

CPA FLIGHT LINES

Vol. 3, No. 8

October 1986



CPAer Allen Ayala believes aviation education should commence at a young age. Son Philip John poses with dad following his very first flight on August 29 in the Cessna 182.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

by Vern Foster

Let's take a look at general aviation "one pilot" operation (no co-pilot) and the resources available to the pilot on the ground and in flight.

"Pilot error" is the probable cause frequently assigned in accident investigations. In my opinion, "pilot error" often should be relabeled "failure to utilize available resources." Let's begin by noting that to fly from A to B, the pilot's job is to FLY the airplane, OPERATE the airplane and to utilize the RESOURCES available to make the flight safe and orderly. Yes, friends and neighbors, there are THREE parts to the job of being pilot-in-command. Unless we attend to ALL THREE parts of the pilot job, we are not flying--we are merely out there "winging it" and hoping for the best.

PRESIDENT

Vern Foster
303-751-9421

VICE PRESIDENT

Liz Wheeler
303-770-0155

SECRETARY

Bill Totton
303-364-5238

TREASURER

Don Vander Ploeg
303-757-1310

VICE PRESIDENT**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.

What are the resources available which are not utilized at all, or are only partially utilized? These include:

1. The airplane manual or pilot's handbook, including check lists.

2. Information from Flight Watch, FSS, UNICOM, Departure/Approach Control, the Center if IFR, weather briefings, etc.

The sobering fact is that many pilots do a poor job of utilizing the resources which are available. As a result, they are too often involved in hasty and flawed decisions that lead them into hazardous operating situations. So what is going on here? Is it that we don't know what resources are available, are we hesitant to ask for information and assistance, or is it that we don't think it's worth the trouble involved? I believe it is a combination of all these things plus frustration at the "system" not working as we want it to. The two most prominent problem areas are, not using the pilot handbook, including procedures/check lists and the weather briefing/flight planning phase.

The pilot handbook problem solution is to study and review it from cover to cover at regular intervals (airline crews do). If you fly infrequently, it will be beneficial to thoroughly review the manual the night before your next flight. Surprises are

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

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

rough on the nerves and we should go to great lengths to avoid them. Keeping current on the flight manual is a key step toward flying safety.

Now the weather briefing. The system is designed for a high volume of briefings in minimum time with minimum FAA personnel. Example, "Hello, this is triple 2 Tango Kilo planning DEN to DURANGO VFR, leaving in about an hour." Response, "It looks like VFR, very strong winds over the mountains, etc." The real value of this information is virtually zero! What is the ceiling and visibility at enroute stations, the destination and possible diversion airports? What are the temperatures/dew points, surface winds and altimeter settings at all the above stations? How about fronts, TSMS, freezing levels, Notams, etc. VFR at the destination and enroute could be 1000-3 or is it 9000-15+ miles--both are VFR. Be sure to ask all the questions necessary to see and understand the total weather picture in detail.

Remember, the decision to go or not to go, and how to do it, rests squarely with the PILOT-IN-COMMAND--not the weather briefer! They have an abundance of information at their finger tips and will provide it, but we must fill in the voids by asking questions in order to have all the information we need for our particular flight. Do not be satisfied with the so-called "standard" weather briefing. Again--ask for Notams. There have been several instances recently where pilots have filed flight plans and proceeded to airports which were closed for construction, had air shows in progress or no fuel was available. Yes, they all had received a "weather briefing" or "checked the weather." It is not the briefer's responsibility to be sure you have the Notams--that is

the responsibility of the Pilot-In-Command.

In summary, it is easy to understand why enroute weather-related accidents are so numerous--and usually fatal. Working together we can operate as the pros do--with all the needed information at hand and written down. We need only to ASK and ASK and ---!!!



FRONT RANGE AIRPORT ANNOUNCES APPOINTMENT

Front Range Airport Director of Aviation, Neil Keddington, has announced the appointment of JON GALLO as the Director of Marketing and Special Events. The new position is designed to attract national, regional, and local use of Front Range Airport by corporate and general aviation, and to spur economic growth along Denver's East I-70 Corridor. Mr. Gallo will also direct the annual Colorado National Air Show as well as air derbies, trade shows, and similar public activities held at Front Range Airport.

Mr. Gallo, a former fighter pilot and Base Commander in the Air Force, has extensive experience in directing community activities and special air events. He is a member of the Air Force Academy's first graduating class and has a Master of Public Administration degree from Auburn University. He and his wife, Jacquie, reside in Aurora, Colorado.

NEWS FROM GUNNISON

Sargent Aviation, dba Western State Aviation, was sold the first of June to Gunnison Valley Aviation, Inc.

The new FBO is closely associated with Aspen Base Operations at Aspen.

Managing the operation is DEAN M. FISH, a 20-year veteran of fixed base operations and corporate flying, and former Chief Pilot and Chief Instructor for Monarch Aviation.

Dean's first step after signing the lease with Gunnison County Airport was to slash fuel prices 29 cents a gallon, putting Gunnison "back in the real world" for fuel sales, he said. Automotive fuel is also available for aircraft with STCs.

GVA is also setting up their flight school, maintenance shop and charter service. When no planes are available in Gunnison, charters are coordinated through Aspen Aviation.

The new management is stressing friendly service. Arrivals may be greeted by line chief Mike Vader, a slow-speaking, dry-witted Gunnison area native, or office manager Jeanette Fish (yes, Dean's wife).

The GVA office is open from 7 a.m. till one-half hour after sundown. All CPA members, friends and compatriots are invited to stop in and meet the "new folks on the block."

PEOPLES BANK
and Trust Company
WANTS to make AIRPLANE LOANS
to individuals and small companies on
single engine and small twins.
For more information, please contact
John Stedeford or Ken Hay at
364-2621.

9635 Montview Blvd.
AURORA, COLORADO



MEMBER FDIC

U.S. PILOTS ASSOCIATION AGAIN URGES MEMBERS TO SUPPORT AVIATION PRODUCT LIABILITY LEGISLATION

Citing the issue of general aviation product liability as one of the worst problems facing the industry in its history, the United States Pilots Association board of directors, at its recently held meeting in Columbus, Ohio, reaffirmed their prior endorsement of legislation designed to ease the product liability on general aviation manufacturers. Having previously endorsed H.R. 4142, introduced by Representative Dan Glickman of Kansas, at an earlier board meeting, the U.S. Pilots Association board voted to endorse the Senate counterpart to the House bill, Amendment 1823 to S.100, the "General Aviation Accident Liability Standards Act," introduced by Senator Nancy Kassebaum and urged that all members of the association enthusiastically support both the House and Senate bills.

Inequities in the system of justice threaten to bring to a halt the introduction of new products and the needed safety related improvements in present products. The cost of liability insurance, which reportedly is now in excess of \$70,000 for each aircraft manufactured in the United States, has put the selling price of almost all general aviation aircraft above

that which most prospective purchasers are willing or able to pay. The consensus of the U.S.P.A. board was that the proposed legislation provides for fair adjudication of claims, for repair of defective products and, in cases where gross negligence is proved, for establishment of responsibility and adequate restitution for injuries or loss of life. Enactment of this legislation should help to remove the cloud over the future of this once great industry.

The U.S. Pilots Association has in excess of 5,000 members in state pilot groups that represent Arkansas, Colorado, Georgia, Illinois, Kansas, Kentucky, Missouri, New Mexico, North Carolina, North Dakota, Ohio, Oklahoma and Texas. The U.S. Pilots Association is a non-profit organization of state pilot organizations and their members united for mutual support, aviation safety and education. The purpose of the organization is to represent on a national level, state pilot associations that promote aviation safety and education and to provide an influential body of general aviation knowledge for local, state and national levels of government.

CPA GENERAL MEETING
Thursday, November 20, 7:30 p.m.
Heritage Hotel, Bellevue & I 25
Program: "How To Talk To a Computer and Get
Aviation Weather (IVRS)" -- Bruce Hulley
Demonstration of EMI Computerized Flight Planning

CPA AVIATION SAFETY-EDUCATION SEMINAR

by Liz Wheeler

GUNNISON COUNTY AIRPORT was the setting for the Fall FAA "Wings" Accident Prevention Program. The aviation safety-education seminar was sponsored by Colorado Pilots Association, Rocky Warren, and the FAA Flight Standards District Office.

The session began Friday evening, August 22, with a Density Altitude/Aircraft Performance presentation by Ursula Gilgulin (Leadville), an explanation of the "Wings" program, and pilot/CFI assignments for the following two days.

On Saturday and Sunday, August 23 and 24, fourteen pilots received three hours of dual instruction from seven CFIs. All persons attending participated in

the seminars: "How To Avoid Aviation Lawyers!" by J. Scott Hamilton, Attorney; "On Landings," Part I (a new FAA program) by Mick Wilson, FAA; and "Questions & Answers On Avionics Including R-Nav and Loran-C," by Bob Coleman, Owner, Aviation Shop.

A "Pinch Hitter Course for Non-pilots" and the "Wings Awards" were presented by Mick Wilson on Sunday.

The weekend was blessed by good flying weather and enjoyed by a very large group of super-friendly people. The lunches and dinner Saturday night were catered by Wenona Warren under the "palms" at the Island Acres Motel. Chili Con Queso and Green Chili Salsa appetizers, with plenty of the "right stuff" to wash it down, preceded the delicious meal of Bar-B-Que Chicken, Chili Rellenos, Baked Beans, Cole Slaw, Fresh Fruit and Rum Cake. A weight and balance lesson would have been very



Wenona Warren of Gunnison accepts Certificate of Appreciation from CPA President Vern Foster at the Island Acres Motel.

appropriate following the epic-
urian's delight.

The weekend was a big success, thanks to the presenters, the CFIs, Rocky and Wenona Warren, Mick and Loretta Wilson, Dean and Jeannette Fish (FBO--see related article this issue), Vern and Kay Foster, and Bob Coleman--to

mention a few of the hard-working folks who saw to it that everything happened "just right.!"

AND A SPECIAL THANKS TO THE
CFIs WHO PROVIDED THE THREE HOURS
OF DUAL FOR EACH PILOT!



Mick Wilson of the FAA and J. Scott Hamilton, aviation lawyer, were participants in the Fall CPA Aviation Safety Accident Prevention Seminar held at Gunnison recently.

RADIO TECHNIQUES

Denver Air Route Traffic Control Center needs our help in making pilots aware that proper phraseology is not being utilized by pilots any more. The pilots either "click" the mike, or say "O.K.".

The controller may be working a bunch of traffic and doesn't recognize the voice when we say "O.K.", or "click" the mike. Read the clearance back and then identify ourselves with the aircraft "N" number. Let's talk this up at our airports. Denver Flight Service Station has about the same problem and the pilot is

simply calling "Denver Radio" and the specialist doesn't know which outlet he is on. Let's identify "Denver Radio, Cessna 1245X over Akron." One other problem they are having is some pilot will bust right into the middle of someone else's flight plan. Let's tell our pilots to "listen" for a while before talking. And, the thing that is REALLY driving both Denver Center and Denver FSS crazy is the "CB" jargon, "good buddy." Let's help them!!!

EXCERPT FROM MICK WILSON'S
SEPTEMBER NEWSLETTER TO ACCIDENT
PREVENTION COUNSELORS.

MARGARET DWELLE would like to thank all her CPA friends for the flowers, visits, phone calls and cards received during her recent hospitalization. They were all very much appreciated and enjoyed.

SARATOGA FLY-IN LABOR DAY WEEKEND



Vern and Kay Foster show off their new 'equipment' which is supposed to help with their putting.



Jerry Slagle and Terry Barbo display their first place prizes won in the Third Annual Saratoga Golf Tournament.



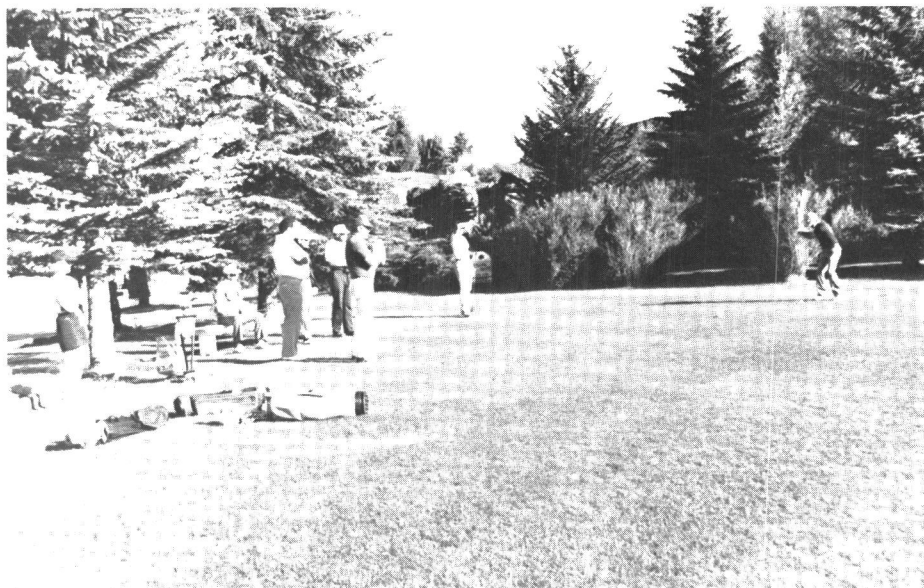
Fred and Liz Wheeler enjoyed their prizes at the presentation ceremonies following the golf tournament.



Enjoying the pre-dinner cocktail party were Diane Daly, Wayne Thetford, Terry Barbo, Dave and Sue Burke, and Lisa Thetford.



The Totten family: Great Grandmother Marjorie Gull (who celebrated her birthday Labor Day weekend), Grandparents Bev and Bill, Mom Shelley Raemer holding Carly and Dad Paul Raemer participated in all the activities.



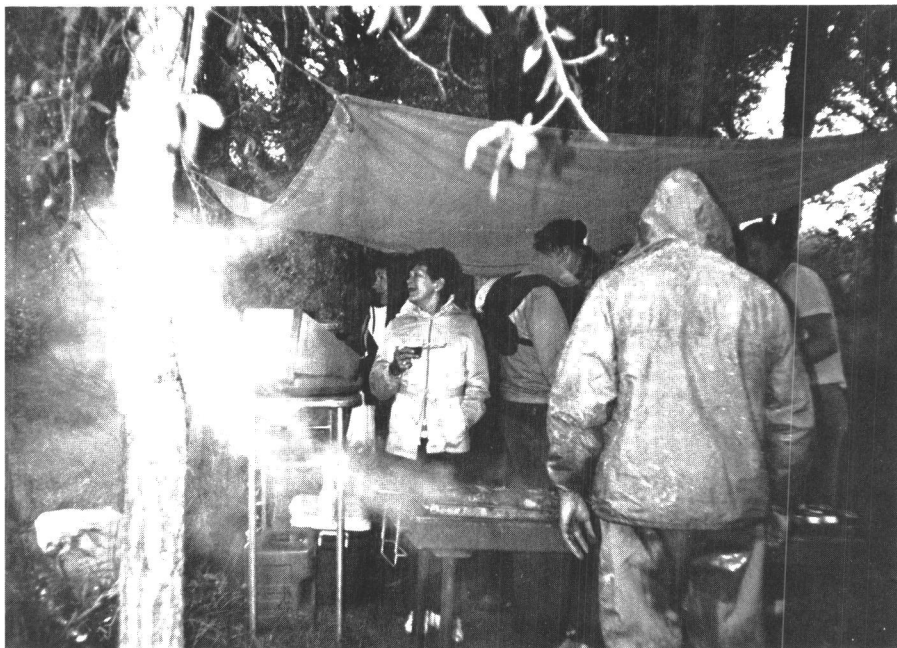
Gallery watches Wayne Thetford attempt a drive across the Platte River.



The whole bunch inspects the sights at historic Encampment. Wyoming, including the well equipped museum.



ONE of these CPAers is pregnant but all are having a good time. L to r, Greeley Airport Manager Fred Jaeger, Ken Monahan (former FLIGHT LINES Editor), Diane Daly (is she the one?), and Homer Lyle.



One floatfull of adventurers reach shore--wet but safe.

Buying and Selling Daily
At Fair Prices

JBC

AIRCRAFT SALES

JACK CLEVINGER



Jeffco Air Bldg.
Jeffco Airport
Broomfield, CO 80020

Private
Corporate
(303) 460-9747

HEARD ALONG THE FLIGHTLINE

WALT BARBO returned from a weekend of fishing in Wyoming (with Dave Burke) . . . a trip that Terry was supposed to join him on, but didn't . . . to find that she had posted a FOR SALE sign on their house. But it was all in jest(?).

*

BUMPER STICKER seen on a Mercedes parked in front of The Petroleum Club (Anaconda Tower) in Denver: "Dear God - Let there be another oil boom. I promise not to piss it all away this time."

*

TOM DALY and HOMER LYLE wagering at the Saratoga Fly-In as to whether Tom's T182RG could outrun Homer's K Model Beech 35 at 8,000 ft. Haven't heard whether Tom got his aircraft back from Beagles (an aircraft salvage firm located at Greeley) following his record setting run in this year's Denver-to-Jackpot Air Classic.

*

Speaking of races, had you heard that our own ALAN KESTED and JOHN WARRENDER, who flew a record setting 184.7089 mph in the Denver-to-Jackpot Classic in Alan's S-35 Model Bonanza, got beat out by a "little old lady" from Arizona in the September 12 running of the 99s' Mile High Air Derby. Best they could do was place 4th. First place was 80+ years young RUBY SHELTON of Mesa flying a Skylane 182RG. But Alan and John shouldn't take it too hard. After all, Ruby is no novice. She has over 12,000 hours' flying time and dozens of air races under her belt. But nice try!

Any survey to determine aircraft most preferred by CPA members would probably show Cessna Skylane by a wide margin. Last month we mentioned the names of three members who had upgraded to Skylanes. Since then, CPA member CARL WILLIAMS has also upgraded to a Skylane.

*

New CPA member JON GALLO (yep, related to our Frank) has joined the staff at Front Range Airport. Jon retired recently as an Air Force Colonel (flying) with extensive experience in air base operations. Understand much of his efforts will be in promotion activities for Front Range. Looks like a winner for general aviation as well as the airport.

*

Not all CPA BOARD MEETINGS are serious gatherings. For example, on an aside, VERN FOSTER described how flying thru microbursts during departure or approach to landing defies natural reaction. With loss of airspeed (on entry to a microburst), most pilots would apply power and lower the nose to avoid a stall . . . when the proper response would be to apply power and keep the nose up. This was followed by a suggestion from Vern that microbursts were probably around at the "time of the dinosaurs" . . . to which HAL GAMBLE noted that this may be another theory to explain extinction of the dinosaurs.

NEW MEMBERS

BUTLEY, Robert A. 7138 E. Euclid Dr. Englewood, CO 80111 Petroleum Engineer	(H) 741-3447 (O) 779-2760
CULVER, Howard P. 6931 Palace Drive Colorado Springs, CO 80918 Mgr - West Air -COS	(H) 599-8185 (O) 597-1033
HIMES, Gerry (Mary Ann) 17510 E. Tennessee Pl. Aurora, CO 80017	(H) 750-1109 (O) 825-1550
JONES, William A. (Marie) 375 Grape St. Denver, CO 80220 Pilot - Retired	(H) 310-6397
LAWRENCE, Vincent J. (Valerie Ann) 15700 E. Monmouth Pl. Aurora, CO 80015 Corporation Officer (Pres)	(H) 693-3236 (O) 792-9779 Cessna 182Q/N5402N
MEYER, Mark 460 Monroe Denver, CO 80206 Admissions/Colo. Aero Tech.	(H) 388-1593 (O) 466-1714
OWENS, Gloria 7107 Huron St. Denver, CO 80221	(H) 650-6519 (O) 428-0025
PETERSON, George E. 8193 E. Phillips Cir. Englewood, CO 80112 Airline Pilot/Cert. Aircraft Appraiser	(H) 770-4434
PHELPS, Stephen P. 1015 E. Birch, #610A Denver, CO 80222 CFII	(H) 753-0958
ROBERTS, Jack 790 Washington, #801 Denver, CO 80203	(H) 830-8769 (O) 341-3669
STERNBERG, Dr. Arthur M. P.O. Box 1154 Canon City, CO 81212	C182 Skylane/N182JR
WICKHAM, Sandy J. (Roger) P.O. Box 231 Pagosa Springs, CO 81147 Registered Dietition/Consultant	(H) 264-4329 (O) 264-4888
WINGS OF DENVER FLYING CLUB, INC. 7625 S. Peoria Englewood, CO 80112	(O) 790-9070

COLORADO AVIATION CALENDAR

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 (Wed.-Sat.)
 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.

NOV. 20 (Thursday)
 COLORADO PILOTS ASSOCIATION
 GENERAL MEETING, Heritage Hotel,
 125 & Bellevue, 7:30 p.m. Pro-
 gram: "How To Talk To a Computer
 and Get Aviation Weather (IVRS)"
 by Bruce Hulley. Also, demon-
 stration of EMI Computerized
 Flight Planning. Info: Vern
 Foster 751-9421 or Liz Wheeler
 770-0155.

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

FEB. 27-MAR. 1 (Fri.-Sun.)
 USPA WINTER MEETING, Savannah,
 Georgia, hosted by Georgia Pilots
 Assn. Activities include tour of
 Gulfstream Aviation, pilot educ-
 ation and safety seminars, etc.
 Info: Walt Barbo 367-0670.

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

LONGMONT Lester von Hage
 (H) 776-6165 (O) 651-1111

GUNNISON Rocky Warren
 (H) 641-2176 (O) 641-2996

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 TRI-COUNTY 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

DURANGO Delvin Gregg
 247-4632

Printing of the flyer courtesy of



Tumbleweed Press

3240 West 71st Avenue #7 • Westminster, Colorado 80030 • (303) 427-0282

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

CPA

