

CPA FLIGHT LINES

Vol. 2, No. 2

February 1985



Barbara Fey made it all the way to
Helsinki and didn't have to swim.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

President's Message

By Vern Foster

Colorado Pilots Association recently expanded to encourage statewide participation. Twelve area representatives have been recruited and more representatives will be added soon.

Members outside the Denver area should contact the nearest CPA Area Representative for information on CPA activities. Please relate any newsworthy aviation items or any membership requests to your representative.

The following members are your CPA Area Representatives for the year of 1985.

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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:

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Denver, CO 80235

Material for publication will be accepted up to the deadline date which appears in Flight Lines. Flight Lines staff reserves the right to accept, refuse, or edit any material submitted. Publication of articles and opinions in the CPA Flight Lines is not an endorsement by the Association, nor does the Association assume responsibility for the accuracy of the information contained in the Flight Lines. Permission is granted to reprint, provided credit is given to CPA Flight Lines.

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Al Field dies at 62

Al Field age 62 CPA member since 1972 and co-organizer of the Denver to Jackpot Air Race died at his Denver home January 22 following a heart attack.

Al with his partner Bud Brown flew a C182 out of Jeffco and had long been active with the CAP in Colorado. He was a retired member of the Denver Fire Department and was a Marine during WWII. He was buried January 25 at Fort Logan National Cemetery with military honors. Survivors include his wife Virginia.

COPY DEADLINE
FEBRUARY 25

News Briefs

THE CPA MONTHLY MEETING for February will be a double feature including a dinner of Rock Cornish Hen followed by guest speaker, Dr. Al Lagger. Dr. Lagger will present a slide show highlighting pleasure flying and aircraft accidents in Alaska. This month only, the day of the meeting has been changed to FRIDAY, February 22 at the Stapleton Roadway Inn.

For \$12.00 per person members and guests can dine on Cornish Hen stuffed with wild rice, tossed green salad, broccoli with hollandaise sauce, and strawberry delight for dessert. Dinner reservations must be made by Tuesday, February 19 by calling Margaret Dwelle at 366-2555.

WRAY, COLORADO Area Rep. Lucile Bledsoe reports that Ken Brown, of Wray's Brown Aviation, has completed restoration of a 1941 Piper Cub and will have tested it by the time the Flight Lines is published.

Dr. Wayne Nichols recently purchased a Beech A-36 Bonanza.

Randy Pillard, an A&P for Brown Aviation, recently acquired his private pilot certificate. Lucile Bledsoe was his flight instructor.

A new hangar is being constructed on the Wray Airport by Dean Ramseier.

MILE HIGH AIR DERBY sponsored by the Colorado Chapter of the 99'S is slated for September 20, 21, and 22. The starting point will be Front Range Airport with the finishing point at Baca Grande.

The Derby is limited to commercially certified stock model airplanes between 140 and 570 horsepower (per engine).

Scoring will be based on times and aircraft handicapping.

Winners will receive cash awards and trophies. The entrance fee of \$50.00 covers pilot, co-pilot and the Awards Banquet.

The \$3.00 race kit of Rules and Race Material is available from MILE HIGH AIR DERBY, 14437 W. 32nd Ave., Golden, Co. 80401. Entry deadline is September 1, 1985.

Lucile Bledsoe participated in this race last year and she said "it was a lot of fun."

DENVER TO JACKPOT AIR RACE will be held on July 13. Bruce Hulley and Vern Foster are Co-Chairman for this years event. The committee is being formed at this time so if you would like to share the fun and work of this event please call Vern at 790-7102 or Bruce 344-4910 X256.



The meeting place for
the **February Meeting**
will be at the
Stapleton Roadway Inn
on **FRIDAY,**
FEBRUARY 22, 1985!

Boulder Municipal Airport

By
Dick Mansfield
Colorado Pilots Association
Boulder/Longmont Area Representative

Recently, a pilot friend of mine returned for a visit to Boulder, after some twenty years of absence and he remarked that the "old place" had not changed much at all. Other than the fact that many of us can not believe that twenty years has indeed passed by, the "old place" sadly has changed but very little. Compared to airports in various parts of the country that have seemed to grow along with the community that they serve, Boulder does not seem to have done much in the way of providing growth for its airport.

Older pilots here tell of the four active runways that Boulder airport operated during the WWII Civilian Pilot Training Program, three sod and one gravel strip. There was one frame building on the north side of the field used as an office. Later, after the war, the frame office building was removed and a small frame building was erected on the south side of the field. Later, this building was occupied by Lazy 8 Aviation Co., which offered flight instruction, charter, sales and fuel. The road leading to the airport was widened to two lanes off Valmont Road. Electricity was poled to the property, but no water or sewer lines, these were provided by well and septic systems.

If you were in the pattern at 6100 feet in 1965, you would have seen Hayden Lake at the west end of the field, a large gray metal hanger and two rows of metal "T"

hangars all facing North/South, and the small frame building. There was one paved runway 08/26, with a length of 4100 feet, and a paved taxiway. We have covered a period from the 1930's through 1965, and yet, this "old place" hasn't really changed.

It is 1985, and at traffic pattern altitude of 6100 feet at Boulder, one can still see the large metal hangar at the west end of the field, the two rows of metal "T" hangars, and the single paved runway, 08/26, 4100 feet long. There is a paved taxiway, and a gravel landing strip for the glider operation on the north side of the main runway. A precast concrete building is located at the east end of the main ramp area, and this houses the Associates Flying Club (AFC), a pilot lounge, vending machines, and restrooms. The building also is base for P&H Aviation, which offers full service aircraft repairs. Four new hangars have been built and there are also tiedowns on the main ramp area as well as the grass area east of AFC facilities. Denver Aircraft Sales is based here in its own building and hangar complex southeast of the main ramp. Four Winds Aviation is located in the metal hangar at the west end of the field. They offer flight instruction, charter, rental, sales and are a full service repair station. Business Aircraft Limited is also located at Boulder Airport and is engaged in aircraft sales, aircraft

on consignment and consulting.

In 1964 the population of Boulder [including the CU campus] was 50,000 plus, now in 1984, the population [including the CU campus] is over 80,000 people. Yet, for a community that is much publicized as the Silicon Valley of the Rockies, you would have expected their airport facilities to match this growth of high tech, manufacturing, and residential areas.

After doing some checking at the city and county level, I learned that on December 11, 1984, the Boulder City Council finally gave approval to a set of recommendations that detailed an airport master plan that was prepared by an airport planning consultant, G.R. Bundy. The plan called for the City to contribute funds totaling \$132,000 over a 20 year period [\$6,600/year]. The funds would be used to resurface the runway and taxiway, install an improved state of the art runway lighting system, and construct hangars and additional tiedown spaces. The total cost could run as high as \$2.5 million, with federal grants and private tenants covering the cost balance.

Years ago there was a group of pilots operating from the airport who formed a small but vocal organization that had hoped to keep the City and the Community informed as to the conditions on and about the airfield. Over the years, however, this group became less effective and had few active participants.

Now, once again, a group calling itself the Committee for a Better Boulder Airport has recently organized. Its members include more than 60 aircraft owners, renter pilots, and the owners of businesses operating on

the field. This committee expressed a unified concern with the lack of upkeep at the airport and the lack of support for the airport by the community. Committee efforts will be directed toward educating the community to the fact that an airport is a vital service to the community as a whole, to the businesses within the community, and it forms an essential part of the community industrial base. It certainly is apparent that neither the City of Boulder nor the community here in Boulder Valley has made a particularly good effort in protecting this airport, until the December City Council meeting.

It should be noted that pilots contribute to the Federal Airport Trust Fund when they purchase fuel at the airport. Those tax dollars are part of a Federal Aviation Administration Matching Fund Program. For every dollar that the City puts up for airport operations, the FAA then contributes \$9.00. A city must apply for the federal money. It appears that the City of Boulder has not taken the opportunity to use these federal funds in the past.

It was found that the City used federal money to purchase the original airport land and, most recently, to pay for the master plan study, which cost \$55,000. However, this cost was substantially covered by a federal grant totaling \$50,000.

It is apparent that the City is going to go ahead with this master plan, as they have highlighted three actions to be taken as quickly as possible, simply: applying for federal funds, hiring an airport manager, and working with their own planning department designing protective zoning

within the airport area. Hopefully, the main problems and their solutions will be worked out when the airport manager is hired. The master plan also recommended the development of revenue sources, including collecting payment for gravel mining on an adjacent airport site, and the negotiating or renegotiating of airport leases with tenants.

Other improvements to be considered and to be included in future plans include the construction of paved parking lots, installation of security fences, repaving the runway and taxiways, installing a VASI system, and re-establish an airport noise monitoring

committee. Airport users find that this is the most positive action that they have seen in many years, and it represents a step forward to a safer, and better airport.

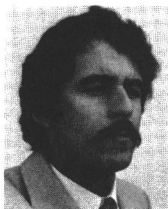
Though you may not see any physical changes when you are downwind of 08 or 26 in the next three months, you can be sure that there will be changes in the services, amenities, and the attitudes of all those working at the Boulder Municipal Airport. You will mark it as a pleasant destination and one which you will be proud to recommend to your friends in the aviation community.



Frank and Vanita with 34D in the background.



This beautiful C140 belongs to Jack Cronin and was taken at the 1st annual Poker Flyin



Aviation Law Insights

By
J. Scott Hamilton

INVESTIGATIONS

Most reports of FAR violations are required to be investigated by FAA inspectors, usually those assigned to a General Aviation District Office (GADO), Air Carrier District Office (ACDO), or Flight Standards District Office (FSDO) - (where the general aviation and air carrier functions are consolidated in a single office).

Probably the largest number of FAR violations come to the attention of these FAA inspectors during the regular conduct of their duties including aircraft accident investigations, routine checks of aviation businesses such as air taxi and commercial operations certified under FAR 135, and airport surveillance (often disdainfully referred to as "the weekend duty", when the inspector whose turn it is to be on call for accident investigations over the weekend has instructions to roam around local general aviation airports in the meantime, like a cop on the beat).

The FAA's air traffic controllers are the second major source of reports of FAR violations. If, for example, a flight operation under Instrument Flight rules (IFR) deviates from an altitude assigned to it by ATC, a report may be forwarded to the inspectors for investigation and prosecution as an FAR violation. In fact, ATC computer software has a new

feature called "the snitch" which automatically calls most deviations from clearances to the attention of the FAA's enforcement personnel.

The third largest source of reports of FAR violations is the general public. Reports from the general public largely arise out of "buzz jobs", when a citizen is frightened by low flying aircraft or, in a rural area, where low flying aircraft may spook livestock.

The FAA is required to investigate all reports of FAR violations, regardless of how far-fetched the initial report may sound.

THE CRUCIAL MOMENT

Although if you are charged with an FAR violation, you will have the right to appeal the charges and have a hearing with your attorney present to represent you, as a practical matter the most crucial moment in the entire process is likely to be the moment of your first contact with an FAA investigator. In my experience, the airman or manager for an aviation company under investigation will frequently make damaging admissions in early statements to the FAA, often not even realizing yet that they are under investigation. Such admissions may later make it impossible for your attorney to effectively defend the charges which are later brought against you.

Continued on page 13

What a Thrill, I'll Never Forget It

By Barbara Fey

January 30, 1984 I received my first letter from Frank Haile, Bonanza owner, from Dallas, Texas inviting me to join a group of pilots planning to fly to Europe that summer. The trip was called, "Helsinki-or-Swim".

From that day, until departure from Denver in late May, my thoughts and plans swirled around the trip, a life's ambition for me. Let me add that it took all of those months to get the paper work done, and the practicing accomplished. Practice consisted of getting out over the KOA Tower with Babette Andre, transposing the signals to practice NDB landings for Godthab and Narssarsuaq, Greenland, back course Localizer approaches, the works. Babette and I spent several long hours going painstakingly over every approach and deciphering the symbols and referring to the legends on all the charts

Let me caution you future global travellers, it takes months to get the charts and approach plates. Coast & G does not have them all, Jeppesen does, but you need the current ones that cover the time frame of your trip; so "early" is not the complete answer. Also, you need to have special insurance for the trip beyond what you normally carry, or you can't stop at the Air Force base at Sondrestrom should you need to. [It has the only radar on Greenland etc., etc.]

It took more than three months of writing and phoning to receive International gas credit cards from Shell & Exxon, even though I had

domestic cards for 20 years! In fact, the Exxon card came on the very day of my departure!

Aside from all the paper work and airwork, I had to decide whether to take out the back seats of my Bonanza and put in a 60 gallon tank [loaned to me by Chuck Walters of Britain Auto Pilot], or to get tip tanks installed. I chose the former, which meant that I had to take the plane to Ryan Aviation in Wichita, Kansas. They removed the seats, built a structure for the tank, installed the tank and plumbed it to the right wing. They also installed a power unit to transfer fuel that sat on the copilot's side with electric power plus a hand wobble handle should the power fail! I had to practice using all of this.

The last, but really the first order of business, was that I had decided to



Greenland coast up the fjords

have my engine rebuilt. I had been consuming a quart of oil for every hour aloft and knew that those numbers would not work for this flight.

So on in February I had

to give the plane up entirely to the guys at Firewall Forward in Ft. Collins, and they rebuilt my engine to the most superb state. I flew 90 hours on the flight to Helsinki and back and burned just one quart of oil. Incredible! Before I commenced the journey, I put 75 hours on the engine, doing exactly as Firewall Forward instructed, flying low and fast for the first 10 hours etc., etc.. Very exciting!

Well, that was all the beginning. That seems like a long story for three weeks travel, but all necessary.

The five planes that had signed on, for the Helsinki trip, met in Montreal Memorial Day weekend. For two days we had pouring rain, wind, thunder, lightening - the worst weather possible. The first day we spent with the Canadian FAA. They checked all aircraft systems, and our understanding of these systems, presenting written and oral tests. They checked the life rafts and even our adeptness of putting on the vests! Have you ever watched the stewardess with her speech on the airlines? I put mine on incorrectly. They even showed me just how much the magnetic compass was in error when different switches were turned on and off and made a chart of the errors for me to take on the trip. Great guys and very thorough.

Now we were ready, waiting for one last passenger to arrive commercially, and planned to depart the following day. Again, TERRIBLE weather haunted us.

One plane decided to cancel. He just didn't like all the rain for starters. We were now four planes. By late afternoon we each filed our flight plans, "IFR-Formation" to Schefferville, Quebec,

620 NM North, approximately 4.4 hours at 140 knots cruise.

The only formation part of the flight was the departure, 30 seconds apart, in wind and sheets of rain and glurg! The others seemed undaunted by the inclement conditions. We were given four different clearances. About 50 minutes later we broke out of the clouds, canceled IFR and proceeded visually. The terrain wasn't very high, and we had been in contact plane to plane on 123.45



Round the corner and you're at Narssarssuaq

It was totally sunny at Schefferville. [A logging town primarily, and sort of jumping off spot for northerly flights.] Although the sun was very much up, the day was well along, about 7:30ish, so we decided to spend the night there. One of the four remaining planes had an argument among the occupants and only three planes were going to continue the trip, so... refreshments and supper seemed the logical thing to do.

The next day was gorgeous. Our three planes flew wing on wing along the frozen tundra. The land underneath was watery and snow covered frozen lakes and low scrub trees. The ocean glistened to the East.

Everything was groovy until 20 miles out of Frobisher Bay. Seemed they had an overcast and were IFR. So ok, one by one, we went outbound, procedure turn, back course, localizer approach. The other two planes had landed or were in the process, but on my final, the whole ILS system, signal and all went dead. I just kept my heading, descending, and thanks to an additional ADF signal, which was still working, I made it ok. Yea-Babette, thanks for all the preparation work!!

We arrived Forbisher early afternoon and really wanted to proceed, but several elements were off. First, as you go north, the latitudes come closer and the time changes quickly in the zone. Since the time was two hours later at our destination, the FSS had closed and we would be flying off into the blind for five hours. Second, the weather was forecast to be lousy. Everyone was geared up and did not want to stop so, we discussed the possibilities. The question was thoroughly settled when a young, rosy cheeked, Dutch Ferry pilot arrived in the briefing office. He was wearing a complete wet suit; hood, full body suit, mits, booties, and zippers everywhere. He was alone in a Cessna 310 State-side bound.

I asked him his flight conditions over Greenland and he responded, "the worst I've ever encountered. You couldn't see the walls of the fjord because of blowing snow, as I departed." That did it, "no go" that day. So, into Frobisher we went.

Well, Frobisher is Arctic, and flat and gray. It soon started snowing [oh June time!] The locals are Eskimos and all were employed because

there were three movie companies shooting films "on location" there. Hotels [very simple] were almost full. The economy was good due to the "frozen North!" We enjoyed a fun night and a look around. After a great fish dinner we hit the beds. Daylight was continuous this time of year.

The following day we set forth for Greenland, about 770 nautical miles. I flew high, 12 to 15 thousand feet. The other planes flew lower. We were in contact with Center or other planes and airliners, constantly giving position reports. We all had Loran C, my R-nav 20, newly purchased and installed by Air Radio, in Ft. Collins, worked like a charm. It has 200 way points and a global memory, and is nifty.

Weather was glorious and clear on arrival at Greenland. Sparkling snow covered mountains looked like the horizon of the Tetons, but planted in the sea. Aside from the fun of seeing it, it would have been a very arduous approach, spiral down NDB. We were lucky the weather was clear.

Godthab, a very pretty fishing town, is the capitol of Greenland. I wish we'd spent more time there, but after a walk around town and dinner, we bedded down in a nice hotel to get a lead on the next day and the flight to Reykjavik, Iceland.

Departure was out and up the fjord, over the Greenland Icecap, and over the mountains with the sea sparkling on the other side. Then we had to climb to get over clouds for the rather long flight to Iceland.

Descent there was completely on radar with the huge Air Force Base in command, and

then a release to the field. We descended through icing conditions, into the soft rain, and then viewed the green fuzzy landscape of Iceland.

All the terrain isn't green. In fact it is filled with

the "Pilot & Crew" door, experiencing little passport control, very friendly and easy...a real "high".

From Bergen, we flew the Coastal Route around the face of the bear of Norway to Oslo. We enjoyed our



Greenland homes

rock, mountains and lava fields, but its much softer than Greenland. We spent the night, went sight seeing the next day, lunched and wined and dined; got a small sampling of the country. And, a very nice sample it was.

After a day of rest, or at least out of the plane, we geared up for the big hop to Norway! This leg was some 800 miles plus, taking 6 1/2 hours. It was among the most exciting flights. I won't describe flight conditions or feelings aloft, but it was terrific, and busy, and halfway across, past the Faroe Islands, there was constant ship traffic below as well as oil rigs. Fascinating!

We had MADE it...all the way to Europe. Our first place of landing was Bergen, a very charming and old city. I could reminisce on, but lets say, when you fly in a small plane in Europe you are unique and privileged and sort of beyond reproach. We exited the airports from country to country through

sight seeing, transversing from Oslo to Helsinki in about the same amount of time to take to get from Stapleton to Pueblo! We spent some time in this lively Capital, then proceeded to Stockholm, and lastly Copenhagen. All destinations were very cheerful and close and easy.

Our return trip was North to Bergen again. Weather was rotten, across to Reykjavik, then to Narssarsuaq, Greenland (called Bluie West in WWII, where they hid the bombers they ferried to Europe). We made a very dramatic approach, flying up the fjord, turning a hard right around a mountain, and bingo...there was the runway - the widest runway I'd ever seen. It was meant to blend in with the width of the glacier for camouflage purposes. Amazing!

Then the final crossing took us from Narssarsuaq to Goose Bay, Newfoundland, back on our side! We cleared customs in Watertown, New York, and put that Loran on DEN-APA. What a thrill. I'll never forget it.

MOGAS Tax and You

By Dennis Mewshaw

With increasing regularity, I am finding motor car gasoline (MOGAS) for sale to aircraft at Colorado Airports. Concurrently, pilots have a new found interest in the procedure for refunding the excise tax collected on MOGAS sold for use in aircraft. I sought the assistance of Ralph Baca from the Colorado Department of Revenue, in examining the steps a pilot will be required to follow and would like to take this opportunity to pass along the information.

An excise tax is imposed upon fuel under Title 39 Article 29 of the Colorado Revised Statutes. Section 102 paragraph (1) (a) (I) of that title expressly exempts gasoline "used for aviation purposes". Paragraph (1) (a) (II) of Section 102, as amended in 1983, has set the excise tax at 12 cents per gallon.

Section 103 of Title 39 Article 27 contains the language relating to refunds of this excise tax. Specifically, this section is aimed at farm and other non-highway gasoline burning vehicles, but the refunding methodology established herein will be applied to aircraft as well.

All applicants claiming a refund must make application to the Department of Revenue for a refund permit. The form used is #DR-189. This may be submitted along with your initial request for a refund. Form #DR-118 is used to file a claim.

Refunds under this section must be accompanied by an invoice completed in duplicate at the time of purchase. The Department of Revenue is very specific as to the

format and information which must be presented on this invoice.

Each invoice, of which you the purchaser will receive the original, must report:

- a) your address
- b) dealer's address
- c) unit price
- d) total tax charged
- e) total sale
- f) a notation, signed

by the dealer, that the payment has been made in full.

The duplicate copy of this invoice shall be retained by the dealer for a period of twenty-four months.

The necessary application forms may be obtained by calling the Department of Revenue at 303-839-5655 or visiting their offices in the State Capitol Annex, 14th and Sherman. I will attempt to have a supply of the application forms with me at the next CPA meeting.

Our office would also be interested in assessing the level of support, among pilots, for a voluntary refund check-off of this excess tax. The statutes at one time allowed a check-off of any part or all of the eligible refund, with the money placed in a gasohol promotion fund. I would like the pilots association input into a proposal to allow for a similar check-off with the tax going to the state's aviation trust fund. You may recall this is the fund we hope to have established during the '85 legislative session using general fund sales tax revenues from aviation sales. Please contact our office at 1313 Sherman Street, #520, Denver 80203, or 866-2352 with any comments you might wish to make.

Although, on appeal, the FAA will have the burden of proving its charges, your early admissions may be all that it takes. For example, in a violation alleged to have been committed by a general aviation airplane operating non-commercially and under Visual Flight Rules [VFR], one of the most difficult elements for the FAA to prove on appeal may be the identity of the pilot in command of the aircraft at the time of the alleged violation [for example, in a simple low flying case]. If you have already admitted to the FAA that you were flying the airplane [although you may have vigorously disputed charges that you were flying too low] that admission can be against you on appeal. The testimony at hearing might go something like this:

FAA Attorney: "Inspector Hardnasty, did you contact the Respondent, Mr. Badguy, in the course of your investigation?"

FAA Inspector: "Yes sir, I telephoned his home that same afternoon and the person who identified himself as Mr. Badguy answered. I told him that we had received a complaint from a citizen that his airplane was seen flying low over the town of Brooklawn earlier that day. He told me that he had been flying the airplane earlier that day and had flown over Brooklawn about that time, but stated that he had been at lease 1,500 feet above ground level at that time."

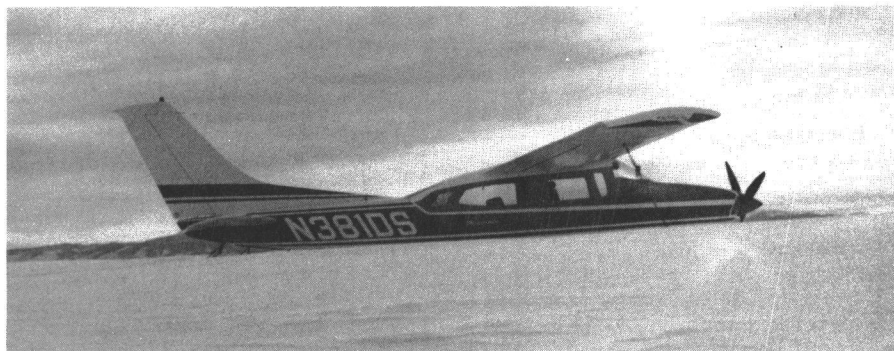
Thus, the pilot had helped the FAA to easily identify him as the pilot in command, an element which it might have been impossible for

them to prove without his admission.

DR. JECKYL and MR. HYDE

Part of the problem here is the nature of the FAA inspector's job, which requires him to be both the kindly Dr. Jeckyl [when he's counselling aviators and aviation companies in trying to help them get the certificates they need and stay out of trouble], then to switch to the vicious Mr. Hyde and prosecute them to the fullest extent of the law when they are charged with having violated an FAR. Another part of the problem is that of our attitude toward the FAA. From our earliest flight training, we are trained to think of the FAA as our friend. If we want a pilot's license, or to add a rating to an existing license, or to get authority to start an air taxi business to earn a living in aviation, we first go see our friends at the FAA [frequently, incidentally, often the same inspectors who may later bring an enforcement case against us]; if we find ourselves in a dilemma in flight, perhaps lost in cloud with failing navigation equipment, we radio for help to our friends in FAA Air Traffic Control [ATC]. And each of these contacts is to be commended, for it is only through such contacts that we can hopefully live through such in-flight emergencies and remain in compliance with the regulations, avoiding troubles.

The FARs are, however, quite vague and subject to differing interpretations, and despite your best efforts to comply, you may find someday much to your chagrin that some FAA inspector's interpretation differs from yours and that as a result of this



After the blizzard of 82 this photo was taken by
Scott Hamilton at Jeffco. Scott was on cross country Skis!

difference of opinion you or your company may lose the FAA licenses which are necessary to conduct your business or which are at least a valued prerequisite to your favorite personal pleasure of flying. For example, you may have undertaken a flight which you believed proper under your authority as a commercial pilot, only to find that an FAA inspector later believes that you could not legally have performed the flight without also holding an air taxi/commercial operators certificate issued under FAR Part 135. As previously noted, the first contact you have with the FAA over this problem may be the most crucial moment in the entire experience. Yet, unless you are in the habit of travelling around with your lawyer handcuffed to your wrist [which most folks are not] your first contact with the FAA - the most crucial moment in the entire case - will occur

without your having the benefit of legal advice. In fact, it is very likely that you may not even realize until it's too late that your good buddy from the FAA has turned into the evil Mr. Hyde and is talking to you this time in his enforcement role, looking for a way to nail you.

If you were to commit some crime, such as beating up an FAA inspector, the first law enforcement officer to come into contact with you during the course of the investigation would have to advise you of your legal rights before any statement you made could be used against you in court. We've all seen those cops-and-robbers TV shows where the suspect is given the "Miranda warning" advising him of his rights. FAR violations, however, are not crimes and the courts have held that the FAA does not have to advise you of your legal rights before

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!

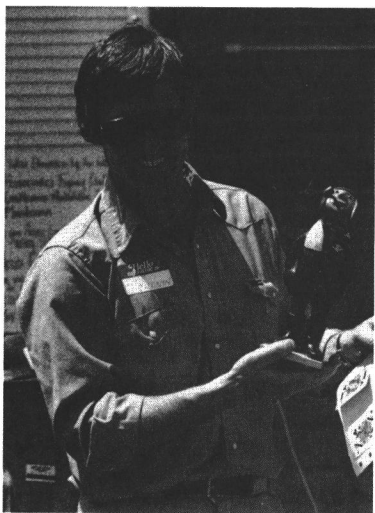
Send it to Ken Monahan, 3733 S. Lewis Ct.,

Denver, CO 80235.

taking statements from you with the intent of later using them against you in an effort to take away your valuable certificate. The courts consider such things "merely" administrative. You have most of the same rights as a criminal suspect in that situation, its just that the FAA doesn't have to advise you of those rights before interrogating you.

So I will: When questioned

by the FAA, you have the right to remain silent; anything you say can and will be used against you later when they try to take away your license or fine you; you have the right to have your attorney present during and questioning. (Unfortunately, you do not have the right to require the government to appoint an attorney to represent you, if you can't afford one.)



Jack Cronin was the winner of this beautiful trophy at the Poker Flyin in 1983.



Hal Geyer always gets stuck cooking at these events and always does a great job too.

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