

CPA FLIGHT LINES

Vol. 3, No. 7

September 1986



CPA members Chet and Nancy Jewell with their recently acquired V-35 model Bonanza.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

by Vern Foster

TIRED PILOT - LOW ON FUEL AND THE UNEXPECTED??!! It is now nearly 83 years since the first powered flight by the Wright Brothers---and, pilots continue to run out of fuel---frequently near their destinations. Unfortunately, a number of these incidents result in the loss of life and aircraft. Let's start by reviewing the FAR's, which set a required minimum day VFR fuel reserve of 30 minutes and night VFR minimum fuel reserve of 45 minutes. There are two key thoughts here. First, note that it is MINIMUM reserve fuel and, second no FAR is a substitute for good operating judgment.

For a retractable gear aircraft, a day VFR minimum fuel reserve of forty-five minutes to one hour is appropriate. Have you had the gear fail to extend

with thirty minutes of fuel reserve only to pull up, leave the area, dig out the emergency gear extension procedure, extend the gear and arrive back in the pattern on the fumes? The prudent pilot owes himself/herself and passengers more professionalism than that.

A pilot of a high performance single-engine retract airplane made a long trip, consisting of several legs, without refueling. The last leg was short with departure fuel at "I can make it." Fuel starvation occurred in the destination traffic pattern with a beautiful airplane reduced to rubble, but miraculously no one was killed. The pilot was high-time with several hundred hours in make and model. Did the fuel management plan include arriving with a thirty minute reserve? Was consideration given to the fact that three or four takeoff/climbs had burned extra fuel?

Another situation several years ago involved a large piston-engine twin flown by the owner who was president of his construction company. The early morning flight with several key employees on board was for the purpose of bidding on a large highway contract. At the destination airport, the tank for the right engine ran dry while on the downwind leg with the gear extended for landing. In the ensuing confusion, the aircraft crashed and all on board were killed. A few months later this

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303-751-9421

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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

PUBLISHER

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

EDITOR

Terry Barbo
303-367-0670

PRODUCTION**MANAGER**

Lisa Thetford
303-697-9792

**Copy Deadline for
FLIGHT LINES
20th of the month**

if timely in nature; other
Material for publication welcome anytime.

firm closed its doors and several dozen people were jobless. Where was the fuel management plan and the check list?

With the examples cited here, it is abundantly clear that we need more judgment and planning in fuel management and the adherence to the minimum fuel reserve that is appropriate for our aircraft and the operating conditions involved with each leg

of a flight--FAR's or no FAR's. For the prudent pilot, the "FAR minimum fuel reserve" will be planned infrequently and only under ideal conditions.

"I think I can make it" is the nonplan of amateurs. Let's work together and operate with conservative and appropriate fuel reserves at all times. WHO AMONG US CAN MAINTAIN ALTITUDE AFTER THE TANKS RUN DRY??!!

HEARD ALONG THE FLIGHTLINE

DENNIS MEWSHAW, State Aviation Planner, tells us the long awaited COLORADO STATE AIRPORT DIRECTORY is now available for distribution. A limited number of courtesy copies have been given to airport operators. If unsuccessful in getting one, call Dennis at 866-3004 and he will mail you one.

*

The LYLES and JEWELLS flew their Bonanzas down to Meadowlake Airport recently to check out the cuisine at the new GIOVANNI'S HANGAR RESTAURANT. Not much said about the cuisine . . . but a lot said about the low cost of aviation fuel. Would you believe, 100LL at \$1.39 per gal. and MOGAS at 99.9 cents per gal! Must be the lowest prices in the country.

Several members have upgraded to CESSNA SKYLANES over the last few months including BILL and BEVERLY TOTTEN, DON and RENEE WELSH, and VANITA and FRANK GALLO.

*

LARRY MACK, Airport Manager and FBO at BURLINGTON, in talking about "Insurance Shock," described the experience of two local high-time pilots who wanted to buy a new Piper Malibu . . . but were unable to get an insurance quote at any price.

*

LARRY MERKOWITZ is being wined and dined these days by Beechcraft dealers trying to sell him a new Beech 36TC. Hear he is interested. Wonder if he has an insurance quote.

We've kidded Jeffco Airport Manager, DAVE GORDON, about how he intends to use a boat acquired under The Federal Government's Surplus Property Program for airport purposes. But the City of Durango is one up on Dave. It just acquired a surplus mannequin named RESUSCITATION ANNIE for CFR training. Small CFR crew in Durango. Makes one wonder if

ANNIE'S principal role will be to relieve boredom of those long lonely nights.

*

A sign of "getting old" is to receive a letter from MAYOR STEVE LOVE of GRAND JUNCTION suggesting retirement in his city.

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1958 TRI PACER, recent cover, asking \$7,500. Contact: Frank Gallo 337-5864 or Margaret Dwelle 366-2555.

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MEMBER FDIC



MORE ON PHILLIPS X/C II OIL

by Walt Barbo

My research on Phillips X/C II oil reported on in last month's issue of FLIGHT LINES left me with an interesting dilemma. It was less than 20 hours earlier, during an annual inspection, that my T210 was serviced with Phillips X/C II. And the same oil was used in some 30 hours of operating time prior to the annual.

I was one of those unwary pilots . . . unaware that an FAA Form 337 had to be filled out by an IA to comply with regulations and unaware that failure to do so could be used by my insurer to deny claims on the grounds of an aircraft out of license.

Either an oil change to a brand which met engine MIL specs, or the simple paper exercise of getting a Form 337 filled out, would have corrected my problem. Changing oil didn't particularly appeal to me for the reason that I had developed a loyalty to

Phillips products through many years of very successful use. Also, my limited research didn't reveal anything conclusive to indicate a serious problem with the oil. I was still uncertain as to which way to go.

A trip to the EAA Convention in Oshkosh on August 1-4 added somewhat to my information. One of my disappointments, however, was that Phillips was not represented this year at Oshkosh. At least, if they were there, I couldn't find them. Amsoil, Bel-Ray, and Shell were represented. Readers of Aviation Consumer will recall that the November, 1985 issue provided an in-depth evaluation of aviation oils produced by these companies along with Phillips X/C (but not X/C II).

Shell was laughing up its sleeve on the misfortunes experienced by Phillips as it touted its new Aeroshell 15W-50 with special antiwear additive. Shell

was scheduled to release its new oil in September. According to Shell, over 10,000 hours of in-flight testing was performed (most of it by Piedmont Aviation flying DC-3s) and presented to engine manufacturers to gain approval for use in their engines. (Phillips X/C II failed to gain such approval.) Shell claims its new semi-synthetic multigrade oil is the only antiwear oil "fully approved" for all Continental, Lycoming, and Pratt & Whitney engines in all types of service.

Shell's antiwear oil additive is tricreasil phosphate (TCP), the same additive used in gasoline to purge lead deposits in engines not designed to burn 100 LL. A handout on benefits of the oil stated:

"Many pilots will observe a decrease in oil temperature and a reduction in oil leakage rates with the antiwear formulation AEROSHELL W Multigrade. There will also be a change in color of the exhaust valves and parts of the exhaust system, such as turbochargers. The reason for this change in color is that as oil is burned in the engine, the TCP reacts with the lead to form a whitish, flaky deposit. This deposit will not harm exhaust valves or turbos. In most instances, the deposit will be beneficial. With TCP, the deposits formed in the valve guide will be of a flaky texture which can be sloughed off by the action of the valves. This reduces the tendency of valve sticking."

In talking about the competition (unnamed), the handout stated:

"A competitive antiwear multigrade oil appeared on the market for a year or so. It encountered a rash of wear problems, including valve sticking, and was

removed from the market. It is important to understand what caused the problems.

"The antiwear additive in the competitive 20W-50 oil was a zinc dithiophosphate (ZDP), which is an ash-containing additive. ZDP will attack copper, silver and other soft metals found in critical parts of aviation piston engines: brass valve guides and bearings, silver alloy bearings, and others. TCP will not attack these metals. Shell conducted extensive tests and demonstrated this fact conclusively."

A visit to the Amsoil booth revealed that its 100% synthetic Avoil had been pulled off the market in the U.S. but is still available in Canada. The oil was marketed as having an antiwear additive; however, I was unable to find out what the additive consisted of or why the oil was pulled off the market. It appears, though, that Amsoil had problems similar to Phillips in gaining engine manufacturers' acceptance of its oil and simply pulled it off the market in an act of discretion.

Bel-Ray continues to produce its 100% synthetic Aero-1. Representatives of the company had a supply of the oil in case lots for sale at the Bel-Ray booth . . . at a price of over \$8/quart. Perhaps it's worth it. Aviation Consumer (Nov. '85) rated it clearly superior to other aviation oils tested. The Bel-Ray reps noted that cost to use the oil is not significantly more considering that less frequent oil changes are required.

The Bel-Ray reps also claimed that aircraft owners would not be required to have a Form 337 completed to legally use the oil. A letter from a New Jersey office of the FAA to Bel-Ray was produced (dated November, 1985) which had language to that

effect. Since I didn't plan to use any \$8.00 oil, I didn't follow up to see if the office would feel the same today. By this time I had learned that there are a lot of FAAs out there. And since the reps were vague as to whether their oil met MIL specs of engine manufacturers, I have to believe that one or more of those FAAs will require Form 337s.

After the experience at Oshkosh, I returned to Denver and transported the remaining 1½ cases of X/C II that I had in the hangar to Service Oil. As

reported last month, Phillips 66 has authorized their dealers to exchange the oil for a different brand. They did so without argument. I did find, however, that the company will not accept the return of anything less than one case lots. This does not prevent one from combining leftover inventories with others to come up with full cases.

A Service Oil warehouseman provided the final verse to my experience. When he removed the Phillips X/C II from my car his comment was, "What a shame. It was a damn good oil."

CPA Namebars - If you don't have one and would like one, please so indicate at the time you renew your membership.

WELCOME NEW MEMBERS

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6769 Van Gordon St. (O) 423-1020
Arvada, CO 80004 Piper PA32/N2225A



Toy bombardier Ginny Channell lets a near miss go (bomb at rear of Tripacer with streamer), which was only 17 feet away from the target.

CPA'S FIRST AIRMANSHIP PROFICIENCY CONTEST

The first annual airmanship proficiency contest was held on Saturday, August 2 at Sterling's Crosson Field with 11 aircraft competing. Ian Hastie was the chairman of this contest and almost single-handedly put it together from start to finish. The winners in the three events were as follows:

Short Field Landing

1st	Glen Channell	C-182
2nd	Fred Norton	Ercoupe
3rd	Dan Brown	C-177RG

Spot Landing

1st	Fred Norton	Ercoupe
2nd	Dan Brown	C-177RG
3rd	Vern Foster	Tripacer

Bomb Drop

1st	Ginny Channell	Tripacer
2nd	Vern Foster	Tripacer
3rd	Fred Norton	Ercoupe

Overall Top Pilot

Fred Norton

Judges

Acting as judges for the events were Jim Sandoz, John Hatfield, Ken Johnson, Jack Enos, and Dud LeBeau.



Judges wait alongside Ian Hastie's pick-up, which was the bomb drop target, as Bill Totten in 47X begins his takeoff roll to enter the pattern for the bomb drop.



A tailgate lunch gives a break before the final event.



CPA Secretary Bill Totten and President Vern Foster



Fred Norton, third from left, admires his overall pilot trophy as others look on.

COLORADO PILOTS ASSOCIATION
Annual Convention
Heritage Hotel
I-25 & Bellevue, Denver
October 24-25, 1986

Friday, October 24

- 6:00 p.m. Cash bar
- 7:00 p.m. Joint CPA/Colo. Airport Operators Assn./FAA Denver Airport District Office Dinner. Menu is Prime Rib, \$20.00 per person, reservations required. Program is the BOEING HYPERSONIC TRANSPORT TEAM.

Saturday, October 25

- 7:30 a.m. Board of Directors and Area Reps Breakfast; all CPAers are invited. Reservations required; breakfast is \$7.25 per person.
- 9:00 a.m. Opening Speaker JOHN SCHOONHAVEN, retired airline pilot and Stearman owner, with a delightful travelogue of his recent Stearman flight around the periphery of the United States.
- 10:00 a.m. CPA annual business meeting and election of officers.
- 12:00 noon Luncheon and formal installation of officers. Guest speaker GILBERT DeVORE, of the DeVore Aviation Company of Albuquerque, developer of the Sunbird, a two-place, composite construction trainer scheduled to make its first flight in October. (Lunch - \$9.25)
- 2:00 p.m. "Collision Avoidance," an FAA program presentation by Vanita Gallo, FAA Accident Prevention Counselor.
- 2:30 p.m. "Colorado Airport Update," by Walt Barbo, Manager, FAA Airports District Office.
- 3:00 p.m. "Wind Shear and the General Aviation Pilot," by a United Airlines wind shear training specialist.
- 4:00 p.m. Adjourn.

ADVANCE REGISTRATION FORM

- * Registration Fee \$ 5.00
- * Joint CPA/CAOA/FAA Dinner, Oct. 24
\$20 p/person, reservation required _____
- * Breakfast, Oct. 25, Board of
Directors and Area Reps (all
CPAers invited), \$7.25 per person,
reservations required _____
- * Luncheon, Oct. 25, \$9.25 per
person, reservations required _____
- * TOTAL DUE \$ _____

* Please make check payable to COLORADO PILOTS ASSOCIATION
* Mail to CPA, P.O. Box 38555, Denver, CO 80238

* DEADLINE for meal reservations: October 20

Name(s) : _____

Address: _____

Phones: (H) _____ (O) _____

- * Special CPA room rates are \$40 for a room with a queen size bed, and \$45 for two double beds. Make your reservation by calling Heritage Hotel, Denver, 796-8966. Identify yourself as a participant in the CPA Convention.



John Schoonhoven, pictured here before his flight in the Memorial Day observance of Colorado Air Mail, will speak at the CPA Convention on October 25 on a round-the-country flight in his Stearman.

EDITOR:

Recently I returned from a weekend at the Telluride Jazz Festival and while talking with Nash Tarachand at Fremont County Airport the subject of the Colorado Pilot's Association came up. It finally dawned on me that I should belong. Then I thought I might write something to say hello to CPA members, so I thought a story about the new Telluride Airport would perhaps be welcome.

I fly my 1974 Cessna 182 and have flown in Colorado four years now. The weekend of July 18-20 I spent at the Telluride Jazz Festival (10th Annual). It was great musically but left me right about the flying.

Telluride Airport was finished in December, 1985 and just appeared on the new 1987 WAC Chart CG-19. The next Denver Sectional will also show it. The runway is 9-27, 7700 feet long, and is at an altitude of 9,047 feet. The TPA is 10,500 feet. The runway looks like a sow's belly or a swayback horse--either way you land there is a slide downhill to the center. At each end there is a sharp dropoff, so landing at first feels hairy, but the runway is wide and quite long enough. Mesa Airlines lands there regularly.

The airport is on the north side of the road into town, about six miles west of it and is roughly 300 feet above the road on a small mesa. I am a little reminded of the approach to Sedona, Arizona (another beautiful place) with its airport on a mesa.

Landing is Runway 9 usually and takeoff on 27. I made a straight in approach the two times I have landed there. Unicom is covered and the staff at the airport is great. I paid a \$3.00 landing fee plus \$5.00 a night for tiedown.

The approach is interesting. Fly to the Montrose VOR 108.6 and head out on Radial 185 about 40 miles (to Placerville). This is at the junction of Dove Creek, 114.6 Radial 060. At that point, look east 10 miles and the runway stands out like a new ribbon.

For me, Telluride is an exciting airport to land at and a very interesting area to explore from the air as well as the ground.

I hope this or some other article about the airport gets published. For me, I hope to become an active member.

Arthur M. Sternberg, M.D.
Canon City, Colorado

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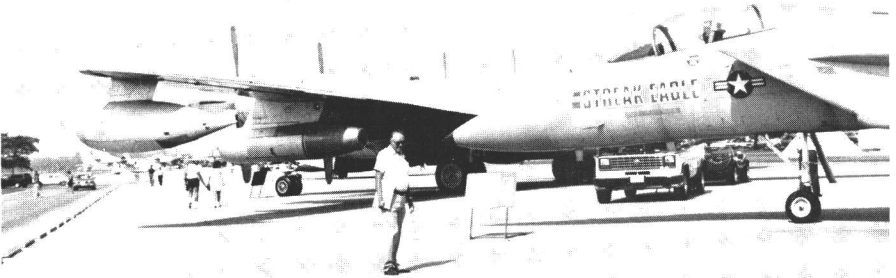
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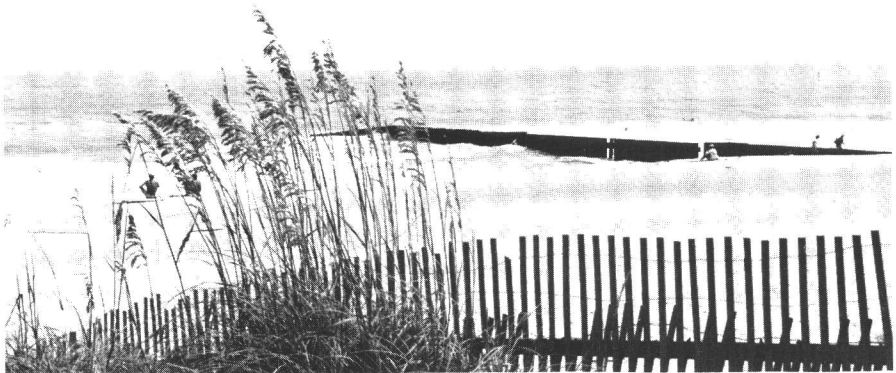
SUMMER TRAVELS WITH THE VANDER PLOEGS

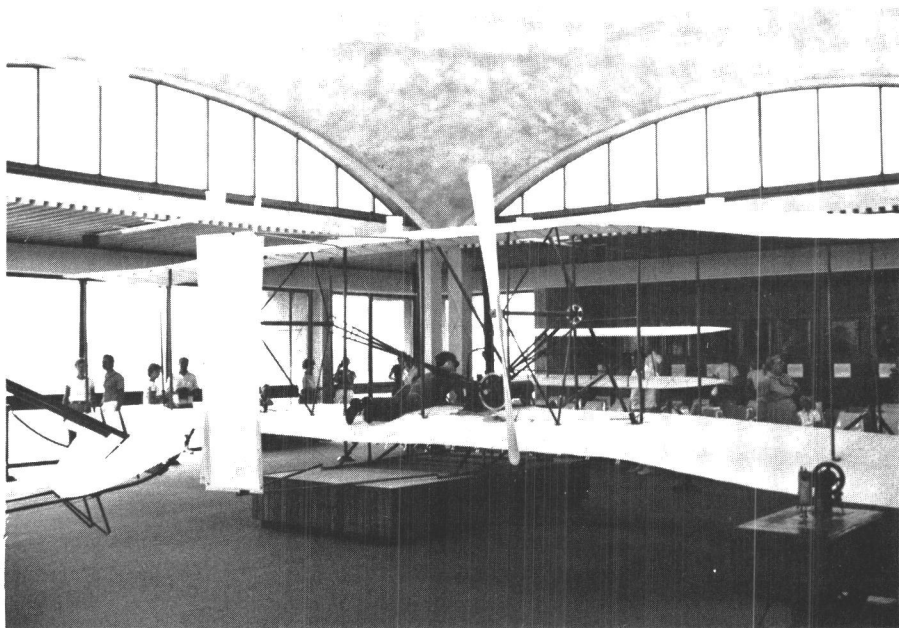


A July trip found Don Vander Ploeg checking out The Air Force Museum at Wright Patterson Field, Dayton, Ohio.



The house and beach on Hatteras Island, North Carolina, where the Vander Ploeg family spent a wonderful week swimming, beach combing, and touring the local sites.





A highlight of their trip was a visit to the Wright Museum at Kitty Hawk where they admired this replica of the Wright Brothers plane--
viewed from the rear.



Crowd gathers to watch a Coast Guard Rescue demonstration.

COLORADO AVIATION CALENDAR

SEPT. 26-28 (Friday-Sunday)
CPA FLY-IN TO AMIGO INTERNATIONAL
AIR SHOW, El Paso, Texas.
Combined with U.S. Pilots Assn.
Fall Board of Directors meeting.
Info: Vern Foster 751-9421 or
Walt Barbo 367-0670.



SEPT. 27 (Saturday)
PRIDE IN AURORA DAYS, Front Range
Airport. Mass Hot Air Balloon
launch, trade fair and art
exhibit; a family fun day.
Info: Joan Jacobs 695-7220.

OCT. 18 (Saturday)
TREASURE HUNT, sponsored by Pikes
Peak Chapter of 99s. Activities
begin and end at Meadowlake Air-
port. Info: Joanne Wormsbacher
598-5889.

OCT. 23-25 (Thursday-Saturday)
COLORADO PILOTS ASSOCIATION
ANNUAL MEETING, combined with
meeting of Colorado Airport
Operators Association. Info:
Frank and Vanita Gallo 337-5864
or Vern Foster 751-9421.

OCT. 29-NOV. 1
(Wednesday-Saturday)
31st ANNUAL AOPA CONVENTION, San
Antonio, TX. Also, UNITED STATES
PILOTS ASSOCIATION GENERAL
MEETING. Info: Walt Barbo
367-0670.

NOV. 1 (Saturday)
COLORADO PILOTS ASSOCIATION
Fly-In to Leadville. Info: Vern
Foster 751-9421.

DEC. 12 (Friday)
COLORADO PILOTS ASSOCIATION
Christmas Dinner Meeting.
Details later.



AREA REPRESENTATIVES

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Colorado Pilots Association

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