

CPA FLIGHT LINES

Vol. 5, No. 8

September 1988



CPAer Mike Bundgaard floats along the front range near Longmont in his Firefly AX-7 with a student.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

THE PRESIDENT'S CORNER

by Don Welsh

The dust has finally settled and the FAA has stated the new rules requiring a transponder and Mode C (altitude reporting). I shall not attempt to list the new requirements in their entirety but here are the salient points:

NOTE: RULES FOR AIRCRAFT WITHOUT ELECTRICAL SYSTEMS, BALLOONS AND GLIDERS FALL UNDER SEPARATE RULES.

Effective July 1, 1989, all aircraft are required to have a transponder with Mode C when operating within 30 miles of any designated TCA primary airport from the surface to 10,000 feet MSL.

In enroute airspace, effective July 1, 1989, aircraft operating

in all airspace of the 48 contiguous states and the District of Columbia at and above 10,000 feet MSL must be equipped with an operable transponder with Mode C except when operating at and below 2,500 feet AGL.

Effective December 30, 1990, all aircraft operating in an ARSA and in all airspace above an ARSA beginning at the ceiling of that ARSA and extending upward to 10,000 feet MSL within the lateral confines of that ARSA must be equipped with an operable transponder with Mode C. Aircraft operating in the airspace beneath an ARSA are not required to have a transponder with Mode C. Limited deviation from this requirement may be permitted on a case-by-case basis by authorization under existing regulations.

Effective December 30, 1990, aircraft operating in the airspace from the surface to 10,000 feet MSL within a 10-mile radius of any airport listed in newly designated Appendix D of Part 91 must be equipped with an operable transponder with Mode C except when operating in the airspace below 1,200 feet AGL outside of the ATA. Currently, Logan International Airport, Billings, MT and Hector International Airport, Fargo, ND are the only airports listed.

At other airports where terminal radar service is provided, operators are subject to the existing requirement that pilots of aircraft with a transponder with a Mode C must operate that equipment while in controlled airspace. The rule adopted does not alter that requirement.

Please be aware that this is not a complete word-for-word so look for and study the new rules as they become available to you.

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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

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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.

THE FIRST THREE WEEKS

by Walt Barbo

My retirement from the FAA (effective July 30) is proving to be an easy adjustment. I am now three weeks into it. And I thought there might be an interest in some of my initial impressions.

One of the nice things about retirement is the added time it affords to bum around airports . . . and the opportunity to visit with other aviation types. Today was a good example.

Today's events actually started a couple of weeks ago as a result of an annual inspection of my T210. For this year's annual, I chose to rent hangar space from Front Range Airport for self maintenance and use Sonny Elgin as the IA. This was a convenience to save a few bucks. As a recent retiree, I find myself more cognizant of the need to do so these days. But it also provided "hands on" experience to learn more about the aircraft systems and maintenance. However, I digress.

Those of us in aircraft ownership have all lived the apprehension of the engine compression check. I was starting to feel somewhat relieved after the first few cylinders were checked. Readings were consistently 78-79 over 80 . . . until the last cylinder. It wouldn't hold pressure. Sonny noticed that the exhaust valve guide appeared worn and suspected that I had an exhaust valve problem. He offered to pull the jug and send it out for servicing. However, he spoke of confidence in an engine repair service based at a small (restricted) airport at Eaton, Colorado. It is located 5 miles north of the 09 paint markings on Runway 09-26 at Weld

County Airport in Greeley. He recommended that I fly it there to have the work done.

Don't know if many of you realize the logistics challenge of basing an aircraft at Jeffco, having maintenance work done at Front Range, transporting the aircraft to Eaton for additional work, and then returning to Jeffco to pick up one's auto.

Delivering the aircraft involved a number of people, including Fred Jaeger, Airport Manager at Greeley. I had stopped by his airport to practice my short field landing technique before going into Eaton, and to make a coffee stop. While there, Fred offered me ground transportation from Eaton back to Greeley.

Eaton is identified as THOMPSON (Pvt) 4800-26 on the Cheyenne Sectional. It is restricted use with a dirt runway. Like many of us, it had been years since I had landed with the 210 on runways less than 100 feet by 8000 feet. The short field landing at Greeley added to the comfort factor. And besides, Fred has a nice little snack bar in his terminal building. So it was a worthwhile stop.

It was an easy five-mile flight up to Eaton, plus an additional 10-15 minutes of flying time needed for me to find the airport. (I don't know why it is so hard to find turf strips.) Soon after landing, Fred arrived in an airport car and transported me back to Greeley. And Frank Gallo arrived there a few minutes later in his Skylane (in the middle of a long lunch from his job with the State Judicial Department) and transported me

back to Jeffco (where my auto was parked), and then returned to his base at Front Range. That is how I delivered the aircraft to Eaton.

Picking it up was somewhat the reverse but with a few complications. Tom Daly had volunteered to transport me to Eaton. Tom owns a Skylane Turbo 182RG which he bases at Centennial. I drove my car to the hangar at Jeffco where Tom arrived promptly at 6:45 a.m. But he shut down and confided that he lost his airspeed indicator on departure from Centennial. Thereafter followed a brief discussion on minimum equipment requirements and safety when flying without airspeed indication. It appeared the mission was scrubbed until Tom decided to blow into the pitot tube in an attempt to dislodge whatever was blocking the system. Fortunately, whatever was obstructing the chamber broke free. So we were free to go. (Note: Most instrument shops caution against blowing into pitot tubes because excess pressure can cause serious damage to the altimeter.)

After a brief detour over Denver's new airport site, where Tom needed to take a few aerial photos for a project he is working on, our mission took us directly to Greeley. As luck would have it, the Greeley area and as far east as we could see was covered with a low ground fog. So we chose Fort Collins-Loveland as a stopover until the fog lifted. While there, we took time to tour the new Firewall Forward facility at the airport. It had relocated earlier this year from the Downtown Fort Collins Airport. Nice facility, and nice people.

By 10 a.m. the fog had lifted over the Greeley area and we were once again on our way to Eaton. Would you believe, traffic over

the airport was heavy. The airport is used primarily as a base for crop dusters, and today two dusters were busy working the adjacent fields. Beautiful to watch. Tom timed his approach so as to not disrupt their maneuvers. The 2600-foot runway is oriented in a north-south direction. When conditions permit, landings are to the south and takeoffs to the north. Since the building area is on the south end of the airport, this minimizes taxi time. To Tom's delight, he was able to touch down and roll out at the building area without use of brakes. His Skylane is an ideal aircraft to operate from this type of strip.

Andy Sherbourne is one of three operators on the airport. His Aircraft Engine Services specializes in repair of cylinders. It's a small shop adjacent to a hangar and aircraft service operated by Scott Walter Bell. Scott is a CPA member. It was the first time I can recall meeting him. Other than that he is tall and slender, I find it difficult to describe what he looks like because a full red beard covers his face and hides his features. At one time, he was affiliated with Mark Seader at Firewall Forward, but broke off that relationship about three years ago when each decided to go their own way. Scott said he liked the remoteness and quiet of the small airport. While he has considered relocating to a busier location (such as Greeley), he notes that the busier airports seem to experience a lot of hassle. So relocation doesn't seem likely. The third operation on the airport is obviously crop-dusting.

Like many small restricted airports, the runway has obstructed approaches on both ends. A tree obstructs the northwest approach, and I couldn't help but note as I went by on departure, that there

wasn't much foliage on the runway side. While I'm certain this wasn't the case, I nevertheless mused as I flew by as to whether departing aircraft were stripping the branches of their foliage. The other end has a shed next to the runway edge. The airport would give "fits" to the airport planners and engineers of the office I just retired from. But it is completely comfortable and safe to pilots who operate there.

On the return flight to Jeffco, I stopped by Tri County Airport to see how Tom Pierce was doing with his operation. Tom seeks to gain FAA acceptance of his airport as a designated private-owned reliever. This would make the airport eligible for federal funds for airport development. The airport does need help.

There are currently 225 based aircraft at Tri County, a gain of 40 over last year. Four FAA approved repair stations operate

out of the FBO hangar: Avionics, instrument, propellers, and aircraft welding. Tom said the shop rate for aircraft maintenance is \$29 per hour. The place looked busy. He must be doing something right. The Convair Restaurant is still open but now specializes in Mexican food. Hours are from 11:00 a.m. to 11:00 p.m. Weekend brunches are also featured..

By noon I was back at Jeffco and took time to stop by The Deli before leaving the airport. The Deli opened August 15 in the north side of the Jeffco Air hangar. Seems to me, the last time I visited that space it was an avionics shop. There is seating for about 25 diners. Entrees include five or six deli sandwiches with a price range of \$3 to \$4. Nice little family operation and nice service. Hope it makes it!

Not a bad way to spend a day!



HEARD ALONG THE FLIGHTLINE

FAA has announced extension of the comment period on an NPRM which would create an ARSA at COS. Comments (in triplicate) must be sent on or before November 7, 1988 to FAA Office of Chief Counsel, Attention: Airspace Docket No. 87-AWA-52, 800 Independence Ave., S.W., Wash., D.C. 20591. There is also an informal airspace meeting scheduled for October 6, 7:00 p.m. at the Best Western Palmer House in Colorado Springs.

*

JIM DYKES, CPA member from Colorado Springs, tells us he is not waiting for the inevitable. He recently installed a Mode C Transponder in his Piper Cherokee N5233L.

*

Don't know how many of our members are subscribers to **BABETTE ANDRE'S** Wings West publication. The last issue (Summer 1988) has some exceptional aerial photography over Lake Powell. A first class issue. Worth searching out a copy . . . and a subscription.

*

Absentee member **DENNIS MEWSHAW** finds himself exceptionally busy these days. Dennis vacated the State Aviation Planner position for Colorado a year ago to accept the Directorship of NASA's Research & Education Office in Washington, D.C. By January, the office will be undertaking a con-

tract to do a national program of airport data collection for the FAA. In the interim, his office is preparing a special report for the National Governors' Conference on aviation programs in the various states.

*

The **AURORA BALLOON FESTIVAL** at Front Range Airport on August 28 was attended by nearly 7,000 people. Sixty-one balloons participated under ideal weather conditions, including one in tether with a couple of balloon enthusiasts who exchanged wedding vows. **JON GALLO**, Marketing Director for the airport, described the air show as the best they have sponsored. Have to agree. There was something for everyone.

*

An unnamed CPA member told us of his interest in attending the show . . . but was a no-show because of the early hour. Said something along the line that "it is not natural to have to get up so early."

*

BRUCE HULLEY was there though. Guess he could relate to the air speed performance of the balloons. By way of explanation, Bruce flies a Cessna 140 . . . and had just returned from making another one of his continental speed record flights. He had just completed a two week trip to Florida, Washington, D.C. and return to Front Range with a total of 46.8 hours of flying time.

*

VERN FOSTER reported that the Wings Program, held in Grand Junction on August 26-27, was attended by 24 pilots with at least 12 instructors. CPA co-sponsored the event with the FAA. He described seeing a lot of familiar faces . . . including **BEN and PHYLLIS KRAMER**, who recently moved from the Denver area to a small airport they acquired at Hotchkiss. Vern will be providing a feature article on the event in the September issue of **FLIGHT LINES**.

Copy Deadline for
FLIGHT LINES
20th of the month

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

COLORADO AVIATION CALENDAR

OCT 1 (Sat.)

FLY-IN TO BURLINGTON, CO. Sponsored by Colorado Pilots Assn. Tour of "Old Town", carousel and barbeque lunch. Reservations: Don Welsh (303) 366-3408.

OCT 1-2 (Sat.-Sun.)

CASTLE ROCK BALLOON FESTIVAL, The Meadows. Info: Mike Bundgaard 759-3907.

OCT 1-9 (Sat.-Sun.)

INTERNATIONAL BALLOON FIESTA, Albuquerque, NM.

OCT 6-9 (Thurs.-Sun.)

CONFEDERATE AIR FORCE HOME-COMING AIR SHOW, Harlingen, TX.

OCT 17 & 24 (Mon. & Mon.)

HOT AIR BALLOON GROUND SCHOOL. Info: Joyce Bundgaard (303) 759-3907.

OCT 22 (Fri.-Sat.)

COLORADO PILOTS ASSOCIATION ANNUAL MEETING. See enclosed flyer for details. Info: Don Welsh (303) 366-3408.

OCT 29-30 (Sat.- Sun.)

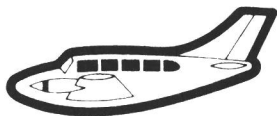
18th ANNUAL GREELEY HALLOWEEN BALLOON RALLY. Info: Joyce Bundgaard 759-3907.

NOV 19 (Sat.)

COLORADO AVIATION HISTORICAL SOCIETY HALL OF FAME BANQUET, USAF Academy Officers Club, Colorado Springs, 1:00 p.m.

DEC 9 (Fri.)

COLORADO PILOTS ASSOCIATION CHRISTMAS DINNER. Location and details later.



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MEMBERS: PLEASE NOTE...

Our new computer program for generating address labels permits us to show membership expiration dates.

This information is provided as a reminder in planning your membership renewal. Dues are \$20 for one year or \$38 for two years. Checks should be made payable to COLORADO PILOTS ASSOCIATION and mailed to the Post Office Box address on the back cover of FLIGHT LINES.

STATE AERONAUTICS OFFICE UPDATE

Legislation passed in the last session of the Legislature creates the new office effective January 1, 1989. It is surprising, however, how few of the aviation community seem to be aware of changes which will go into effect on that date.

This includes aircraft owners, who incidentally will benefit from elimination of the annual State Aircraft Registration Fee and Aircraft Ownership Tax. And pilots seem unaware that, beginning with the first of the year, fuel acquired in Colorado will be assessed a state excise tax of 6 cents/gal on av gas and 4 cents/gal on jet fuel. The tax will be used, in part, to fund the new office and, in part, to be disbursed back to public airports which collect the tax. Most FBOs also seem unaware that they will have a key role in this process.

Preliminary efforts by the Department of Military Affairs, under which Aeronautics will be located, has focused on preliminary budget and workload planning for the new office. And a crash effort is underway to appoint an interim Aeronautics Board.

The legislation provides, in general, that the Board consist of seven members to be chosen:

Two from the eastern slope and two from the western slope, representing local governments which operate airports (such members to be selected by the governor from a list of nominees supplied by local governments);

One from a statewide association of airport managers;

One from a statewide association of pilots; and

One familiar with and supportive of the state's aviation issues, interests, and concerns.

A flood of unsolicited applications are currently pouring into Military Affairs. Overlooked, however, at least until recently, was the provision that four of the seven Board members be selected from a list of nominees supplied by local governments. Of little surprise, many local governments were unaware of this provision. So during the last month, Military Affairs has taken action to correct this problem by notifying all eligible governmental units of the provision. An additional flood of nominations can be expected.

Not to be outdone, the CPA Board, at its August meeting, selected its own list of nominees for the Board positions. It includes six of our members for the one position from the statewide association of pilots. Our nominees for the remaining positions, with minor exception, were CPA members.

The Department of Military Affairs still has a lot of time to create the new office. At this writing, four months remain. Their priority to select an interim Board that can be used for policy guidance and advisory during this stage can't be questioned. But there is a lot to do. Let's hope that Board selections don't get hopelessly bogged down in a political process. At a time like this, it seems that aviation credentials should prevail.





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Agenda

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|-------|--------------------------------|
| 9 am | Mini Imax™ film |
| 10 | FAA Accident Prevention |
| 10:30 | FSS The Weather and You |
| 11 | Survival: A Must |
| 12 | Lunch |
| 1-4 | Mountain Flying, Sparky Imeson |

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BJC AIRCRAFT OWNER ATTITUDE SURVEY

Jeffco Airport Manager, DAVE GORDON (and one of our CPA members), conducts an interesting program under which he periodically surveys owners of aircraft based at his airport. The thrust of the survey is to gain feedback on pilot views which can be used in administration of the airport. But it develops information of interest to the pilot community as well. A brief summary of significant findings follows.

Over 400 aircraft are currently based at the airport. Of 301 owners contacted in the April survey, 167 (55%) responded.

Q. What do you like most about flying in and out of Jeffco?

- * Control Tower
- * Facilities/Services
- * ILS approach
- * Runways
- * Convenient, full service airport
- * Location close to home/office

Q. What do you like the least about flying in and out of Jeffco?

- * High fuel prices
- * Lack of good maintenance facilities

- * Snow removal
- * Proximity to Denver TCA
- * High winds
- * Long drive from home/office

Q. What impact will the proposed changes in the Denver TCA have on the way you use your aircraft?

66% said they would not be affected
 7% said they didn't know what impact it would have
 25% said it would have a negative impact
 2% were undecided

Q. Do you have a transponder in your aircraft?

157 Yes 10 No

Q. Is your transponder an altitude encoding Mode C transponder?

140 Yes 20 No

Q. If no, do you intend to buy a new transponder?

9 Yes; 16 No; 1 Undecided;
 3 Only if forced to

Q. Your view of fuel prices?

43% said they were competitive
 57% said too high

Q. Do you purchase MO-gas?

138 No 9 Yes

Q. Where do you purchase fuel?

51% use Jeffco
 16% use Greeley/Weld Co.
 9% use Erie/Tri-Co.
 8% use Front Range
 16% use various around Colorado & Nebraska

Q. Your view of maintenance rates?

49% said they were competitive
 51% said too high

Q. Your view on quality of maintenance?

27% rated it excellent
 43% good
 19% fair
 11% needs improvement

Q. Where do you do your maintenance?

59% use Jeffco
 5% use Greeley/Weld Co.
 5% use Downtown Ft. Collins
 5% use Front Range
 26% use various around Colorado & Nebraska

Q. Your opinion of snow removal?

13% rated it excellent
 37% good
 25% fair
 25% needs improvement

Q. Do you feel the Airport Management and Staff are accessible to your needs?

118 Yes; 5 No; 5 Sometimes;
 19 no contact with them;
 1 undecided

Q. Level of service provided by control tower?

55% rated it excellent
 36% good
 7% fair
 2% needs improvement

Q. Are there any other services not provided at Jeffco Airport that you would like to have available?

The two most popular answers were a restaurant and high pressure wash station. Other comments included a hotel, repair Runway 02/20, lengthen and repair Runway 29L/11R, airport beautification, and better airport sweeping and snow removal.

AREA REPRESENTATIVES

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