

CPA FLIGHT LINES

Vol 6, No. 5

May, 1989



CPA Larry Merkowitz of Aurora takes an early morning aerobatic flight in a Super Decathlon. Aircraft is owned jointly by Larry and Ed Cutler. Pikes Peak is visible in the background.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

by Walt Barbo

It was a way of life, a dream come true. But now it is more like a living nightmare. That is the way one of our members from the Van Aire residential airpark described the community's situation as Denver proceeds with its plan to begin development of its new airport.

I am prompted to write of their dilemma because it appears to be another one of those situations in which general aviation interests will be sacrificed to accommodate an air carrier use. Neither Federal or local governmental officials seem sympathetic. Their dilemma is worth sharing.

The February 1989 FAA Draft Environmental Impact Statement for the New Denver Airport gives

only brief recognition to the problem. It reads: "The Van Aire community consists of 86 residential homes built on a private airstrip six miles north of the proposed new airport. The entire community with its airstrip is located outside of the Ldn 65 noise contour but lies within the Terminal Control Area (TCA) for the new Denver airport. Because of this proximity, the FAA has concluded that the aeronautical activity of Van Aire can not co-exist with that of the proposed new airport." No discussion on mitigation measures appears in the document. It appears the destiny of the community is to be left with its housing and hangars . . . but not the use of its runway.

This observation was reinforced during a meeting in which representatives of the community met with Denver officials on April 10. During the meeting the representatives were asked for their suggestions on mitigation measures. Three were offered: 1) Relocate or realign runways at Denver's new airport to allow continued operations at Van Aire and reduction of noise impacts; 2) Buy-out or relocation of Van Aire; or 3) Relocate the proposed new airport further east. I am told that Denver officials rejected the suggestions for the reason they did not feel responsible for losses in airspace or impacts that might result in a change of lifestyle to the residents.

I suspect that a lengthy legal debate will follow and that much of it will focus on interpretation of FAA airspace approval actions. Van Aire received airspace approval for their airport

(Con't on p. 14)

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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
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.

1989 CPA SCHEDULE OF EVENTS

- Thu., May 18 **MONTHLY PROGRAM MEETING**, 7:30 p.m., Centennial Airport Tower & Administration Building Board Room. Info: **Tom Daly** 337-6984.
- Fri.-Sun.,
June 9-11 **FOURTH ANNUAL MOUNTAIN FLYING CLINIC**, Aero Services, Denver-Centennial 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 preliminary 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**. Southwest Colorado: Ouray via Montrose. Info: **Dave Burke** 989-1014.
- 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.

BOARD OF DIRECTORS MEETING REPORT

Our CPA Board meeting of April 6 had more than a normal number of absences. Robert Henley was out of state on company business. Vern Foster and Mark Meyer were both out because of deaths in their families. Vanita Gallo was away flying her Boeing 727 with UAL. Wayne Phillips was out on a CAP search mission looking for a plane overdue on a flight from Steamboat Springs to Fort Collins/Loveland. And two others were absent for reasons not known. But there was a quorum and some information worth sharing came out of the meeting.

Activities included a report by Walt Bell, Chairman of the Airspace Committee, on contacts he made to members of Congress to seek support for the "Buffer" airspace proposal. Recall the buffer airspace proposal was developed jointly by AOPA, EAA, and HAI as an alternative to FAA's proposed 30 nm rule on Mode C requirements for TCAs. Walt reported he received responses from Skaggs, Schroeder and Armstrong. But each was of a boiler plate variety. He didn't see a great deal of enthusiasm from our congressional representatives and doesn't expect a great deal of support to follow.

In a related matter, Bruce Hulley gave a heads up that the FAA rule has a Mode C requirement for operations in ARSAs following December 30, 1990.

Though not able to attend, Vanita Gallo sent in a report noting the Aviation Education Committee is receiving more requests for presentations to school groups than she is able to accommodate. She expects to call together a small workshop to work up a program to increase our presence in aviation education,

possibly including the creation of a speakers panel. Anyone having an interest in participating in this program should contact Vanita.

Bruce Hulley, Chairman of the Denver-Jackpot Classic Committee reported that his committee will hold its first planning meeting on Friday, April 14 at Front Range Airport. The fly-in is scheduled for July 15 and a block of 65 rooms has been reserved at Jackpot for our participants. Bruce cautions that the resort has a lot of demand for accommodations and will probably have an earlier deadline for release of rooms than experienced in past years. His message: Make reservations early or be faced with the alternative of putting up a tent.

The fly-in to the Liberal Air Museum scheduled on April 29 will be history by the time this report is in print. Fly-in Committee Chairman Bill Totten put a lot of planning and personal energy into making this a successful event, including an advance trip to Liberal in his Skylane to make arrangements. Bill reported receiving several suggestions from members for future fly-ins. One with considerable appeal was a suggestion for an event involving air-to-air photography in which members could have their aircraft photographed in flight. Many of our members get together informally for this purpose. This is the source of many of the photos which appear on the cover of our newsletter. The CPA Board was concerned about safety implications of sponsoring such an event, however, so it looks as though members who wish to have their aircraft photographed in flight will have to do so inde-

pendently. Walt Barbo said he would accommodate anyone who had such an interest.

Another suggestion was received from the Black Forest Soaring Society for a fly-in to their new glider port. Bill reported it has a 3700 ft paved strip and is located up on the flat several miles north of the old location. He plans a trip down there in the next few weeks to check it out. Some of our members are glider pilots and may have flown from the facility. Looks like a good opportunity for the rest of us to see how the other half live. Bill needs an indication of interest.

Discussion was continued from last month on the issue of providing a primary telephone point of contact for our organization. Mark Meyer had researched the issue and recommended that we use a contract telephone service. The service provides a telephone number for exclusive use of CPA and functions similarly to a telephone recording system. It accommodates a 30 second outgoing message, records up to 15 incoming messages, alerts each one on a tone pager, and allows for remote greeting exchange . . . all for \$16.50 per month. We

expect to use the service.

Walt Barbo reported on efforts in support of AOPA's planned visit to Denver on April 27 as part of its 50th Anniversary Tour. Something over 100 names and addresses of individuals prominent in Colorado aviation were assembled and forwarded to AOPA in late March. The names will make up a VIP invitation list for one of the AOPA events.

In a final item relating to the United States Pilots Association, Walt Barbo announced that he would not be continuing as Northwest Mountain Region Vice-President for the organization following expiration of his term in May. Vern Foster resigned his position as First Vice-President earlier in the year. This leaves Don Vander Ploeg in the position of Treasurer and Bruce Hulley as Chairman of the Legislation, Rules & Regulation Committee. In the case of both Barbo and Foster, the reasons given for stepping down were the financial costs of participation and commitments of time to other interests. CPA continues to support objectives of the USPA and will continue its membership relationship.



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Some of the courtesy publications available at most FBOs are worth a second look. For example, Judson's at Longmont has a new publication entitled PLANE PEOPLE. It's a monthly newsletter for "Aviation Singles." Has some interesting personal ads, such as this one . . . "Frustrated Female Flight Instructor 21, has been typed for the big one. Likes twins or moresomes. Have pillow will travel. Will make a champ pilot out of you."

*

Or this one . . . "SWM 42 6ft 180. Corp Exec. Loves aviation, especially WWII. Have '58 Chevy. Will travel. Seek fun attractive woman 25 to 40 to share common interests. Business travel covers most of USA. Can get to most places eventually. Lets "Do" lunch, dinner, or whatever."

*

In a more serious vein, we note that the current balance in the AVIATION TRUST FUND exceeds \$11.2 B with over \$6 B uncommitted. Aviation interests frequently frustrate over how this excess can be tapped for aviation needs. The Feds reluctance to release the funds is readily understandable, however, when one considers their interest in using the balance to offset operational costs of the FAA. FAA's FY 1989 Operation Budget was approximately \$3.5 B of which \$471 M (13.5%) came from the trust fund. For FY 1990, FAA has requested \$1.7 B (43.5%) of its operations budget from the fund. And it has a long standing policy objective to eventually fund 85% of its operational costs from that source. If

successful, there will be no need to concern ourselves about uncommitted balances. There won't be any.

*

DON VANDER PLOEG notes that those unplanned stops to wait out weather on vacation trips often result in a better time than realized at the planned destination.

*

At the last meeting of the CPA Board of Directors (in a tongue-in-cheek comment) BRUCE HULLEY noted a calendar conflict between the schedule of the CPA 13th Annual Denver-to-Jackpot Air Classic (on July 16) and the EAA Annual Fly-in (this year to Fort Collins/Loveland Airport). It wasn't the conflicting schedule that bothered Bruce. His concern was that the EAA traditionally picks bad weather for their event . . . and this could affect the running of the Air Classic.

*

WALT BARBO received a thoughtful thank you letter from the Wyoming State Highway Department regarding the flight he spoke of in his President's Message in the April Flightlines. It was a donated flight to Cody in support of a program to discourage drug and alcohol abuse among high school students. It involved transporting a local sports figure for presentations before assemblies of students. Wyoming wrote: ". . . Wyoming's small population does not support an extensive transportation network for its long distances between towns and your assistance filled this gap. The expenses you saved

will be used to further the program and reach more students. It is the personal sacrifices of persons like yourself and professional athletes conducting the program that will make an impact on reducing traffic crashes that are the number one health problem for teenagers and adults."

*

BILL TOTTEN is too modest to talk about the contributions he makes to aviation. So it was accidental that we learned of a mercy flight he made last December 21 to transport a paraplegic and a parent home to Abilene, Kansas for Xmas. The family could not afford a charter. And driving was out of the question because the physical condition of the patient would not tolerate the long trip. So Bill provided free air transportation in his Cessna Skylane.

*

The publication "LIGHT PLANE MAINTENANCE" has a way of separating the wheat from the chaff. In its April issue, for example, it advises the effect of NPRM 81-14A was to officially change FAR Parts 43 and 91 to reflect the simple fact that an airplane doesn't have to have every single item of equipment working in order to be legally airworthy . . . nor is a Minimum Equipment List required for Part 91 operators. The regulations now merely require that inoperative items of equipment be so marked with a placard prior to flight. LPM goes on to advise that owners must still ensure that required day-VFR equipment (listed in 91.33), as well as other items required by A.D. or by specific FARs, are operable prior to flight. In a concluding note, LPM observes that from now on, mechanics have no choice but to heed the owners wishes when he says "DON'T FIX IT . . . PLACARD IT."

A lot is written these days about the number of used aircraft being bought and shipped to foreign countries. Much of it has to do with the low value of the dollar in international currency exchange. In relative terms, U.S. aircraft are cheap. Colorado aircraft are particularly sought after because of freedom from corrosion. LUCILE BLEDSOE (CPA Area Representative from Wray, CO) notes that three aircraft she has flown in the recent past have been acquired, disassembled, crated and shipped to Australia.

*

At Jeffco Airport, an aviation lawyer (who asked that his name be withheld) wondered out loud if the reason the airport installed a new public telephone booth next to Hangar #49 was so that the tenant would have a place to change into his Superman suit. The tenant described it as a compromise. He had lobbied to have it placed in his hangar.

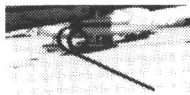
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CPAer Dr. Otto Senft and Area Rep Les von Hagel of Longmont work the phone bank at "Aviation Night" during Channel 6's membership drive on March 10.



Don Kinney, moderator of the weekly program "The State of Colorado" chats with 'fan' Terry Barbo during an intermission at "Aviation Night." Bill Totten is at right. This was the second annual joint effort of CPA and the Ninetynines in providing volunteers for the phone bank one evening during the public station's membership drive.



Pictured at CPA's March 18 dinner at Park Hill Golf Course are Yvonne Wood, CPAer Grace Mayfield and Alice Riss. Grace was the featured speaker and told of her experiences as a WASP (Women's Air Force Pilot) during WWII. Both Yvonne and Alice also were WASPs and joined Grace in answering questions from the attendees. It was one of the most interesting evenings and was enjoyed by about 40 people. This was a particularly important day for Grace: Her daughter soloed!



Pictured during the cocktail hour prior to dinner: Jean Tuthill, Jean VanderPloeg, Glenn Tuthill, Beverly Green and Sue Burke.

NEWS FROM AREA REPS

MERLE ENTZ, Area Representative from the Salida area, reports that a two-year project is underway to widen and extend the runway at Alexander Field from 60x6000 ft. to 75x7500 ft. The improvements will permit commuter airline service to the airport. Initial work will involve land acquisition and road relocation.

Merle reports 22 aircraft located on the airport and a base operator who does outstanding aircraft painting and interiors. Also, the airport has advertized nationally to attract glider traffic and he expects to see considerable growth in this type of activity during the year.

Up at Leadville, Area Representative URSULA GILGULIN is offering a two-day mountain flying course on June 3 and 4. At 9927 ft. elevation, this is the highest public owned airport in the U.S.

And DICK MANSFIELD has notified us that business and family demands do not permit him to continue as our representative from the Boulder Tri-county area. He will retire from the position on June 1.



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EASTER FOOD LIFT

by Scott Hamilton

Saturday, March 25 (the day before Easter Sunday), dawned clear and calm. Under warming early morning blue skies, 25 general aviation airplanes converged on Front Range Airport, setting the traffic pattern abuzz like a swarm of bees.

The occasion was not an air-show, but the third annual Easter Food Life sponsored by the Alpha Eta Rho (AERo, get it?) aviation fraternity from Metropolitan State College.

Waiting for the flotilla at Front Range was 2 1/2 tons of food, some of which was donated by Super Value and the rest gathered through scavenger hunts conducted by the fraternity.

CPAer Professor Bill Greener, the fraternity's faculty advisor who honchos the event, was gratified by the turnout of air-

craft owners and pilots donating their aircraft and piloting skills for this year's event. Last year, threatening weather had limited the aviation community's turnout and it was only through the almost heroic efforts of a few owner/pilots (such as CPAer Peter Luce in his MU-2) that all of the food had been distributed in one very long day. This year, with the weather's cooperation, Bill not only had enough airplanes there to distribute all of the food to 13 Colorado communities, he had five more volunteers in reserve, in case of no-shows, and many of the primary 25 had volunteered to fly additional trips, if needed.

Aircraft showing up ranged from a Cessna 152 trainer through a Piper Cheyenne II corporate twin-engine turboprop, but most were single-engine 4-seaters. In addition to the Colorado Pilots



CPA Membership Chairman Mark Meyer loads food into Scott Hamilton's Super Viking.



CPA Fly-In Events Chairman Bill Totten hustles a load of food to his Skylane.

Association, there was major turnout from the Jeffco Pilots Association, led by CPAer Walt Bell, past president of Jeffco Pilots. The Civil Air Patrol also showed up in strength with a half dozen aircraft.

In a well-organized operation flight crews and fraternity members loaded the food into the fleet of airplanes and within a half hour everyone had taken off for destinations ranging from Grand Junction in the West to Burlington in the East, from Trinidad in the South to Fort Collins in the North, and to nine other communities, predominantly on the Eastern slope except for Westcliffe in the Wet Mountain Valley at the foot of the Sangre De Cristo range of mountains. At their destinations, the aircraft were met by representatives of

local charities who would break down the cases of food into food baskets to brighten the Easter of local families who were experiencing hard times.

The spirit of camaraderie and generosity among the pilots was high, and the only complaint we heard voiced was the wish that there had been even more food to distribute, while we were at it. Hopefully there will be, next year.

This is the kind of event that puts general aviation in a good light with the non-aviation community and can help dispel the popular image of general aviation aircraft owners as nothing but a bunch of self-centered rich playboys. It was also a lot of fun!

STATE AERONAUTICS

OFFICE UPDATE

A call to the Department of Military Affairs in early April revealed that little had changed in the status of the new Aeronautics Office from what we reported in the April issue of Flight Lines.

At this writing, confirmation of nominees to the Aeronautical Board has not been completed by the Transportation Committee of the State Senate. Following committee action, final confirmation will require action by the full senate. Since the current session of the legislature is scheduled to close by May 16, these actions will likely be completed by the time this update is in the hands of our readers.

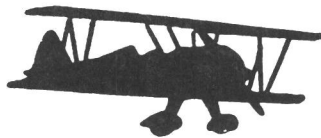
Delays in the confirmation process can be attributed primarily to efforts of several pilot groups in the state (including CPA) who testified against confirmation before a hearing of the Transportation Committee on February 2nd. The testimony was in consideration that nominees to the Aeronautical Board did not include a representative from a statewide association of pilots as provided by legislation. Concerns were subsequently expressed from within the committee that the southern part of the state was not represented on the board.

These concerns, along with other workload pressures of the committee, appear to be the issues which delayed the confirmation process.

During the interim, there isn't much the board can do. From Military Affairs we learned that the board has made a few courtesy visits to airports in the interest of public relations. Solicitations have been made for space to house the new Aeronautics Division. And the position of Director of the new office was advertised with a closing date of February 27.

We learned that Military Affairs has contracted with the FAA for a continuation of an airports data inspection program, and that Phil Smuck was rehired to work on the program. Phil was an aviation planner in the Department of Local Affairs and retired from the state last year shortly after aviation functions were transferred to Military Affairs.

Last month we reported that fuel tax receipts were just beginning to trickle in and that no disbursements had been made to qualifying airports as of that time. The current status is unchanged.



RENEWALS

Marshall Friedman, Denver
 Ray Aaro, Aurora
 Jim Nelson, Littleton
 Vern Foster, Aurora
 Don Bymaster, Colorado Springs
 Robert Lohne, Broomfield
 Merrill Westrope, Colo. Springs
 Bill Madser, Colorado Springs
 Ron Perkins, Golden
 Bart Whitehouse, Greenwood
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 Jim Dykes, Colorado Springs
 Arnold Zimmerman, St. Louis
 Les von Hagel, Longmont
 Don VanderPloeg, Denver
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 Stan Oleson, Denver
 Dieter Hantschel, Denver
 Margaret Dwelle, Aurora
 Ernest Goldberg, Denver
 Peter Luce, Boulder
 Tom Bein, Berthoud
 Barbara Fey, Littleton
 Fred Norton, Denver
 Glen Cheney, Delta



WELCOME NEW MEMBERS

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 6267 E. Long Pl.
 Englewood, CO 80112

Oesch, Janie Wright
 2221 Kearney, #2
 Denver, CO 80207

Parker, Peggy S.
 P. O. Box 15187
 Lakewood, CO 80215

Serkes, Keith R.
 3349 A. South Monaco
 Denver, CO 80222



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; \$38 for two years; or \$55 for three years. A membership renewal form is provided for your convenience inside the back cover of FLIGHT LINES. Thanks for your help

PRESIDENT'S MESSAGE (Con't from p. 2)

in June of 1968. Based on that approval, the community proceeded to make major investments of an aeronautical nature to the site. And now, 21 years later, they are being told . . . Sorry! We have a higher and better use for your airspace.

AREA REPRESENTATIVES

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BURLINGTON Larry Mack
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PUEBLO Lee Porter
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