

CPA FLIGHT LINES

Vol. 3, No. 2

March 1986



Fred and Ann Norton in Ercoupe 5455F



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

By Vern Foster

We have scheduled several aviation educational and flying safety programs for this year. Four of these programs are of special interest.

First, the CPA Mountain Flying Course, commencing the evening of May 30 and continuing all day May 31st. The course will consist of a ground school session (text furnished) and about 3-1/2 hours of mountain cross-country dual in pilot-furnished aircraft. A very reasonable fee will be charged. For members and non-members, this is an opportunity to be introduced to the professional approach to safe mountain flying operations. Spouses may attend the ground school session. CFI's will be

experienced mountain pilots. This program will be conducted at Rocky Mountain Piper, Jeffco. John Simmance and Jean Parker are developing the program. Please read related article elsewhere in this issue of FLIGHT LINES.

Secondly, the FAA/CPA Wings program will be at Gunnison on August 22 (evening), 23 and 24. This program entitles pilot participants to an FAA WINGS certificate. Having the operation at a mountain area airport will have many training advantages, considering density altitude, etc. Plan now to participate. This program is being arranged by CPA Area Representative Rocky Warren at Gunnison, Mick Wilson of the FAA, and myself. Complete details will be announced in the near future.

Additionally, on April 5 the Metro/CPA/FAA Safety Symposium will be conducted at Metro State College. This great program has become an annual event. George McCrillis and Bill Greener are the CPAers arranging this all-day program.

March 22 is the CPA tour of DEN ARTCC at Longmont. This will provide a timely update of how the ATC system works and is applicable to old pro, new IFR rated pilot, or non-instrument pilot. Plan to attend.



PRESIDENT

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303-751-9421

VICE PRESIDENT

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303-770-0155

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303-364-5238

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Don Vander Ploeg
303-757-1310

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AT LARGE

John D. Warrender
303-351-0892

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.

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EDITOR

Terry Barbo
303-367-0670

PRODUCTION

MANAGER

Lisa Thetford
303-697-9792

Copy Deadline For April FLIGHT LINES March 20

MEMBERSHIP

"POSITIVE ACTION"

Dear Member:

When was the last time you attended a CPA function? Well, friend, we would like to see you at future events! Bring a guest!

A relatively small percentage of our total membership attends our various CPA functions regularly. During the past year or so I have attended nearly all of the scheduled activities myself and I see essentially the same people over and over again. This might be acceptable to some organizations but I don't believe we should be satisfied with this kind of attendance. The largest percentage of our members are not benefiting from their membership.

This year I would like to see "POSITIVE ACTION" taken by every member. This is your invitation to join us in making this CPA's most productive year yet.

"POSITIVE ACTION" is attendance at meetings and participation in the various other activities your Board of Directors has scheduled for the coming year. Incidentally, this year's selected activities were based on a survey of members conducted last year. The Board is doing its best to satisfy the desires of its members. We need your knowledge and participation. Offer to present a program at monthly meetings or suggest a topic for a future meeting. Offer to serve on one of the various committees or to be a greeter and enjoy the companionship of the other members.

"POSITIVE ACTION" is telling people about our organization. CPA FLIGHT LINES and FLYING REVIEW are filled with interesting aviation-related articles, many of which are written by our members. Pass around your copies of these publications to friends, co-workers,

anyone who may be a potential new member.

"POSITIVE ACTION" is calling a potential new member and inviting him/her to the next CPA function. Offer to bring them. They need us but we need them even more. I'm setting a personal goal of bringing a different guest with me to as many activities as I can. Won't you try to do the same?

"POSITIVE ACTION" is always having a membership application handy to present to prospective members. If you don't have applications, call me or Margaret Dwell and we will either mail them to you or directly to the potential member.

I'm asking you to please join in and get involved for your benefit as well as for the benefit of your association. "POSITIVE ACTION" can work but you will have to make it happen.

"Positively" yours,

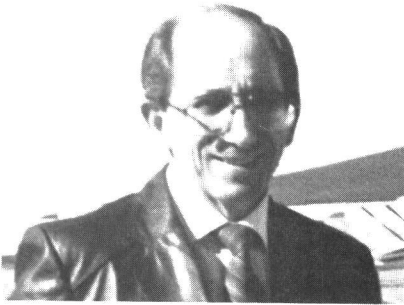
Bill Totten, CPA Secretary
and Membership Chairman

WELCOME To New Members

James D. Bauer, Littleton
Dan Boyle, Aurora
James W. Bulkeley, Montrose
Louis M. Clark, Parker
Jack Clevenger, Eldorado Springs
Joseph E. Cook, Englewood
Jack Farmer, Golden
Marshall Friedman, Denver
Glen G. Geilenkirchen,
Ft. Collins
Ernest Goldberg, Denver
Darly W. Haether, Strasburg
Robert W. Henley, Denver
Glenn A. Johnson, Ft. Collins
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Paul R. Nunn, Pueblo
Jim Rogers, Colorado Springs
Richard Suffoletto, Denver
Rod Waage, Ft. Collins
Carl M. Williams, Denver

FLIGHT SERVICE AND AUTOMATION

By Ewell Forbus



Most of us remember the children's story where Chicken Little cried, "the sky is falling, the sky is falling...." In Berry's World, a syndicated cartoon, Chicken Little was observed with a cry of, "the computer is down, the computer is down." In this day of High Tech, we are all computer minded, as the world takes leaps and bounds in the field of data processing. Everything from the local utility statements to the traffic lights that regulate our city streets are controlled by computers.

To meet the greater demand, the Federal Aviation Administration is turning to computers to automate flight services. The new system has been designed and is being manufactured by E-systems of Garland, Texas. This system will automate the current FSS procedures and help the pilot briefer accommodate the user with better and faster services.

Pilots who use Flight Service Stations (FSS) are concerned about the consolidation of stations around the country. The closing of these facilities are now becoming a reality, as the wheels of bureaucracy begin to slowly pick up speed. All the locations within the country for

Automated Flight Service Stations (AFSS) have been selected and plans are underway to install equipment and is scheduled for full operation in April of this year.

We realize that many pilots are worried that services will not be adequate or personalized as a result of the many station closures. It is not the intent of Congress, the FAA, or its employees to deprive the pilot from receiving quality service. Congress has mandated to the FAA that services must equal or exceed what is presently provided before closing any Flight Service Station. After using the new system myself and observing the automated processes, I feel that the new system will indeed provide better and faster services to the pilot and make the job easier for the flight service specialist.

To give an example of just how these services may change, take the way things are done today. First, a specialist will sort out and select various reporting stations for interpretation of weather information to present to the pilot requiring a weather briefing.

Second, specialists hand carry and manually process the flight plans for transmission over slow teletype circuits to the planned destinations. Third, at the end of the day they hand count flight plans and all aircraft contacts for tabulation nationwide. These are just a few of the time consuming tasks required to process an individual pilot's request. This new automated system will automate these tasks and drastically reduce the time a specialist requires to process them.

Automated Flight Service Stations will be grouped into two to four AFSSs. Each group will be called a "family." The first family (Cleveland, Dayton, and Bridgeport) should have been activated by the time this article goes to press. Several years from now, a modification of the initial equipment will provide a refinement of software to include graphic presentations. This will assist the pilot briefer with charts and graphics to further his or her flexibility in providing the pilot with current chart information. Currently these charts are enhanced by hand and posted under closed circuit television for viewing at each preflight briefing position. These improvements will start making their way into the system for the first family in the latter part of 1988. The expected completion time for the system to be totally automated is 1991.

What does this mean to the student or private pilot? How can he or she be better served by the FSS specialist? First of all, the student pilot requires a more personalized service. It naturally takes longer for the specialist to brief the student pilot than it does the professional or experienced private pilot. Removing the extra labor intensive steps to process flight plans and the paper work will allow the specialist to devote more time to briefing pilots. It will also free other specialists for use in pilot briefing duties and allow them to provide more personalized service.

Another problem we have is that the student or low time private pilot may need to copy verbatim such items as weather reports and terminal forecasts. It is very difficult for these pilots to make a mental picture of weather trends and conditions, which makes it a difficult task for the briefer to convey that picture of words to a

pilot, especially when the pilot needs the information repeated numerous times. Most flight instructors require students to write down all information on a flight log and plan the flight so he or she can evaluate the progress of the student. All of our briefers know this and should be reminded that you are a student. The briefer can then adjust his or her speed in relaying the information you require.

The AFSS specialist is trained to assist the student and professional alike, to provide any information that is available to the briefer, and to make recommendations regarding the safety of that proposed flight. The Flight Service Station is here for one reason and that is to provide all pilots with the needed services to enhance flight safety. If you are a part of an aviation organization in the Denver area we would encourage you to call and let us know if you are interested in having Flight Service represented at one of your meetings to present a program. Our phone number is (303) 799-7003. We would be more than happy to accommodate your needs.

About the author...

Mr. Forbus entered duty with the FAA in 1967. He has served at Lincoln, Nebr., FSS, Kansas City ARTCC, Otumwa, Ia., FSS, Miles City, Mt., FSS, and Denver FSS. He is presently a Quality Assurance and Training Specialist in the Denver AFSS. He completed a 2-1/2 month detail at the Technical Center in Atlantic City, N.J. last summer to assist in a shakedown of the automation software. Since returning to Denver he has been instructing specialists on the use of the new equipment. He will also be the coordinator for the installation at the Denver facility.

CPA ANNOUNCES MOUNTAIN FLYING COURSE ON MAY 30-31

CPA Mountain Flying Course Chairman John Simmance describes the 2-day course as an intensive one to familiarize pilots with the unique requirements of mountain flying. Training will be conducted by instructor pilots with extensive experience and background in this type of flying. It will consist of three phases.

Phase I is a preparation one consisting of participant review of course materials. These will be provided to participants at least two weeks prior to May 30.

Phase II consists of four hours of ground school directed towards cold weather operations, wind and weather considerations, density altitude and effect on aircraft performance, preflight, aircraft preparation, navigation, survival techniques and equipment, Colorado mountain passes and preferential routes for flying over the Rockies, health, altitude effects on pilots, and pilot attitudinal considerations and effect on safe aircraft operation.

Phase III will consist of approximately three hours of dual in participant's aircraft over mountainous terrain. Routes will be arranged, consistent with performance limitations of individual aircraft.

An evening debriefing ceremony will conclude the course and provide an opportunity to critique and share experiences.

Rocky Mountain Piper, Jeffco Airport, has offered its facilities for the course. Rental aircraft are also available there. The course fee will be: CPA Member - \$157.50 (10% discount); Non-member - \$175.00.

This course offers all interested pilots an excellent opportunity to participate in a

"hands-on" experience in mountain flying. We urge CPA members to encourage their non-member pilot friends to also take advantage of this offering.

Further information may be obtained by calling JOHN SIMMANCE at 469-1461(H) or 429-1996(O).

ACKNOWLEDGMENTS

CPA thanks . . .

¶ FRONT RANGE AIRPORT Manager NEIL KEDDINGTON and Staff for hosting our January 18 meeting, and DENNIS MEWSHAW for his presentation.

¶ FLOWER AVIATION, Pueblo, for providing facilities and refreshments for the January 25 fly-in.

¶ EWELL FORBUS and BUD SHENEFELT, DENFSS, for providing the program at the Pueblo fly-in.

¶ CPA Area Rep LEE PORTER for his help with the Pueblo Fly-In.

¶ MICK WILSON, FAA Safety Specialist for providing the program, "ON LANDINGS," at the Feb. 6 meeting.

¶ COLORADO JET CENTER, BARRY CHRYSLER, CPA Area Reps. PAT and PATSY JAMES and STEVE BLUCHER for their help, assistance, and presentations at the Colorado Springs Fly-In on Feb. 22.



WANNA HAVE SOME FUN?

By Fred Norton



Scouts who enjoyed ride in Fred's Ercoupe

Consider -- next time you are out exercising the plane, or have a vacant seat, taking someone along. Like the current Denver RTD ads, "There must be 50 ways," -- could be a line boy, a neighborhood kid (any age), a church group, a scout troop, just think -- there must be 50 ways.

Let me tell you of two recent experiences I have had. Ann had been busy with Christmas cards, presents and her volunteer work, so my therapy flights promised to be alone. Several weeks ago I remembered a friendly line boy and, knowing his schedule, suggested he join me.

This boy, a student at Metro, private working toward commer-

cial, was not awed by flying, but had never been "couped" (for those who don't know I have an Ercoupe). With 90+ hours he had also never been to either Ft. Collins Downtown or Greeley. We had a great time and he has now been "couped"; plus, guess who gets fueled the quickest, snow removed without asking, tie down retied if loose, and a friendly greeting from all the line boys! We both won.

Then on December 7, just before our deep freeze, a troop of 8-9 year-old deaf/mute Scouts had their first ride. Because of perceived communication problems we spent an hour "talking" about flying, preflights, instruments,



Fred and attentive "co-pilot"

communication/navigation and sensations that they would experience. They were sharp and, as you would expect, attentive; but most of all enthusiastic and appreciative. I prepared a bit differently in that we had a pad and pencil for communication and a TCA chart to determine if their homes could be reached.

The first rider was a girl who, while warming up, wrote that she was quite scared. If so, she held it well. It is said you reinforce senses for those lost. For one who had never been up she knew at all times how to direct me to her home, church and school, and by coincidence, over her best friend's home. We wrote three pages and had a ball.

There followed her brother and the rest of the troop. One boy had been up before and could

talk a bit so we went up to a practice area and did mild maneuvers. You tend to work harder at coordination when watched, so it was a training flight to boot.

When finished we did a debriefing with only one question. The girl wanted to know when she could go again. It was a marvelous day. I got much more than I gave -- you will too. Just remember all the ways. A lunch flight with a non-flying couple you know...

Who knows? It might start turning this crazy industry around.



ARKANSAS PILOTS ASSOCIATION 13th ANNUAL BAHAMA FLY-IN

The Arkansas Pilots Association extends an invitation to its fellow USPA member - Colorado Pilots Association - to join it for its 13th Annual Bahama Fly-In, May 9-13, Jack Tar Village, West End, Grand Bahama Island.

The special group rate is \$103.50 per day, double occupancy. They indicate that everything is included and they mean it. That price includes: Room, 3 meals/day (wine with 2 meals), tips, taxes, and even bar bills; snorkeling and waterskiing equipment, sailboats, paddleboats, and drift fishing. Skuba diving would be an optional item. Green fees on a 27-hole golf course. Bring your clubs or rent. Ten tennis courts with free clinics. The largest salt water swimming pool in the Western Hemisphere. Evening cocktail party cruise on a double deck paddle wheeler with live band. Bicycles, shuffleboard, volleyball, ping pong,

horseshoes are all free. There are two beaches, one on each side of the peninsula.

Bus (\$12.00 pp) takes you to "International Bazaar" in Freeport for shopping; or to the Casino (\$28.00 pp) for gambling, etc.

A band is available for dancing every night at the Village. Also, the Village Arcade has shops offering crystal, china, and other European bargains for as much as 40-50% off U.S. prices.

A deposit of \$25.00 per person must be made 60 days prior to arrival. Checks should be made payable to the "Aero Club of Arkansas" and sent to: Edward M. Morris, 5 Riderwood Road, North Little Rock, AR. 72116.

This fly-in is always a fun time and the Arkansas Pilots Association is looking forward to having some CPA participation.



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CPA NEEDS YOU

Are you part of general aviation? If you fly the Space Shuttle, a crop duster, a charter plane, a Cessna, Piper, Beechcraft, Mooney, or anything, excluding air carrier and military, you are part of general aviation.

If you are part of general aviation and also have the good fortune of living in Colorado, you are being represented by the Colorado Pilots Association (CPA). Would you like to take part in the association which represents you? The CPA monitors all state legislation concerning general aviation and the CPA representative voices the association's opinion on any bills being reviewed by the Colorado Senate and House Committees.

CPA provides a fine blend of educational and social activities for its members. Each month the association has at least one planned activity. Sometimes the activity is an educational presentation concerning such topics as stalls and spins, winter flying, mountain wave phenomenon and survival tactics for the unscheduled landing. Alternatively, social activities such as overnight fly-ins, dinners, and dances are scheduled. In addition, members frequently have impromptu breakfast fly-ins or scenic flights.

Do any of these activities sound interesting to you? Colorado Pilots Association welcomes new members. CPA is the perfect association for all pilots and nonpilots.

Colorado Pilots Association APPLICATION FOR MEMBERSHIP

Name _____ Phone: _____ / _____
Home Bus.

Name of Spouse _____

Address _____ City _____ Zip _____

Other organizations: AOPA _____ EAA _____ 99's _____
Other _____

Pilot Info: Private _____ Comm _____ Inst _____ ATP _____ CFI _____
CFII _____
License No. _____ Hours _____

Aircraft Owner: _____
Make Model

N number _____

How did you hear about the CPA? _____

My check is enclosed for \$20.00 _____ Please bill me _____

Make checks payable to: COLORADO PILOTS ASSOCIATION
P. O. Box 38555
Denver, CO 80238

MEMBERS, PLEASE GIVE THIS APPLICATION TO A FRIEND.

COLORADO AVIATION CALENDAR

MAR. 14 (Friday)

CPA DINNER MEETING, Heritage Hotel (I-25 & Bellevue, Englewood), 7:00 p.m. Social hour starting at 6:00 p.m. CPA member Kathryn Hack will share her experiences in piloting a corporate aircraft across the Atlantic. Public invited, but reservations are necessary. Info: Liz Wheeler, 770-0155, or Vern Foster, 751-9421.

MAR. 15 (Saturday)

COLORADO BALLOON SAFETY SEMINAR, Fairmont Hotel, Denver. Info: Joyce VandeHoef, 759-3907.

MAR. 22 (Saturday)

CPA FLY-IN AND TOUR OF LONGMONT ATCC. Plan arrival at Longmont Municipal Airport no later than 12:00 p.m. Ground transportation provided to ATCC for tour starting at 1:00 p.m. "Drive in's" also welcome. Post ATCC activities include an early dinner at "The Convair." Aviation public invited. Info: Liz Wheeler, 770-0155, or Vern Foster, 751-9421.

APRIL 5 (Saturday)

CPA, FAA & ALPHA ETA RHO ANNUAL SAFETY SYMPOSIUM, Metro State College, Denver. FAA's "Back To Basics" on landings. Info: Alpha Eta Rho, 556-3316, 11:00 a.m. - 2:00 p.m., or George McCrillis, 556-2922 or 770-0175.

MAY 9-13 (Friday-Tuesday)

ARKANSAS PILOTS ASSOCIATION 13th ANNUAL BAHAMA FLY-IN. Jack Tar Village, West End, Grand Bahama Island. Info: Edward M. Morris, 5 Riderwood Rd., North Little Rock, AR. 72116.

MAY 18 (Saturday)

BURLINGTON FLY-IN, 10:30 a.m. Tour and lunch. Info: Liz Wheeler, 770-0155, or Vern Foster, 751-9421.

MAY 30-31 (Friday-Saturday)

CPA MOUNTAIN FLYING COURSE, Rocky Mountain Piper, Jeffco Airport. Non-members invited to participate. Info: John Simmance, 469-1461 or 429-1996.

MAY 25-26 (Sunday-Monday)

COLORADO NATIONAL AIR SHOW, Front Range Airport, Watkins. Info: Sonny Elgin, 363-0894.

JUNE 6-8 (Friday-Sunday)

NEW MEXICO PILOTS BASH, Albuquerque. Info: Vern Foster, 751-9421.

JUNE 14 (Saturday)

CPA POKER FLY-IN, Greeley.

JUNE 13-15 (Friday-Sunday)

UNITED STATES PILOTS ASSN. ANNUAL MEETING AND FLY-IN, Grand Forks, North Dakota Center for Aerospace Sciences, Univ. of N. Dakota. Info: Walt Barbo, 367-0670.

JUNE 19 (Thursday)

CPA MEETING, Heritage Hotel, I-25 & Bellevue, 7:30 p.m.

JULY 5 (Saturday)

WRAY FLY-IN.



'86 DERBY TO PROVIDE NEW CHALLENGES

The 1986 Mile High Air Derby will provide new challenges to the experienced racer as well as a unique learning opportunity to first time racers. The Derby is an air speed race open to all pilots (male and female) and is sponsored by the Colorado Chapter of The Ninety-Nines, Inc.

The Derby's starting point will be the Front Range Airport, Watkins, and is scheduled for September 12, 13 and 14. The terminus of the course will be the Santa Fe Airport, New Mexico. The Derby's entrants will be limited to the use of stock model aircraft between 140 and 570 total horsepower, eliminating any use of restricted, modified,

turbo or experimental class aircraft. The entry fee of \$50.00 covers both pilot and co-pilot.

Scoring will be based on times and aircraft handicapping. There will be four cash winners: \$1,000, \$500, \$200, and \$100.

The air race course, which is in the process of being developed, will not only challenge the seasoned racer but will also provide to the new racer an interesting learning experience.

The \$3.00 Race Kit of Rules, Entry Forms, and race material is available from MILE HIGH AIR DERBY, 14437 W. 32nd Ave., Golden, CO 80401-1475. Entry deadline is August 1, 1986.

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MEMBER FDIC

HEARD ALONG THE FLIGHTLINE

Predicting the outcome of proposed legislation for a STATE AVIATION OFFICE for Colorado may be premature at this writing. Legislation has cleared the Transportation & Energy Committee and Appropriations Committee of the House. It still must clear the Finance Committee...and of course, the two floors of the Legislature. But it looks promising.

Opposition to the proposed legislation thus far has been negligible. Of note, Rep. Joan Greene (Dist. #62 in Aurora) was the lone nay in a 10-1 vote in the Transportation & Energy Committee. And Paul Schauer (Dist. #39 in Littleton) was the lone nay vote in a 7-1 vote in the Appropriations Committee. Nice to know which of our state representatives are supportive of general aviation...and which are not.

A pleasant surprise, United Airlines Vice President Ed Nielson gave supporting testimony for the legislation. All those mean things the Rocky Mountain News said a week earlier about the airlines not supporting the legislation turned out to be wrong.

*

CPA member DENNIS MEWSHAW (also our aviation planner for the State of Colorado) soloed at Front Range Airport on Feb. 7. Congratulations, Dennis.

*

Fears of RESTRICTED GENERAL AVIATION ACCESS TO ASPEN turned into a reality during the President's holiday weekend in February...this according to AOPA Regional Representative HANK NEWMAN. Hank advised of receiving irate calls from general aviation pilots from all over the country who reportedly were denied access during a period when air carriers serving the airport were permitted to operate. AOPA is alarmed over potential discrimination aspects of the issue. Readers were alerted of the issue in our last publication of FLIGHT LINES. There is, of course, another side. Expect an in-depth report next month.

*

FAA advises GUNNISON VORTAC (GUC) will be renamed and the location identifier changed to BLUE MESA VORTAC (HBU), effective on or about March 15, 1986. The frequency will remain 114.9 MHz. The change is necessary to prevent misidentification with other navigation equipment being installed at the Gunnison airport.

*

Two of CPA Area Rep LUCILE BLEDSOE's students received their licenses recently. They are W. Gary Doke and Paul E. Neubauer, both of Wray. Also, student Robin Roth soloed on Jan. 23.



1985 – A RETROSPECTIVE

By Dennis W. Mewshaw
Colorado Aviation Planning

As another year beings, I would like to reflect on a matter of concern to all, namely: "Aviation Safety in Colorado." All of us have seen in the media much about air carrier safety. The FAA and private industry is trying hard to learn from the tragic accidents of the past year. Likewise, I hope the G.A. community, both pilots and airport operators, can benefit from a review of factors contributing to accidents within the state.

Overall, 1985 did not stack up any worse or better than the previous year. Based upon preliminary NTSB reports, our office has compiled the following figures:

	1984	1985
Total accidents:	82	83
Total persons involved:	163	189
Serious injuries:	20	20
Fatal injuries:	29	30

The concerns are that while the number of accidents is not increasing, it is also not decreasing. Additionally, the same factors repeatedly are sighted as contributing to accidents.

No single remedy exists, but I hope that a greater awareness of accident potential by airport managers and pilots will serve to reduce the incidence of accidents.

Toward this end, I have already addressed the problem to airport management in our quarterly newsletter. I pointed out that airport managers need to re-examine their airports from the perspective of a pilot unfamiliar with the facility. In fact, they might wish to actively solicit comments from transient pilots.

Further, a couple of work items which need attention at almost all airports and annually contribute to several accidents include:

- ¶ Eliminating stray animals or vehicles from active aircraft movement areas;

- ¶ Increasing density altitude awareness;

- ¶ Developing and adhering to a pavement maintenance program; and

- ¶ Insuring that airport advisories and weather information are available, especially during marginal conditions.

CPA, FAA & ALPHA ETA RHO ANNUAL SAFETY SYMPOSIUM

Metro State College, Denver

Saturday, April 5, 8:30 a.m.

FAA's "BACK TO BASICS ON LANDINGS," Speakers

First 60 registrants will get one hour free simulator time

Cost: \$3.00 advance registration; \$5.00 at the door

Call: Alpha Eta Rho at 556-3316, 11:00 a.m. - 2:00 p.m.

or George McCrillis, 556-2922 or 770-0175

Continental Breakfast — 7:30 - 8:30 a.m.

For pilots, common sense and regular training exercises continue to be the best accident preventative. Factors cited often in accident reports include:

¶ Flight into IFR conditions by non-instrument rated pilots;

¶ Not allowing for a "retreat" route when flying into the mountains;

¶ Fuel starvation brought on by empty tanks, contaminated fuel, mispositioned selectors or too lean a mixture;

¶ Loss of control on landing, especially in tricky wind conditions.

Above all, pilots should not harbor false expectations about the level, or conditions of, facilities and services at an unknown airfield. When in doubt - call ahead!



Editor:

In response to the "self-serving interest" accusation in the December issue of FLIGHT LINES, AME's favored an extension of the current two year ticket to three years. The FAA went way beyond this recommendation and asked for medical certificates to be given for 5 years. Not only did Aviation Medical Examiners object to this but the NTSB thought it ludicrous.

If the FAA had followed AME and APOA recommendations we would have three year tickets today.

Dr. Ben S. Johnson
Aviation Medical Examiner
Colorado Springs



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
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GUNNISON Rocky Warren
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SALIDA Merle Entz
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DELTA Glenn Cheney
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GREELEY John Warrender
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LOVELAND Glenn Channell
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BOULDER/LOVELAND Dick Mansfield
(O) 449-8484

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Pat James (O) 574-1602

MEADOW LAKE-PEYTON Cliff Clemens
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