

CPA FLIGHT LINES

Vol 6, No. 1

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Sue Burke of Lakewood prepares for her first parachute jump. See page 6 for details.
Photo taken at Fort Collins/Loveland Airport.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

by Walt Barbo

The strength of any organization is typically a reflection of the effectiveness of its committee structure and I am confident that Colorado Pilots Association is no exception. With CPA, this strength lies within its standing committees.

Our organizational by-laws provide that chairpersons of standing committees shall be appointed by the President, with the advice and consent of other elected officers, and serve a concurrent term of office. Each standing committee is provided a general set of instructions to guide its activities. Of course, they must function within provisions of CPA's Constitution and By-laws. However, the committees

have authority to establish their own organization and the procedures under which they function. And significantly, since each appointed chair of a standing committee becomes a member of CPA's Board of Directors, they can exert a great deal of influence on policy and activities of the organization.

This is the basis for my observation that the strength of CPA lies within its committee structure. But it is also an appeal, for those who seek an active and gratifying involvement in local general aviation matters, to join one of the committees. At this writing, there are two vacant chairperson positions. And chairs of the other committees would welcome additional members.

The by-laws provide also for considerable flexibility in the number and type of standing committees to be established. Accordingly, the committee structure can be tailored to meet organizational needs. This influenced the Executive Committee (which consists of the four elected officers) to expand the number of standing committees from six as provided in our by-laws to the ten committees shown in the accompanying article. The structure was approved by action of the Executive Committee at its business meeting of November 3.

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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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CPA STANDING COMMITTEES FOR FY 1989

Significant changes in committee structure from prior years include the addition of standing committees for Aviation Education, Flight Safety, and Airspace. These were added consistent with the current policy direction of the organization. And because of the heavy workload of the prior Program Committee, it has been replaced with two committees, one for monthly program and special ad hoc meetings, and the other for fly-in events. Also, the Jackpot Classic has grown into sufficient significance to justify committee status.

The ten CPA standing committees with a brief description of their major functions is shown below. Chairpersons of the committees are identified in parentheses.

1. LEGISLATIVE AFFAIRS: (Frank Gallo)

Monitor national and local legislative matters to assure that pilot interests are protected. Maintain liaison with public officials. Provide advise on aviation matters. Promote governmental actions and legislation favorable to the growth of general aviation.

2. MEMBERSHIP: (Vacant)

Maintain membership file and prepare annual roster of members. Process application, expiration and renewal actions. Administer programs for expanding membership.

3. PUBLICITY: (Vacant)

Conduct an information program in support of organizational goals to encourage and promote

the growth of general aviation in Colorado. Establish and maintain relations with the media. Prepare press releases on significant CPA activities or events.

4. PROGRAM: (Tom Daly)

Arrange monthly program and special ad hoc meetings. Activities include preparation for events such as Annual Meeting, special tours, and XMas Dinner. Excludes fly-in events.

5. FLY-IN EVENTS: (Bill Totten)

Includes special fund raising events in addition to recreational fly-in events. Responsibilities exclude activities related to Jackpot Air Classic.

6. JACKPOT CLASSIC: (Hulley & Elgin)

Activities relate exclusively to the planning, promotion, and conduct of the annual Denver to Jackpot Air Classic.

7. AVIATION EDUCATION: (Vanita Gallo)

Function in promotion of aviation through aviation education programs. Establish and maintain a speakers bureau and arrange for presentations before public groups. Provide advisory to the public on aviation matters.

8. FLIGHT SAFETY: (Foster & Hulley)

Conduct periodic flight clinics in mountain flying and flight proficiency. Conduct safety

seminars in support of organizational goals to encourage safety in general aviation flying.

9. AIRSPACE: (Walt Bell)

Protect pilot interests in use of airspace. Monitor airspace proposals and oppose actions which would adversely affect the safety of flight or unreasonably limit general aviation use of airspace. Participate in activities directed towards achieving greater effectiveness in the use of airspace.

10. NEWSLETTER: (Terry Barbo)

Administer workload in preparation and distribution of monthly newsletter.

NEWS FROM AREA REPS

FRED JAEGER, Area Representative for Greeley, reports that a new FAA installed remote communication facility located at Ault, Colorado, will become operational on December 15, 1988. The facility will permit radio communications with Denver Center from airport surfaces at both, Weld County and Fort Collins/Loveland airports. It should help IFR operations from the two airports. Frequency is 125.9.



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AVIATION CAREERS WORKSHOP

Over 60 Littleton middle school girls, participating in "An Expanding Your Horizons Conference," were given an outlook on aviation careers by UAL pilot **Vanita Gallo** and Air Force Captain **Eileen Collins**. The all-day middle level program for gifted and talented girls in grades 6 through 8 featured 29 career workshops for the nearly 300 attendees, who could choose four workshops to attend.

Vanita, CPA's Aviation Education Committee chairman, was asked by the Littleton Public Schools to set up the aviation careers workshop, and with the help of CPAer **Bill Madsen**, of the Air Force Academy's Public Affairs Office, was able to arrange for C-141 pilot, **Captain Collins**, to co-host the workshop sessions, which lasted most of the day on Saturday, November 19.

According to Vanita, the girls were definitely sharp, knew they

were bright, and were not ashamed or self-conscious about it. What were some of the more frequent questions asked by the girls? Several asked how good one's eyesight had to be to be a pilot, and it was an obvious area of concern. Others asked pointed questions about how short their hair would have to be if they entered the Air Force Academy as the route to become pilots.

Vanita reports that only a handful had ever been up in a small plane. She said about 25 percent of the girls expressed a definite interest in an aviation career, while 8 or 10 of those had already decided they wanted to be pilots. As Vanita pointed out, the girls were just the right age to be given a full exposure to career choices, because doing it in the mid or late teens is generally too late because female career stereotyping has already occurred.



Air Force Captain Eileen Collins and UAL pilot Vanita Gallo conduct aviation careers workshop for Littleton middle school girls Saturday, November 19.

HEARD ALONG THE FLIGHTLINE

Sunday, November 6, started out as another routine day for SUE BURKE. It began with a breakfast flight to CYS with husband Dave in their Mooney 201. A number of friends in other aircraft joined them. The return flight, however, involved a stop at Fort Collins/Loveland Airport . . . where SUE took her first parachute jump. A lot of surprises for such a quiet little lady. She is also a private rated pilot, scuba dives, and rides trail bikes.

*

The jump was a Xmas gift last year from DAVE. It carried a one year expiration, and SUE wasn't about to let that happen. During briefings for the jump, an old grizzly and experienced jumper (with the name of Big Bad John stenciled on his helmet) remarked to Dave, "You'd better think of something tremendous following this . . . because you'll have a hell of a time trying to satisfy her."

*

Don't know if parachute jumping is an old people's sport, or whether jumping accelerates the aging process. Couldn't believe all of the grey hair . . . even among the younger jumpers.

*

And of course, there were a lot of parachute jokes floating around. Such as the little old lady who picked up a parachutist following a jump and remarked, "Young man, I can't see why anyone would jump out of a perfectly good airplane". To which the chutist replied, "With all due respect, mam, you should have seen the airplane."

*

And the, first-time chutist who was concerned about what to do if his chute didn't open . . . but was assured by his instructor to not worry since there was a second chute. Concern about what to do if the second chute didn't open brought the counsel that it never happens . . . but should it happen, simply pray to Buddha. As luck would have it, the first-time chutist had safely cleared the jump aircraft, and pulled the ripcord, only to have his parachute fail to open. And the second chute also failed. A frantic call to Buddha brought a huge hand out of the sky . . . and the chutist was caught very softly in its open palm. To which the parachutist murmured, "Thank God" . . . after which the upfaced palm turned over 180 degrees towards the ground.

*

In a more serious vein, a question on airplane procedures during jumps revealed that each flight is cleared separately with Denver Center. If jumpers depart an aircraft from a high altitude, the aircraft circles jumpers on the way down so that it's transponder transmissions can provide a visible target for Air Traffic Control.

*

A Cessna T206 was in use on the day of Sue's jump. With the exception of the pilot's seat, all seats had been removed, as was the large cargo door on the right side of the aircraft. Five jumpers could be accommodated with this arrangement. To prevent shock cooling of the engine during descent, the aircraft was



It's all over, and Sue says she would repeat the adventure anytime.

flown with flaps down, at an air-speed of 90 knots, and power settings of 20 inches and 2200 RPM. As an added safety measure, the jump aircraft also maintained radio contact with Unicom and provided advisory to local aircraft during the jump. The jump target is a small circle just east of the hangars . . . on the airport! Hard to believe that jumpers can fit compatibly, and safely, in the same airspace used by aircraft. But it seems to work.

*

Former CPA President DON WELSH and spouse RENEE just returned from a trip to Grenada. Recall that is the island in the West Indies that the U.S. invaded in

1983 when it appeared that the Cubans were building a major military airfield there. The U.S. completed the airport and it now accommodates large air carrier aircraft. The Ramada Inn (formerly the Holiday) where they stayed had suffered extensive damage during the conflict. But it was restored to new condition prior to President Reagan's visit there earlier this year. Don described the hotel rates as moderate . . . about \$85/day. And meals run about the same as here. St. George, the major city on the island, is built on the side of a cliff, like many Mediterranean cities. The culture is over 300 years old . . . reaching back to the beginning of the slave trade. A delightful people and a fantastic climate.

Don describes the place as a "sunlover's paradise."

*

Speaking of trips, hear that DAVE BURKE is doing some preliminary planning for a group of small planes to tour Mexico in February or March of 1989. Anyone having an interest in such a trip should contact Dave at his home. Phone 989-1014.

*

At the Aviation Historical Society Association Hall of Fame Banquet on November 19, "A superior aviator is one who uses superior judgement . . . before having to exercise superior skills".

*

In late November, Wings West Magazine, the bi-monthly aviation publication created by BABETTE ANDRE, announced formation of a new publications board. JIM and CONNIE FAHNESTOCK, longtime publishing personalities, SPARKY and DARLENE IMESON of book and video fame, and BOB JAIN, former Denver Post aviation writer, joined principals BABETTE ANDRE and JACK IGOE on the board. All are pilots. And with the exception of the Fahnestocks, all are CPA members. The magazine covers regional and national issues. It has a national circulation of 20,000 copies.



CPAer Scott Hamilton beams following his induction into the Colorado Aviation Hall of Fame on November 19. On his left is CPAer Grace Mayfield and on his right is wife Charlotte. Ceremonies were conducted at the Air Force Academy Officers Club, COS.

ACTIVITIES PLANNING

An Ad Hoc Planning Committee, chaired by CPA Vice President Robert Henley, met in mid-November to brainstorm a program of CPA activities for the current fiscal year. Others on the committee included Walt Barbo, Tom Bein, Tom Daly, Vern Foster, Frank and Vanita Gallo, Bev Green, Karl Sutterfield, Bill Totten, and Don Vander Ploeg.

Product of the meeting was the preliminary schedule of events shown as a separate exhibit in this issue of the Flight Lines. An attempt was made to schedule our activities with the least possible conflict with other significant aviation events, both in Colorado and elsewhere. For example, we tried to avoid scheduling a CPA activity in conflict with a planned airshow at one of the airports. And knowing that many of our members are planning to attend the annual EAA fly-in to Oskosh, we avoided scheduling anything in conflict with that event.

The schedule provides for a return to regular program meetings . . . but not more than six such meetings during the year. Half of these will be dinner meetings. Typically, program meetings will be held at 7:30 p.m. on the 3rd Thursday of the month in which they are scheduled. And dinner meetings will more likely take place on weekends. Locations may vary for convenience of the membership.

Many of the special events are consistent with prior years. However there are a few significant changes. One in particular is the aircraft maintenance seminar scheduled for Saturday, March 4. The seminar will be directed to what pilots/owners should know about the operation and maintenance of the Cessna

Skylane. The activity was obviously inspired by several Skylane owners among the ad hoc committee. But in all fairness to pilots/owners of other aircraft, a similar training course is scheduled for Bonanza type aircraft in early October. And if sufficient interest is shown, other types of aircraft will be the subject of subsequent meetings.

The Flight Safety Committee, co-chaired by Vern Foster and Bruce Hulley, plan three flight clinics this year. These will consist of a Mountain Flying Clinic and two Wings Proficiency Programs. These activities are the heart of our CPA aviation safety program and typically attract pilots from several of the neighboring states in addition to local pilots.

A new fly-in this year will offer a few additional stops for those returning from the Jackpot Air Classic. Typically, this event has been characterized by a mad dash to Jackpot, a flurry of events at Jackpot, followed by an early departure back to Denver. The Post Jackpot tour would add a day or two to the return portion of the trip with overnight stops, for example, at Jackson Hole or Cody in Wyoming. Planning is still soft. But the idea is to provide a little more relaxation to round out the air classic event.

The Flight Proficiency Contest and Progressive Dinner planned at Front Range Airport on August 19 is also a new type of event. Robert Henley describes a progressive dinner as one which begins at one of the hangars where participants receive a dinner entre . . . along with a lot of the usual fraternalism and aviation chatter expected with

hangar visits . . . after which participants go to other hangars for subsequent entrees. Sounds like fun!

A suggested event which gained a lot of discussion but does not appear on the schedule was a proposed group fly-in to western slope locations of the state. This was proposed as a three day event. And desirably, it was to have been scheduled consistent with a flight safety clinic in western Colorado. But there were to many conflicts with other

scheduled events. So it has to remain as a high priority for future planning.

Robert Henley is the principal point of contact for scheduling of CPA events. Should members have suggestions on ways to enhance this schedule, or wish to participate in the planning and conduct of an event, please let Robert know.



■ 1989 CPA PRELIMINARY SCHEDULE OF EVENTS ■

- Thu., Jan 19 **MONTHLY PROGRAM MEETING**, 7:30 p.m., APA Administration Building Board Room, Denver. Presentation by Robert Shelton, Manager of FAA Flight Standards District Office (FSDO #3) on regulatory matters affecting pilots and aircraft owners. Info: **Tom Daly** 337-6984.
- Sat., Feb. 11 **TOUR OF MARTIN MARIETTA**. Details to be announced. Info: **Tom Daly** 337-6984.
- Sat., Mar. 4 **CPA AIRCRAFT MAINTENANCE SEMINAR**, 8:00 a.m. - 4:00 p.m., Front Range Airport. Training in operation and maintenance of Cessna 182's. Pilot/owners of other aircraft types are also invited. Info: **Tom Daly** 337-6984.
- Sat., Mar. 18 **CPA DINNER MEETING**. Details and location to be announced. Info: **Tom Daly** 337-6984.
- Sat., Mar. 25 **EASTER FOOD LIFT**. Depart Front Range Airport. 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(0).
- Tue., Apr. 11 **LEGISLATIVE COFFEE**, 7:00 - 9:00 a.m., State Capital Rotunda. Meet members of Colorado Legislature. Info: **Frank Gallo** 337-5864.
- Sat., Apr. 15 **SAFETY SYMPOSIUM**, Metro State College. Cosponsored by Alpha Eta Rho Fraternity and Colorado Pilots Assn. in cooperation with the FAA. Info: **Bill Greener** 989-4654(H) or 556-2921(0).

- Sat., Apr. 29 **FLY-IN BRUNCH.** Details and location to be announced.
Info: **Bill Totten** 364-5238.
- Thu., May 18 **MONTHLY PROGRAM MEETING,** 7:30 p.m., Centennial Airport
Tower & Administration Building Board Room. Details
to be announced. Info: **Tom Daly** 337-6984.
- Fri.-Sun.,
June 9-11 **MOUNTAIN FLYING CLINIC,** Front Range Airport. Info:
Vern Foster 751-9421.
- Sat., Jun. 24 **CPA POKER FLY-IN.** Details to be announced. Info:
Bill Totten 364-5238.
- Sat., July 15 **13th ANNUAL CPA DENVER-TO-JACKPOT AIR CLASSIC.**
Departs from Front Range Airport on a course via Rock
Springs, WY to Cactus Pete's Casino in Jackpot,
Nevada. Info: **Sonny Elgin** 361-9365 or **Bruce Hulley**
344-2843.
- Sun.-Mon.,
July 16-17 **POST JACKPOT AIR TOUR.** For those who wish to make a
few stops on return flight from Jackpot. In pre-
liminary planning stages. Info: **Bill Totten** 364-
5238.
- Sat., Aug. 19 **FLIGHT PROFICIENCY CONTEST AND PROGRESSIVE DINNER.**
Front Range Airport. Sponsored by CPA. Particulars
to be announced. Info: **Jon Gallo** 363-0894.
- Fri.-Sun.,
Aug. 25-27 **WINGS PROFICIENCY PROGRAM,** Pueblo, CO. Sponsored by
CPA. Info: **Vern Foster** 751-9421 or **Bruce Hulley** 344-
2843.
- Sat.-Mon.,
Sept. 2-4 **CPA LABOR DAY FLY-IN.** Location and details to be
announced. Info: **Bill Totten** 364-5238.
- Fri.-Sun.,
Sept. 15-17 **WINGS PROFICIENCY PROGRAM,** Pagosa Springs, CO.
sponsored by CPA. Info: **Vern Foster** 751-9421 or
Bruce Hulley 344-2843.
- Sat., Sep. 23 **AIR FORCE ACADEMY TOUR.** Details to be announced.
Info: **Tom Daly** 337-6984.
- Sat., Oct. 7 **CPA AIRCRAFT MAINTENANCE SEMINAR,** 8:00 a.m. - 4:00
p.m. Training in operation and maintenance of Beech
Bonanzas. Pilot/owners of other aircraft types are
also invited. Info: **Tom Daly** 337-6984.
- Sat., Oct. 21 **CPA ANNUAL MEETING.** Location and details to be
announced. Info: **Tom Daly** 337-6984.
- Sat., Nov. 11 **TOUR OF AIR TRAFFIC FACILITIES.** Locations and details
to be announced. Info: **Tom Daly** 337-6984.
- Sat., Dec. 9 **CPA CHRISTMAS DINNER.** Location and details to be
announced.

LETTERS

Walt:

Thanks for the nice note.
Sorry to be late in getting my CPA dues paid.

When you have a chance, please say hello to all my friends in Colorado. NASAO is keeping me quite busy and the work is challenging but I have not had much opportunity to fly. Vern will be displeased with my not devoting the time to work on my instrument rating.

Through NASAO we now have about 40 states doing 5010 inspections for FAA. In addition to trying to keep them all moving in a single direction, I have been working with FAA-HQ on rewriting the 5010.4 Order. Particularly, we have recommended an entire new form for use at public heliports. The new form will improve reporting of the data rotorcraft pilots need given their unique operational characteristics.

I am also staying active on the FAA-NASAO LORAN C Working Group.

It appears that non-precision LORAN approaches will be a reality for everyone within a couple of years. I will know more following the Working Group's next meeting in Columbus, Ohio during early December.

Yesterday, [November 17--ED.] NASAO hosted a breakfast for a group of Colorado legislators and community leaders the Department of Military Affairs had back here for a tour. Quint Taylor of Airports spoke to them for 20 minutes about the importance of the state playing a role in planning and funding airport improvements. From the comments I heard afterwards, this may have been a big boost to the new Aviation Division.

Once again, say hi to everyone. Please call if you get back in this area anytime soon.

Dennis Mewshaw
Germantown, MD

STATE AERONAUTICS OFFICE UPDATE

Nearly seven months have passed since May 24 of this year when Governor Romer signed legislation creating the new Aeronautics Office. At this writing, there is no office and there may not be one until well into the first several months of next year.

Why the delay? It isn't for lack of effort. The Department of Military Affairs, under which

the new office will be located, is pursuing a number of startup actions. A call to that office in late November revealed that interviews had been completed for those seeking membership on the new Aeronautics Board, and a short list had been sent to the governor for approval. Nearly 50 had been nominated for the seven positions authorized under the Act. Selection of board members

was originally scheduled for early November, however, the process is now on hold . . . waiting action of the governor. As a practical matter, however, a provision of the Act which requires that board members be confirmed by the State Senate may delay confirmation until well into the next session of the Legislature. So it would be difficult to fault anyone, at this time, for delays in the selection process.

There is one conspicuous adverse impact of the delay. This stems from the loss of aviation advisory assistance that the board could be providing during the startup process for the new office. In the absence of such a voice, Military Affairs is faced with getting it's counsel from whatever source presents itself.

The National Association of State Aviation Organizations (NASAO) has provided part of this counsel. This is a national organization, supported by most states, that provides information sharing and counsel on state aviation matters to its members. (CPA Member DENNIS MEWSHAW, former aviation planner with the State of Colorado, relocated to Washington D.C. to accept a position with NASAO last year and currently manages a national airports data collection program.) In mid-November, the Department of Military Affairs escorted the entire House Transportation Committee of 19 legislators to Washington for briefings by NASAO and other Washington officials.

Other activities in the startup process include a number of Military Affairs hosted regional meetings. These were held primarily to provide information to local airports and base operators on paper flow requirements when the new fuel tax measures go into effect on January 1, 1989. But

it also provided a forum to share information on other matters related to creation of the new office. Regional meetings have been held at Sterling, Montrose, and with the Denver Regional Council of Governments (DRCOG). An attempt to have a meeting at Eagle was thwarted by bad weather, but will be rescheduled. A separate meeting is planned with the City and County of Denver. And a meeting was provided to our CPA at the annual meeting last October.

Needless to say, much of the current effort in the startup process is reserved for activities related to collection and distribution of fuel taxes. Countless little problems come up. For example, it would seem a simple task to collect fuel taxes at the distributor. But there are a number of unusual purchase methods which complicate the process . . . such as use of pipelines, off airport purchases, and purchasers with fuel tax exemptions. And time is running out.

WELCOME NEW MEMBERS

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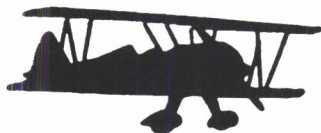
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