

CPA FLIGHT LINES

Vol. 4, No. 3

April 1987



Gringo flight returning from Sunday brunch trip to Scottsbluff, Nebraska. Planes shown (part of a six plane flight) include the Burkes' Mooney 210, the Thetfords' Cessna 250 and the Jewells' S-35 Bonanza.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

by Sonny Elgin

At the AOPA Convention in San Antonio, Texas, late last year the USPA Board of Directors considered each of the resolutions, which had previously been discussed by representatives of the various aviation organizations in attendance at San Antonio, at the Board of Directors' meeting held recently in Savannah, Georgia. The Board endorsed the first six resolutions and did not endorse the seventh (pertaining to an immediate study of the ATC system.)

While the USPA Board is representative of the respective state organizations, we felt that the state organization members should be advised of the USPA position.

Please review these resolutions and advise me if there are any you feel our organization could not support. I will submit our comments to the Executive Committee or to the Board of Directors for appropriate action, if you so desire. We certainly want 100 percent support of these resolutions before we present our comments to the USPA.

PROCLAMATION OF RESOLUTION

BE IT RESOLVED, THIS ORGANIZATION CAN AND WILL SUPPORT A CONSOLIDATED EFFORT OF THIS GROUP TO:

1. Establish the Federal Aviation Administration (FAA) as a separate and individual department of the United States Government and place this department under normal governmental budgetary processes.

2. Complete legislative action relative to product liability tort reform.

3. Complete legislative action that will enable the Aviation Trust funds to be utilized in the manner intended.

4. Encourage states to adopt channeling acts to dispense federal airport improvement funds at a governmental level that will provide for best user utilization of these monies.

PRESIDENT

Sonny Elgin
303-361-9365

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.

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Copy Deadline for FLIGHT LINES 20th of the month

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

5. Eliminate any and all programs that provide for discriminate and unnecessary taxation of non-airline type aircraft.

6. Insist that a standard enforcement of FAA Rules and Regulations be implemented nationwide. Provide for a method whereby harrassment practices, and individuals conducting such practices, be identified and brought to the attention of the FAA Administrator for immediate corrective action.

7. Request an immediate study be initiated, by the United States Government, to check the feasibility of a complete "overhaul of the United States air traffic control system" to provide for "true air safety." General aviation (non-airline) input will be a necessity.



WELCOME NEW MEMBERS

CHAMBERLAIN, Tyrone & Linda
2114 W. 31st Avenue
Denver, CO 80211

MILLER, Tony
13082 Acres Green Dr.
Littleton, CO 80124

SUNDERLAND, Richard & Carolyn
2335 Brendy Court
Longmont, CO 80501

TUCKER, Tom N.
2471 W. Kettle Ave.
Littleton, CO 80120

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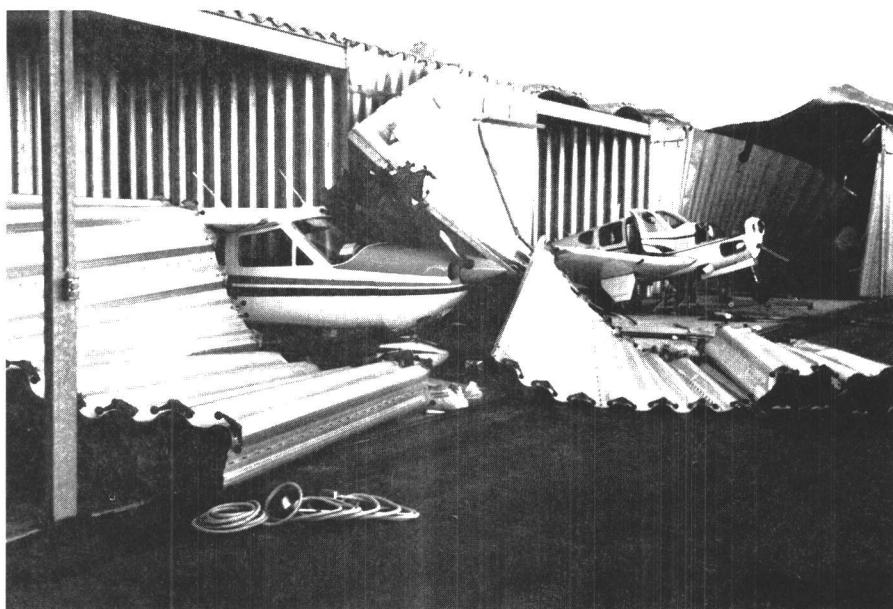
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MEMBER FDIC

TRAIL OF TEARS AT BJC



The headline in The Rocky Mountain News of January 30 read: "Front Range Winds Leave Trail of Tears." It was probably an understatement for about a dozen owners of aircraft based at Jeffco.

Airport Manager DAVE GORDON described wind gusts that exceeded 90 mph during the peak of the storm. He noted that aircraft tiedowns are designed to withstand winds of this intensity. And they held. The problem in most cases was failure of the tiedown attachments on aircraft. He noted also that low

wing aircraft seemed to be more prone to this type of failure than high wing aircraft. At least that was the experience at Jeffco.

The pictures shown here were provided through the courtesy of Dave. He was initially hesitant to share them over a concern they may leave a negative image of the airport. But we expect that all will agree that an airport shouldn't be blamed for one of Mother Nature's acts of indiscretion. Thanks for sharing, Dave!





ARE 'TOPPED OFF' TANKS REALLY FULL?

by Vern Foster

With the approach of longer days, our thoughts turn to long cross-country trips. At the appointed time, the famous "we can make it all the way nonstop" creeps into our planning.

We want to have a thirty minute fuel reserve when we land (day VFR trip). The first step in fuel planning is to look up the usable fuel quantity in the airplane flight manual. We note that our XXX airplane has a fuel capacity of 76 gallons with 74 gallons of usable fuel. We figure on a burnout of 14 gallons per hour which gives us 5:17 hours to dry tanks. Now subtract the :30 minute F.A.R. fuel reserve and we can safely fly 4:47 hours and still have the required :30 minutes of fuel in the tanks as it works out we can "just make it." WRONG!

There are some fuelish realities to deal with here--let's look at them.

- A. Are "topped tanks" really full? Answer - Seldom. "Leave 'em down about half an inch" is frequently the order of the day whether we specify it or not. Overflow fuel stains the wings, eats away at the blacktop ramps and is a waste of money. (If you do want the tanks filled to the brim, specify this to the fueler.) Shall we deduct some quantity here?
- B. Does the airplane have bladder tanks? If the answer is "yes" and the plane has been around for some time, wrinkles likely have developed in the bottom, sides, ends and top of the tanks. Shall we

deduct some quantity for the wrinkles?

- C. Do the fuel tanks have "reduced range" tabs, filler marks, etc? CPAer Wayne Lindholm of COS has a late model 210. Here are his comments and I quote, "My 210 has a collar in the filler neck, with the bottom of the collar located to indicate 64 gallons (which is where it has been "topped" sometimes.) When the tanks are really full, they hold 89 gallons of usable fuel, while "topped" to 64 gallons is 25 gallons difference." Wayne continues to say, "The planned reserve was never in the tanks to begin with."

Recently an experienced pilot bought a nice Cessna 182 advertised with long-range tanks at a fair price. After owning the plane a few months and flying several short trips, he and his wife departed on a long nonstop flight, planning to arrive at their destination with 1:30 to 1:45 hours' fuel still on board. The tanks were checked visually by the pilot before departure and noted to be brim full. About 70 miles short of the destination, the engine died. The cause was determined to be fuel exhaustion. Both tanks were dry! In the ensuing forced landing in rough terrain, the pilot and his wife suffered only scratches, but the airplane was destroyed.

The pilot was baffled at the idea of fuel exhaustion, and he mentioned this to the insurance adjuster. The fact emerged that the fuel consumed up to power failure would have about equaled the fuel quantity of a C-182 with

standard tanks! What was going on here?

Listen to this -- about two years previously, the original long-range tanks developed leaks and were replaced with new tanks by a former owner--but--with the smaller standard tanks! Several things had slipped through the cracks! The fuel tank filler placards were not changed, the placard at the fuel selector had not been changed along with no proper log book or weight and balance entries.

Had the pilot and his wife been killed and the airplane burned, this situation would have been one more unsolved accident.

The insurance company totaled the airplane and paid the pilot/owner in full. The insurance company, in turn, proceeded to collect their loss from the shop that installed the new tanks.

Points to ponder:

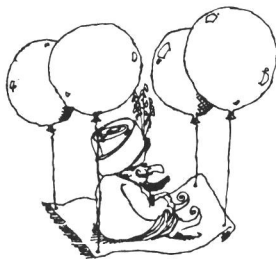
- Know the precise fuel quantity before every departure--by visual inspection.
- Do not trust the fuel gauges.
- For high wing airplanes, carry a step stool or borrow a ladder to check the fuel quantity.
- Know the fuel system of the airplane you fly.
- Check the quantity after every fueling--no exceptions.
- Be realistic about planned fuel burnout. Consider how long the taxi will be, how high will you climb, will there be more than one takeoff involved in the flight.

It is now realistic to believe that we may have been departing routinely with a shortage of one to four gallons of usable fuel. Think about it! Note how many airplanes run out of gas within 25-30 miles of their destinations. Did the pilots plan their fuel requirement counting on fuel that was never in the tanks? We may get involved with some unwise situations with airplanes despite our best professionalism, but let's not have fuel exhaustion be one of them.

I'll close with a repeat of some of the clever sayings about this business of fuel quantity -- and don't laugh --

1. You can't burn fuel you don't have.
2. "Top both mains, the oil is O.K., where are the restrooms, and I'm in a hurry."

So--just for the fun of it and the safety of it, plan a realistic fuel reserve--don't leave the ramp without it!



BURLINGTON FAA/CPA WINGS SAFETY CLINIC RESCHEDULED

This program originally scheduled for May 15-17 is now being rescheduled to a date in late September. The new date for this event will be published in the next issue of CPA FLIGHT LINES.

A review of weather patterns for May in the Burlington/Goodland area revealed a significant risk of weather problems. Associated factors are that the Burlington-based Ag operators will be their busiest during May.

September will see a normal level of airport traffic and more reliable weather conditions.

LARRY MACK, CPA Area Representative at Burlington, MICK WILSON, FAA, and CPAer VERN FOSTER state that they expect the Burlington Wings Clinic to be an outstanding event with excellent support from the Burlington community. Check the next issue of FLIGHT LINES for the new date and general information.



COLORADO NATIONAL AIR SHOW

**Front Range Airport
May 23 & 24**

ADVANCE TICKETS AT KING SOOPERS STORES, OR BY MAIL OR PHONE
363-0894 800-654-9136

CPA MOUNTAIN FLYING COURSE

MAY 29-30, 1987

by John Simmance

COURSE NOTES:

All enrolled trainees will be provided with Colorado Pilots Association Mountain Flying Course materials prior to Ground School (May 29) and Flying (May 30) for individual study and preparation. Target date for this is one week prior to the course.

Ground School: Training Classroom facilities at Rocky Mountain Piper, Jeffco Airport, Friday, May 29, 6:00 p.m. to 9:00 p.m.

Dual Flight Training: 3.5 hours, approximately, in suitable trainee's aircraft, 180 HP minimum. Rocky Mountain Piper will be able to provide limited rental aircraft for use by the trainees with approved instructors, and in such cases will be able to credit this training time towards complex aircraft training, if applicable. CFI's and trainees will arrange specific routes and will arrange schedules individually.

Some flights may be done on Sunday, May 31, if necessary, because of weather or if two pilots need to use the same plane.

A group weather briefing will take place at Rocky Mountain Piper at 7:00 a.m. on Saturday, May 30, to be followed immediately by dual training flights.

Suggested route: BJC - KREMMLING - GLENWOOD SPRINGS - ASPEN - LEADVILLE - BJC.
(Landing fee payable at ASPEN; trainee may opt to omit and land at SALIDA instead, following LEADVILLE.

No passengers will be permitted; CFI and trainee pilot

will be sole occupants of aircraft in order to maximize both safety and training efficiency.

Following the dual training flights, a common debriefing session with all trainees and CFI's participating will take place at Rocky Mountain Piper at approximately 1:00 p.m. There will be a late afternoon graduation certificate presentation to all trainees.

DENVER-TO-JACKPOT AIR RACE: (OPTIONAL)

One goal of this training is the preparation of pilots to be able to confidently and safely enter and compete in the 11th Annual Denver-To-Jackpot Air Classic on Saturday, July 11, 1987. All registered trainees are encouraged to enter, and will be provided with guidance and assistance by Course CFI's prior to, but not during, the race.

REQUIREMENTS:

All trainees must hold a Private Pilot Certificate or higher, with BFR and currency, and must be in possession of a current medical certificate, as appropriate. Trainees' aircraft must have valid Liability and Hull Insurance in force. Rocky Mountain Piper rental aircraft have renter insurance, but must be flown with instructors who have previously checked out in RMP aircraft.

FEES:

Including tuition, course materials, and dual instruction on May 30 --

CPA Member	\$135.00
Non CPA Member	\$150.00

DEADLINE:

Reservations for this course
MUST be made no later than MAY
15, 1987, accompanied by a \$25.00
nonrefundable deposit. Balance
of fee will be collected on
registration, 6:00 p .m., Friday,
May 29, 1987. Mail reservation
and deposit to:

JOHN SIMMANCE
6210 W. 108th Cir.
Broomfield, CO 80020

-or-

JEAN TUCKER
Rocky Mountain Piper
Jeffco Airport - Bldg. 4
Broomfield, CO 80020

-or-

VERN FOSTER
2848 S. Lansing Way
Aurora, CO 80014

=====

APPLICATION FORM

CPA MOUNTAIN FLYING COURSE
May 29-30, 1987

Pilot's Name: _____ Pilot Cert. Type: _____
Address: _____ Ratings: _____
City: _____ State: _____ Zip: _____
Medical Certificate Class _____ Med. Cert. Date: _____
BFR Date: _____ Total Hrs: _____ Hrs. in Course Aircraft: _____
COURSE AIRCRAFT: Own aircraft? _____ Rental required? _____

DETAILS OF OWNED AIRCRAFT

Make: _____ Model: _____ HP: _____ Year: _____ N No: _____
Max. gross weight: _____ Max. ROC at max. gross 10,000': _____
Applicant's Signature: _____
Date: _____

Deposit of \$25.00 (nonrefundable) enclosed: _____

TOTAL FEES FOR THE COURSE:

CPA Member	-	\$135.00
Non CPA Member	-	\$150.00

PLEASE make check payable to: COLORADO PILOTS ASSOCIATION

BALANCE OF FEES WILL BE COLLECTED AT REGISTRATION, FRIDAY, MAY 29,
1987. SEE RELATED ARTICLE FOR NAMES AND ADDRESSES OF PERSONS TO WHOM
COMPLETED APPLICATION FORMS ARE TO BE MAILED.

APPLICATION DEADLINE: May 15, 1987.



In 1949, DELFORD BOWMAN bought a slightly used Bonanza with 199 hours on it, for \$6,250. Now, 38 years later, Delford owns his tenth Bonanza, and estimates most of his nearly 14,000 flying hours have accrued in Beeches.

Delford was born in Wray, a small town on the eastern plains of Colorado, the son of a homesteader who moved from Illinois in 1900. In his early school years he attended a one-room schoolhouse, and recalls those times were pretty tough for farmers and ranchers.

In 1936 Delford met Delphia, a pretty girl from Holyoke, at a dance at the Olive Lake Resort, and they soon tied the knot. In 1945 an illness forced Delford to take Delphia to a hospital in Denver, and while he was passing the time, Delford visited the Park Hill Airport, which was located just to the east of the present Park Hill Golf Course in northeast Denver. He recalls there were over 30 cubs there, and that of the instructors, two or three were women. While Delphia recovered in the hospi-

tal, Delford began to take lessons and soloed before they returned to Wray. Delford then became a student of Ray Fisher at Wray, and finished the work for his private license.

The next logical step was to buy his own plane, and Delford bought an old Cub, and flew it out of a 2,000 foot dirt strip at the Bowman farm southeast of Wray. He replaced this with a brand new Cub a short time later, paying \$2,205 including tax. Delford did some spraying during the fifties, and also used his airplane to haul farm machinery parts. During this time, and before the Bonanza era, the Bowmans also owned an Ercoupe and 125 h.p. Globe Swift. Delford says that the rudderless Ercoupe was a challenge down on the dirt strip when the plains winds would kick up.

The Bowmans have been active in Flying Farmers, and their first real trip was in 1949 to a Flying Farmers Fly-In in Mexico, to a ranch only accessible by air. They have flown in Mexico extensively since that time, and have

made trips to Cuba (pre-Castro), Costa Rica, and Canada. Both Delford and Delphia have also been active in the Civil Air Patrol as well, first using the Swift and later the Bonanza, with Delford at the controls and Delphia acting as observer.

Delford and Delphia have one son, James Larry, who lives in Wray and is also a pilot. James is married to Sandy Bledsoe, daughter of CPAers Lucile and Hank Bledsoe of Wray.

IN THE SPOTLIGHT is a special feature of FLIGHT LINES which will profile a pilot who has had a significant involvement in aviation in Colorado. If you know of someone whose accomplishments you consider noteworthy, please contact the Editor.



COLORADO AVIATION CALENDAR

APR. 25 (Sat.)

CPA FLY-IN BRUNCH, Giovanni's Restaurant, Meadowlake Airport. Info: Bill Totten 364-5238.

MAY 16 & 17 (Sat.-Sun.)

GREATER SOUTHWEST AIR RALLY, sponsored by La Junta Aviation. \$8,500 in prizes, banquet and one night lodging at Dunes Hotel & Country Club, Las Vegas, included in entry fee of \$315.00. First day: LHX, LUS, SAS & GUP; second day: LHY, ALS & SMN. Competition to test pilot's skill and flight planning, fuel consumption and time. Info: H. R. McCune (303) 384-5991.

MAY 23-24 (Sat.-Sun.)

1987 COLORADO NATIONAL AIR SHOW, Front Range Airport. Features Bob Hoover in a Saberliner and a Strike Commander, Team America Aerobatic Team flying Marchetti F-206s, Zar with his "Starship Pride," Joanne Nottke in a P-51, Jim Franklin's Waco in a "Dogfight" demonstration, Earl and Paula Cherry wing walking and aerobatics, military fly-bys, and various static exhibits. Info: Jon Gallo 363-0894.

MAY 29-31 (Fri.-Sun.)

MOUNTAIN FLYING COURSE, sponsored by Colorado Pilots Association, Rocky Mountain Piper at Jeffco. An intensive 2-day course to familiarize pilots with the unique requirements of mountain flying. Ground School followed by dual instruction in pilot furnished aircraft over mountainous terrain. Info: Jean Tucker 465-1711, Vern Foster 751-9421 or John Simmance 469-1461.

JUNE 5-7 (Fri.-Sun.)

ANNUAL MEETING OF UNITED STATES PILOTS ASSOCIATION, Santa Fe, NM. combined with Fly-In to Albuquerque NM Pilots Bash. Bus transportation from Santa Fe to Pilots Bash and return. Info: Frank or Vanita Gallo 337-5864.

JUNE 13 (Sat.)

CPA ANNUAL POKER FLY-IN, includes stops at five airports in the Denver area to pick up cards for best poker hand competition. Destination Greeley. BBQ lunch. Prizes awarded to high poker hands. Safety Seminar following.

Info: John Warrender (303) 351-0892.

JUNE 20-21 (Sat.-Sun.)
2nd ANNUAL SPACE AND AVIATION
FAIR, Newport Technology Center
(adjacent to Colorado Springs
Airport). Free tiedowns and
ground transportation available
for those who fly in. Exhibits
by aerospace corporations, air-
lines, aircraft manufacturers,
military and civilian aviation
related organizations. Seminars
conducted by nationally recog-
nized speakers. Proceeds go to
the Space and Aviation Founda-
tion. Info: Pat James (303)
574-1602.

JUNE 20-21 (Sat.-Sun.)
SOUTH PARK BALLOON FLY-OUT.
Info: Joyce or Gloria at The
Life Cycle Balloon School (303)
549-3097.

JULY 4-5 (Sat.-Sun.)
PUEBLO AIRSHOW '87. Participants
to include a military flying team

(to be announced upon confirm-
ation). Info: Harvey Helvitz
(303) 948-3361.

JULY 5 (Sun.)
ASPEN AIR SHOW '87. (Sardy
Field.) Warbirds, Zar with his
"Starship Pride," Acme Duck &
Airshow Co., and various aviation
static exhibits. Info: Director
of Aviation Office (303) 925-
8698.

JULY 11-12 (Sat.-Sun.)
11th ANNUAL DENVER-TO-JACKPOT AIR
CLASSIC, departing from Front
Range Airport. Sponsored by
Colorado Pilots Association.
Mandatory fly-by (or fuel stop)
of Rock Springs Airport, Wyoming,
on the 557 mile route to Jackpot.
Aircraft handicapped by manufact-
urer's published maximum speed.
Cash prizes (amount to be publi-
shed later.) Race open to all
interested pilots. Info: Sonny
Elgin 361-9365(H) or 363-
0894(O), or Bruce Hulley 344-
2843.



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THE BOOKSHELF

by Stephen Blucher



Mechanics of an aircraft. Here is a subject that too few pilots know about. I recently picked up THE STANDARD AIRCRAFT HANDBOOK (Aero 28512) and realized how thankful all pilots should be for those people trained, licensed, and certified to keep our airplanes in airworthy condition.

I consider myself mechanical and have spent much time working on parts of my automobile. Electrically speaking, some of the installations I have done and which have held up for years would give an airplane mechanic nightmares.

The HANDBOOK appears to be the kind of publication all those working on airplanes should have in their library.

This book is available from Aero Publishers, Blue Ridge Summit, PA 17214 or at The Aviator's Mart in Colorado Springs.

Speaking of automobiles, did you know the engines from those ground-bound vehicles have been finding their way into airplanes and into the air for more than 50 years? Mr. Ford's Model A engine powered many a Corben Super Ace and Pietenpol Air Camper. Some aircraft were certified to use auto engines including the Mooney M-18 Mite that, in 1947, came equipped with a 25-hp Crosley engine.

AUTOMOBILE ENGINES FOR AIRPLANES (TAB 2447) is for the do-it-yourself aircraft builder.

"Hitting the sack" takes on a whole new meaning to those making

their home in space. According to Peter Smolders, author of LIVING IN SPACE (TAB/Aero 24180), resting becomes a matter of strapping yourself to a wall in a sleeping bag.

The book takes a good look at what living in space is like now and what the future could hold. Starting from the launch pad, the author has thoroughly researched not only USA operations, but those of some USSR flights as well.

Dressing for work and leisure, weightlessness problems, and caring for your body are some of the subjects written about. Also covered are gardening in space, living on our moon and other planets, space stations and colonies, and much more.

LIVING IN SPACE is 160 pages of text, beautiful photographs, and illustrations.

Both books are also available at The Aviator's Mart or from TAB Books, Blue Ridge Summit, PA 17214.

Also available from TAB/Aero is a free catalogue listing more than 1200 titles on numerous subjects including aviation.

Author Joe Christy has put together a source book, a how to book, and a reference book all in one. This book is designed to help the plane builder sidestep some of the pitfalls one runs into when trying to decide whether to buy a new or used aircraft engine or go for the modified automobile power plant.

The different engine types, the research procedures and the power plant uses make interesting reading material for anyone contemplating building your own.



HEARD ALONG THE FLIGHTLINE

The latest FAA Schedule for FSS CLOSURES in Colorado includes LaJunta in late September, 1987 and Akron by mid-March, 1988.

*

Did you know there are an average of 30 mid air collisions between aircraft per year? This was one of the messages of a Back-to-Basics presentation at the 1st Annual FAA Professional Aviation Symposium held in Denver on March 28.

*

It was nice to see our FSDO 60 Accident Prevention Specialist, MICK WILSON, back in good health (and good humor) at the Symposium. An advantage of his recent sickness, he said, was that he lost so much weight that he now fits into clothes he had outgrown.

*

WALT BARBO has a new role model -- 84-year old Robert Addison Richey of Salt Lake City who has been flying for 59 years. Richey flies his Cessna T-206 regularly out of SLL Int'l. As Walt describes it, he occasionally wondered what life would be like if he grew too old to fly his T-210. But with Richey's example, Walt says he feel young again.

*

Recall the story we reported of DAVE BURKE'S failed attempt to build an aircraft engine pre-heater. One of our readers in the Steamboat Springs area took pity on Dave and shared a set of plans for a unit he claims works.

TOM DALY continues to feel his oats after winning a couple of recent air race events in his Cessna T182RG. His latest challenge is a race against time to reach 18,000 ft over Longs Peak after departure from Jeffco. Challenged? LARRY MERKOWITZ, in his Beech 36TC! This may end up as a competition of airmanship though . . . since lift from mountain waves may have a greater influence than aircraft performance on who gets to 18K.



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1958 TriPacer Blue & White 150 h.p. 1706 TT 652 SMOH 410 STOH (1/2" valves) Ceconite - Fuselage, 1982 Ceconite - Wings, 1983 MK-12A Nav/Com MK-6 Nav Marker Beacon Transponder EGT Recent tires, windshield, etc. Recent prop overhaul Fresh annual Price: \$7,900 Call: Denver 337-5864 or 366-2555.

AIRPORT OPERATORS MEET WITH CONGRESSMAN SKAGGS

by Jon A. Gallo

Airport operators from Colorado's front range met with Congressman David Skaggs on March 22 at the Congressman's request to discuss issues of concern to small airports. The meeting, held in the Congressman's Westminster, Colorado, office was attended by representatives from Front Range Airport, Jefferson County Airport, Centennial Airport, Boulder Airport, Longmont Airport, and Loveland-Ft. Collins Airport. Also in attendance were representatives from the Denver Regional Council of Governments (DRCOG) and the State of Colorado Aviation Planning Office.

As a member of the US House of Representatives Aviation Subcommittee, Congressman Skaggs hopes to help the new, regional airport development process, and his first question to the airport operators was, what would be the effect of the new airport on the small airports in the front range area? The answer was, little adverse impact with the exception of Front Range Airport. It was pointed out that Denver's placement of the new airport and the proposed alignment of its runways not only would result in serious operational constraints on commercial airliners, but also there had been no consideration of possible adverse effects upon Front Range Airport. It was further pointed out although Denver had ignored the Front Range Airport thus far, it could not continue to do so in preparing the environmental assessment. Discussion also included the proposed site's topography with its 250 feet of elevation change.

Congressman Skaggs asked about the possibility of keeping Stapleton open for small aircraft after construction of the new

airport was completed. The consensus among the airport operators was that this was a bad idea due to airspace constraints, limitations it would produce on development of the Stapleton area if an active runway remained, and continued noise complaints from nearby neighborhoods.

The airport operators noted that there is good coordination among the small airports on issues of concern to all. The DRCOG Air Traffic Committee is helpful in coordinating issues affecting airports in the six county metropolitan area, but the only state wide organization is the Colorado Airport Operators Association (CAOA). The State Aviation Planning Office is limited in authority and responsibility. Proposed legislation to increase the scope of the state office and the beneficial effect of that change on general aviation airports was discussed.

Other subjects raised by the airport operators included:

1. Concern that movement of the FAA General Aviation Office from Jeffco Airport to Stapleton made the office less accessible to general aviation pilots.
2. Airport and Airways Trust Fund money should be spent and not held hostage to the federal budget; i.e. spend aviation trust fund money or reduce the aviation tax.
3. A Federal Aviation Corporation to replace FAA would provide no benefits; to the contrary, it was doubtful it would do better and it would probably be financed entirely by the aviation trust fund thus reducing money available for

airport and airtsystem development.

4. In the discussion of funding, Congressman Skaggs asked, why shouldn't general aviation be entirely self supporting in this time of budget constraints. Responses to this question included arguments that general aviation as an industry was important to many other industries and vital to the economy; general aviation uses but does not require the sophisticated air traffic control system which benefits DOD and Commercial air carriers more; and, civil aviation alone appears to be tasked to be self supporting while other transportation industries receive large, federal subsidies.

5. Liability insurance is a key concern and tort reform is necessary for the survival of general aviation and US manufacturers of general aviation aircraft. The Kassenbaum amendment to limit manufacturers' liability was noted as a small step in the right direction. Liability protection for contract towers and general aviation airports was also mentioned. Congressman Skaggs said while in the Colorado legislature he had supported efforts to reduce the liability crisis, but now he was leary of tort reform. He believed the facts to be inconclusive as to where the real problem lay.

6. A request was made for Congressman Skaggs' support of "land banking" by airports and more availability of discretionary funds so airports could buy the land needed for future expansion and to protect against residential encroachment.

7. Another subject addressed was the need for continued support and on time funding of the 102 station, all continent LORAN

system and development of LORAN approaches for general aviation airports. It was noted that this simple yet accurate navigation system can provide direct navigation and instrument approaches to all general aviation airports without the installation of expensive ground equipment at each airport.

8. The final issue addressed was the need for continued federal support for essential air service to rural communities.

The meeting adjourned after 90 minutes of full and frank discussion. The airport operators and Congressman Skaggs agreed it had been beneficial to all. In closing, Congressman Skaggs reaffirmed his interest in aviation and his desire to see it prosper in Colorado.

JON A. GALLO is Director of Marketing & Special Events at Front Range Airport and is a member of Colorado Pilots Association



OPEN LETTER TO PILOTS IN FSDO 60 GEOGRAPHIC AREA

Subject: Scheduled Availability of Inspectors at Local Airports

In order to provide a more uniform and equitable service to the aviation public, this office is implementing a program of scheduling an Operations Inspector and an Airworthiness Inspector at selected airports for the purpose of serving your needs.

Inspectors will be available at Centennial Airport, Jeffco Airport, and Front Range Airport on the dates listed below (excluding holidays):

CENTENNIAL AIRPORT

March 23-27
April 13-17
May 4-8
May 25-29
June 15-19

JEFFCO AIRPORT

March 30 - April 3
April 20-24
May 11-15
June 1-5
June 22-26

FRONT RANGE AIRPORT

April 6-10
April 27 - May 1
May 18-22
June 8-12
June 29 - July 3

This schedule will be maintained through June. After review of its use by industry, changes may be made in frequency of availability of Inspectors depending upon demand.

Scheduling of appointments at the above locations can be made by calling (303) 340-5400, Monday through Friday from 7:30 a.m. to 4:00 p.m.

The schedule for the period after July 3, 1987, will be distributed by June 1, 1987.

Sincerely,

Ansel H. McAllaster, Manager
FAA FSDO 60

TO THE EDITOR

We're compiling a commemorative history book on the Colorado Air National Guard from 1924 to present and I thought some of your readers might be interested in ordering a copy. The limited edition, 9x12 inch book, called "Colorado Pride," will have over 200 pages and lots of photography dating as far back as the early twenties, when the state acquired its first aircraft, an open-cockpit JNSE bi-plane--the Jenny.

Cost of the book is \$30 and for another \$5 a name can be embossed on the leather hardbound cover. The book is being sold on a pre-publication basis only, and I encourage early orders.

"Colorado Pride" will undoubtedly bring back good memories for former Colorado guardsmen and women now in other units and even other states. As for the many aviation buffs included in your

readership, the book should be a visual treat. We'll cover the many types of aircraft the state has flown--from the first Jennies to O-38s and O-47s in the twenties and thirties through World War II vintage P-51 Mustangs and Korean War-era F-80 Shooting Stars and F-86D Sabres. It was during the 1950s that the nation's first Air Guard precision flying team, Colorado's "Minutemen" flying F-80s, was formed.

Beginning in the early sixties, the 140th Tactical Fighter Wing flew the Guard's first supersonic aircraft, the F-100C Super Sabre. The Colorado Air Guard currently flies the A-7D Corsair II and the T-43.

We're also looking for any photographs, articles or reference material that could be useful in creating "Colorado Pride," which will be published later this year. All original material will be handled with care, returned and credit will be given in the book.

Additional information and order blanks are available from

my office (address below) or by giving me a call at (303) 340-9431 (commercial) or 877-9431 (autovon) during weekdays. If calling, the best days to catch me are Wednesdays and Thursdays.

Major Charles Whitley
"Colorado Pride" Coordinator
140 TFW/PA, Bldg. 27
Buckley ANG Base
Aurora, CO 80011-9599

P.S. THIS IS A NON-PROFIT PROJECT.



TRIP NOTICE

Are you interested in making a multi-plane flight from either Denver or Colorado Springs to Baja, Mexico?

CPAer JIM DYKES of Colorado Springs is considering such a trip in his Cherokee 180 and has a passenger lined up. Jim can be reached at 6150 Flintridge Drive, Colorado Springs 80918. Or give him a call at 528-6046.

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