

CPA FLIGHT LINES

Vol. 2, No. 9

October 1985



Frequent visitor to Colorado air shows Howard Pardue in his Grumman Bearcat with Front Range in background.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

By Vern Foster

The past year has been a rewarding and busy time with many worthwhile activities. Included in the list is a meeting of CPA representatives with the Denver City Council last November. A presentation of strong opposition to the Stapleton landing fee for general aviation aircraft was made at that time. AOPA joined us at that meeting with a similar presentation.

Beginning in March, CPA has been continuously involved in opposing a spate of applications to build TV/FM towers as high as 1,990 feet AGL directly between Colorado Springs and Pueblo. We are continuing to work with AOPA and

the state authorities in opposing these structures which would be extremely hazardous to all types of flight operations. As of now, we have been successful in preventing approval for these towers.

Of significance has been the publication of the CPA FLIGHT LINES, several fun fly-ins, the CPA Poker Fly-In at Greeley, the 9th Annual Denver-to-Jackpot Air Race, and the FAA/CPA Wings Safety Program at Pueblo. Other activities included a Christmas dinner as well as several regular meetings with a variety of very informative and interesting presentations throughout the year. A final major event is the First Annual CPA Convention being held October 18-19 in Denver.

Truly, the past year has been an exciting time. I extend thanks and congratulations to all my fellow CPA officers, the Board of Directors, committee chairpersons, committee members, and the Area Representatives for their hard work and cooperation, and to all CPA members for their continuing membership and support.

CPA plans for 1986 will be announced shortly following the meeting of the Master Planning Council on November 9.

Thanks to all for a job well done!

PRESIDENT

Vern Foster
303-751-9421

VICE PRESIDENT

George McCrillis
303-770-8284

SECRETARY

Wayne Thetford
303-697-9792

TREASURER

Don Vander Ploeg
303-757-1310

VICE PRESIDENT**AT LARGE**

John D. Warrender
303-351-0892

PUBLISHER

Colorado Pilots
Association
P.O. Box 38555
Denver, CO 80238

EDITOR

Terry Barbo
303-367-0670

PRODUCTION

MANAGER
Lisa Thetford
303-697-9792

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

Terry Barbo
12579 E. Cedar Ave.
Aurora, CO 80012

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.

HAL GAMBLE
Aviation Insurance

CENTENNIAL AIRPORT

●
(303) 790-7102

NEWS BRIEFS

BUENA VISTA: Buena Vista Aviation, Inc. is a newly formed Colorado corporation with a Dr. Howard of Houston, Texas, the principal owner. The manager is Ted Leaver and Assistant Manager is Jim Page who has been a Colorado corporate and commuter pilot in past years and has lived in the area.

On the day of my visit I was cordially greeted by Jim Page and the mayor, Dr. Jerry Steinauer. Unfortunately, Ted Leaver was not in town at the time. Present services include 100LL aviation gasoline, Jet A fuel, and tie-downs. Services to be added include hangar storage, maintenance, flight training, and charter service.

The new 9,000 foot runway is open and a brisk increase in traffic is reported which includes business jets and turbo-prop aircraft. Much of the new business is the result of the expansion and development now taking place at the Mt. Princeton Hot Springs Resort about 10 miles west of town. This resort will feature two hot springs pools, plus lodging and a restaurant operating year round.

A new hangar is under construction to be followed by an office building for the FBO. The hangar size is 150 ft. wide and 90 ft. deep. Both these structures are scheduled for completion by the end of October.

Near term expansion of the airport includes the construction of a new paved runway 9,000 ft. long and 150 ft. wide and equipped with runway lights and a VASI system. The present runway will then be utilized as a taxi strip.

Approximately 65 acres of the land which makes up the expanded airport property was donated to the city of Buena Vista by Louise Steel. Mayor Steinauer, a local

pilot and long time proponent of an expanded airport, is justifiably proud of the new airport complex and the benefits it will bring to the local area.

UNICOM is 122.8 and Denver Radio can be contacted just east of town at approximately 10,000 ft., or above, on 122.2 via the Badger Mountain remote.

The airport is on a mesa at the southwest edge of town. The runway is 33/15 and elevation is 7953 ft. MSL.

DURANGO- ANIMAS AIR PARK: Animas Air Park began operations in 1976. This airport is located on a mesa four miles south of Durango. Jim Gregg and several associates pooled resources and purchased the airport site, and subsequently, constructed a blacktop runway and ramp, new hangar facilities, and access road.

The airport is a privately owned, public use airport. Animas Air Park is home for Gregg Flying Service, which is operated by Jim Gregg and his son, Delvin. The operations include shop, flight training, fuel sales, storage, and charter service.

The office area has a spacious and well-furnished pilot lounge, rest rooms, and a pilot ready room with the ever-present coffee pot for thirsty aviators. Tourism, ranching, farming, state and federal government offices are among the prominent economic activities of the Durango area.

DENFSS: The Denver Flight Service Station, located at Centennial Airport, was recently named the 1984 FSS of the Year for the FAA Northwest Mountain Region.

Congratulations to Wayne Brimmer, Air Traffic Manager, and the 60

people at DENFSS, on receiving this well deserved award.

SALIDA: Salida Flying Service, owned and operated by Merle Entz, is the FBO at Harriet Alexander Field. Merle operates a charter service, flight training, aircraft rental, shop, fuel service and aircraft sales. Salida Flying Service recently completed its 15th year in business.

Area commercial activities include tourism, skiing (Monarch) and ranching. U.S. Soil, a fertilizer manufacturer, is located at Salida. In the late 1800's and early 1900's, railroading, copper mining and smelting were major businesses. A large copper smelter operated for many years at the site of the 365 foot high smoke stack east of the airport.

Mrs. Harriet Alexander, for whom the airport is named, was a city councilwoman from 1953 to 1963. During this period, she worked diligently to have the airport built and was met with much opposition because "people didn't think we would ever need such a thing, and they were afraid it would raise their taxes." Mrs. Alexander stated, "I just felt it was time for us to have an airport." The airport opened in 1964 with much effort by Mrs. Alexander, Bob Harrison and countless local residents who donated time, labor, and money for the project.

Today, the airport is a thriving transportation link, serving the Salida area and at present 27 aircraft are based there.

The irony of the airport's history is that Harriet Alexander "didn't particularly care to fly" and although Merle Entz and others offered many times to take her on a flight over the local area, she always declined. Mrs. Alexander

passed away in August, 1971, at the age of 89 having never ridden in an airplane.

PAGOSA SPRINGS: Pagosa Springs Aviation, Inc., owned by Howard Stallings and Henry Beck, is the FBO at Stevens Field.

The airport is undergoing expansion with a new runway under construction. Earth moving and drainage work is to be completed by late October with paving to be done next spring as weather permits. The new runway will be aligned at 01/19 and will be 75 feet wide and 6,500 feet long in the first phase lengthening to 9,200 feet later. Plans are being considered to pave the entire length of 9,200 feet next spring. There will be a 1,000 foot overrun on the north end of the runway.

Land for the new runway is being donated by Harvey Doering. In the recent past, the hangar, office building remodeling and furniture were donated to the airport by Harold and Jane Nichols of Oklahoma City.

The Pagosa Fairfield Resort is one mile from the airport. The resort has a beautiful 18-hole golf course and offers airport pick up for fly-in guests. Area industries include tourism, lumber, state and federal offices, elk hunting, and the Wolf Creek ski area.

Albert Schnell, who is in the weather modification business, recently acquired his private license.

New CPA members in the Pagosa Springs area are Henry Beck and Larry Bartlett. Larry has been appointed Area Representative for the Pagosa Springs area.

CRAWFORD AIRPORT EXPANSION

by Dennis Mewshaw
Colorado Aviation Planning

Lynn French and Don Geddes would like all CPA members to visit the newly expanded Crawford Airport.

Crawford is located between Delta and the Black Canyon of the Gunnison in a very scenic portion of the state. All sorts of outdoor activities abound just a short distance from the airport.

At the airport, this summer has seen the addition of three new runways, a picnic/camping area, and additional aircraft tiedowns. Lynn and Don now have the following facilities and services for visiting pilots:

RUNWAYS

06/24 Turf/Gravel 5100 x 50

16/34 Turf/Gravel 900 x 60
(emergency x-wind)

09/27 Turf 2000 x 60

06R/24L Turf 2300 x 50
(Glider or Ultralight)

FUEL 100LL

STORAGE Hangar or Tiedowns

UNICOM 122.8

OTHER Glider towing, instruction, rentals and on-airport camping

Yes, part of the improvements this spring has been the addition of a fly-in camping area complete with tents and a cook stove.

This would be a beautiful and unique location for a fall weekend outing. Please call ahead to reserve camp space (it's free) and the airport advises you land east (up hill) on 06 if the winds allow.

For further information contact DON GEDDES at 921-3617.



Campsite at Crawford



TURNING STALLS INTO SPINS

by Babette Andre

I'll bare my prejudice up front. I'm an advocate of spin training prior to solo flight for a number of reasons.

Number one, it gives the student confidence in both himself and in the structural integrity of the aircraft. Two, it allows the student to experience what happens with large, sustained flight control deflection. Three, it makes the student a better pilot and four, it teaches recognition and recovery techniques.

I don't require a student spin before I'll endorse a logbook for solo flight, but I strongly recommend we at least look at the entry and recovery procedures.

I usually begin with a discussion and demonstration of power-off stalls. What happens if you don't recover from a stall? Seven out of 10 people will tell me the airplane will go into a spin.

Not so. The plane will describe a phugoid oscillation. The nose pitches forward, the aircraft picks up a little airspeed and the nose rises, pitches forward, rises again and the aircraft loses altitude at about 500 feet per minute. This "falling-leaf maneuver" or oscillation stall or phugoid results. The airplane doesn't go into a spin unless you kick in full rudder while stalled.

The FAA Flight Training Handbook defines a spin as an aggravated stall that results in autorotation wherein the airplane follows a corkscrew path in a

downward direction. It is estimated there are actually several hundred factors contributing to spins and the spin itself is not very amenable to theoretical analysis.

An aircraft must be tested, placarded and approved for spins. Official sources for determining if spins are approved for a specific airplane include the type certificate and data sheets, a placard located in clear view of the pilot, ie, "No acrobatic maneuvers including spins approved" and the maneuvers section of the FAA approved flight manual or pilot's operating handbook.

FAR Part 23 Airworthiness standards for normal, utility and acrobatic category airplanes states, "There are no requirements for investigation of controllability in a true spinning condition for the normal category airplane. The one-turn margin of safety is essentially a check of the airplane's controllability in a delayed recovery from a stall. In airplanes placarded against spins, there is absolutely no assurance that recovery from a fully developed spin is possible under any circumstances."

Because it is impossible to say how many accidents didn't happen because a pilot went through spin training, the authorities surmise that proper training of recognition and recovery techniques have contributed to safety.

Many accidents have been attributed to the stall-spin syndrome, a

condition that seems to develop when turning from base to final. The airspeed has been reduced in the pattern, the pilot may have overshot the final approach leg, he kicked in a bit too much rudder for the turn and zap, the higher stall speed in the turn and the overcontrolling to correct for overshoot all work together to trap the inexperienced pilot into a low-level spin entry.

The departure stall can also result in a deadly spin. This is usually the result of the "fighter pilot turnout" when a hot-shot pilot decides to peel off sharply, fails to coordinate correctly with rudder and pulls the craft into a steep turn to the left, where the higher stall speed and engine torque will help turn over the plane and plant it just off one side of the runway.

OK, let's say we've had a ground discussion on spins and you're ready to go into the practice area.

Reviewing a power-off stall procedure: clearing turns, power to idle, carb heat if needed, back pressure on the yoke maintaining altitude with elevator, the stall horn activates, feel the buffet, see the nose drop, control yaw with rudder, relax back pressure, the airplane begins to fly again, add power, and presto, you're back in the flying mode again.

Let's turn that power-off stall into a spin. Clearing turns and another power-off stall procedure, only this time as you feel the

buffet, kick full rudder in the direction of the desired spin. At first, you'll feel yourself rolling over and it seems you're turning upside down. Hold the yoke full back and keep the rudder in the fully deflected position.

For the first time, perhaps the trainee feels the entry and recovery is all he wants to see.

The fear factor is real. The spin entry itself can be a scary maneuver for the first few times you do it. Focus on one spot on the ground for reference. It will look as if you are staring down directly at the ground, when in fact, you are in a 70-degree nose-down angle with the earth. Your recovery will take about 90 degrees of arc if done correctly.

Recovery procedure is to retard power (if on), apply opposite rudder to slow rotation, apply forward elevator to break the stall, neutralize rudder as spinning stops and return to normal flight.

Piece of cake!

AVIATION FUEL TAXES

by Dennis Mewshaw

As most of you are aware, the attempt to secure legislation to create a state aviation agency in Colorado failed last February. Although there were several key reasons for this defeat, one critical question, unanswered by the bill, was the method of funding the agency's operations/activities.

The purpose of this article is to review several of the available options and to request input from members of the pilot community. At the outset let me state that nothing as yet exists in writing. The ideas discussed here have been kicked around by different individuals and I felt CPA's input was important at this early stage.

Existing taxes paid by aviation in Colorado include the 3% state sales tax on jet fuel and aircraft, the aircraft registration fee, and the property ownership tax paid in conjunction with the registration. Additionally, some airports levy a fuel flowage fee on the avgas that is pumped.

Our proposal last year was to capture a portion of the 3% sales tax. It was estimated that over \$1,000,000 is collected annually and, at present, 8% goes to the general fund, 7% goes to the highway users trust and 85% goes to the old-age pension fund. Certainly it seems logical to direct at least some part of an aviation tax to aviation interests. The realities, though, are that once a tax is going somewhere it is very difficult to redirect it.

Your aircraft registration fee/property tax is the only other statewide tax impacting aviation. In our discussions we have seen several real shortcomings in this tax. Not the least of which is the lack of consistent enforcement of

the act.

According to the statutes, your annual registration fee goes to the political entity operating your airport (or the county) for "airport development projects." The property tax is distributed to all entities eligible to impose a mill levy. In 1984, \$238,989 in registration fees and \$121,160 in ownership taxes were collected.

Even if compliance was consistently good, this tax leaves the burden of supporting airports to those who own aircraft based in Colorado. No tax is collected from the renter or the itinerant pilot, although their impact upon airports can be significant.

An option which has been kicked around the last month or so is to do away with the registration of aircraft and replace that tax with a state fuel flowage fee. All other reasons aside, the cost of collection of the registration fee probably exceeds the amount collected. The fuel tax could be collected directly at the distributor, thus minimizing paperwork at the local level.

How much to collect? We must collect enough to return an amount to the local governments to offset the lost revenue from the registration program and still provide for a small operating budget for the state's program. My guess at this time is 3 cents per gallon. For the pilot who flies 250 annual hours at 20 gallons per hour that equates to \$150.00 per year in fuel tax.

For your reference, the current taxes on GA fuel in neighboring states are:

Arizona: 13 cents/gal.(12 cents/gal. rebated on request)
Nebraska: 5 cents/gal. (2



The Book Shelf

By Stephen Blucher

Flying without wings...now there is a novel thought. A helicopter? No. By definition that is a rotary wing. A balloon? OK, but not exactly what I had in mind except when flying mine.

Due to the wizardry of the electronics age, pilots can now train and, in some cases, receive a rating without wings or wheels or for that matter leaving the ground. I am, of course, speaking of the simulator.

Author Paul Garrison has written a book for the TAB Aviation Series (No. 2366) that can be read, understood and enjoyed by pilot and aviation enthusiast alike.

Entitled "Flying Without Wings," the book guides the reader through a history of the simulator. Starting with Ed Link's 1929 "blue box," author Garrison shows the progression to today's ultramodern simulators. Link's early pilot-makers were variations of a pipe organ.

In 1972, Garrison wrote an art-

icle for FLYING Magazine in which he stated few people were pro-simulator. Students had not had time to form opinions in those early days and most instructors wanted to build that right-seat time for future job opportunities.

The author has changed his tune and his mind. "Simulators," says Garrison, "no longer pretend to be airplanes with phony wings and tail sections. They are simply enclosures that, on the inside, are designed to resemble the cockpit of a specific type of aircraft." To his way of thinking, now the degree to which simulator technology can go is limitless.

Garrison's book is mostly about the many types of simulators and systems. He writes extensively about the new electronics that make them possible. However, "Flying Without Wings" is not totally directed to the machines. The author includes sections on the human side, the students, the instructors, the learning process, and the psychology of simulated flight.

The book is an excellent overview of this growing training medium and is quick and enjoyable reading.

Available from TAB BOOKS, Inc., Blue Ridge Summit, PA 17214, "Flying Without Wings" is one of many fine aviation selections the company publishes. Many of the TAB Series are also available at the Aviators' Mart, Calley and Powers Blvd., Colorado Springs.

cents/gal. refunded on request)

New Mexico: 11 cents/gal.
(rebated on request)

Utah: 4 cents/gal.

Wyoming: 4 cents/gal.

I would greatly appreciate hearing from the pilot community. Please call or write me:

Dennis W. Mewshaw
Aviation Planning Staff
1313 Sherman St., #520
Denver, Colo. 80203
Phone: 303 866-3004

COLORADO AVIATION CALENDAR

OCT. 18-19
CPA STATE CONVENTION, Heritage Hotel, I-25 & Bellevue, Englewood. Aviation related activities and social events. Opportunity to influence future direction of general aviation in Colorado. Info: Vern Foster 751-9421 or Frank Gallo 337-5864.

OCT. 20
DENVER AEROBATIC CLUB "Funday Flyout" to Flagler. Combined with Stearman Fly-In. Lunch at airport restaurant. Info: Mike Ryer 1-621-2282 (H) or 977-5029 (O).

OCT. 24-25
COLORADO AIRPORT OPERATORS ASSOCIATION, 3rd Annual Meeting, Stapleton Plaza Hotel. Info: Ray Monroe 948-3355 (Pueblo).

OCT. 24-26
NATIONAL INTERCOLLEGIATE FLYING ASSOCIATION SAFETY CONFERENCE (SAFECON), sponsored by Metro State College. Competitive flying events include precision landings (power off and short field) and message drops. Boulder Airport. Info: George McCrillis 770-0175.

NOV. 9
CPA ANNUAL PLANS AND PROGRAMS MEETING. Officers, Committees, and interested members will meet to schedule and plan activities for the following year. Centennial FSS at 09:00 a.m. Info: Vern Foster 751-9421.

NOV. 14
COLORADO 99s MONTHLY MEETING, Frontier Hangar, 8250 Smith Road, 7:30 p.m. Centennial Airport Tower Manager Noel Keane will be guest speaker. Public invited. Info: Anita Hessin 277-1212.

NOV. 20
WOMEN AT CENTENNIAL LUNCHEON, Hamiltons (formerly the Catfish Parlor) off Arapahoe, 11:30 a.m. Organization is dedicated to enhancement of females in aviation. Guest speaker to be announced. Public invited. Info: Mary Ann Van Buskirk 799-9640 or Babette Andre 778-7145.

NOV. 21
CPA MONTHLY MEETING, Heritage Hotel (I-25 & Bellevue Ave.), 7:30 p.m. Profile of a Winter Flight, Preparation of Pilot and Plane. Public invited. Info: Frank Gallo 337-5864.

DEC. 1
COLORADO AVIATION HISTORICAL SOCIETY HALL OF FAME BANQUET AND AWARDS CEREMONY, Air Force Academy Officers Club. Info: Dody Engle 755-9241.

DEC. 7
COLORADO 99s CHRISTMAS PARTY, Nancy Aldrich's place, 6:00 p.m. more or less, members and guests. Info: Linda Horn 278-4435.

DEC. 12
CPA CHRISTMAS DINNER, Ramada Renaissance (I-255 & Parker Rd.). Social hour 6:00 p.m., dinner 7:00 p.m. Info: Frank Gallo 337-5864.

Editor:

I would like to hear from anybody interested in forming a limited partnership to purchase the Platte Valley Airport. Please contact:

Roger Gerrard, Esq.
5150 W. 80th Ave., Ste. B-200
Westminster, Colo. 80030
Phone: (303) 430-1234

HEARD ALONG THE FLIGHTLINE

AUTOGAS for aircraft is the subject of another in-depth article -- this one in the October 1 issue of AVIATION SAFETY, a publication of Belvoir Publications, Inc. of Riverside, Conn. It concludes autogas is safe in careful use. AVIATION SAFETY gives the usual cautions about avoiding contaminated sources, particularly fuel with alcohol additives. And it makes the interesting observation that one of the more hazardous problems with autogas occurs before it reaches the airplane -- when the owner transports it to the airport in the back of his car and tries to pump it into his aircraft. AVIATION SAFETY says, "It's our belief that the effort and expense of do-it-yourself fueling schemes could be better devoted to convincing local FBOs to dispense autogas."

*

CPA member EVAN SLACK (better known as the "Hog Broadcaster") made an unscheduled landing in his new Mooney 231 the last week in September. His landing area was a wheat field out somewhere near the Thurman VOR. Seems that he lost a jug plus a lot of oil on a return trip to Jeffco from Kansas City. And as always happens, he was flying low to avoid strong head winds, so he didn't have much time or much choice. Quoting Evan, "It was one of my better landings." Good show, Evan!

*

RENO proved to be somewhat of a ripoff for those who flew into Cannon International Airport for the air races this year. A new

service fee of \$35.00 was charged to each aircraft attending the races, up from \$7.50 a night last year. Aircraft not visiting for the races were charged the old fee. And the \$2.11/gallon charge for 100LL has to be one of the highest in the country. We are told that the three FBOs at the airport got together and mutually agreed on the new schedule.

*

ART SCHOLL lost his life in a freakish aircraft accident four miles offshore from Oceanside, California on September 16. Our information is that he was flying a solo film sequence for the new movie, "Top Gun." The heavily camera-laden Pitts Special was flown through a series of routine aerobatic maneuvers, including a "lomcevak," after which it was observed to spin flat inverted into the Pacific.

*

The FAA received some undeserved "flack" after placing a TEMPORARY FLIGHT RESTRICTION over the area of the I-25 bridge collapse this month in Denver. A near mid-air collision between a news helicopter and a police helicopter was reported over the site shortly after the disaster occurred. It was expected that the area would soon be flooded with other aircraft from the press, civil authorities, emergency services and sightseers. The press wanted unrestricted use of the airspace. Placing the TFR might have been an overreaction, but in courtesy to the FAA, its primary mission is safety. In the uncertainty of the early hours

following the disaster, it seems improper to criticize a decision made in the interest of safety.

★

PILOTS using the VFR corridor immediately west of the Denver TCA may have to share part of their airspace with gliders if a proposal for a new gliderport is approved by the FAA and local authorities. Site of the proposed gliderport is approximately two miles south of Rocky Flats. The FAA is currently making an airspace evaluation of the proposal.

★

NOW we know why it always takes JOHN SHAW so long to fly from Denver to Baca Grande (now Casa Montana). We hear that he uses the flight as an opportunity to circle

a resort area near Johnson Pass in the Sangre de Cristo Range. Something about a "Sunshine Club."

★

CPAer DR. WARREN DeHAAN, a Boulder optometrist, who specializes in pilots' vision, is under contract with a national firm to evaluate a new type of corrective lense that will enable pilots to view overhead panels. His firm has circulated an invitation to pilots and flight engineers who are currently flying airline and business aircraft with overhead panels to evaluate effectiveness of the lenses for near vision. Participants completing the study will be given two pair of the special glasses which have a value of about \$500.00. Interested candidates should contact DR. DeHAAN at 499-7192.

November 21 Meeting

Heritage Hotel,
I-25 & Bellevue Ave.
Program: Winter Flying

Copy Deadline For
November FLIGHT LINES
October 28

CORRECTION: In the September FLIGHT LINES Ursula Gilgulin's location should have been listed as Leadville. So sorry, Ursula.

LETTERS

Editor:

In walking around the metro-Denver airports I have been surprised at the number of aircraft which are not in compliance with the registration requirements of Colorado. The owners of these aircraft and the pilots who operate them are risking a misdemeanor conviction which carries a fine of up to \$500, imprisonment in the county jail for up to six months, or both.

Colorado requires every owner or lessee operating an aircraft from a fixed base in this state to register their aircraft with the county clerk and recorder of the county where the aircraft is based. The registration fee is based on the maximum certificated takeoff weight of the aircraft and is for the calendar year. The schedule for determining the fee is:

Less than 3,000.....	\$5 per five hundred pounds
3,000 but less than 6,000.....	\$8 per five hundred pounds
6,000 but less than 12,500.....	\$20 per five hundred pounds
12,500 and up.....	\$40 per five hundred pounds

In addition there is a specific ownership tax which is based on the average retail price of the aircraft, including avionics, and the number of years the aircraft has been in service.

Calendar year of service:

First.....3%	of 4.0%	or 0.00120 times	the average retail price.
Second....3%	of 3.5%	or 0.00105 times	the average retail price.
Third.....3%	of 3.0%	or 0.00090 times	the average retail price.
Fourth....3%	of 2.5%	or 0.00075 times	the average retail price.
Fifth.....3%	of 2.0%	or 0.00060 times	the average retail price.
Sixth....3%	of 1.5%	or 0.00045 times	the average retail price.
Seventh...3%	of 1.0%	or 0.00030 times	the average retail price.

and successive years.

The minimum tax is \$3.

Both the registration fee and specific ownership tax are due January 1 of each year. If not paid by March 1 the fee and tax are considered delinquent and the owner or lessee faces collection proceedings by the county which could include foreclosure on the aircraft and a judicial sale.

Non-compliance with the law is widespread. On a recent visit to the Longmont Municipal airport I counted 75 aircraft tied down there. Of these only 22 had their 1985 Colorado registration stickers showing as is required. Some of these aircraft may have been from out-of-state, but the bottom line is that 70% of these aircraft were not in compliance with the law and their owners could be prosecuted.

By not voluntarily complying with the registration laws we are hurting ourselves in many ways. First, the money collected from the registration fees goes into the respective county's airport development fund to improve or expand the services provided. If we want to see the facilities we use keep up with demand we must expect to pay our fair share. Second, the impact of general aviation on the Colorado economy is severely understated when aircraft owners don't register their aircraft. Approximately half the general aviation aircraft in Colorado are not registered with the State. It is not

unreasonable then that the State Legislature ignores general aviation's needs when our "official population" is only one half the actual number of aircraft in Colorado. Third, by not registering our aircraft we confirm the impressions of our non-flying neighbors that we are irresponsible citizens playing with our toys.

I hope the flying community in Colorado is as responsible as I think it is and in 1986 we will see a significant increase in the number of aircraft registered. If this does not happen the registration laws certainly will be changed to reflect the cost of increased enforcement activity. Personal responsibility is essential to safe flying. Lets extend that, get our aircraft registered, and not invite further government regulation and its attendant costs.

Roger I. Gerrard, Esq.

SPRINGSWINGS

by Pamela Sufak

It was with a feeling of loss that all of us unpinning our wings and stored them away knowing that it would be a long time before we flew again. Even more sobering was the knowledge that on what was once our turf we would henceforth be visitors only. We treasure our memories, and we seek the comradeship of those who share the same kind of experience.

In 1981, a newspaper article in the Colorado Springs GAZETTE TELEGRAPH reported a fashion show of antique stewardess uniforms being presented by American Airlines retired flight attendants, the Kiwis.

Calls were received by the women mentioned in the article from former flight attendants of other airlines as well as American who wanted to connect with the group.

Many airlines have their own alumni organizations, but starting a new chapter takes time and dedication. Some airlines have no such affiliated groups at all. For these people, then, the interline group becomes the alumni organization.

The need for this kind of group in Colorado Springs became obvious

from the overwhelming response to the Kiwis and an interline group was formed. A name was chosen and the interline group of active and retired flight attendants in Colorado Springs became Springswings.

Today, Springswings has a membership of 53, representing 17 airlines. Members range in age from one member who recalls making the beds for the 10 passengers on a transcontinental flight to youngsters who never flew on an aircraft with a propeller!

We are proud of our shared experiences on the other side of the cockpit door. We treasure our memories and laugh together, then move on to new challenges with our sisters in the skies.

New members are welcome and information can be obtained by calling Aviator's Mart at 574-1602, or Paula King at 596-2533.

(Pamela Sufak is a former Eastern Airlines flight attendant now residing in Colorado Springs. She is Vice-President of Eastern Silverliner, Colorado Springs Chapter, and President of Springswings.)

WELCOME

to New Members

James F. Baker, Littleton
 Laurence W. Bartlett, Jr., Pagosa
 Springs
 Henry F. Beck, Pagosa Springs
 Eugene C. Berg, Colorado Springs
 Daniel L. Doyle, Colorado Springs
 Robert C. Figgie, Colorado
 Springs
 Charles R. Fisher, Littleton
 Roger I. Gerrard, Esq.,
 Westminster
 Gregg Flying Service, Durango
 Glenn Hooper, Colorado Springs
 Gretchen L. Jahn, Englewood
 Pat and Patsy James, Colorado
 Springs
 Glenn R. Jones, Littleton
 Stanley Morris Lamb, Northglenn
 Hal Lewis, Denver
 Ron G. Loyd, Littleton
 Frank A. Medina, Englewood
 Darwin B. Miner, Longmont
 William J. Mitchell, Colorado
 Springs

William H. Murphy, Colorado
 Springs
 David Myhr, Manitou Springs
 Lawrence E. Newhart, Englewood
 Dewey Reinhard, Colorado Springs
 Robert A. Ruehle, Denver
 Richard D. Sealock, Denver
 Gerard A. Sormani, Colorado
 Springs
 Karl Sutterfield, Englewood
 Larry Villars, Elizabeth
 Rocky Warren, Gunnison
 Dana R. Wellman, Longmont



AREA REPRESENTATIVES

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

BRUSH Jim Wood
 (H) 842-3283 (O) 842-5061

BOULDER/LONGMONT Dick Mansfield
 (O) 449-8484

LEADVILLE/KREMMLING/SUMMIT COUNTY
 Ron Lewark (H) 668-3089 (O) 668-3093

COLORADO SPRINGS Steve Blucher
 (H) 597-5683

Pat James (O) 574-1602

MEADOW LAKE-PEYTON Cliff Clemens
 (H) 646-4810

PAGOSA SPRINGS Larry Bartlett
 (H) 731-2489

Printing of the flyer courtesy of



Tumbleweed Press

3220 West 71st Avenue #7 • Westminster, Colorado 80030 • (303) 427-0282



Paper donated by **DAVE BURKE**

Colorado Pilots Association
P.O. Box 38555
Denver, CO 80238

