

CPA FLIGHT LINES

Vol. 5, No. 1

February 1988



CPA Area Rep Larry Bartlett of Pagosa Springs in his Cessna 195 near 13,000-foot Pagosa Peak, Colorado.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

THE PRESIDENT'S CORNER

by Don Welsh

There was a time when we had a popular saying about a nation rushing headlong into the twentieth century.

It is just possible that we might apply the same line of thought to aviation in Colorado as the realization dawns on both the business and legislative community that the airplane is here to stay and may even contribute to economic growth.

The Colorado Pilots Association has supported a safe and orderly growth of aviation for many years while commercial aviation has battled to improve the facilities in a climate which at times was antagonistic to the realities of air transportation.

I will not digress into a lecture on the history of aviation but the immediate future of aviation in Colorado is exciting and the members of Colorado Pilots Association can be a part of the development and growth.

Planning has been under way for some time for a Colorado Air Safety and Trade Show which is scheduled for May 12, 13 and 14 of this year. The trade show will encompass a wide variety of business and general aviation promoting the growth and safety of aviation.

The development of the phases of the trade show will require the participation of many individuals. The Colorado Pilots Association is represented on the program committee by BRUCE HULLEY. To assure your "piece of the action," give Bruce a call and volunteer to help, or call me and I will pass it on to Bruce.

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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
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Aurora, CO 80012

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**Copy Deadline for
FLIGHT LINES
10th of the month**

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

REPORT ON PLANS FOR A STATE AERONAUTICS OFFICE

At the start of 1988, chances of gaining legislative approval for creation of a state aeronautics office in Colorado looked extremely remote. CPA member, and state Representative, LEWIS ENTZ (from the San Luis Valley area) had unsuccessfully sponsored enabling legislation for creation of the office over the last several years. He was about to submit similar legislation in the current session of the Legislature.

There were a lot of reasons which contributed to the failure. For example:

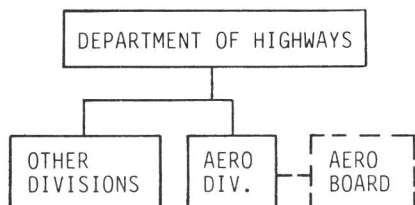
- * The office would have been created under the Department of Local Affairs, a department which has demonstrated through several years of administering aviation planning functions for the state that it has little interest in aviation matters.
- * The pilot community was apprehensive because of perceived costs to an already economically distressed industry. There were also concerns about a new bureaucracy in the state with questionable benefits to aviation.
- * Airport management, in several cases, resisted creation of the office over fears that funding from the FAA and state sources might be reduced.
- * The air carriers and corporate aviation were willing to remain neutral if it could be demonstrated that there would be no financial burdens to their industries.

It was a scenario with a lot of apprehension and no advocates. There seemed no question that Representative Entz's latest efforts were also destined for failure. But then the whole climate changed! It changed following a concentrated effort by Entz to bring the various interests together for the purpose of working out a compromise organization that the aviation community could live with.

In early January, an informal task group was formed for the purpose of developing an acceptable legislative proposal. Participants included an interesting cross section of representatives from the aviation community . . . many who are current CPA members. For example, participants included (CPA members in caps) Representative Norma Anderson (who will co-sponsor the bill with Representative Entz), DAVE GORDON (Airport Manager at Jeffco), FRED JEAGER (Airport Manager at Greeley), NEIL KEDDINGTON (Airport Manager at Front Range), Bill Utter (representing Stapleton), DICK BUCKNELL (corporate aviation at U S West), Phil Smuck (Aviation Planner with Colorado), Dennis Roberts (Aviation Planner with DRCOG), Tom Eggert (Arapahoe County Commissioner), FRANK GALLO and WALT BARBO (representing CPA), and Larry Flynn (representing Combs Gates). Governor Roy Romer participated briefly at one of the task group meetings.

The task group agreed to creation of the new aeronautics office as a division (Type I) under the Department of Highways. (Subsequent legislation is expected to convert Highways to a Department of Transportation.)

Organizationally, the structure would look like this:



1. AERONAUTICS BOARD MEMBERSHIP.

The board would be made up of seven members selected so as to assure balanced representation from the cross section of aviation interests and geographic areas of the state. Members would be appointed by the Governor but chosen: Two from local governments which operate airports on the East Slope; two from local governments which operate airports on the West Slope; one from a statewide association of airport managers; one from a statewide association of pilots; and one at large.

2. FUNCTIONS OF THE BOARD.

Functions would be primarily in policy guidance for operation of the Aeronautics Division. But the board would also have approval authority over an annual state grant-in-aid program schedule for airports and be responsible for an annual report on aeronautics to the Legislature.

3. FUNCTIONS OF THE AERONAUTICS DIVISION.

The division would be responsible for operational functions such as: Administer the state grant-in-aid program, aviation system planning, data collection and analyses, aviation safety and education, and various advisory services.

4. FUNDING. Funding for operation of the new office would come from a new state tax of 6 cents/ gallon on aviation gasoline and 4 cents/gallon on jet

fuel. Aircraft used in scheduled commercial aviation would be exempt from the tax. Current aircraft registration fees and ownership taxes on aircraft would be eliminated. Also, a large portion of the revenue generated from the new fuel tax would be returned to the airport from which the revenue was generated (this as an offset of registration fees and ownership taxes which were previously returned to the counties.)

The above is a very simplistic outline of some of the key features of the proposed legislation. Representatives Entz and Anderson are expected to submit the bill in final draft during the third week of January. State Senator Tillman Bishop will submit a companion bill in the Senate. (FRANK GALLO, who chairs the CPA Legislative Committee, has available copies of the bill for any member wishing to review the proposal.)

What are the chances of legislative approval? Probably fairly good at this point. Those who have worked on the task group feel, on balance, that the aviation community will come out ahead with the new office. The current legislative session is scheduled to end about mid-April. It will be worth watching to see what happens.



1988 CPA SCHEDULE OF EVENTS

- Sat., Mar. 26
NOTE date chg. DENVER CENTER, Longmont - FAA RAINCHECK seminar
8:30 a.m. - 4:00 p.m. Drive or if flying in, use Judson
Aviation. Transportation will be provided to Center by
FBO. Cafeteria available for lunch. SEE Scott
Hamilton's article, p. 6. Info: Tom Daly 337-6984
- Wed., Mar. 30 LEGISLATIVE COFFEE, 7:00 - 9:30 a.m., State Capital
Rotunda - Meet members of Colorado Legislature
Info: Frank Gallo 337-5864
- Sat., Apr. 2 EASTER FOOD LIFT, sponsored by Alpha Eta Rho Fraternity,
Metro State College. CPAers supply aircraft to transport
donated food to the selected statewide sites. Info:
Bill Greener 989-4654(H) or 556-2921(O)
- Sat., Apr. 9 SAFETY SYMPOSIUM, Metro State College. Co-sponsored
by Alpha Eta Rho and CPA in cooperation with the FAA.
- Sat., Apr. 30 MEADOW LAKE FLY-IN - Lunch
- Thurs.-Sat.
May 12-14 COLORADO AIR SAFETY AND TRADE SHOW, tentatively
scheduled at Front Range Airport.
- Fri. or Sat.
May 13 or 14 CPA MEETING - Location and details to be announced
- Sat., May 21 CPA "MINI" AIR CLASSIC - Pueblo Fly-In. Precision
cross country and fuel consumption contest - prizes
and trophies. Also, guided tour of Pueblo Air Museum
- Fri. - Sat.,
June 10-11 MOUNTAIN FLYING COURSE - Colorado Springs Airport
- Sat. & Sun.,
June 25-26 WINGS PROGRAM - Location to be announced
- Sat., July 9 12th ANNUAL CPA DENVER-JACKPOT AIR CLASSIC, Front
Range Airport to Cactus Pete's, Jackpot, Nevada
- Sat., Aug. 13 AIRMANSHIP CONTEST - Location to be announced
- Sat., Aug. 27 WINGS PROGRAM - Location to be announced
- Sat. - Mon.,
Sept. 3-5 CPA LABOR DAY FLY-IN, Angel Fire, NM
- Sat. - Sun.,
Oct. 1-2 BURLINGTON FLY-IN - Tour of "Old Town" and melodrama
- Fri. - Sat.,
Oct. 21-22 CPA ANNUAL CONVENTION - Location to be announced
- Thurs., Nov. 17 CPA MEETING - Location to be announced
- Fri., Dec. 9 CPA CHRISTMAS DINNER - Location to be announced

RAINCHECK: GETTING INSIDE ATC

by Scott Hamilton

After too long an absence, one of the victims of the PATCO strike, the FAA's popular "Operation Raincheck" is back!

This fascinating one-day short course on air traffic control is again being offered by the FAA's Denver Air Route Traffic Control Center at Longmont, Colorado, on Saturdays. The primary mission of the course is to help general aviation pilots better understand the workings of ATC and to improve working relations between pilots and controllers.

The course is taught by DAVE LEE, a retired career air traffic controller now working for the FAA under contract as an ATC instructor. The course introduces pilots to ATC services available to both IFR and VFR aircraft, including radar separation standards, clearances and procedures. Special attention is paid to how to get the best service for the least hassle arriving and departing the Denver TCA and enroute in Denver Center airspace (which includes Colorado, Kansas, Nebraska, Wyoming, New Mexico, South Dakota, Utah, Arizona and Montana).

Although the course begins in a semi-formal lecture format, there is plenty of opportunity for open question and answer discussions (which were quite lively, frank, and informative in the class I attended recently). But the high point of the course is the opportunity to don a headset and plug in beside a working controller and experience for yourself what that person behind the voice on Center frequency is really seeing and doing.

I had last taken the course about 1972, when first working on my instrument rating, and was especially interested to see what the introduction of the new generation of computerized radar has changed in practical terms for the working controller. While many of the controller's tasks have been made simpler and more error-proof by the new system, other capabilities have been compromised in the process, particularly the ability to observe and track aircraft without an operating transponder and in weather detection.



FAA Accident Prevention Specialist Mick Wilson was instrumental in getting Operation Raincheck re-started.

If you have never taken the course before, it's a wonderful opportunity to see how ATC works from the inside. If, like me, you have taken it before, but it's been a long time, the new course will help satisfy your curiosity about changes in the ATC system (as well as providing a glimpse of things to come in the near future). The course also qualifies as a safety seminar in the FAA's "WINGS" pilot proficiency award program.

Attendance is by reservation only. For reservations, call DAVE LEE or his secretary at (303) 651-4321. Dave will also take his show on the road for flying clubs and other aviation groups, but if he comes to you, you miss the chance to plug in at the scope with the working controller, and that's a pretty rare opportunity.



* * * * *

There are four main bones in every organization.

THE WISH BONES: Wishing somebody would do something about the problem.

THE JAW BONES: Doing all the talking but very little else.

THE KNUCKLE BONES: Those who knock everything.

THE BACK BONES: Those who carry the brunt of the load and do most of the work.

* * * * *

The Fly Mart

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COUPON

THE BOOKSHELF

by Stephen Blucher

Recently I was again asked how I choose the books I write about. I know not everyone is interested in the same subject matter so I try to pick books that will interest many. Because we're a flying organization, naturally I try to keep the titles along those lines. My purpose is not to make you want to read the particular book I critique--though that would be nice--but rather to let you know there is lots of good reading material available.

I write about the TAB Aviation Series because they are the ones I come in contact with the majority of the time and because their publishing list is extensive and varied. There is hardly an aviation subject they do not touch. The TAB catalogues are free for the asking; just write for one at Blue Ridge Summit, Pennsylvania 17214. But enough of this commercial--let us talk about books.

Have you ever wondered what the third pilot on some of the airliners does? Or what he has to know? TAB Book 2318 is like a cram course for the Flight Engineer's written exam. The FEX (Flight Engineer Turbojet) exam is based on the Boeing 727, so this book discusses that aircraft extensively. Even if you do not have your sights set on the side-saddle seat, the book is a good look at the "modern-day DC-3."

The "big one" is Reno. We are talking about air races, and every year planes and pilots gather to see who is best. TAB Book 2322, "Racing Planes and Pilots" by Joe Christy, tells about Reno. The year 1910 was the first Bennett Cup race and the sport and excitement have grown from there. Thoughts of

the races bring to mind the high speed, the howling engines, but that is not always the case. One photo shows Mona Coons rounding one of the course pylons in her stock Piper Commanche.

And on yet another subject, while pilot and non-pilot alike find flying an adventure, many see it as a dangerous mode of transportation. Many of you who read this column do fly and take for granted the comings and goings of the lighter-than-air and not so lighter-than-air vehicles that travel the sky. The airline passenger knows "airborne" but not flying. TAB Book 2321, "The Joy of Flying," is about "private flying." This book gives you a look at what to expect as you wander deeper into aviation. Author Robert Traister describes various aircraft and how they are designed and built, how they perform and much more.

If you are interested in learning to fly or wishing more information about aviation, this book will make a grand addition to your library and great reading once it gets there.

Earlier I mentioned the TAB catalogue. It is FREE. Just write TAB, and when you do, tell them where you got their name.

Many of the TAB Aviation series are also available at the Aviator's Mart in Colorado Springs (574-1602).

CPA FISCAL YEAR 1988 OBJECTIVES

The Colorado Pilots Association is a non-profit organization of pilots and aviation supporters dedicated to the furtherance and enhancement of general aviation interests in the state of Colorado. Specific objectives and activities in support of this goal for the fiscal year include:

OBJECTIVE #1: Encourage Safety in General Aviation Flying.

ACTIVITIES:

- * Sponsor aviation safety symposiums, meetings, and safety clinics as a forum to educate on pilot and aircraft safety.
- * Support pilot safety programs initiated by others including the FAA, CAP, and various pilots' associations and organizations.
- * Contribute to an awareness of aviation safety by use of the CPA FLIGHT LINES to publicize accident information and as a forum for accident prevention articles.
- * Counsel federal, state and local organizations on safety implications of aviation related programs.

OBJECTIVE #2: Promote the Growth of General Aviation in Colorado.

ACTIVITIES:

- * Support aviation education programs as a means of providing understanding, support, and advancement of aviation interests.
- * Provide leadership and support efforts of others in

removing barriers to effective growth and economic health of aviation.

- * Give recognition to activities and accomplishments in aviation through actions such as awards, letters of recognition or appreciation, and publicizing in the press and electronic media.
- * Support AOPA, USPA, and other aviation groups and organizations in programs to foster growth of aviation.
- * Support state aviation historical organizations in preserving the record of aviation in Colorado.
- * Establish and maintain a record of activities and accomplishments of Colorado Pilots Association.
- * Promote legislation favorable to the growth of general aviation at the federal, state and local level.
- * Encourage the construction and improvement of air facilities in the state.
- * Support policies, practices and technological changes in aviation which have the effect of minimizing or reducing costs of general aviation flying.

- * Sponsor, encourage and support fly-ins to promote increased use of aircraft and increased esprit de corps between pilots and the aviation community.

OBJECTIVE #3: Assist Federal, State and Local Governments on General Aviation Matters.

ACTIVITIES:

- * Provide advice to federal, state and local governments on programs and plans which affect the aviation community.
- * Participate in advisory committees and panels to provide information on and further the interests of general aviation.
- * Assist the state of Colorado in its efforts to create a state aviation organization.

OBJECTIVE #4: Guard and Protect the Rights of Pilots.

ACTIVITIES:

- * Oppose actions which would unreasonably limit general aviation access to airports (i.e. curfews, TCA's, rights to operate, etc.).
- * Seek removal of burdensome regulations and oppose proposed new regulations which would have the effect of reducing rights of pilots.

HEARD ALONG THE FLIGHTLINE:

Commenting on the types of students taking flight training these days, VERN FOSTER notes they tend to be older and characteristically from a two-wage earner family. Must be a message here about the cost of flying.

*

Our international traveler, BRUCE HULLEY, returned early in January from his second trip to Russia in the last two years. His visit was for meetings with a group of Russian educators. Expect a briefing at a future CPA meeting.

*

Denver Tower is offering a 3± hour indoctrination briefing to pilots on Tower/Tracon opera-

tions. Only two participants will be accommodated at each session. This is to assure individual attention for participants as well as to keep the group small enough that it doesn't interfere with air traffic operations. Reservations should be made with Denver Tower.

*

At the last CPA board meeting in January, President DON WELSH reported receiving an unsolicited gift of \$100.00 from member PETER LUCE. What a nice gesture!



USPA WINTER MEETING

"When the Saints come marching in, oh, when the Saints come marching in--I want to be in their number, when the Saints come marching in."

Does that make your foot tap? Do you see the marching band coming down Bourbon Street? Well, if so, then be a Saint by attending the UNITED STATES PILOTS ASSOCIATION Winter Meeting in New Orleans on March 10-13. A full weekend of activities has been planned for the directors, state officers and all USPA members.

Headquarters will be the Bourbon-Orleans Hotel located in the French Quarter. Rates are \$65 for reservations made on or before February 10. After that date, neither space nor that rate is guaranteed. Phone number is 1-800-521-5338 or 504-523-2222. Make your reservations directly with the hotel.

Those flying in should plan to land at NEW ORLEANS LAKEFRONT AIRPORT (NEW) on the south shore of Lake Pontchartrain. Lakefront has several published instrument approaches including an ILS, a control tower operating on 119.9, ATIS, approach and departure control, VOT and clearance delivery frequency. FBO Caudle Aviaport Business Jet Center (Gary Longnecker, General Manager) will provide USPA members free tie down and a 25 cents per gallon discount on fuel. Please place your fuel order on arrival. Their number is 504-242-9496.

Arrangements have been made with Roy Holman's Limousine Service to provide transportation from the FBO to the hotel for approximately \$8 per person. Frequency should be about every hour on Thursday and Friday.

SCHDEULE OF ACTIVITIES

Thursday, March 10

Arrive Lakefront Airport, park at Caudle Aviaport

- 10 a.m.-3 p.m. Optional boat cruise Bayou country (\$8-\$10 per person)
- 4 p.m.-11 p.m. Registration in Hospitality Suite*
- 8 p.m.-10 p.m. Wine and Cheese Reception for Pilots Assn. of Louisiana, USPA members and guests*

Friday, March 11

- 9 a.m.-noon Executive Committee Meeting
- 10 a.m.-5 p.m. Same
- 5:30-8:30 p.m. Boat Dinner Cruise, Steamboat Natchez
- 9 p.m.-11 p.m. Hospitality Ste.*

Saturday, March 12

- 8:30-noon USPA Board of Directors meeting
- 1:30-2:30 p.m. Aviation Seminar
- 2:30-4:00 p.m. State President's Forum
- 6:30-7:30 p.m. Social hour in Grand Ballroom*
- 7:30-8:30 p.m. Banquet (Cajun and Creole buffet)*
- 8:30-9:30 p.m. Guest Speaker

Sunday, March 13

FAA weather briefing

USPA registration fee is \$40 per person and includes registration, hospitality suites both Thursday and Friday, the Saturday social hour, and the Banquet. The Friday night dinner cruise is an additional \$26.50 per person and includes the 3-hour cruise, buffet dinner of beef, chicken, shrimp, etc., and a Dixieland Jazz Band.

Registration fees and the dinner cruise reservations must be sent to

BOB WORTHINGTON
1700 Salinas
Las Cruces, NM 88001
(505) 527-6785

so as to arrive NO LATER than Monday, February 29, 1988.

Additional information may be obtained by calling WALT or TERRY BARBO at 367-0670.

The Spring Meeting of the USPA will be May 17-30, at TOPEKA, KS. Details later.

WELCOME NEW MEMBERS

CORLETT, Charles P.
7640 W. Meadow Dr.
Littleton, CO 80123

COUNTY, Jerry
1692 Senter
Burlington, CO 80807

CURE, Jim R.
2231 S. Arbutus Ct.
Lakewood, CO 80228

KING, Neil
P.O. Box 187
Boulder, CO 80306

LEDFORD, Linn (Re-joined)
210 S. Madison
Denver, CO 80209

Mc ALLASTER, Ansel H.
12394 E. Cedar Circle
Aurora, CO 80012

OWENS, Rick
4552 Anvil Dr.
Colorado Springs, CO 80925

PIERCE, Tom
350 Baron Court
Erie, CO 80516

COLORADO AVIATION CALENDAR

APR 12 and 19 (Tues.)
HOT AIR BALLOON GROUND SCHOOL,
Life Cycle Balloon School. Info:
Mike Bundgaard 759-3907.

APR 23 (Sat.)
9th ANNUAL COLORADO BALLOON
SAFETY AND EDUCATION SEMINAR,
Hyatt Regency Hotel, Denver, 8:00
a.m. - 5:00 p.m. Info: Mike
Bundgaard 759-3907.

JULY 30 (Sat.)
SECOND ANNUAL WESTERN FLY-IN,
Craig. Golf tournament followed
by BBQ and dance. Golf course
next to airport. Info: Gayle
Severson, Craig Chamber of
Commerce, 824-5689 or Roger
Gerrard 824-3231.

SEPT 24-25 (Sat.-Sun.)
COLORADO NATIONAL AIR SHOW, Front
Range Airport.

SEPT 24-25 (Sat.-Sun.)
AURORA BALLOON FESTIVAL, Front
Range Airport. Over 50 balloons
participating. Info: Mike
Bundgaard 759-3907.

OCT 1-2 (Sat.-Sun.)
CASTLE ROCK BALLOON FESTIVAL, The
Meadows. Info: Mike Bundgaard
759-3907.

OCT 29-30 (Sat.-Sun.)
15th ANNUAL GREELEY HALLOWEEN
BALLOON RALLY, Aimes College.
Over 50 balloons participating.
Info: Joyce Bundgaard 759-3907.



Editor:

On page 9 of the December issue of FLIGHT LINES I noticed a paragraph about the dearth of people interested, pro or con, in a State Aeronautics Office.

Please let me hold up my hand and be listed in the strong con group. In recent years I operated in a couple of states with such an office. It was never evident as to why that office existed. We were well aware of it however. The additional heavy layer of more needless bureaucracy cost us aviation people an arm and a leg. The FAA seems to have everything covered and then some. All aviation activity is national from ownership records on down. State boundaries are much too close and insignificant in flying.

There is no free ride. The user is going to pay right through the nose just to fill out additional blank forms, pay exorbitant additional taxes and waste a lot of time trying to interpret more rules and regulations that are ludicrous.

Within the past month such an office in one of those states--a small nearly flat farming state with only a few aircraft to foot the bill--contacted me with an invitation to bid on providing them with a good Cessna Sky-master, pressurized, and with a Robertson STOL kit, that I happen to own. They need it about like I do. Am glad I moved from that state as I prefer to not help support such extravagance. My P337, although in excellent condition with only 1000 hr. TT, is not sophisticated for them. It has no Loran nor de-icing. I was so astonished that they even considered a need for having

their own airplane, that I failed to try and sell it to them. That's how the proliferation of a state aviation department works. It feeds on itself while building another state empire. There is no earthly reason for one. There is no function that is not already taken care of by FAA and groups like CPA and others.

Fortunately, a couple of years ago the State of Colorado had the wisdom to dispose of a beautiful late model Piper Navajo Chieftain big twin. It reposed in an FBO hangar at Stapleton costing a bundle and cooling its heels most of the time. As I remember, it was termed Colorado Highway Department equipment which was at the disposal of the Governor. This is a common way of procuring things that may not be needed that much. A number of bidders, including this one, were present at the sale with sealed bids. It went to a company in North Carolina at a substantial price. A good riddance: It's easy to see how these projects can snowball and get governmental divisions into all kinds of litigation and costs.

It is easy and economical for state people to travel anywhere they are required to go without that kind of a heavy burden on the taxpayers. Just pick up a phone. The private sector with those investments already in place and operating with the proper certificates can handle the requirements any time.

A copy of this letter to the Governor's office might be of interest in showing an important economy step the previous administration took. It relates to

this hue and cry for highway money.

In another aspect of a state aviation office, it is noted that the new Colorado state aviation chart, while a private printing, contains a letter of approval from Governor Romer hoping 'that it will guide pilots on safe paths.' That is commendable, but it is impossible for other results. I wonder if the stamp of approval implies in any way that the state accepts liability for the chart. Probably information sources such as this map really should just stick to facts like accurate contour lines and a myriad of other 100% accurate physical details. The inclusion of random opinions such as the many turkey track diamonds of VFR routes can open a can of worms. For example, the route right out of DEN Stapleton from the core of the TCA along I70 up over the divide near Loveland, can be a trap for any unwary or unfamiliar pilot. I wouldn't be caught dead along that Clear Creek route, but might be if I ever follow it.

A twin engine Martin 404 airliner with an athletic team aboard only crawled up there to around Silver Plume some years ago. No survivors, as I recall. A DC3 of the Fearsome Airplane Agency stacked up at Corona Pass where many of us try our luck. There were six or seven FAA people, but nobody left to tell about it. Another crash at the same place was a powerful Super Cub flown solo by an experienced pilot. One time I tried Corona with four big round engines flailing away valiantly at METO power, and got tossed right back down. Couldn't get westbound until we went clear down through LaVeta.

Another time a rugged B52 was sent out in the Sangre de Cristo mountain country somewhere west of Walsenberg or Trinidad to investigate severe turbulence

reports. Upon return and reporting some turbulence sure enough, the tower agreed with them inasmuch as the upper two-thirds of their vertical tail was gone. Just this past year, that little saddle at the north end of the San Luis Valley between Villa and Coal Dale claimed a husky C210 and its high-time experienced pilot. As I understand the report, upon sweeping up the debris near the top, it was observed the wings failed from a negative load. Nuff sed! No doubt there is more detailed information available. During this recent season it was noted that the new Telluride airport is beginning to collect bent aluminum as expected. These stories could go on ad infinitum and the bottom line is--take care. But mainly, it might be better just to eliminate the turkey tracks next printing and for the state to stay clear. Litigation is such an expensive nuisance.

The chart is convenient and I like it back and front except for the turkey tracks. That development represents mountains of work in addition to our favorite mountains of rocks. Tourists and locals might get more benefit from the map if they had to sit down and figure out their own VFR routes for current conditions.

B. J. Crowley
Hygiene, Colorado

**Copy Deadline for
FLIGHT LINES
10th of the month**

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

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