

CPA FLIGHT LINES

Vol. 2, No. 3

March/April 1985



Comanche 250 is blue and white and belongs to Darlene and Loren Pottorff of Straton, Colorado. Loren keeps the plane on his farm.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

President's Message

By Vern Foster

Membership and participation are increasing as CPA becomes more visible in the Colorado pilot ranks. Forty-two people enjoyed the WWII movie of the Ploesti Air Raids presented by Berry Chrysler at the January meeting. Sixty people gathered at the February dinner meeting featuring Dr. Al Lager and his slide show concerning flying in Alaska.

Officers, board and committee members, area representatives and members in general, are busy instigating the newly adapted CPA operating plan and planning this years flying activities. Two popular flying events include the CPA Poker Fly-in and the Denver to Jackpot Air Race.

Hal Geyer, chairman of

the Poker Fly-in committee, tentatively plans this event for early June. Location, details, and date will be announced as they become available.

July 13 and 14 is reserved for "the Grand-daddy of 'em all", the 9th Annual Denver to Jackpot Air Race. Bruce Hulley and myself are chairman for this event.

In August or September CPA will participate with the FAA in the 1985 FAA/CPA Wings Safety Clinic. Last year this three day event was held at Loveland-Ft. Collins Airport. Seventy-five pilots each received three hours of free dual provided by 25 volunteer CFI's. This was a great success and provided pilots an opportunity to meet old friends and new acquaintances.

We have placed a high priority on programs and fly-ins around the state during the period June through October. Frank Gallo, Ken Monahan and I are coordinating with the local area representatives to organize some activities in areas outside the Denver-metro area.

All of your efforts and suggestions are welcome and much appreciated.

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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
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3733 S. Lewis Ct.
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.

COPY DEADLINE

April 17, 1985

News Briefs

CPA SAFETY SYMPOSIUM will be held Saturday, April 13 at the Metro State College student center. This year's symposium will focus on the theme of "Let's Go Flying". Look for the FAA mailing which will give all the facts.

Colorado Pilots and Alpha Eta Rho spend a lot of time setting up this symposium every year. This year we need a little help from the CPA members. The help is in the form of support for this event. Spend a day with fellow pilots and aviation lovers. Come join us this year.

THE MARCH MONTHLY MEETING was Emergency Flight by Reference to Instruments presented by Mick Wilson of the Broomfield Flight Standards District Office (FSDO).

CANON CITY...Ginnie Wagner of Canon City soloed two students during the month of January. John Paddock soloed on the 19th and Austin Hancock on the 5th.

Several local pilots helped in the search to locate a C150 that crashed about 12 miles southwest of Canon City during January.

DELTA...Delta Air Service reported eight students learned to fly during the winter months and that the FBO shop business has been active.

COLORADO SPRINGS...Pat and Patsy James have recently opened "The Aviators Mart" near Peterson Field in Colorado Springs. They stock all charts for the U.S. (including Alaska), pilot apparel, aviation books, and general pilot supplies. The shop is located at 949 Powers Blvd. at the corner of Powers and Galley Road.

AN INVITATION TO NEW MEXICO...for all pilots in Colorado has been extended by Charlie Morris, a former Denver area aviation

insurance agent who is now located in Albuquerque, to attend the New Mexico Pilot Bash on June 1 in Albuquerque.

VERN AND KAY FOSTER just completed a trip to West Palm Beach, Florida via Bonanza.

MARSHALL FRIEDMAN...moved his Pitts to one of the new T-hangers at Front Range.

HAL GEYER...is about finished with his Mooney restoration. The Mooney will have a new engine overhaul, interior, and paint. It will be great to have you flying with us again Hal.

FRONT RANGE AIRPORT...Plans are proceeding in an excellent manner to conduct a combination grand opening and the 1985 Colorado National Airshow at the Front Range Airport on June 22 and 23, 1985. The U.S. Navy Blue Angles will be performing for the show on both days and will highlight the formal 12:00 to 3:00 p.m. show. In addition the U.S. Army Golden Knights, the French Connection, the Coors Silver Bullet Jet, Joann Osterud Nottke, The Pepsi-Cola Skywriter, and Earl & Paula

Continued on page 4



Reminder

The April meeting
is the
Symposium

Cherry acts will also perform both days. Bill Borkelleau will serve as the airshow announcer; Jim Bauer as the airshow director; and The Sertoma Club as the airshow sponsor. The Front Range Airport Authority plans to host the Colorado National Airshow on a continuing annual basis with the idea that the airshow will grow into one of the nation's largest and best airshows.

Fuel prices at Front Range continue to be some of the best in the state with 100LL \$1.80 (\$1.70 with discount), Jet A \$1.65 and Mogas \$1.40.

JEFFCO BEECH...The future of Jeffco Beech is still uncertain as of this writing because of contamination from asbestos insulation used in the hanger.

Airport Manager Dave Gorden said that the Airport is currently soliciting bids for work to correct the problem. In the interim, Jeffco Beech lives on month to month existence until the problem is solved.

UNITED STATES PILOTS ASSOC. will hold its annual meeting in conjunction with the "85 New Mexico Pilot Bash" in Albuquerque, New Mexico, May 31 through June 2. Headquarters will be the AMFAC Hotel, Albuq., International Airport, 2910 Yale Blvd. SE, Albuq., NM 87119. Special rates are \$48.00 single and \$58.00 double. Please make your reservations by writing or calling the hotel, phone 505-843-7000 as soon as possible. Identify yourself as being as part of the United States Pilots Association group to obtain the special rates.



D-145 Monocoupe powered by a Warner Scarab 145 HP engine. The picture was taken in Lockport, Ill. in 1946. Standing besides the Monocoupe is the "grand-daddy of em all", Vern Foster.

Biennial Flight Review

First and foremost, the Biennial Flight Review or BFR is NOT a check ride. You can not fail it and no one [not even your mother, the instructor or the FAA] can take away your certificate or rating as the result of a BFR. On the other hand, you must be signed off by a Check Airman/Instructor upon completion, therefore you must pass. Simply put, no one may be Pilot in Command [PIC] of an aircraft unless he or she has had their skills and knowledge reviewed or upgraded by someone else. Federal Aviation Regulation [FAR] 61.57 does not specifically state the content or length of the BFR but rather leaves that determination to the discretion of the person giving the review.

Any check ride for the upgrading of a certificate or adding any rating is an acceptable substitute for a BFR. Any 135/121 Air Carrier 6 or 12 month check will fulfill the requirement for a BFR provided the pilot has a logbook endorsement or a copy of the Airman Competency/Proficiency Check FAR 135 [FAA form 8410-3] or the equivalent with him or her when preparing for a flight. Also, any U.S. armed forces proficiency check would also be acceptable with proper documentation. Further, an Instrument Competency Check [as per FAR 61.57 e,2] could also be used as a BFR if the Check Airman/Instructor expands the scope slightly to include piloting skills appropriate to the pilot's certificate, and not just limit the check to instrument procedures. In this case the check Airman/Instructor should include in the logbook endorsement clarification

that this flight was both a Flight Review and an Instrument Competency Check. A flight instructor who renews his or her certificate administratively without a flight is still required to accomplish a flight review.

One final thought before we detail some of the areas that should be reviewed, any flight instructor who 'signs off' a friend without actually conducting the flight review is definitely NOT doing his or her 'friend' a favor and is violating Federal Aviation Regulations. We all forget some things with the passage of time, and skills deteriorate from lack of use regardless of how many hours we have accumulated. We all share the same airspace.

In my opinion, the Check Airman/Instructor conducting the BFR should ensure that the pilot has a current working knowledge of Airspace, Regulations, Weather, Aircraft Performance and especially any recent changes that may not yet be described in text books or in magazines articles. A pilot who is fairly current could expect a BFR to take about one hour of the Instructor's time on the ground and about one hour flight time. Someone who is not very current might want to separate the ground and flight sessions in order to do some studying. Further a pilot who is coming back to flying after a considerable break might want a more thorough flight review including several flights and perhaps even a short cross country into one or more congested airports. Often the instructor is satisfied with the returning pilot's performance before he is and therefore a higher

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level of proficiency can be attained.

The following check lists could be used as a guide for the study of the regulations for the BFR as well as any flight and the second check list especially for any flight in a new or unfamiliar aircraft.

PILOT IN COMMAND, ARE YOU LEGAL?

FAR PILOT REQUIREMENTS

61.19(b) (c) Pilot Certificate
61.19(d) Instructor Cert.
61.23 Medical Cert.
61.57(a) Biennial Flt. Rev.
61.57(c) Passengers-Day
Passengers-Tailwheel
61.57(d) Passengers-Night
61.57(e) (1) IFR Currency
61.57(e) (2) IFR Comp. Check
135.293 135 Airtaxi Check
61.35 Written Tests
Insurance

Prior to flight PIC should also review the following:

91.5 [operational] Preflight action

91.29 Civil Aircraft (Preflight) airworthiness

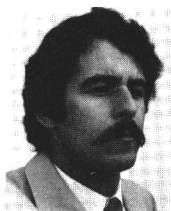
IS YOUR AIRCRAFT LEGAL?

FAR AIRCRAFT REQUIREMENTS:

91.27(a) (1) Airworthiness Cert. [must be displayed]
91.27(a) (2) Aircraft Registration
91.31 Operating Limitations
FCC Form 556 FCC Radio Station License
[valid for only five years]
91.169(a) Annual Inspection
91.169(b) 100-Hour Inspection [if required]
91.171(a) Alt/Pitot Static Check
91.52 ELT Check [operation and battery expiration]
91.25 VOR Check
Insurance
Engine Overhaul
Ad Notices

By Harry G. LaForge, Jr.

Harry G. LaForge, Jr. is the president of Hoffman Pilot Center, Inc. at the Jefferson County Airport at Broomfield. Harry is an Airline Transport Pilot and has been a Flight Instructor since 1967. He is a Designated FAA written Test and Pilot Flight Test Examiner, an Accident Prevention Counselor and an Air Taxi 135 Check Airman. He has logged over 8000 flight hours including over 6800 hours as a flight instructor. Hoffman Pilot Center provides flight training, rental and charter services and has 24 FAA approved flight courses in airplanes and helicopters.



Aviation Law Insights

By

J. Scott Hamilton

FAA UNDER COVER

FAA investigators are not required to identify themselves as such before striking up a conversation with you. Because of this, and because they are not required to first advise you of your rights, many pilots have given an FAA inspector enough information to hang themselves without even realizing that the person they were talking to was an FAA inspector. Indeed, in my experience, it is quite common for FAA inspectors to try to trick people into confessing their participation in violations, in order to perfect an otherwise difficult enforcement case. The friendly guy or gal who strikes up a conversation with you on the ramp some sunny Sunday may well be an FAA inspector out on airport surveillance duty hoping to get you to say something they can later use against you in an enforcement case. They don't have to identify themselves to you, unless you inquire whether they work for the FAA and request to see their FAA I.D. card (they don't have badges). They frequently begin an investigation by subterfuge since the law has said that's OK and it's certainly a lot easier than trying to get answers out of someone who knows what's going on, knows their rights, and has their attorney at hand.

My favorite example of

this occurred in a rural community in northern Colorado. The town was having its annual 4th of July celebration at the lakefront park, and a local skydiving club was invited to participate. Because the town itself might be construed by the FAA as a "congested area" under the FARs, an airshow waiver was obtained from the FAA GADO to permit the jump to be made under certain conditions, notwithstanding the general FAR prohibition against parachuting over and into congested areas. A condition of the waiver was that the parachute jumpers must land in the lake. During his descent, one of the jumpers decided that he really didn't want to get his parachutes wet and have to go to the trouble of drying them out before repacking them, so he turned his parachute and steered to a landing in a cul-de-sac on a dirt road on the very fringe of town, where he landed safely without any perceptible danger to the three shanties in the neighborhood and their associated chicken coops. As he was gathering up his parachute, a beat-up old green pickup truck came bouncing down the dirt road and pulled up beside him. "Kinda missed your spot, didn't you, Sonny?" inquired the bib overall-clad driver.

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Aviation and the State

By Dennis Mewshaw

This month's column provides me with an opportunity to follow up several subjects of on-going interest in our office.

ECONOMIC IMPACT ANALYSIS:

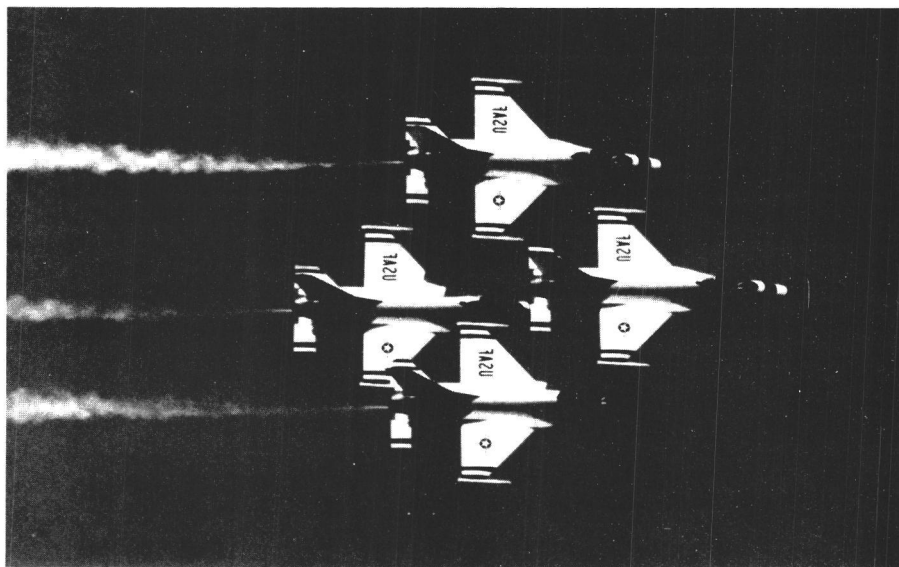
One special study project identified as a portion of this year's planning program for the state's staff involved an analysis of the economic benefit of general aviation to the Colorado economy. This project involved a survey of businesses at a sampling of GA airports across the state. Our office received valuable assistance in collection of the surveys from the staff of the Denver Regional Council of Governments.

An economic consulting firm, retained to assist with the methodology, has

recently provided us a draft of the final results. The numbers are very encouraging, especially in identifying general aviation as a significant industry within Colorado. Based upon the 1983 figures used, GA activities contributes \$509 million annually to the state. This figure includes both direct aviation related sales and the multiplier impact of the repeated re-spending of dollars.

To put this value in perspective, our report will point out that this amount equates to \$90,000+ in total annual sales per aircraft based within Colorado. These sales account for \$104 million in annual earnings, spread over 5000+ job positions.

Once printed, the report will be available for distribution to community decision-makers throughout Colorado. Additionally, while the published report will deal with the economic benefits on a statewide basis, the methodology developed has provided our office with



USAF Thunderbird F-16's at
Jeffco. Photo by Scott Hamilton

the ability to analyze the impact of individual airports upon their associated community and county.

FAA LISTENING SESSION:

The FAA's Northwest-Mountain Region will hold a listening session, open to all interested persons, on Thursday, April 11th. Scheduled to begin at 7:00 p.m. the meeting tentatively will be conducted at Centennial Airport.

The date was chosen to coincide with CPA's annual safety symposium (Saturday, April 13th), and will allow for maximum participation in both events by the managers from the regional office in Seattle.

MOGAS FOLLOW-UP

As I wrote about in last month's issue of Flight Lines, according to state statutes pilots using auto-gas may obtain a refund of the 12c cents/gallon tax paid. Several

questions have arisen since last month.

The Department of Revenue will accept a monthly statement, such as from a Key-Gard dispensing system, and not require invoices for each delivery. The invoicing information, required by the Department, is the same for individual delivery receipts or Key-Gard statements. It is critical that this information be correct and complete:

- 1) your name and address (as it appears on your permit to obtain a refund)
- 2) the dealer's name and address
- 3) the number of gallons delivered (minimum 20) and type of fuel
- 4) the unit price
- 5) the amount of tax paid
- 6) marked "paid" and signed (no initials) by the dealer.

Feel free to contact our office (303 866-2352) should further questions arise.



The Blue Angels in formation takeoff. Photo by Scott Hamilton

"Nah, I just decided I didn't want to get my chutes wet," the jumper replied.

"Would you like a ride back over to where the other fellows landed?" offered the driver.

The jumper gladly accepted, climbed into the cab, and this friendly conversation continued during the ride, with the kindly old farmer asking things like: "What's your name?" "My, that's an unusual name, how do you spell that?" and "Where do you work?" As they were nearing the place where the other jumpers had gathered, there was a lull in the conversation and the jumper took it to be his turn asking "What's your name?" followed by "Where do you work, Al?" The answer to this final question was: "I'm an inspector at the FAA General Aviation District Office in Broomfield."

The truck stopped and the driver dropped the jumper off and went on to his office to file a violation which would prove unbeatable, given the jumper's own admission.

This example is only the most vivid and amusing of a great many I've seen in which the suspect has no idea they were under investigation for an FAA violation until they had already made damaging admissions. I've seen other cases in which GADO inspectors without having identified themselves have struck up conversations with airman on airport ramps, in FBO offices or even at social gatherings, or have telephoned and begun asking questions without revealing their purpose.

So, is there some clue

which should early alert you to the possibility that you are under investigation, that your license may be in jeopardy? Yes there is, and it is this: If someone from the FAA wants to talk to you about history. And by "history" I mean anything that has already occurred, whether years, months, minutes, or seconds ago. Whenever an FAA representative wants to discuss history with you, an annunciator light should start flashing and bells ringing in your mind to alert you that you are probably a suspect in an FAA enforcement case.

Now, of course, there is always the possibility that this particular FAA representative is writing a definitive history of aviation in the United States in their spare time, and is only checking to be sure they have the facts straight for the chapter devoted to your role, but the probability of that is remote. The only other reason why anybody from the FAA ever wants to talk history is because they have been assigned the duty of building an enforcement case against you or the company you work for [or both].

So, there you are: the FAA inspector is in your face or on the other end of the telephone line and wants to talk history with you now. The annunciator light is flashing and the bells are ringing in your mind and you have that tightness in your throat which comes with the recognition that the FAA is out to get you. Congratulations! At least you know what's going on, unlike many of the previous victims of FAA investigation and enforcement actions.

Continued on page 13

Increase in General Aviation Fees at Stapleton

Denver is soliciting comments under a Notice of Proposed Rule Making to increase fees for aeronautical activity at Stapleton. Under the proposal, general aviation landing fees would increase from a current level of \$3.00 to \$10.00 during off peak periods and \$25.00 during peak periods. And a new \$25.00 basing fee would be added to tiedown charges. Appropriate sections of the rule relating to general aviation include:

4.03 Charge for General Aviation Aircraft Landing

Effective as of May 1, 1985, there is hereby imposed on and shall be paid by all aircraft operators, except based aircraft and scheduled air carriers having a written authorization or signatory air carriers, a minimum rate or charge on all arrivals of aircraft equal to \$10.00 per landing during off peak hours of between 2000 hours local time and 0800 hours local time, or \$25.00 per landing during peak hours of between 0800 hours local time and 2000 hours local time or \$0.60 per 1,000 lbs. maximum allowable gross landing weight whichever is greater, such charge shall be in addition to the 5 cents per gallon fuel flowage charge.

4.04 - Charge for Based Aircraft

Effective May 1, 1985, there is hereby imposed on, and shall be paid by all nonscheduled based aircraft operators, a rate or charge of \$25.00 per month or any portion thereof, said based aircraft shall be exempt from the minimum landing fee but shall be required to pay the fuel flowage fee of 5 cents per gallon. [Editors note: Proposed \$25.00 monthly fee is in addition the monthly tiedown fees paid to fixed base operators on the airport.]

The background statement to the proposed rule, notes that
Continued on p. 12



Walt Barbo is showing Jan Monahan how to play golf at the Saratoga Inn Golf Course in Wyoming. That's my kind of golf Walt.

fees to scheduled carriers have undergone significant increases. It states:

"The scheduled and signatory aircraft fee for revenue flights has increased as follows:

January 1, 1981	34.0 cents per 1,000lbs GLW
July 1, 1983	39.0 cents per 1,000lbs GLW
January 1, 1985	60.0 cents per 1,000lbs GLW

The minimum landing fees and fuel flowage fees for nonscheduled and nonsignatory airlines and other aircraft operators have not increased for many years resulting in a considerable inequity favoring the general aviation users. The airlines have been experiencing considerable increases in delays due to runway capacity problems at great expense to the airlines and traveling public. In order to provide the greatest number of users the greatest benefit, to encourage general aviation to use the Denver area reliever airports, and to charge more equitable fees to nonscheduled aircraft and nonsignatory airlines or operators a landing fee of \$10.00 off peak, \$25.00 peak or \$0.60 per thousand pounds maximum allowable gross landing weight, whichever is greater is to be imposed"

Copies of the proposed rule can be obtained from Stapleton airport. The deadline date for written comments is April 15, 1985. They should be mailed to:

William F. Uter, Deputy Director of Aviation-Business
Room 400, Terminal Building
Stapleton International Airport
Denver, Colorado 80207



Terry Barbo with the Grand Teton Mountains in the background.

But what are you going to do about it?

Now, you are on the horns of a dilemma. You know that you have the right to remain silent, that anything you say will almost certainly come back to haunt you by helping the FAA take away your license or the company's operating certificate (or both), and that you have the right to have your attorney present during any questioning. But your attorney isn't present now, and the FAA is, and they want to talk now. Additionally, you may suspect that if you exercise your rights and refuse to discuss the historical facts the inspector is looking for now, he will make a little note in his file that "the pilot displayed a belligerent, uncooperative attitude", or something like that, so that you will be singled out for even harsher treatment than normal. And that is, in fact, exactly what happens. So you have only two unpleasant alternatives to choose between: having an angry inspector out there who can't prove a case to take away your license or having a happy inspector out there who can. Me, I will go with the first choice every time.

Never discuss historical facts with the FAA without first consulting your attorney. You must be polite but firm on that point. You can, however, try to somewhat soften the appearance of your obstinacy by maintaining a very soft spoken presentation, saying something like: "Gee, Inspector Hardnasty, I don't mean to be giving you a hard time or making your job more difficult than it already is, and I certainly don't

want you to misinterpret this as meaning that I have a bad attitude or don't respect the FAA and its regulations, because nothing could be further from the truth. It's just that my license is extremely important to me, and this sounds to me like you may be working on putting together a case to take it away, and I think the professional thing for me to do in this situation is to talk to my attorney first. I hope you will understand and respect my position." You might even want to make me the bad guy; the FAA already knows that I've got a bad attitude toward their kangaroo court investigations and enforcement process. Feel free to add something like: "I just read J. Scott Hamilton's article, and he cautions against discussing history

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Frank Gallo hopping into Bob Sumner's Mooney Mite. Where's the shoe horn Frank?



Say "Ahhh". C-5A at Buckley
ANG Base in Aurora.

with the FAA before talking
to my attorney."

Many FAA inspectors are not beneath persisting in trying to cajole you into telling them what they want in the face of your resistance, and they have been known to say things like: "Aw shucks, I think you're blowing this way out of proportion. It's not that big a deal, and probably nothing will come of it. I've just had the file dumped in my lap and I have to check it out and the sooner I get answers to these questions, the sooner I can close the file." You

answer their questions, they write down the answers, and sure enough they close the file, then they put it in an envelope, send it over to the FAA attorney, and he takes action to suspend or revoke your certificate. You appeal, and he proves his case by using the answers you gave the FAA inspector. It happens everyday. Don't be a chump. You must hold your ground and firmly but politely decline to discuss any historical facts with the FAA until you have consulted with your attorney.

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.,

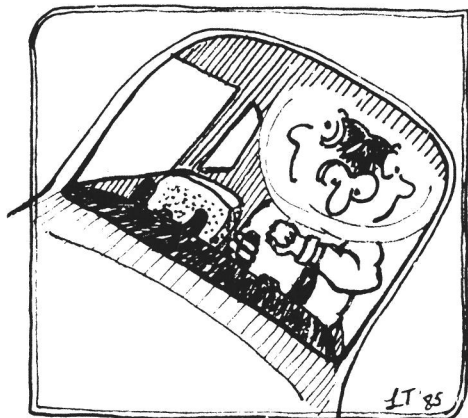
Denver, CO 80235.

CPA SAFETY SYMPOSIUM

Saturday, April 13

at

Metro State College Student Center



(Overheard on Denver Center frequency:)

CENTER: "Cherokee 36 Romeo, traffic at 11 o'clock and one mile."

CHEROKEE: "Uh, I've got a digital watch."

by Scott Hamilton

Come fly with the Gringos

We have a trip planned to
Sedona, Arizona
over Memorial weekend
on the 25, 26 & 27 of May

Call Dave Burke at
(303) 989-1014

* Need Reservations by May 1st

and also

San Carlos, Mexico

July 3 thru 7

Good Scuba Diving!

Call Wayne Thetford at
(303) 697-9792

STERLING Dan Hofmann
(H) 522-4444

WRAY Lucile Bledsoe
(H) 332-5143 (O) 332-4955

BURLINGTON Larry Mack
(O) 346-5352

PUEBLO Lee Porter
(H) 547-3339 (O) 547-3339

CANON CITY Jim Hogan
(H) 275-2830 (O) 275-1420

SALIDA Merle Entz
(H) 539-4683 (O) 539-4683

DELTA Glenn Cheney
(O) 874-3368

GREELEY John Warrender
(H) 351-0892 (O) 353-9629

LOVELAND Glenn Channell
(H) 667-5964 (O) 667-5964

BOULDER/LOVELAND Dick Mansfield
(O) 449-8484

LEADVILLE/KREMMLING/SUMMIT COUNTY
Ron Lewark

(H) 668-3089 (O) 668-3093

COLORADO SPRINGS Steve Blucher
(H) 597-5683

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