

CPA FLIGHT LINES

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**COPY
DEADLINE
NOV. 13**

COVER PHOTO

Farewell to Gringo 3

NEWSBRIEFS

The November meeting of the CPA will be a presentation by Dick Baker of the NTSB. The meeting will be held 7:30 pm at the Stapleton Roadway Inn on Thursday 15 November. The meetings are usually concluded before 9 pm. So come and join us this month.

Kathy Friedman soloed on October 25, 1984 at Aurora airport in a Cessna 152. Kathy's husband Marshall has been a member of the CPA since 1979. Vern Foster was Kathy's instructor and Vern told me that Kathy handled the aircraft like she had a hundred hours. Congraulations Kathy.

Aurora Airport is still in operation and is selling AVGAS. The runway is in good shape and the snow was removed promptly after the last snow we had.

Tri-County Airport is once again selling AVGAS at \$1.74 and the UNICOM is once again in operation.

December Dinner Meeting speaker will be Dan Todd, President of Frontier Commuter Airlines. Mr. Todd is a former FBO owner, Frontier Airlines Vice-President, NTSB Chairman and spent two years on White House Staff. He will speak on "Air Transportation Equation in Denver".



Don Vander Ploeg at Baca Grande with his Cessna 206

President's Message

By Vern Foster

This term of office begins November 1, 1984. Highlights of our 12 month operating plan include aggressive membership drive, increased communication with the members and expansion to statewide status. Meetings and other activities will be conducted at various locations around the state.

We plan to double the number of members serving on committees in order to take advantage of the expertise and recommendations of our present members. Emphasis for committee functions will be to expand CPA membership and activities. The spouses of CPA members are encouraged and invited to attend CPA activities and become active participants. We will have "Pinch Hitter" courses included in several of our flight safety programs directed toward these "non-pilot" spouses.

Upcoming events include the ninth annual Denver to Jackpot Air Race, CPA/FAA Wings Clinics, a Safety Seminar, the CPA Poker Fly-In plus regular meetings at 7:30 pm every third Thursday in each month. Several

additional activities are in the planning stage and will be announced later.

In summary, the Board of Directors, officers and committees are a team with an exciting and progressive plan which will represent the interests of general aviation in Colorado. We invite comments from all members pertaining to all activities.

For those of you who have been active in CPA in the past, a special thanks and we hope to keep on benefiting from your talents. For those who haven't been so active, we need you. I want your suggestions and ideas. You can call me at 790-7102 during the day and in the evening at 751-9421.

AIRCRAFT TIE-DOWN KIT

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

Complete kit
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AVIATION and the STATE

Funding a Colorado Office of Aviation

Over the past six to nine months, the Colorado Airport Operators Association (CAOA), in conjunction with the Colorado Pilots Association and Representative Lewis Entz of Alamosa County, has been preparing a draft of legislation to create an Office of Aviation within the state's governmental framework. At the direction of Morgan Smith, Executive Director of the Department of Local Affairs, I have been involved in providing some staff assistance in this process.

In this month's article, I wish to address the one question of concern shared by all the interested parties: "How will this new bureaucracy be paid for?"

Let me first say that the importance of this issue was recognized early on by the CAO A. During this past winter, they requested that our staff begin collecting data on the amount of tax revenue directly generated by aviation within Colorado. At the same time, they made a commitment to the concept of "user funded"

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Burlington Airport Dedication

By Walt Barbo

No one could ask "Where's the Beef" at the formal dedication ceremony of the new Burlington-Kit Carson Airport Saturday, October 13. Mayor Rol Hudler spoke of the 4,000 lbs of beef (four steers) served at the free barbecue lunch. For you aviation types, 4,000 lbs is equivalent to the maximum gross weight of a Cessna 210.

Over 5,000 people took advantage of the City's

hospitality in hosting the free barbecue and the free air show which followed. Mayor Hudler said it was worth every cent of the \$22,000 the City spent on the event. He said it gave them an opportunity to show off a facility they were very proud of. And it also resulted in a lot of people seeing the facility who otherwise may not have been aware of its existence.

At least 50 aircraft,

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including a couple of Lear Jets, participated in the fly-in. For those of you who think Lear's need at least 8,000 ft of runway, forget it. These birds appeared very comfortable with Burlington's 5,200 ft X 75 ft runway.

Low ceilings Saturday morning discouraged many from flying to the event, including CPA member Greg Isbill (designer and engineer for the airport) who ended up driving the three hours low route from Denver to Burlington. Good weather might have transformed Burlington into a mini Oshkosh.

Burlington sets another example of what a safe, adequate, well designed and maintained airport can do to stimulate growth

of aeronautical activity and commerce in a community. The new facility replaces the old downtown airport which must have been designed for "young bold pilots". Short runways and obstructed approaches discouraged use of the airport, but that has all changed. The new airport already has twice the based aircraft of the airport it replaced. The 16 T-hangars at the facility are all occupied and there is a waiting list for more. Aircraft activity is also increasing.

Burlington has reason to be proud of its new airport. For those of you who didn't make the dedication, stop by and you'll see why.





Burlington/Kit Carson Fly-in

By Ken Monahan

Dave Burke and I took off for Burlington, Colorado Saturday morning in my Pacer. The flight was smooth until we ran into the usual wall of weather which always seems to lie near the Kansas border. Walt Barbo was ahead of us in his T210 and told us we would have to fly below the cloud layer to get through. Well if you have ever flown a Piper Pacer, that was not going to be a large problem. The Pacer flew 1000 AGL and we still had lots of room above us.

About 20 minutes from Burlington we tuned in the unicom and started hearing lots of traffic in the pattern. I thought we might have been in the wrong area when we heard King Air on left down wind for 33, Burlington and Lear left base for 33, Burlington. Well,

that was the same airport we were heading for too. By the time the Pacer arrived the pattern had cleared, we landed and taxied to parking.

After taxiing to the far end of the runway, we were surprised by the number of aircraft which were parked on the dirt crosswind runway. The Pacer taxied past 50 aircraft before I could park it. The only aircraft permitted to park near the FBO were in the airshow.

Dave and I proceeded to the FBO area to see what type of show they had planned for us. We were surprised when we saw the ramp. There were three King Airs, a Lear 35, a Citation, several Jet Rangers and many other beautiful aircraft.

The lines for the **free** lunch, five lines 75 yards long, were already well formed when we got in one of them. Terry and Walt Barbo and Dennis

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Mewshaw were in the line we joined. The wait in line was about one half hour but the food was really great. All five of us were astonished at the number of people that showed up for this airport opening and airshow. I spoke to one of the organizers and was told they planned to feed 4000 people. I know for a fact that they ran out of food twice.

The airshow had a Pitts S1, a Super Chipmunk, the Coors Silver Bullet, Coors Lear Jet, a Decathlon and the Jeffco Modelers Club entertained the throng during lunch. The crowd really enjoyed the airshow. However, the highlight of the show had to be the Coors Silver Bullet. That little airplane with ten

feet of wing and 65 hp worth of jet engine was zipping along close to 300 mph at the bottom of the loops.

Walt Barbo and I decided to leave as soon as the airport reopened and were the first planes to leave the runway. We flew together for 15 minutes and took a few photos of each other. Walt, in his 210, had flaps down, power at 16 inches and was flying formation with me for the photo session.

The remainder of the trip was spent under the hood with Dave spotting for me. It felt good to get a little hood time. I am always amazed how fast you can loose the edge after a short time. I guess that is why we keep practicing.

December Meeting

Next month the Colorado Pilots Association will hold its annual December **Dinner Meeting** on **Thursday, December 20** at the **Ramada Renaissance** in Aurora. The evening will commence with cocktails at 6:30 pm to be followed by dinner at 7:30 pm. The speaker for this meeting will be Mr. Dan Todd, President of Frontier Commuter Airlines.

A special flyer will be mailed to all members the first week of December which will contain all pertinent information and a reservations form. Please watch for the form and be sure to send in your reservations by the stated deadline. For further information contact either Terry Barbo 367-0670 or Vanita Gallo 337-5864.

CONOCO says MOGAS safe for QUALIFIED AIRCRAFT

Mogas is safe for qualified aircraft was the surprise opening statement from Burt Streigler, Manager of Technical Services, Conoco, at an aviation fueling seminar held at the Airport Rodeway Inn in Denver on October 19. Attendees included some 50 Conoco market representatives and airport sales outlet representatives. Phillips and Texaco participation was invited but the companies declined for the stated reason that their attorneys counseled such a meeting could have antitrust implications.

Burt opened with this shocker "I would like to begin with a short summary of the remarks and supporting data I will be presenting today. I know this will come as a disappointment to many, but MOGAS is safe, efficient and less expensive than AVGAS, and it is here to stay. It has some characteristics that must be considered and accommodated when using it for aircraft, but those are minor compared to the economic advantages to the aircraft owner."

Burt was careful to point out that Conoco

is not promoting MOGAS. Rather, it is recognizing the inevitable, that it is here to stay and that Conoco will supply any dealer who wants it. With that clarification he presented the technical basis for their position and cautioned on some of its problems. These related principally to the care which should be taken to assure that fuel received from suppliers is free of contaminants, such as alcohol, which may be suitable for autogas but creates only grief when used in aircraft.

Harry Zeisloft, Director of EAA Flight Research, and longtime friend to The Colorado Pilots Association, talked about EAA's autogas research. EAA has spearheaded the program over a concern about the downward trend in personal flying, a trend which could be reversed with the lower cost and availability of autogas. Through their efforts, and the efforts of Perterson Aviation of Minden, Nebraska, 10,500 aircraft now carry the STC's which qualify them to legally use autogas.

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Harry's personal objective is to rid the aviation community of 100LL and eventually all AVGAS. During the interim, he points out that there are 154,000 active single engine aircraft in the U.S. of which 114,000 (74%) were designated for 80 octane fuel, all of which are candidates for MOGAS. He argues that airports cannot ignore the potential demand for MOGAS. If for no other reason, he urged that airports supply the fuel to remove the safety problem of handling auto fuel

by individual aircraft owners.

As a personal observation, it was a refreshing change to hear Conoco's positive attitude on MOGAS. In contrast, it was only last month, at a meeting of airport operators in Utah, that I listened to a representative of **CHEVRON USA** tell his audience that Chevron would withdraw the dealership of any of its operators found selling MOGAS.

By Walt Barbo

AVIATION and the STATE

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aviation development.

This notion of users bearing the costs associated with the airport system, is a carry over from the federal DOT funding program. Further, it is the only currently acceptable method of funding new or additional involvement by the state's legislature. In short, the CAO Board of Directors recognized that the success of their legislative effort was tied to the demonstration of sufficient tax revenue generation by aviation to offset the budget associated

with a new Office of Aviation.

The CAO also believed that a sufficient level of tax revenue could be documented without the necessity to impose any new tax burdens. This point was especially critical so as to win support of both general aviation and commercial carriers. Thus, they requested our staff to provide a historical record of aviation generated tax revenue. If possible, our research was to show the source, the value and the ultimate dispensation of the revenue.

Table 1 below summarizes the results of our study.

SOURCE	AMOUNT	DISPERSION
Colorado State Sales Tax on Aircraft, Jet-A and Service	3%	Colorado General Fund
Aircraft Registration Fee	RE - CRS 41-2-105	Airport Fund of Entity where based
State personal Property Tax on Aircraft	RE - CRS 41-2-106	An Advalorem Tax

TABLE 1

SOURCE OF SALES TAX

	<u>1981</u>	<u>1982</u>	<u>1983</u>
Jet-A	\$ 897,800	\$ 953,600	\$ 820,000
Parts & Service	45,800	67,500	54,800
Aircraft	309,000	552,800	335,000
Other Aviation Tax	<u>88,500</u>	<u>98,300</u>	<u>143,900</u>
TOTALS	\$1,341,100	\$1,672,200	\$1,353,700

TABLE 2

As the sales tax revenue is the only source which does not have a specific pot to flow into, we made further attempt to uncover the actual amount of revenue being generated. To our consternation, our staff found that the only source of this data was by direct survey of the airports.

Our survey was mailed to each of the public-use

airports identified in the 1983 Update of the Airport Systems Plan. The information requested included the amount of tax paid upon the sale of non-commercially used jet fuel and the sale of aircraft parts and service. We wished to respondents to supply the numbers for each of

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the prior three years. Data on the sales tax collected from the sale of aircraft was available directly from the Department of Revenue.

Table 2 presents the results of our survey as of the first of September. Note that the data is still incomplete, and discussions within the aviation community have lead us to believe these numbers are conservative.

The Office of Aviation,

as proposed in the CAO A legislation, would request a budget appropriation equal to 10% of this total amount in its first year and increasing annually to the 30% range. This should provide for some exciting state involvement, while adhering to the precepts of "user funding" and "no new taxes"

Dennis Mewshaw
Colorado Airport Planning
Staff

PREFLIGHT

Emergency Procedures Do Work!

By Pete Pitts

On March 23, 1984, Shawn, my son, and I started out for Enid, Oklahoma. We were going to see my daughter, son-in-law and two grandsons. For a change, the weather gods smiled upon us and believe it or not, after three months of total zero, we departed Arapahoe at 0730 in my Tri-Pacer 8759D named "Pie Chaser".

The flight went well to our first stop in Garden City, Kansas. The controller in the flight service station commented that he made his first solo

in a Tri-Pacer and that 8759D really looked neat with the droop tips, even though it was still in silver and not yet painted. (I had spent only 5 1/2 months rebuilding it from a basket case)!

All topped off, pre-flight done we climbed in, and again up into the "wild blue" we proceeded. Everything was fine until we started getting ready to land at Enid, OK, when to my dismay - NO RADIOS! I shut everything off and proceeded on course for about 15 minutes, hoping against all odds, that maybe we would at least get a surface charge, on my NEW but drained battery.

GUESS WHAT? Turned the transponder on and just

like they say to do, the old 7700 trick, then to 7600, hoping it would put out long enough for the tower get the signal.

Well, I guess my dead reckoning wasn't too bad, because I nailed Enid dead center. I crossed Woodring, 1000 feet above the pattern and bingo! There was the green light, caught the sock, and did a right downwind for 30 and when I turned final, they shot me the green light again.

On the ground, it sure felt good, and I was sure glad I knew those emergency procedures. The people at Woodring really were a gem. They called the Cessna dealer, now bear in mind, this is 3:30 pm. They pulled 59D over and the mechanic proceeded to find out why my battery died. Expecting the worst, I was really surprised, and pleased, to find out it was only a circuit breaker. Now sit down, cause this will really "blast you". After 2 hours checking, and one circuit breaker, the bill was only \$52.00. Here at home it would have been \$80.00 labor, \$15.00 for the circuit breaker, and whatever else. Who said there aren't nice people in this old world! Anyway, 16 hours more flight time, and

three days later, we figured we would better be scattting. The weatherman said if we could leave before 10:00 am we could go the long way around and get home.

We would normally go through Kansas, but this time because of weather, we had to go via Dalhart, TX, Raton Pass, then home. Total time enroute would be 5.0 hours. Oh well, a little scud running to Gage VOR, then home free.

The old "Pie-Chaser" was really cooking at 135 mph. At 3500 MSL, 1.2 hrs into the flight, it was time to switch tanks. Left to right and then, **bingo**, all "hell" broke loose, sputtering just like, "did I miss the detent?" Not me, well, maybe I did, a quick recycle, and it still was sputtering and coughing, just like the "Pie-Chaser", was mad at me. Then it happened, black smoke filled the cockpit and I couldn't see anything. I reached over opened the vent, and ah, I could see again. While looking at the instruments, trying to get the old boy purring again, the most sickening sound I'd ever heard occurred - NO NOISE, just wind,

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My God, my prop had stopped propping, get ready, cause "we're going down", 121.5, Mayday - Mayday, - 8759D - 30 miles SE Gage VOR, 7700 transponder, and find a home quick. There are lots of fields but they are all filled with cows. There's one but it's only 2/3 open - trees and mounds littering the rest of the field. Well, that's got to be the one, here we go.

Everything switched to off- one notch of flaps - remember, best glide, oops - power lines - OK, I got the altitude, check the speed, whew - cleared them - full flaps - easy, easy, on the ground, diagonally across the field, come on baby, stop - stop damn you, you got us down, now stop - by golly, we stopped 22 feet from the old fence.

We sat there for a second or two and Shawn was out, half laughing and half crying - you did good

Pa, you really did good. We both hugged each other in joy. I went to the baggage compartment to unload it and check the ELT. Hell, it hadn't even triggered so, I turned it on. The moral of this story is, keep current on those emergency procedures, cause believe me, they do work!! By the time Shawn had walked 3 1/2 miles to the farmhouse and called FSS in Oklahoma City, three FBO's had picked up my Mayday, Vance AFB got my 7700 transponder code. The FSS said they had us pin-pointed via the satellite, and was getting ready to come after us.

It really makes you appreciate the system when it works for you so well. As I sit here finishing this tale, I am waiting on the "Pie Chaser" to get back home via a flat bed truck and hope I have it up again soon.



The group that attended the Sterling Fly-in during June 1984



From the Gringos

By Wayne Thetford

Early this month we lost two of our Gringo companions. Dick and Muriel Moody died October 15, 1984 when their Cessna T210 crashed during their return from a weekend trip to Phoenix, Arizona.

I won't try to speculate on the cause of the mishap. I would, however, like to share with you some of my feelings toward Dick and Muriel so that those of you who did not know them can appreciate the sorrow I am experiencing.

The Moody's were fun people to be around and they made friends easily. They enjoyed people and were true friends in every aspect. They expected

nothing and gave everything.

When we would go somewhere, Dick and Muriel would be called first and they were always eager to fly anywhere. They attended most of the CPA activities and were steady CPA supporters.

I will always remember Dick greeting me with a smile and a little friendly chuckle which was unique and warm. The other Gringos and myself, have so many fond memories of the Moody's it is impossible to relate more than just these few I've mentioned.

Dick and Muriel will always be remembered and I am certain their names and experiences will surface often as the Gringos gather around to do a little hangar flying.

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