

CPA FLIGHT LINES

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September, 1989



CPAer William Jones of Denver and his Cutlass RG. Photo taken at Rock Springs stop on July 15 Denver-to-Jackpot Air Classic. He averaged 134.07 mph on the 550 mile flight.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

by Walt Barbo

Is it legal to close an airport to airport operations so that automobile races can be conducted on airport runway and taxiway surfaces? This was the substance of questions asked me by several pilots following the races held at Front Range Airport in June.

A query to the FAA revealed that the only written policy guidance on this issue provides: "A public airport developed or improved with Federal funds may not be intentionally closed for the purpose of using the airport facilities for special outdoor events such as sport car races, county fairs, model airplane meets, parades, etc. Closing an airport for such purposes is a violation of the airport owner's obligations (to the Government)."

The FAA clarified by letter, however, that the 1987 Amendments to the Airport and Airway Devel-

opment Act provided new language on airport closures and that the agency is currently revising its policy on this issue. The referenced amendment reads: "and any proposal to temporarily close the airport for nonaeronautical purposes must first be approved by the Secretary."

What does it all mean? Clearly, the intent prior to the amendment was to assure that sponsors subject to conditions of receiving federal funds did not close their airports to accommodate nonaeronautical purposes. It now appears that there has been some relaxation of this policy.

It would be useful to review the legislative history on the amendment to get a clearer picture of the Congressional intent. At this writing, FAA appears unaware of the intent. In the interim, they acknowledge that airport closures for non-aeronautical purposes require FAA approval. But they have no information on the decision criteria policy which will guide the approval process. In fairness to the FAA, however, they recognize this issue as a significant problem and hope to come up with a policy position on the matter later this year.

As a general observation, I feel there could be some real advantages to the pilot community to occasionally support such closures. These would be under conditions that the airport gain substantial revenue from the events, that the revenue be used to offset the fees normally charged to aviation users, and that the events not unreasonably interfere with the aeronautical role of the airport. I also feel it essential that aviation users

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Publication Notice

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All articles should be sent to:

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(Con't on p. 14)

HEARD ALONG THE FLIGHTLINE

KEVIN McCASKY, Aviation Planner for DRCOG, is conducting a pilot attitude survey of general aviation airports in its 8 county metropolitan region as part of a Regional Aviation System Plan update. Approximately 3000 of the 9500 pilots living in the area received questionnaires. DRCOG will use information from the survey to assist local, state and federal organizations in the planning and development of aviation facilities.

*

DRCOG doesn't get a great deal of respect these days from airport sponsors located within its region. Most have suffered from the economic effects of a downswing in general aviation activity. Economic survival is dependent on growth. And it was understandably unsettling for them to see a pessimistic DRCOG forecast, particularly one that apportioned very little growth to their airport.

*

The number of based aircraft at the airports (shown in the table below) has dropped over 20% in the last 3 years. DRCOG doesn't expect recovery until the year 2010. Many observers feel general aviation may never recover.

Airport	1985	1988	2010
Aurora	132	46	0
Boulder	177	204	263
Centennial	926	656	964
Front Range	130	130	252
Jeffco	579	408	515
Longmont	175	160	194
Stapleton	83	60	0
Tri-County	254	275	290
	2456	1939	2478

Source: Data for 1985 & 1988 is calendar year data from the DRCOG

Aviation Data Base. Year 2010 data is from the current Regional Aviation System Plan.

*

In courtesy to DRCOG, it recognizes that a forecast by an individual airport is politically very sensitive . . . and a number of local factors could influence decisions of where owners base their aircraft. Some factors, however, were certain. For example, there is no plan to base aircraft at the new Denver airport. And the Aurora airport will lose its airspace when the new Denver airport becomes operational. So the forecast exercise became one of using their best judgement (with perhaps a little political influence) to apportion the forecast growth to the remaining airports. DRCOG has to be admired for having the guts to put the data on paper.

*

An obvious conclusion from the exercise is that the Denver area will not need development to expand general aviation airport capacity for almost a generation. And it is this observation that has earned DRCOG the "Rodney Dangerfield" reputation.

*

The same downswing in general aviation activity is also noted statewide . . . though not as dramatic as has occurred in the Denver area. Three years ago we reported 18,161 active airmen in the state and 6,783 active aircraft. Data from the FAA Records Center in Oklahoma City show a drop to 15,274 active airmen and 5,655 active aircraft. This is a drop of approximately 16% compared to 21% in the Denver area.

★

If these observations are correct, it appears that the capital investments in general aviation airports should be for purposes other than increasing capacity.

★

Speaking of airports, we hear that the new runway at Pagosa Springs is self destructing. Seems that the asphalt surface is sloughing aggregate. Must be some embarrassed contractors, engineers, and FAA officials around. Expect corrective action. In the interim, the runway is considered safe . . . but caution is suggested to prevent prop damage.

★

Privately owned Tri-county and Meadowlake Airports would be designated as general aviation reliever airports under proposals currently being considered by the FAA. Advantage to the airports is that the designation would make them eligible for federal grants for airport development. Sponsors of other reliever airports, however, may resist the proposal because of expected increased competition for federal funds.

★

We hear that several state airports are hurting because of the long delay in receiving disbursements from state-collected fuel taxes. Recall that 4 cents/gallon of general aviation fuel taxes collected under provisions of the new state aviation legislation is returned to the airports which generated the tax revenue. Prior to this year, airports which were diligent in collecting aircraft

registration fees benefitted from this as a significant source of operating revenue early in the calendar year. Now this source of revenue is cut off . . . and delays in receiving fuel tax revenues has hurt.

★

The DRCOG Aviation Technical Advisory Committee has initiated study on preliminary design of the TCA around the proposed new Denver airport. The issue appeared as an agenda item at the August 9 meeting of the group and will appear again at next month's meeting. CPA is represented. Anyone wishing to have their views presented may wish to talk with WALT BELL, Chairman of our CPA Airspace Committee. DRCOG points out its objective is to develop recommendations for use by the FAA. Work of the advisory committee will not replace the FAA public hearing process.

★

CPA Member MIKE KONSCHAK of Colorado Springs commutes to a job near BJC in his Cessna Skylane every Monday and Thursday morning and returns to COS on Wednesday and Friday evenings. Anyone wishing to share the commute with him should contact Mike at (719) 596-4243.

★

Congratulations to CPAer MIKE BUNDGAARD who with wife Joyce were presented with the Snowmass Trophy at the 14th Annual Snowmass Hot Air Balloon Festival on July 8th. This award was made for contributions to the art and science of ballooning in memory of Don Ida and Maxie Anderson. Mike and Joyce started The Life Cycle Balloon School in 1974--the first such school in Colorado.



BOARD OF DIRECTORS

MEETING REPORT

The Board continues to meet at 7:00 p.m. on the first Thursday of each month in the Colorado Room of the Denver Jet Center at Centennial Airport. The meetings are open to our membership.

The business portion of the August 3 meeting was somewhat abbreviated to allow for informal discussions with Dennis Roberts, Director of the new State Aeronautics Division. Dennis is one of our CPA members, however, his attendance at the August board meeting was as a guest to share information with the Board on current activities of the new office and to seek recommendations from CPA on ways for the new office to be responsive to interests of the pilot community.

Actions by the Board included designation of Walt Barbo with responsibility for setting up the Annual Meeting (scheduled October 21) and Robert Henley with responsibility for setting up the next Aircraft Maintenance Seminar (tentatively scheduled for October 7). The seminar will emphasize maintenance of Beech Bonanzas, however, the program is certain to catch the interest of pilots who own and fly other aircraft types. Robert intends to schedule the event consistent with availability of technicians from the American Bonanza Society.

In other matters, the Wings Proficiency Program scheduled at Pagosa Springs on September 15-17 was scrubbed because of conflicts with other events. The Air Force Academy tour scheduled on September 23 was also scrubbed after finding the Air Force could not accommodate a tour on a weekend. And Walt Bell was named to chair a nominating committee for

selection of candidates for the elective offices of CPA for the fiscal year beginning November 1.

Discussions with Dennis Roberts brought an interesting insight to problems he is facing in getting the new aviation office started. Money is the most immediate problem. While the enabling legislation provided for an adequate level of funding, the budget process authorized only \$65,000 for operational expenses in the current fiscal year. This doesn't allow him to staff the new office and may delay establishment of an office at one of the nearby airports. He is currently housed at the offices of the Department of Military Affairs.

Dennis was not able to estimate the level of funding that will be generated by the new fuel tax. This was due in part to a non representative period which characterized the first part of the year. During the period some operators stockpiled fuel from the prior year so as to avoid payment of the tax as long as possible. There were also delays in establishing a data base adequate for financial planning. So he expects it may take several months before good information is available on fuel tax revenues.

The legislation provides for disbursements of tax revenues to public owned public use airports. At the time of the meeting, no disbursements had been made for the year. Dennis considered timely disbursement to be a top priority of the office and he hoped to accelerate this process.

One of the problems in the tax disbursement program is that private owned airports do not

qualify for the monies. This places these airports at a disadvantage to public owned facilities which benefit from the fuel tax disbursements and which also benefit from property tax relief and federal funding. Dennis has been providing technical help to these locations and spoke of the possibility of future legislation to allow some relief from property taxes, particularly for aircraft operating areas.

Dennis also alerted of a controversial matter which could provide a great deal of funding relief for the new office. Apparently the state has been collecting a 3% sales tax on aviation jet fuel for a number of years. The tax generates an estimated \$7-8 million/year. It goes into the general fund of the state. Article 10, Section 18 of the state Constitution, however, states that any taxes imposed on aviation fuel shall be used exclusively for aviation purposes. The Aeronautical Board has included the new source of revenue in its budget proposal for the next fiscal year. The

matter is certain to gain a great deal of attention. Lets hope the board prevails. What a bonanza it would be for aviation in the state!

The Aeronautical Board has held a number of meetings at various locations in the state to seek input from the aviation community on problems and policy issues. These meetings are open to the public. Dennis alerted that the next one was scheduled on August 17 at the new U.S. West Hangar at Centennial. The prior one was held in Grand Junction.

Walt Barbo presented Dennis with an informal list of suggestions of pilot interest at the meeting. These will be formalized and forwarded at a later date.

The visit with Dennis provided an excellent opportunity to exchange information and views. Several of the CPA Board members have had the opportunity to work with him on aviation matters in the past. These were favorable experiences. The future should be equally as favorable.



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WHITEHOUSE TO JOIN TIGHAR EXPEDITION ON EARHART SEARCH

By Walt Barbo

Those of you who subscribe to Wings West Magazine may already be familiar with the planned expedition. CPA member Dr. C. Bart Whitehouse described the project in an article he authored for the August/September issue of the magazine. While I had heard of The International Group for Historic Aircraft Recovery (TIGHAR, pronounced tiger) and their plan to search for remains of Earhart's plane, it didn't catch my full attention until I learned that one of our members was to be part of the expedition. After reading the article, I immediately called Bart for additional information. It is information worth sharing.

Going back into history for a moment, Amelia Earhart and her navigator, Fred Noonan, left Miami on June 1, 1937 on their eastbound around the world flight. Their aircraft was a Lockheed 10E Electra. The aircraft was modified to accept 550 horsepower engines in place of the standard 450 horsepower engines. And extra fuel tanks were added in the passenger compartment to give a fuel capacity of 1150 gallons and a range of approximately 4000 miles.

Earhart landed her Electra on the 3000 ft. dirt airstrip at Lae, New Guinea on June 29. It followed completion of a 3 hours and 33 minute leg from Darwin, Australia. And she took off shortly after 10:00 a.m. on July 2 for Howland Island. She never made it.

Howland Island was little more than a flat two-mile long, half-mile wide, sand and coral mass. An airstrip was graded out and fuel stockpiled for the flight.

It was 2556 statute miles and an estimated 18 flying hours away. ETA at Howland was 6:30 am local time. A seaplane tender stationed on site began receiving transmissions as early as 2:45 a.m. as the aircraft approached the island. The last transmission was received at 8:44 a.m. The flyers were then two hours overdue and had been in the air over 20 hours.

Bart pointed out in his Wings West article that one of the ironies of the flight was that the Electra had no real navigation or position-finding assistance from their radio equipment. There was also a problem with two way communication. Ground/ship stations could receive transmissions from the aircraft, however, the aircraft was not receiving transmissions from the ground. And to make matters worse, Earhart did not make sufficiently long bursts of transmissions for the ground stations to obtain good direction finding fixes. So it appears that the Electra circled in the vicinity of Howland Island for at least two hours before communication from the aircraft was lost. And without a fix, the Navy and Coast Guard would spend nearly two weeks in a seemingly aimless search of the area around Howland. The search was abandoned on July 18.

One of the ironies of the search was that good DF information did not become available until after the plane went down. For some reason, the signals were not picked up by stations in the vicinity of Howland. But they were received thousands of miles away at Hawaii, Midway and Wake, on three successive nights following July



TIGHAR expedition member Bart Whitehouse and wife Diane.

2, for a period of three hours each night starting at 10:30 p.m. local. Triangulation of DF steers taken from the signals indicate the plane may have gone down in the area of the Phoenix Islands, possibly in the vicinity of Gardner Island, which is over 300 miles south of Howland. Bart had no explanation as to why the information was not available to the search effort at the time following the crash.

Engineers who designed the Electra stated that the radios would not operate if the aircraft were ditched in the sea or afloat. This was due to the location of batteries and dynameter needed to operate the radios. Also, there was no portable radio system on board. Therefore, if there is validity to the reports of radio transmissions in the three successive days following the crash, it can be concluded that the aircraft landed on dry ground. TIGHAR considers this to be a reasonable hypothesis and has put together this research expedition to test it.

Bart and his Wife Diane will travel by air to Suva, Fiji (via LA) starting on September 2. There, Bart will join a team of 18 persons for the trip of nearly 1000 miles to the Phoenix

Islands by oceanographic vessel. Diane will remain in Suva for the nearly 6 weeks of the search.

Among his many credentials, Bart teaches aircraft avionics at Emily Griffith Opportunity School in Denver. He has an extensive background in aviation and a strong interest in aviation history and aviation archeology. He was a natural for the selection as Avionics Specialist and Radio Communications Manager for the expedition.

Bart will be providing periodic reports on progress of the expedition to Wings West. However, he shared with us how he can be reached through the amateur radio network. And we hope to also give you an occasional update through FLIGHT LINES.

As an aside, participants in the TIGHAR expeditions pay their own personal expenses. TIGHAR gains operational revenues through memberships and donations. Annual membership dues are \$35. This entitles members to a copy of the organization's newsletter entitled (would you believe) TIGHAR Tracks with coverage of various activities of the group. And it gives one the satisfaction of contributing to a very worthwhile aeronautical activity.

WHAT IN THE WORLD IS TIGHAR?

by Peter Luce

TIGHAR is a world-wide organization based in Delaware that was started about seven years ago. The name is an anachronism for The International Group for Historic Aircraft Recovery. They claim to be the first organization engaged in aircraft archeology. They do not restore aircraft. They have no museum. But they have conducted fascinating research and on-site searches in the past few years.

One recent project involves rescuing a downed World War II B-17E bomber from a swamp in New Guinea. The pilot managed to land it with almost no damage and the crew walked away without injuries. TIGHAR personnel have visited the site and found that during the past 45 years the fresh water of the swamp has preserved the aluminum quite well. Since then they have been trying to solve the diplomatic and legal problems of getting permission to bring the aircraft home.

Another project is still in its infancy: locating the mountain caves that the Germans are reputed to have used to hide many of their fighters during WW II. It seems the entrances were blasted shut at the end of the war and have been hidden ever since. Anyone for a mint condition Messerschmit?

The project that has occupied most of their attention during the last several years is called "The Midnight Ghost" which is what Lindbergh called the 1927 attempt by two Frenchmen to fly from Paris to New York just 12 days before his famous flight the other way. Because they were never heard from again after taking off, he said they just disappeared like a midnight ghost.

TIGHAR is of the opinion that they made it to the U.S. and crashed in the wilderness of the Maine woods. They come to this conclusion through their research, through personal interviews of old residents of the area, and through examination of the artifacts they have found. Their theory would be proven if they could find a piece of the aircraft that would have survived the forest fire that swept the area a year after the flight. At present they are waiting for the French government to identify certain artifacts as actually coming from the aircraft. This would provide the proof positive that "The White Bird," as it was called, made it across the Atlantic before Lindbergh.

It is interesting to note that the two pilots were quite famous in their day, and that they were using a Navy plane designed to land in the water after dropping its landing gear. The pilots did indeed drop their landing gear after taking off from Le Bourget Airport in order to reduce drag, as it was their intention to "splash down" in New York harbor. And the landing gear is on display in the French National Aeronautical Museum to this day. There is also a detailed scale model of "The White Bird" with about a four-foot wingspan in its own glass case.

In addition, there is on display an engine of the type used in that aircraft. It is not like any engine you have ever seen before -- nor ever will. Twelve water cooled cylinders, cast in pairs, in three banks, driving a single crankshaft! Each bank had its own carburetor. But even more surprising, the cylinders were NOT offset as one might expect, so that each piston would

be in line with its own throw of the crankshaft. As in radial engines, they must have used, not one, but four MASTER connecting rods with the other eight attaching to them.

About a year ago, TIGHAR undertook yet another project at the suggestion of a couple of ex-military professional navigators. It was their opinion that they knew where Amelia Earhart had landed in the Pacific when she disappeared on her around-the-world flight in July, 1937. The reason she was never found, they explained, is because no one seriously looked where she had to be, SOUTH of the equator, not north of it. Research of her flight, and of the search that followed, and of the radio messages heard for several nights, all indicate that she probably landed on one of two islands south of her intended destination. TIGHAR has chartered a 115-foot steel research vessel and is planning on searching those islands for six weeks starting this month.

TIGHAR has many members in Colorado, of which at least one has been invited to join the Earhart expedition. If you would like to become a member, call 302 994-4410 or write TIGHAR, 1121 Arundel Drive, Wilmington, DE 19808. Annual dues are \$35 which includes TIGHAR TRACKS, their excellent newsletter.



WELCOME NEW MEMBERS

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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; \$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

LORAN-C

CLOSING THE GAP

An estimated 60,000 pilots in this country now fly airplanes with LORAN-C receivers. Do they know something the rest of us don't? Is this LORAN-C just another gadget? What other piece of equipment could you buy that not only navigates from point A to point B, but also gives you DME distance and ground speed for under a \$1,000? With a slightly more expensive unit, you can also have a data base which will store tower ATIS and ATC frequencies, give you bearing and range information to the nearest airport in an emergency, give winds aloft bearing and speed information, can even store pre-programmed flight plans, and lets you know how close you are to a TCA. For the price, there is not another piece of avionics equipment that can compare with the capabilities of LORAN-C.

LORAN is an acronym for LONG RANGE NAVIGATION, which is an electronic means of establishing your position relative to three or more stations transmitting a low frequency radio signal from a point as far away as 1,000 miles. LORAN was originally used for maritime navigation and is currently a standard navigation system for ships, yachts and fishing boats.

The principal on which LORAN works is the measurement of time differences in reception of signals from a "master" station and secondary stations in a chain. From these differences, a Line of Position (LOP) can be calculated by complex geometry. Originally, these calculations required the services of a skillful navigator, who was required to do considerable plotting and sometimes took an hour to complete. With the advent of the computer chip, LORAN became a viable naviga-

tion tool for aircraft. The black box now does all the tedious work for us.

As airmen began experimenting with the new equipment and FAA considered its applications for aviation, avionics manufacturers jumped on the bandwagon in a race to provide LORAN-C receivers that could be approved for IFR as well as UFR operations. The manufacturing race was stimulated when the FAA, in 1977, recognized LORAN-C as appropriate for navigating on certain routes over the North Atlantic. In 1981 a technical standard was issued for LORAN-C as a long range, over water navigation system.

One problem involving navigation with airborne LORAN-C has been the MID-CONTINENT GAP. Since LORAN was originally developed for maritime use, no stations were constructed to provide coverage for the mid section of the country. Consequently, there is a large gap in LORAN signal coverage from the Dakotas to Texas. Some of the newly manufactured LORAN receivers are advertised as being capable of bridging the mid continent gap. Under some conditions this technology may work, but it is not dependable enough for IFR operations and could lead pilots into trouble. LORAN stations emit two types of signals: ground waves and sky waves. The LORAN is designed to utilize primary ground waves. The sky waves can be utilized, however, accuracy using the sky waves is often degraded.

Congress has appropriated funds for the installation of four transmitters being constructed now in this central area to be located at Havre, MT, Gillette, WY, Boise, ID, Oklahoma City, OK and Las Cruces, NM. A coast-to-

coast LORAN navigation system is expected to be in use by the early 1990's. The northern coverage will link up with the Canadian LORAN, affording continuous LORAN navigation overland to Alaska as well.

If you're seriously considering a new piece of navigation equipment for your aircraft, you'd do well to look at a LORAN-C receiver. There isn't another piece of avionics you can find that will give you as much bang for your buck!

In 1988 the FAA issued an Advisory Circular, AC 20-121A concerning LORAN-C. The circular discusses acceptable means of obtaining airworthiness approval of airborne LORAN-C navigation systems for both VFR and IFR conditions within the United States and the surrounding waters. This circular is available free by writing DOT M-443.2, Washington, DC 20590.

This article is reproduced from the August 1989 issue of COUNSELORS NEWSLETTER and was written by MICK WILSON.



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MORE ON AIR TO AIR COMMUNICATIONS

by Robert Henley

A few of us flew to Sedona, AZ over the Memorial Day weekend. We dutifully used 122.750 to communicate among the various aircraft. As we got closer to Sedona, I heard several aircraft reporting positions such as "Eagle five at Piney Point, 9000." It took me a while to realize all this was from the Grand Canyon tour flights. What bothered me the most was the criticism dished out by the canyon pilots. These professional pilots are under the mistaken belief that 122.750 is their discreet frequency for use in the canyon. Some of them accused non-canyon pilots of incorrect usage of 122.750 and endangering the safety of canyon operations.

These misguided souls certainly had a good point in wanting a discreet frequency for their activities; however, they should direct their comments to the FAA and FCC. There is just one low altitude frequency for air to air communications. That is 122.750. The high altitude frequency is 121.975. As the June issue of SPORT AVIATION indicates, "122.750 has been clearly identified under the Code of Federal Regulations, Title 14, Part 47, Section 87.187(j) as being for use by **all** fixed wing, private aircraft. This frequency is not intended for the exclusive use of any commercial operation."

The article also indicates that the FCC has assigned 122.850 and 122.950 for use in the vicinity of the Grand Canyon. This was in response to an FAA request. Currently 122.750 is used as the advisory frequency for aircraft using the VFR corridor through

the San Diego TCA. Some have reported that 122.750 is literally jammed on good weather weekends in southern California.

Just a reminder, **only** use 122.750 for air to air communications. High altitude is not defined, but I do not think most of us fly high enough to use 121.975. Encourage anyone who thinks 122.750 is "their" frequency to request a discreet frequency from the FAA and FCC. I would doubt that the FAA/FCC would be lenient on the violation if you are caught using the wrong frequency, just because someone said you are conflicting with "their frequency."



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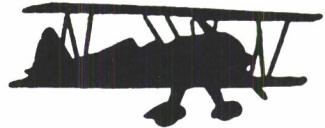
1989 CPA SCHEDULE OF EVENTS

- Date to be announced **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: **Robert Henley** 771-6092
- Sat., Oct. 21 **CPA ANNUAL MEETING**. Clarion Southeast at Centennial Airport. Info: **Walt Barbo** 367-0670
- Sun., Dec. 17 **CPA CHRISTMAS DINNER**. Clarion Southeast at Centennial Airport. Info: **Terry or Walt Barbo** 367-0670

Copy Deadline for
FLIGHT LINES
1st Thursday
of the Month

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

have a meaningful voice in the decision process. At this point, I see no indication that users will have such a voice.



Have you tried the

CPA HOTLINE (303) 266-6266

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DEN-Jackpot Air Classic

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