I have written each article for consecutive monthly submission. Contact me if you have any questions, and I will attempt to keep you supplied on a regular basis.

Please express my gratitude to CPA for the opportunity to speak at the September meeting. I enjoy addressing groups about the state's role, "past, present and future, in aviation planning and especially one as intimately involved as CPA. I hope your members will always feel free to contact my office with their questions, concerns or comments. Thank you once again for having me and a special thank you for the desk thermometer.

Sincerely,

Dennis W. Mewshaw  
Airport Planning Staff

DM/vt  
Enclosures

1313 Sherman Street, Room 520, Denver, Colorado 80203 (303) 866-2156

## FROM THE GRINGOS

By Wayne Thetford

Gringo II and Gringo IV and their copilots had a big time this month in Ft. Lauderdale, Florida. The trip to the southern destination began Friday August 31 at 1:00 PM. After about five hours of flight, bloated bladders and intense thirst forced us to land in Pine Bluff, Arkansas.

We spent a restful night in Pine Bluff after enjoying a catfish dinner. Saturday morning, after filling our bellies with coffee, bagels, and cream, we departed through ground fog to continue our trip.

After landing in Ft. Lauderdale, we rented a car and proceeded to the Cheeca Lodge in Isle Mirada. We spent the week scuba diving in John Pennekamp State Park. The return trip was uneventful until

Gringo IV blew a tire landing at Monroe, Louisiana. Thanks to the southern hospitality and help in Monroe, we returned to the air after just one hour delay.

After flying cross-country in "good" VFR weather where five miles visibility was common, we returned to Colorado where the visibility exceeded 50 miles. I wish the flight service station operators along our route would visit Colorado so that they could get the right perspective as to what "good" VFR weather really is.

Our next scheduled trip is to Mazatlan for the Thanksgiving week. However, there is a rumor that the Gringos will be flying to Baca Grande early in October. If anyone would like to fly with us to Baca, give me a call for details.

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*Printing and Binding of the  
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Wayne Thetford & Dick Moody.*

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***CPA***

