

CPA FLIGHT LINES

Vol 6, No. 11

December, 1989

*Season's
Greetings*



CPA member Jack Igoe of Boulder westbound in his T-210 over 13,534 foot Mount Powell with Green Mountain Reservoir in the background. See story p. 7.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

VICE PRESIDENT'S MESSAGE

by Mark Meyer

The Colorado Pilots Association has done an admirable job achieving its goal to promote safety and preserve the rights of pilots. The CPA Mountain Flying Course has become very successful and draws pilots from all over the country. The Wings Safety Programs and Maintenance Seminars have been very helpful to many of you. CPA was not only involved in, but very vocal about, some of the selections for the state aeronautical board.

Changes in legislation locally as well as the issues that will affect pilots on a federal level are monitored closely. I am sure that the CPA FLIGHT LINES publication is looked forward to by all of us. Truly a first class newsletter, certainly the best of any other state pilot organiz-

ation. There is, however, one area where we have failed miserably and that area is communication.

The CPA has done very little to let people know who we are. This must change. Like any group or organization our strength is in numbers. Our voice in regulatory or legislative changes can only become stronger through united representation. The benefits available to members can only be enhanced through a strong and ongoing membership effort. A recent cost analysis forced us to make Flying Review an optional member benefit! Our only alternative to increasing dues, or in this case reducing benefits, is to increase our numbers.

In the past year, we have made some progress. A new membership brochure was designed and the pilot's **HOT LINE 266-6266** was activated. Our current members as well as prospective members can reach a CPA representative almost any time. The CPA booth, designed and manufactured by Hal Gamble and Vern Foster, was resurrected and made several appearances at local air shows this summer. We sold a lot of the new CPA caps, handed out brochures, and had a great time visiting with people about our organization.

Though things seem to be moving along nicely, we are still lagging in our membership efforts. We need your help to spread the word. If you know of a friend or relative who may be interested in joining, please call us on the **HOT LINE**. We will be happy to send you the information or contact them directly. If you belong to another organi-

(Continued p. 4)

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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.

BOARD OF DIRECTORS

MEETING REPORT

The November 2nd meeting was the first meeting of the new fiscal year. It was again held in the Colorado Room of the Denver Jet Center at Centennial Airport. Vanita Gallo presided in her new role as President of Colorado Pilots Association.

With the exception of Don VanderPloeg and Bruce Hulley, who were attending a quarterly meeting of the United States Pilots Association in Tampa, all members of the new CPA board were in attendance.

New members on the board include Norma Faulkner Ravensborg who takes over as Chairperson of the Public Affairs Committee, and Dave Burke as Chairperson of the Fly-In Events Committee. Norma describes herself as an educator. She directs an internship program with Cherry Creek Schools in which she places students with private and governmental offices. She and her husband also operate the FBO and a glider flight school at the Brush Municipal Airport.

Dave manages a print shop at Gates Rubber and has been very active in past planning for CPA fly-ins. Dave was principal planner for the Labor Day fly-in to Ouray. He has arranged a number of fly-ins over the years, including fly-ins to Old Mexico. He has already resurrected the CPA Poker Fly-In for next year and is planning a CPA trip to Jackson Hole. He was a natural for leadership of the committee.

The remainder of the board is made up of familiar faces. These include Walt Bell who returns as Chairperson of the Airspace and Regulations Committee. This committee was expanded from airspace to now include regul-

atory matters affecting pilot rights. The committee is expected to be heavily involved in matters related to design of the new Denver TCA.

Other committee chairs include Vern Foster who continues in Flight Safety. Vern's activities will focus on support of the FAA Wings Program and conduct of Mountain Flying Seminars. Frank Gallo continues to chair the committee on Legislative Affairs. Sonny Elgin and Bruce Hulley continue to jointly chair the Denver-Jackpot Air Classic Committee. Terry Barbo continues as chair of the Newsletter Committee.

Robert Henley continues membership on the board in a new role as Chairperson of the Program Committee. And Mark Meyer, newly elected Vice President, will continue to chair the Membership Committee until such time as a suitable replacement can be appointed. The only other vacancy remaining on the board is the position of Chairperson of the Aviation Education Committee.

Activities at the meeting consisted principally of expressions of views on policy and activities for the new year. These will be further refined in the course of the next month or two and shared with the membership at a later date.

In a USPA related item, Vanita announced that our organization is entitled to five director positions on the USPA Board. Don VanderPloeg, Bruce Hulley and Vanita Gallo occupy three of the positions. She is currently soliciting the membership to fill the remaining two.

The Board also passed a resolution relating to diversion of a state tax on aviation jet fuel to nonaeronautical purposes. The state derives approximately \$8.3 million annually from a 3% sales tax on jet fuel. The resolution was in support of actions to have the monies diverted back to aeronautical purposes. It read:

WHEREAS; Article 10, Section 18 of the Colorado Constitution provides that revenue generated from aviation fuel tax is to be used for aviation purposes; and

WHEREAS; aviation tax is now deposited in the General Fund and not earmarked for aviation purposes only but for other state programs; and

WHEREAS; this distribution of aviation fuel tax revenues is contravention to that provided by the Colorado Constitution and prevents the funding of important aviation programs;

THEREFORE, BE IT RESOLVED that the Colorado Pilots Association urge that all aviation fuel tax revenues be used to fund aviation programs only as provided by the Constitution of Colorado.



Vice President's Message (Continued)

zation or club that may allow us to make a presentation, or provide information on our group, we would like to hear from you. Our goal for this year is 100 new members. This should be easily attainable with your help.

Remember, increased membership benefits you directly.

LETTERS

The following letter from the Board of County Commissioners of Archuleta County was sent to Walt Barbo, immediate Past President of CPA, as a response to an item published in HEARD ALONG THE FLIGHTLINE column of the September issue of FLIGHT LINES.

In regard to the statement about the Archuleta County Airport, Pagosa Springs, Colorado, I offer the following comments:

1. The new runway paving was completed in late fall 1987. It remained closed due to a power-line obstruction and was opened to air traffic in June 1988.
2. In late 1989 there was minor spalling of the surface. An inspection and evaluation were performed showing no problem with the pavement.
3. It was determined that a seal coat could be applied to remedy any spalling. This has since been accomplished. Further, the project was considered staged construction and will be overlaid with asphaltic concrete in the future.
4. The statement in your publication that "the runway is self destructing" reminds me of Mark Twain's statement that "The reports of my death are greatly exaggerated."

5. Please let your readers know that your statement is greatly exaggerated and may be totally untrue. And that the Pagosa Springs Airport is in good repair and safe for aircraft operations.

Board of County Commissioners

THREE INDUCTED INTO AVIATION HALL OF FAME

by Frank Gallo

The 20th Annual Colorado Aviation Hall of Fame Banquet held on November 18 saw three Coloradans inducted into the prestigious Aviation Hall of Fame. They were Richard Frost of Littleton, James Parks of Parker, and Murlin "Nick" Nichols of Denver. These three inductees brought the total number inducted into the Hall of Fame to 124 since 1969.

Richard Frost is an aeronautical engineer and former test pilot, who was the Bell Company's project engineer on the XS-1, the world's first supersonic airplane. He is widely credited with the development of the ejection seat, as well as other

aircrew lifesaving systems. Much of this work was done when Richard was Chief Engineer and later Vice President and General Manager of Stanley Aviation in Denver. Richard is the President of Frost Engineering and Development Company in Englewood.

Dr. Jim Parks is a physician and one of the foremost authorities in World War I aviation. His World War I Aviation Museum and Historical Foundation in Parker is internationally recognized as one of the finest collections of memorabilia from that period. He was one of the primary organizers and hosts of the final reunion of the Lafayette Flying Corps. Jim has



At CAHS Banquet: Ed "Weatherman" Bowman, Special Achievement Award; 1989 Hall of Fame newly inducted members Richard Frost, Dr. Jim Parks and Murlin "Nick" Nichols.



KCNC-TV Helicopter Pilot Mike Silva, Bill Madsen (CAHS Vice President) and Scott Hamilton (CAHS Secretary). They are also CPA members.

written numerous pieces on World War I aviation history, and personally constructed a full-sized flying replica of the World War I German fighter, the Fokker D.VII. He is currently president of the Colorado Aviation Historical Society.

Nick Nichols has devoted his life to aviation, first working for Cessna as an aircraft mechanic, moving later to a job as the maintenance supervisor for a large WWII pilot training program. He learned to fly in 1945, and joined the staff of Clinton Aviation in 1946. He was Service Manager and later Sales Manager for that company's operations in Colorado, Wyoming and Montana.

Also honored at the Banquet with a Special Achievement Award

was Ed "Weatherman" Bowman, a well known Front Range weatherman and aviation buff.

The Hall of Fame Banquet was "M.Ceed" by none other than CPAer Scott Hamilton, who is also the CAHS Secretary. Scott was inducted in 1988. Another CPA member, Bill Madsen, CAHS Vice President, was Banquet Committee Chairman.

A glance through the names of the 124 members lists the CPAers who have been inducted into the Hall of Fame. They are Dan Hofmann (1981), Bill Madsen (1982), Grace Birge Mayfield (1983), Don Rodewald (1986), Vern Foster (1987), Scott Hamilton (1988), Mike Silva (1988), and Dewey Reinhard (1983).

ABOUT THE COVER

by Walt Barbo

It has been policy in the publication of CPA's FLIGHT LINES, when possible, to use photos of aircraft owned by our members on the cover. Many of these are "in flight" photos taken through the side window of my T-210. With so many people getting into photography, I thought it worth sharing some of my experiences in taking the photos. Also, there is a story worth sharing concerning the cover photo of this month's newsletter.

I use a Minolta XD11 camera with a Vivatar Series 1, 35-85mm f2.8 Auto Variable Focusing Lens, and Kodacolor Gold 100 film for most of my air-to-air photos. The camera is used in a shutter priority mode at 1/500th of a second. I like this speed because it is slow enough to allow photos through the wind-screen without showing a stopped prop blade and yet fast enough to stop action in turbulent air.

The camera and lens combination is at least 15 years old. It is heavy and bulky. It lacks a lot of the nice high tech features found on some of the newer cameras now on the market. And occasionally it does give me some grief. For example, when operating in automatic shutter priority, the aperture ring on the lens must be rotated to the f16 position. It is not unusual for the aperture ring to slip out of this position and out of automatic mode. When this happens, my photos typically end up underexposed. My fix is to use a strip of furnace tape to hold the aperture ring in place when using the shutter priority. It is then only necessary to confirm focus and compose my picture. One less thing to worry about. Not too pretty, but it works.

I also get into occasional problems of focus because of my combination of shutter speed and film type, particularly when shooting at longer focal lengths during conditions of low light. It is a depth of field problem. As a rule, the longer the focal length of a lens, the shallower the depth of field. Similarly, opening a lens from high to low f-stops decreases the depth of field. With these two variables working against me, accurate focus of each individual picture is critical. Fortunately, the lens has a single touch zoom/focus feature such that focus and framing a subject is relatively easy. But it does require a great deal of attention and can be a real challenge, particularly in turbulent air.

Of course, I could reduce focus problems by either shooting at a lower speed, say 1/250th of a second, or using a faster film speed. Both would result in smaller f-settings and increased depth of field. But faster films tend to give grainy prints, and I have had some failures with slower shutter speeds. So I operate on the premise that if I take enough shots, I'm bound to get a few acceptable ones.

Incidentally, most of my photography is through the side windows of the T-210. Since the windows are tinted, I end up with some loss of color quality. The photos tend to have a slight greenish cast. However, when printed in black and white for the cover of FLIGHT LINES, this loss of color quality is not a significant factor. If I photographed for commercial purposes I would probably open the hinged window of my aircraft and shoot out the open window. To swing the window full open

requires only that a screw on the hinge stop be removed. This would permit the window to swing full open against the wing. But the FAA requires that a Form 337 be completed to perform this task and I haven't felt like going through the hassle.

But I digress. I started this article with the intent of describing the background leading up to the cover photo on this issue of FLIGHT LINES.

It began with a query from Babette Andre as to whether I had any file photos of aircraft in flight over local mountain areas. She was looking for a photo suitable for use on the cover of the December/January issue of Wings West Magazine. She needed a suitable photo to complement a feature story on ski vacations.

I did have a rather startling photo of Vanita and Frank Gallo's Skylane that I had taken over Corona Pass in winter conditions. The photo appeared on the cover of the May 1987 issue of FLIGHT LINES. And it would have been a nice ego trip to have the photo also appear on the cover of Wings West. I soon learned the not unexpected, however, that my photography didn't meet the quality requirements needed for a slick magazine like Wings West. As a nice alternative, however, Babette offered an invitation to have my aircraft photographed for her cover picture.

Jack Igoe was to be the photographer. Jack recently joined Wings West as a working partner and marketing director. He owns a T-210 which he bases at Jeffco Airport, is an avid amateur photographer, and was a prior owner in a small computer firm. He has logged over 500 hours on his T-210 in the two-year period since he left his computer firm. And he is a CPA member. Since joining Wings West he influenced the magazine's new glossy look and was the driving

force behind the new Wings West Traveler's Direct Preferred Pilot Program.

After a few weather delays, the flight was scheduled for a 7:00 a.m. departure on Monday, November 20, from Jeffco Airport. I arrived at the Wings West office at Jeffco to find Jack in a frustrating telephone call to an FBO in an effort to get his aircraft towed out of its hangar. As an aside, Jack stores his aircraft in what is identified as the "asbestos hangar." The hangar derives its name from asbestos insulation that was used in its construction. People are not permitted to work in the hangar because of the contamination, however, aircraft storage is permitted. But the doors are kept locked and there is the inconvenience that movement of aircraft in and out of the hangar must be provided by an FBO. On this day there was an apparent mix-up in communication. Or perhaps the FBO had other priorities. So we experienced about an hour delay until Jack could get access to his aircraft.

After a short briefing on procedures, we departed as a flight of two towards Corona Pass and the ski resort areas. Babette flew right seat with Jack. She would fly the aircraft while Jack took photos from the left window. I flew solo. It was a cloudless sky. Not a breath of wind. Perfect for an air-to-air photography mission. Our only concern was that the recent spell of good weather might have melted much of the snow at the ski resorts, or that the delay on departure would prevent us from taking advantage of a low sun angle.

But there was to be additional delay. Over the Winter Park area Jack noted that he had neglected to unfasten the window hinge on his aircraft. So we continued on to Eagle Airport for a landing to

correct this problem. After a brief stop, we departed for the Aspen area for our first session of photo taking. But we had no more than departed when one of the fasteners on the top center of my cowling came loose. I didn't want to take the chance of it being visible in one of Jack's photographs, not after all the effort that was going into this mission. I considered the problem to be in the same category as having a formal portrait with an open zipper. So I returned for another brief stop at Eagle. A few minutes later, and thanks to the help of controllers at the Aspen ATCT, I joined up with Jack at about 12,000 feet just east of town.

For the next 30 minutes it was a formation flight in right-hand circles over the ski area. There were occasional commands to move forward, up, down, or out to frame the best picture. As I looked at the camera protruding from the open window of the photo aircraft, I was glad that I had gone back to Eagle on the fastener problem. And I mused at how the window of the aircraft would not stay open, and how Jack had to hold it open with his right elbow while at the same time try to frame a picture and shoot. The outside air temperature was cold and I thought about how uncomfortable it must have been with the window open. I was glad

it was them and not me. Babette flew a stable platform such that formation flight was easy. Reflecting back, however, I admit to being so preoccupied in trying to be a good target that it didn't occur to me to take a photo of the photo aircraft while all this was going on.

From Aspen, we flew over to Vail and the Copper Mountain area. The sun angle wasn't too good in those areas so we continued our trip over to Lake Dillon and Breckenridge for another session of serious photography. After nearly three hours in the air we returned to Jeffco.

I gained a lot of respect for Jack and his photography during the mission. He is a real perfectionist and his skills show in the production of Wings West. And I am certain that he ended up with a fantastic cover picture.

Oh yes! I did get around to taking a photo of Jack's aircraft. It appears as the cover on this issue. I took it "through the window" of my T-210 somewhere around the area of Red Table Mountain. I am confident that it doesn't meet the quality standard for inclusion in Wings West. But it serves to display another CPA member's personal aircraft on the cover of FLIGHT LINES.



Have you tried the

CPA HOTLINE (303) 266-6266

HEARD ALONG THE FLIGHTLINE

A safety tip worth repeating appeared in the November issue of the Front Range Airport Newsletter. It read: TO ENHANCE PATTERN SAFETY, TURN ON YOUR LANDING LIGHT AT THE OUTER MARKER WHEN MAKING AN INSTRUMENT APPROACH TO RW 26, VFR & IFR. The recommendation would apply equally as well when making practice instrument approaches to most airports, particularly those with significant amounts of training traffic.

*

Jeffco Airport Manager DAVE GORDON was elected president of the Colorado Airport Operators Association for the current year. He replaces FRED JAEGER, Airport Manager of Weld County Airport. Both Fred and Dave are CPA members.

*

Speaking of Jeffco Airport, we were told by one of the airport authority members that the High on Colorado Airshow scheduled for next year may be scrubbed. An estimated 35 thousand people attended the three-day event this year . . . but expenses were too high and attendance too low for the promoter to make money. Apparently the only one to make money on the event was the airport. Airport management had entered into a three-year contract with the promoter at a fixed annual fee. So the airport came out ahead.

*

Front Range Airport tells us that they also came out ahead financially on their airshow events this year. And they will

be sponsoring an airshow for next year. Information in their newsletter reads, AIRSHOW COLORADO remains Colorado's best and largest annual airshow; mark your calendars for August 25 & 26, 1990.

*

While airport management may be reluctant to admit it, absence of military flight teams had a significant impact on attendance at airshows in the front range area this year. It is difficult to draw the crowds needed for a financially successful event without "big iron."

*

End of the "cold war" in Europe could result in some unexpected benefits to airports . . . who take advantage of the Federal government's Surplus Property Program. Jeffco Airport Manager DAVE GORDON has taken advantage of this program for years. Most of the vehicles and maintenance equipment housed in the airport's new maintenance facility came from this source.

*

Anyone noticed the almost complete void in models of general aviation aircraft at toy stores this year? There were a lot of military aircraft . . . but no GA. Our question to a store manager on the issue brought an answer that the buying public wasn't interested in small aircraft. So the manufacturers quit making them. Looks like the military is a step ahead of general aviation types in creating aviation awareness.

*

For those who have not read it elsewhere, FAA will issue FAR Part 91 in a new and simpler format effective August 18, 1990. Another one of AOPA's successes.

*

The latest issue of the AirLifeLine Newsletter recognized pilots from across the country who had flown medical air transportation missions for the organization in 1989. Included were 10 pilots from Colorado including CPA members PETER LUCE, WILLIAM MARSHALL, JACK ROBERTS, GARY SELF, and DON WELSH. The organization needs donations (which are fully tax deductible) and can always use additional participants in the airlift program. For information, contact any of the members listed, or AirLifeLine, 1116 - 24th Street, Sacramento, CA 95816.

MEMBERS: PLEASE NOTE . . .

As you are aware, the mailing labels contain the expiration date of your membership. This line is highlighted in yellow to call to your attention when your dues are payable.

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. Reminder: Memberships renewable starting **January 1** -- You will need to indicate on the renewal form if you wish to exercise the option of subscribing to Flying Review magazine at the special rate of \$5.50 per year.

FLIGHT LINES will not be published in January.

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WHO'S FEELING AIRSICK?

by Peter Luce

Unaccustomed as I am to promoting someone else's product, there occasionally comes a product SO worthy of recognition that I attempt to do what I can for it. But it is usually so worthy it doesn't need any help. Such a product might be SEA-BANDS. We carry a pair in the MU-2, just in case someone might feel nauseous . . . which may have happened once in ten years. The remarkable fact is that you can't be airsick while wearing these wrist bands.

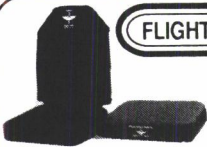
They look like a thin version of those sweat bands your energetic tennis friends wear to prevent sweat from running down onto their hands. Except there is one large button riveted on one side which you put on the inside of your wrist. The large button puts just a little pressure at the right spot on your wrist, and using the principal of acupressure eliminates the feeling of nausea.

That's better than taking a pill or sticking a patch behind your ear. But because there are no chemicals involved, don't expect to ever hear about Sea-Bands from the medical profession. They don't believe in this kind of hocus-pocus . . . even if it works. And they do work; it seems as if miraculously. Their biggest problem is the skepticism of the person you put them on. They even work for any KIND of nausea, regardless of the cause, whether rough air, rough seas, flu, morning sickness, green apples or too much beer. In fact, they are so effective, you can try wearing only one, and save the other band for someone else who might be feeling a bit rocky.

Sea-Bands are manufactured and sold by Souwest Bands Corp., 400

Australian Ave., Suite 725, West Palm Beach, Florida 33401 (phone 407 832-5112). When I called them several years ago, I commented on their proximity to the Gulf Stream, which can get nasty. Naturally, I assumed that it was their major source of business. I was told that was true originally, but now those with morning sickness is a far bigger source of business.

**Copy Deadline for
FLIGHT LINES
1st Thursday
of the Month**



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RENEWALS

H. Paul, New Mexico
Fred Jaeger, Greeley
Dennis Malone, Arvada
Ronald Kanter, Telluride
Larry Mack, Burlington
Jim Hawkins, Golden
Edward Haase, Evergreen
Dr. Dan Cooper, Englewood
Henry Newman, Fort Worth
Dennis Mewshaw, Maryland
Bruce Prestien, Broomfield

COLORADO PILOTS ASSOCIATION
CASH RECEIPTS AND DISBURSEMENTS
Year Ended October 31, 1989 and 1988

	<u>1989</u>	<u>1988</u>
Income:		
Income from Dues :		
New Members	\$1,484.00	\$ 900.00
Renewals	<u>4,954.00</u>	<u>3,395.00</u>
Total Income from Dues	<u>6,438.00</u>	<u>4,295.00</u>
 Fly-In Receipts:		
Jack Pot Air Race	1,550.00	1,510.00
Other Fly-Ins	<u>2,170.34</u>	<u>585.78</u>
Total Fly-In Receipts	<u>3,720.34</u>	<u>2,095.78</u>
 Fly-In Expenses:		
Jack Pot Air Race	1,210.99	966.60
Other Fly-Ins	<u>1,408.26</u>	<u>-</u>
Total Fly-In Expense	<u>2,619.25</u>	<u>966.60</u>
 Net Fly-In Income	<u>1,101.09</u>	<u>1,129.18</u>
 Sales Income:		
T Shirts	62.00	47.00
Golf Caps	301.50	48.00
Thermometers	22.50	-
USPA Pins	<u>2.00</u>	<u>-</u>
Total Sales Income	<u>388.00</u>	<u>95.00</u>
 Other Income:		
Advertising Income	374.00	264.00
Contributions - Thetford Memorial	-	50.00
Contributions - Peter Luce	-	100.00
Contributions - R. Sumner	-	10.00
Contributions - Ravensborg	10.00	-
Net Meeting Income	<u>42.77</u>	<u>-</u>
Total Other Income	<u>426.77</u>	<u>424.00</u>
 Total Income	<u>8,353.86</u>	<u>5,943.18</u>
 General Expenses:		
Net Meeting Expense	-	62.37
Newsletter Expense	2,642.03	2,812.65
Org. Magazine Expense	1,629.25	1,269.50
Postage & Other Expense	3,205.61	2,353.57
Donations & Contributions	<u>100.00</u>	<u>100.00</u>
Total General Expenses	<u>7,576.89</u>	<u>6,598.09</u>
 Net Income	<u>776.97</u>	<u>(654.91)</u>
 Bank Balance Beginning of Year	<u>5,772.29</u>	<u>6,427.20</u>
 Bank Balance End of Year	<u>\$6,549.26</u>	<u>\$5,772.29</u>

AREA REPRESENTATIVES

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