

CPA FLIGHT LINES

Vol 7, No. 2

February, 1990



CPAer Carl Williams' 1930 Eaglerock NC-205Y returns to the Colorado skies. See story p. 5.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

by Vanita Gallo

ON MEMBERSHIP--Discounts: In a move to attract more members, the Board has authorized a discount of \$10.00 for membership dues to pilots applying within 3 months after receiving their private pilot's license. The discount is effective for the first year only and will be offered on a continuing basis to new pilots.

A special incentive dues of \$15.00 for first year membership is offered to new members who join through March 31, 1990. Now's the time to pick up the phone and call those friends and acquaintances and let them in on the savings.

ON MEETINGS--We've heard from a few members that they would like to see monthly meetings brought back on a week night, with varied

programs as in the past. Our plan for 1990 is to have four Quarterly meetings, each to be conducted in a different part of the state. Please call the **HOT-LINE (303) 266-6266**, or any officer or Board member with your comments.

ON MOUNTAIN FLYING--Have you ever attended a mountain flying course or had a mountain check-out with a flight instructor? Do you know the effect of flying the windward or leeward side? The visual illusions mountains can give on your reference to the horizon?

One of the most enjoyable opportunities of pilots living in Colorado is that of flying over and through the Rockies. In order to operate safely and confidently, I recommend our Mountain Flying Course, coordinated by our highly competent Flight Safety Chairman Vern Foster. This summer's course is scheduled for the weekend of July 15-17, at the same time as the USPA Annual Meeting in order to give an opportunity for those flatlanders from sister USPA states the chance to participate.

Participation will necessarily be limited and we expect a very large response this year, so early reservations are recommended.

ON 1990--I'd like to see you each make this the year you participate in at least one of the many exciting events your Board is working so hard to make available.

Do it, for your sake!

PRESIDENT

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303-388-1593

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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

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BOARD OF DIRECTORS

MEETING REPORT

Since the FLIGHT LINES is not published in January, two board meetings have taken place since our last report. Therefore, this report will summarize significant activities of both.

Members wishing to do so are encouraged to attend the board meetings. The meetings continue to be held in the Colorado Room of the Denver Jet Center at Centennial Airport. However, the schedule has been changed from the first Thursday to the **first Monday** of each month. They start at 7:00 p.m. and can be expected to last approximately two hours.

Activities at the December meeting included discussion of proposed aircraft mechanic's lien legislation. A number of fixed-base operators around the state have asked the State Aeronautical Board to consider such legislation. If enacted, it would permit operators who place a lien on an aircraft for repairs or maintenance work to retain possession of the aircraft until the amount due is paid. CPA intends to take a position on the proposal. Since the legislation will not be introduced in this session of the legislature, however, there will be time to review the matter in depth before taking a position. Members wishing to express opinions on the issue should contact Vanita.

Robert Henley asked that CPA support reappointment of Lorraine Badger to the Colorado Aeronautical Board in consideration of her accomplishments over the last year. Initial appointments to the board were two member for one-year terms, two members for two-year terms and three members for three-year terms. Lorraine was initially appointed to a one-

year term. The CPA board endorsed Robert's proposal and a letter to that effect was sent to Governor Romer on December 10.

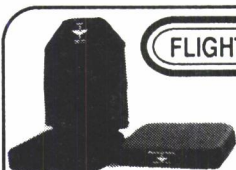
Much of the December meeting was devoted to development of an aviation calendar of events for the current year. Results were combined in a Colorado Calendar of Aviation Events and forwarded to our membership as an insert in the December mailing of FLIGHT LINES.

Though a great deal of care is given to selection of dates for the events, it seems that conflicts nevertheless always arise. This calendar was no exception. For example, by the time of the January meeting, it was discovered that the Quarterly State Meeting and Fly-in scheduled for May 12 conflicted with Mother's Day. So this event will be rescheduled for a later date. Also, there was concern that the planned August 18-19 Fly-in to Deadwood, S.D. would take place during the peak of the tourist season for that area and that accommodations may not be available. So the Deadwood trip was switched with the October 6 trip to the Liberal Air Museum in Kansas. Will there be other changes? Probably! But the board promises to give as much advance notification as possible.

A number of suggestions were presented on ways to attract new members. Among these the board approved a \$10.00 first year membership fee for new pilots who apply for membership within 3 months of receiving their pilot certificate. And a \$15.00 first year membership fee was authorized for new members who join prior to March 31, 1990. It was recognized that this will

create an inequity for new members who joined subsequent to January 1 and paid the full annual fee of \$20.00. So an additional 3 months has been added to the term of membership for members in this category. This will assure that all new members are treated equally . . . and save effort in administration of membership files.

In a final action, Norma Ravensborg, Chairman of the Publicity Committee, presented a news release form that will be used in notifications to the media. She appealed that members let her know about planned newsworthy events.



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Copy Deadline for
FLIGHT LINES
 1st Thursday
 of the Month

THE DAY THE EAGLEROCK FLEW AGAIN

by Vern Foster

Sunday, December 3, was the long awaited day for the Eaglerock test flight at Centennial Airport. Fortunately, it was a bright, calm and perfectly delightful morning.

CPAer Carl Williams and wife Robbie had invited Kay and me, CPAer Bob Akers and wife Irene, and others, to join them at his hangar to witness this exciting flight.

Robbie provided pastries, orange juice and coffee for the group who visited and admired the 1930 Eaglerock biplane NC-205Y as the warm sun poured into the south door of the super clean hangar.

Eaglerock Aircraft Co. was Colorado's large manufacturer of the late 1920's and early 1930's, having manufactured approximately 1250 of these great biplanes. The factory opened on South Broadway in Englewood, Colorado, where planes were manufactured, then hauled by wagon to the old Englewood Airport which was located at what is now the site of the Marriott Hotel at Hampden and I-25. Here the planes were assembled, tested and delivered to the purchasers. In the late 1920's the factory was destroyed by fire and subsequently a new plant was built at Colorado Springs on North Nevada Street. At this site production reached a high of eight planes per day before business was discontinued during the great depression.

Eaglerock NC-205Y was manufactured in May 1930 and purchased by a flying service in Omaha, Nebraska. The Eaglerocks were very popular with barnstormers, flight schools, private pilots and crop dusters. This airplane had a succession of

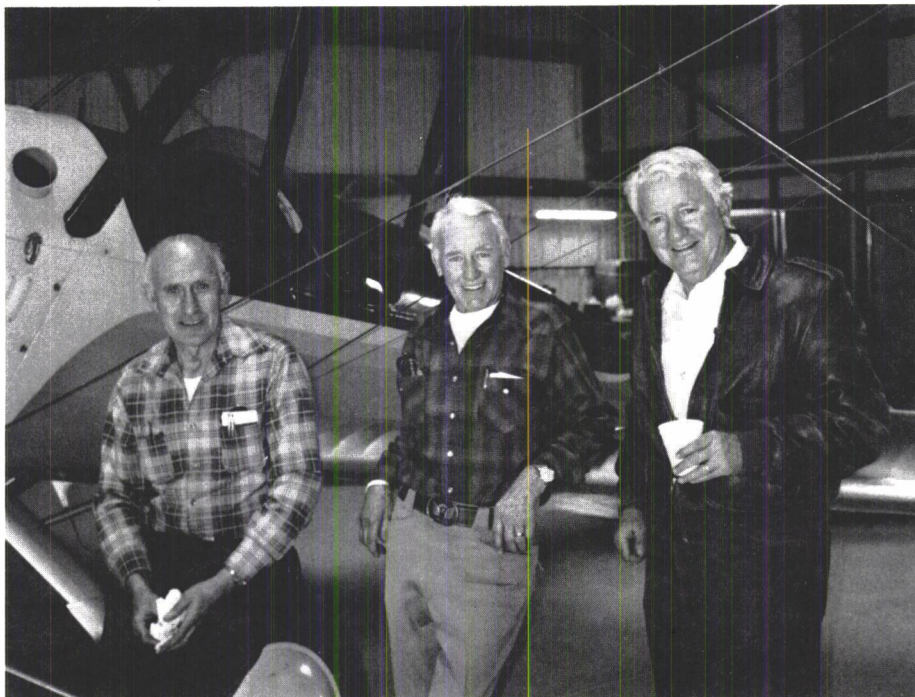
owners around the U.S. and ended up being completely restored in New York State where Carl bought it in 1988. He had it shipped to Denver by truck. It was then assembled, rigged, and a starter, electrical system, radio, transponder and tailwheel were added to allow operation at tower-controlled airports. These modifications were the fine work of semi-retired A & P Brad Davenport.

Now, back at the hangar. John Schoonhoven of Evergreen, a retired United Airlines B-747 Captain and lifetime tail dragger Cessna 180 and Stearman pilot, had volunteered to fly the test hop. On the previous day John had run taxi tests and was all "raring" to take the Eaglerock off the ground.

The preflight and flight plan were reviewed by Carl, John and Brad. As noon arrived NC-205Y was rolled out of the hangar.

John was appropriately attired in flight jacket, gloves, helmet and goggles (vintage of the '30's). When all was in readiness he called "CLEAR." The 165 H.P. Wright J-6-5 roared to life amid the cheers of the crowd. The temperature was now in the low 60's and the wind had died down to light and variable with runway 17L in use. John taxied carefully while Carl and Eric Baldwin in Eric's beautiful 300 Lycoming Stearman followed to make a video of the flight of this 59 1/2 year old Eaglerock.

The spectators then moved to the ramp in front of Denver Jet Center to watch the flight. Soon John had completed the runup and was on the takeoff roll. NC-205Y lifted off gracefully and climbed to the south. Once again we all



Posing in front of the Eaglerock: A & P Brad Davenport, test pilot John Schoonhoven, and owner Carl Williams of Denver.

cheered. Carl and Eric followed in close formation during a flight of some 30 to 35 minutes, including a circle of Centennial for the pleasure of the tower personnel and the assemblage of onlookers.

Shortly thereafter the Eagle-rock was on final approach for 17L. The landing was a perfect three-point squeaker.

Back at the hangar Carl, Brad and John savored the moment. The Eaglerock had proudly returned to the Colorado skies after 59 1/2 years.

With the hangar secured Carl and Robbie hosted a celebration luncheon at the Pour la France Cafe at the Denver Jet Center.

December 3, 1989, at Centennial Airport, was a day to remember. We had witnessed some Colorado aviation history in the making. We now have pictures and memories for another day--and--Eaglerock NC-205Y will fly again thus preserving the rich Colorado aviation history.



STATE AERONAUTICS

OFFICE UPDATE

We are approaching the one-year mark since the Aeronautical Board was confirmed by the State Senate and just over a half year since a director was selected for the Division of Aviation. So we thought it timely to provide our members with a few impressions of what has been accomplished thus far and what we see happening over the next year.

Much of the first year was devoted to efforts involved in getting the new office cranked up. At this writing, it is still a one person office. Recruitment efforts are underway to add a clerk/planning technician. However, no other additions are likely in the next year or two. So it appears it will remain a small office. If so, this will certainly limit its ability to provide services to the aviation public.

There was an early requirement to develop procedures for collection of fuel taxes that went into effect in 1989 and to provide for distribution of monies back to the airports which collected them. Recall there was a tax imposed of 6 cents per gallon on av-gas and 4 cents per gallon on jet fuel. An amount equal to 4 cents per gallon of fuel sold at public airports is returned to the airports. The remainder is available for operation of the aeronautics office and administration of its airport funding program. This program is operating smoothly, however, it may be another year or so before good information is available with respect to revenue generation. This will cause some problems to the budget planning process.

It is unlikely that the amount of monies remaining after distribution to the airports will be

sufficient to support a grant program for development of aviation facilities in the state. There is barely enough revenue available to support operations costs of a small office. This explains our conservatism on how much one can expect in services from the new office in the next year or so.

Of course, this could change if the office were able to recover for aviation purposes the 3% sales tax currently levied on jet fuel sold in the state. This tax generates an estimated \$8.3 million per year. The State Constitution provides that any taxes imposed on aviation fuels shall be used exclusively for aviation purposes. However, the state has been diverting revenues from the tax for several years for general fund purposes. The Aeronautical Board is attempting to regain the monies for aeronautical purposes. As expected, however, they are meeting a great deal of resistance. After all, replacing the monies with other sources of revenue for the general fund would not be an easy task.

There are, of course, differing views on intent of the constitutional provision. The matter could be resolved easily within the state legislature . . . if there was sufficient stomach to address it. More likely, however, the various parties will let the matter go to litigation and let the courts decide. This would eliminate the need for a decision in the political arena and would let everyone off the hook. But it would take forever for a decision. In the interim, the aeronautics office is performing some "what if" exercises on how to use the funding should it become available.

In other matters, the office hopes to gain federal funding this year for the first phase of an updated state aviation system plan. If funded, the initial phase would review aviation requirements for the west slope area of Colorado. Other areas of the state would be studied in subsequent phases. Some resistance is being encountered from the feds. This is probably due to the reduced levels of funding for aviation system planning authorized by legislation. Hopefully there will be grants large enough to get the process started. This would permit the office to crank up its planning function and to increase its staffing. On the downside, however, a gain in federal funding for the state aviation office could mean a loss to other offices . . . such as DRCOG.

Other matters the new office had hoped to get into, but has deferred temporarily in consideration of resource problems, include creation of an aviation education program, preparation of a state aviation map, and publication of a periodic state newsletter.

Its greatest achievement thus far has probably been in the area of communications. Early in the year the board held a number of public hearings for the purpose of learning views and concerns of the aviation community. It has an ongoing policy to solicit views of groups and individuals and to be as available as possible to discuss the office and its future programs. Board meetings are open to the public and public comment is solicited. Frankly, it is refreshing to see public officials take time to listen before leaping.

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HEARD ALONG THE FLIGHTLINE

Expect a number of reports soon on first year impacts to the aviation community from the State of Colorado's new aviation fuel tax. Our first report comes from one of our CPA members who flies a T210. He shares with us that he consumed 1286 gallons of 100LL in approximately 100 hours of flying in 1989 . . . of which 62% was purchased in Colorado. Based on the 6 cents/gallon tax on avgas, he contributed \$47.82 to the State of Colorado for aviation purposes. Registration fees for the same aircraft in the prior year were \$79.25. With termination of the fee in 1989 he came out \$31.43 ahead. Any other winners out there?

*

Veterans can receive 60% federal reimbursement (limit of \$10,800) of flight training costs under a new aviation education program which goes into effect on October 1 of this year. To be eligible the veteran must have began service subsequent to June 30, 1985, served at least three years, possess a private pilot's certificate and a second-class medical, and participate in an FAA approved program.

*

Recall last year's aborted attempt by the Administration and some members of Congress to divert \$1 billion from the Aviation Trust Fund to general fund purposes. With the exception of Congressman Dan L. Schaefer (R), all of Colorado's representatives voted against the proposal. Those voting to preserve trust fund dollars included Hank Brown (R), Ben Nighthorse Campbell (D), Joel Hefley (R), Patricia Schroeder (D) and David Skaggs (D).

Congressman Schaefer has been solicited to present his position on the issue. Expect his response to appear in the next issue of FLIGHT LINES.

*

HANK NEWMAN has announced that he will retire from his position as AOPA Regional Vice President of the Southwest Region as soon as a replacement can be found. Hank has been a long-time member of CPA, an active member of the DRCOG Aviation Advisory Committee, and a strong supporter of general aviation interests in Colorado. With Hank's planned departure, regional boundaries were changed on December 15 in an action which transferred Colorado and Oklahoma from the Southwest Region to the Central Region. So Bill Hamilton, Vice President of AOPA's Central Region, now represents Colorado. He can be reached at (H) 402/483-1222 or (O) 402/488-7001.

*

DAN JONES, State Aeronautical Board member selected last year to represent a statewide association of pilots, has given notification of his intent to resign. Dan is an airline pilot who at the time of his appointment was domiciled in Newark. Subsequently he transferred to Atlanta. The commute made it difficult to perform his responsibilities as a member of the board and probably influenced his decision to vacate the position. Since an appointment must be confirmed by the State Senate, expect an immediate effort to find a suitable replacement prior to the close of the current legislative session.

Those who watched Nova on TV Channel 6 (PBS) on Tuesday, January 16 may have noticed that CPA member DUDLEY LeBEAU played the part of an airline pilot in the feature on "Why Planes Crash." He starred as the pilot of the ill-fated Lockheed 1011 which crashed in the Florida Everglades a number of years ago. The program focused on problems such as communication, boredom and other human factors which can cause crashes. Dudley was well suited for the role. He retired as a captain with United Airlines and worked at the UAL Training Center for a number of years before retiring.

★

Anyone want to help out with an airshow this year? Representatives of Jeffco Airport tell us that the sponsor of their 1990

airshow is looking for volunteers. The event will feature the Navy Blue Angels, Bobby Bishop in his Coors Bullet, Team America, Pepsi Sky Dancer and Sky Writer, and a number of static displays in two days of aviation events on September 15-16. Nice opportunity to get involved and help out in a fun activity. Those interested should contact Debbie Lynn Thompson at 303/424-7767.

★

Old age is when one no longer has to ask for SENIOR DISCOUNTS.

★

Heard at one of those continuing debates on the merits of low wing versus high wing aircraft . . . "And how do you explain that God didn't create any birds with low wings?"



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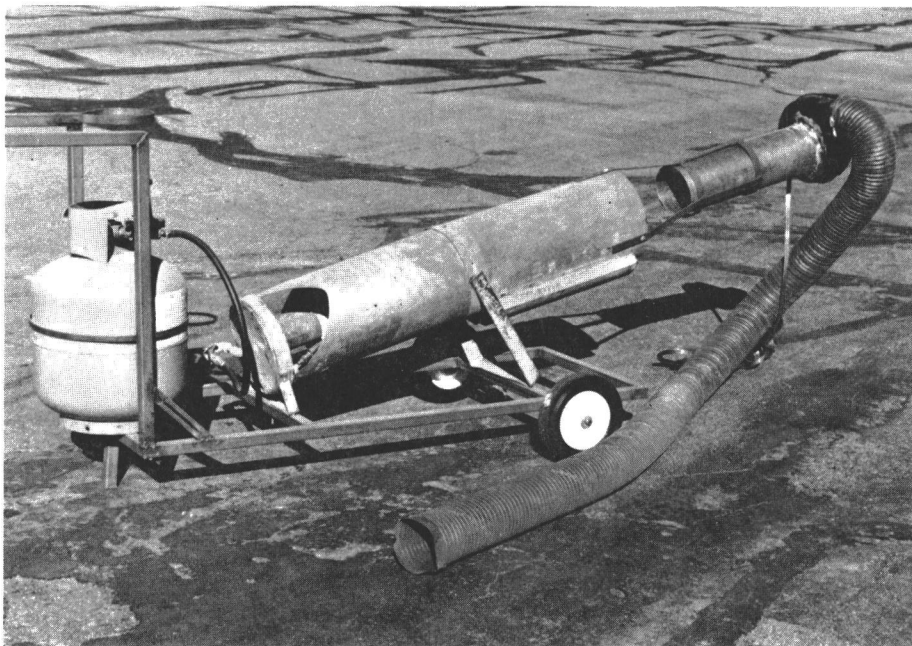
CONSUMER REPORT ON ENGINE PRE-HEATERS

It is a standing policy of CPA to share information with members on matters of possible interest relating to the operation and maintenance of their aircraft. So when it came to our attention that some of our members were fairly creative in the development of engine pre-heaters, we took time to review their creations and provide some consumer feedback.

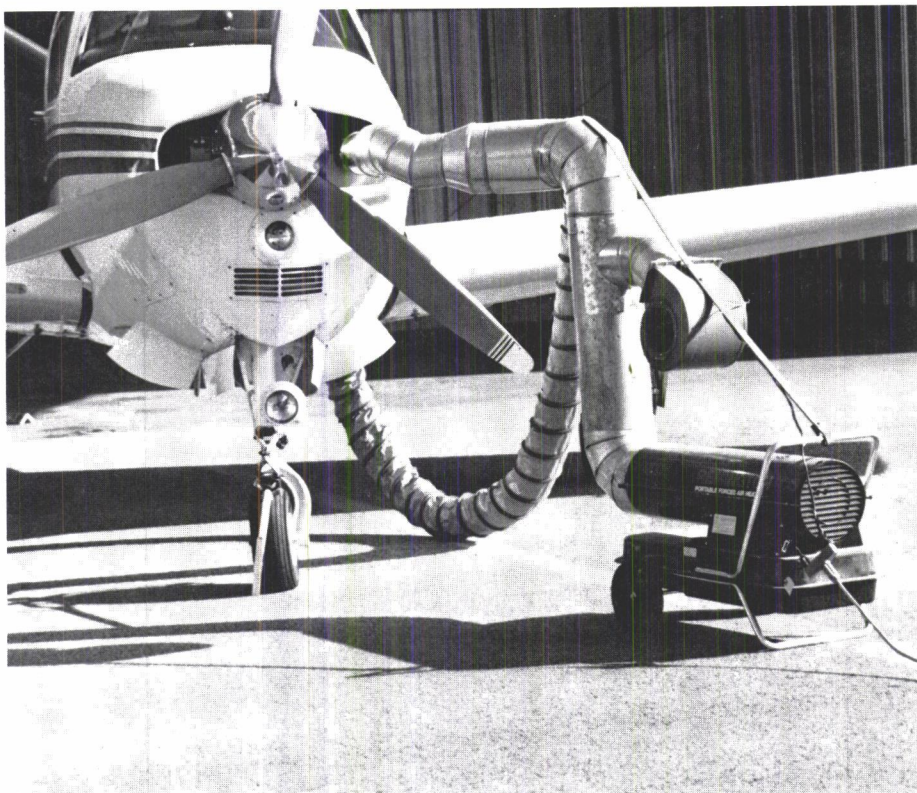
It is little wonder that aircraft owners are seeking cheaper solutions to the cost of pre-heaters. The last catalogue from WAG-Aero, for example, lists a self-contained model with a 49K BTU output for \$539.50. A small portable model with a 25K BTU output (powered by a butane bottle) lists at \$264.50. A typical preheat service from an FBO can cost anywhere from \$15.00 to \$50.00.

The two owner-created models reviewed in this article were a Model M-201WN (Jeffco based) and a Model B-7463N (Front Range based). The two have similarities in terms of a portable fuel source, a burner unit, generous use of stove pipe and flexible tubing, and a blower fan for adding outside air. They even have a similar maximum output of about 100K BTU. But there the similarity ends.

Model M-201WN: Made entirely from discarded scrap, this unit uses LP gas as a fuel source and a junked propane space heater found at a construction site. Heated air is exhausted into a length of stovepipe and forced by a 12V DC motor driven basket fan (salvaged from an abandoned automobile) through a length of fabric flex tubing. An electric cord with alligator clips permits



Pre-heater Model M-201WN.



Pre-heater Model B-7463N.

attachment to any 12V battery source to power the fan. The unit is built on a special owner designed two wheel cart to provide portability. Total cost: Approximately \$20.00.

The builder tells us that early versions were plagued by problems of excess heat from the burner. Several lengths of flex hose went up in flame during early tests. This problem was relieved by adapting the stovepipe connection at the burner exhaust to permit a variable space between burner and stove pipe inlet (see detail in accompanying photo). Space is increased to reduce temperature of air through the system. Later versions incorporated improved valving of fuel flow to the burner. Now the system can be operated in ranges as low as a

pilot light to 150K BTU. The builder describes its power as awesome.

Model B-7463N: This designer uses a 100K BTU kerosene fueled space heater as a heat source. Heated air is carried through 6" stovepipe to a "Y" connector (not visible in the photo) where part of the flow is directed at the front of the engine. The remainder of the flow is routed through flex tubing for use in preheating the cabin (or as shown, for additional heat to the engine through the cowl flaps). A large 120V motor driven basket fan adds external air to the system and reduces air temperature to approximately 200 degrees. Note the metal bracket which holds the fan in place. Total cost: Approximately \$450.00.

It can be seen from the photo that lengths of moveable joint stovepipe were used at the inlet to the engine cowling. This was done to provide adjustment for different heights of aircraft using the system. Also, we were told that this builder had the same problem of excess heat in the system as experienced by the builder of Model M-201WN until finding a way to successfully input the right amount of outside air.

CPA Evaluation: Each of the pre-heater systems is capable of performing the task it was designed for. Model M-201WN uses a

12V power source and therefore has the advantage that it can be used on the ramp and other locations without electrical power. It is a unique self-contained engine pre-heater. However, it has a relatively low airflow output. This is attributed to the small capacity blower fan. As a result, a typical engine preheat can take 30 minutes or more. Model B-7463N has a much higher output and can preheat an engine (and cabin) to comfortable temperatures in less than 10 minutes. However, it is limited in portability to the length of its electrical cord and source of electricity.



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MEMBERS: PLEASE NOTE...

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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.

WELCOME NEW MEMBERS

Areson, Jennie G.
300 W. 123rd Ave., No. 2613
Westminster, CO 80234-3165

Barth, David V.
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Purdy, Charles (Rejoined)
39 Canongate Lane
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Sweeney, Ronald P.
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Whistle, Paul (Rejoined)
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Yoder, Clarence W. S.
P. O. Box 552
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Waggoner, William R.
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Witherby, Ken A.
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Colorado Pilots Association

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