

CPA FLIGHT LINES

Vol. 7, No. 4

April, 1990



CPAer Robert Henley in his Stearman Model A75N1. Aircraft is beautifully restored and painted in bright yellow. Photo taken north of Front Range Airport.



COLORADO PILOTS ASSOCIATION, INC.
P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

by Vanita Gallo

Welcome -- to all our new members! Let me just give you a brief overview of our organization.

CPA was formed in 1972 to give general aviation in Colorado a voice in certain happenings that were contrary to the safety and interests of the general aviation community. It has expanded since to provide members educational and safety seminars, informational meetings, and publications, as well as fly-in events and social gatherings.

For instance, every April CPA and Metro State College's Alpha Eta Rho aviation fraternity co-sponsor a safety symposium at the college as well as an Easter food lift which provides food for the needy throughout Colorado.

In June we will again offer our popular weekend mountain flying course. July will see our Fourteenth Annual Jackpot Air Classic, and our renewed annual Poker Fly-In, both of which hone our flying skills as well as making for a lot of fun. There are numerous fly-ins planned. Destinations include Tucson, Ouray, Deadwood, and more.

These are just samplings of events on the 1990 calendar.

All of the planning and operations of the organization and the newsletter is done by volunteers. We have no paid employees. This year's board and members volunteering their services are incredibly hardworking and enthusiastic.

Let me review some of the activity that took place in about a two-week period at the end of February and the beginning of March.

Robert Henley, Program Chairman, coordinated with the 99's and Bart Whitehouse on the Search for Amelia Earhart program, arranged the Cherry Creek High School auditorium, and coordinated many other details. Norma Ravensborg, Chairman of the Public Affairs Committee, issued a press release on the presentation.

Meanwhile, Legislative Chairman Frank Gallo was preparing a packet of CPA nominations to be sent to the Governor for the vacant seat on the Colorado Aeronautical Board. Airspace Committee Chairman Walt Bell was concerned with preparing a position and comment for CPA on the proposed Rocky Flats prohibited area.

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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.

Vice President Mark Meyer put a new message on the CPA Hotline informing any caller the date, time, and place of upcoming events. Treasurer Don Vander-Ploeg was busy putting together an agenda for the June United States Pilots Association annual meeting to be hosted by CPA. Vern Foster, Chairman of the Flight Safety Committee, was also working on the same agenda, zeroing in on the mountain flying portion of the three-day meeting.

Terry Barbo was assembling material for the next issue of FLIGHT LINES, and wishing the promised articles would come in sooner. Walt was writing some of the monthly's materials, and planning another great airplane shot. CPAer Bill Marshall had volunteered to manage the C-172 Maintenance Workshop, and the arrangements were being finalized. Denver-Jackpot Air Classic Co-Chairmen Sonny Elgin was busy preparing to give the workshop. Fly-In Events Chairman Dave Burke was already involved in planning the many details of the Memorial Day Tucson Fly-In.

Of course, Secretary Tony Miller was busy, having taken on the task of enlisting volunteers to represent CPA at the Channel 6 fundraising phone bank on March 10, working closely with CPAer

Gretchen Jahn, who handled over-all arrangements and the 99's volunteers. Air Classic Co-Chairman Bruce Hulley was finalizing room arrangements with Cactus Pete's Casino for the Air Classic in July.

Within a week, Mark Meyer was meeting with Alpha Eta Rho of Metro State and their Faculty Advisor, CPAer Bill Greener, to coordinate the Easter Food Lift arrangements. Well, I think I had better stop here. I could go on and on, but the point is made.

Yes, this is your Board, and they work for you. What we have planned for the coming year is much more than they can do individually, and help is always needed.

I hope you are impressed as I am with our Board. We will be working much closer with our Area Representatives this year, and the membership can expect to learn more about their activities.

As always, I welcome the members' comments and suggestions for a stronger and more effective Colorado Pilots Association that will serve members' needs and further the benefits of general aviation in this great state of ours.

Have you tried the

CPA HOTLINE (303) 266-6266

BOARD OF DIRECTORS MEETING REPORT

Meetings of the CPA Board continue to be held at 7:00 p.m. at Centennial Airport's Denver Jet Center on the first Monday of each month.

At the meeting of March 5 President Vanita Gallo introduced Peter Luce and George McCrillis as the new co-chairmen of the Aviation Education Committee. This completes the selection process for chairpersons of our organization's ten standing committees. And since committee chairpersons are members of the Board of Directors, the action also filled remaining vacancies on the board.

In the committee reports, Walt Bell, Chairman of the Airspace Committee, briefed on a Department of Energy proposal to create prohibited areas over nine nuclear facilities . . . including the facility at Rocky Flats. A public hearing is scheduled to hear comments on the Rocky Flats proposal on March 27 at the Ramada Hotel in Westminster. Walt is currently reviewing the proposal to evaluate its potential impact to the flying community, particularly to individuals operating out of Jeffco Airport and those using VFR fly-ways along that part of the Front Range. He plans to present testimony at the hearing. Those unable to attend the hearing still have opportunity to make their views known, providing their comments are submitted to FAA by the May 7 deadline.

The comment period is also still open on the FAA proposal to replace current airspace designations with letter designations such as those used in international aviation. Walt Bell

briefed that he is preparing comments for CPA. The deadline for comments is April 25.

Work continues on a proposal by CPA member Chris Wiant for a pilot assistance program on mountain flying for itinerant pilots. The board voted to support the proposal and solicited volunteers to assist in its implementation. In general, the program would provide information and counsel "on call" to transient pilots who plan to fly to mountain locations. In some cases it would also provide individual dual instruction in mountain flying. Volunteers included Robert Henley, Bruce Hulley and Vern Foster.

In other matters, Bruce Hulley reported that his committee on the Denver-Jackpot Air Classic would be meeting soon to complete final details for this year's event. A suggestion on using Jeffco Airport as the departure airport this year was referred to his committee and Bruce subsequently advised the committee had accepted the suggestion. So participating aircraft will depart Jeffco on July 14. A program flyer on the event can be expected in the June mailing of the newsletter.

In a final action, the board approved a contract for acquisition of 500 lapel pins with the CPA wings logo. They will have a 1" wing span and display four colors in cloisonne inlays. The pins will be given complementary to CPA members and sold at a nominal fee to non-members. Delivery is expected in from 8 to 10 weeks.

It was a relatively short meeting.

HEARD ALONG THE FLIGHTLINE

CPA and 99s joined forces again this year to staff the telephone banks for Channel Six fund solicitation. The group appeared on Saturday afternoon, March 6. Our television stars included KARL SUTTERFIELD, GRETCHEN JAHN, TONY MILLER and his daughter STACY, LLOYD CHRISTENSON (who as an aside is moving out of state to Minnesota), DAVID & SHIRLEY THOMAS, BRUCE McMILLAN, MIKE SILVA, WALT BARBO, PEGGY & RAY HAWKINS, ED CUTLER, MARK MEYER, BILL MARCY, MICHAEL CICERCHI, AND GLENN NICHOLLS. An equal number of 99s were in attendance. Phone banks were a little quiet . . . thanks to "summer like" weather. But it was a good meet and mix forum.

*

It was the second event in which CPA and the 99s participated jointly in the last month. On March 2 the two groups jointly sponsored the program, "On The Trail of Amelia Earhart." It featured CPA member BART WHITEHOUSE in a presentation on his adventures with an archeological expedition last fall to find wreckage of Earhart's aircraft. Approximately 120 individuals attended the joint program. Did the expedition find the crash site? Ask BART!

*

Those who participated in the EAA Pancake Breakfast Fly-in at Weld County Airport on Sunday, March 11 received an unexpected welcome. Three FAA inspectors were there to greet them with a ramp check!

*

As it turned out, the FAA inspectors were equally surprised

to find a fly-in at the airport . . . this according to NANCY LaRIVIERE, one of the three FAA inspectors . . . who also happens to be one of our CPA members. She also explained FAA works under a Congressional mandate that 25% of an inspector's time be other than normal duty hours. So it is not uncommon to find inspectors at airports during evening hours and weekends.

*

NANCY tells us there is little reason to fear a ramp check. Under "new policy," FSDO uses the program primarily to visit with pilots and counsel on aviation safety programs. The policy is part of the agency's new approach in enforcement. She reminds us that pilots are required to have a Pilot Certificate and Medical Certificate in their possession when operating an aircraft. Pilots must present them for inspection upon request. These are requirements of FAR PART 61.3. And of course, there are a few additional requirements for the aircraft. These include a registration certificate, weight and balance, operations manual, placards for operating limitations, and minimum equipment for type of flight conditions. Expect a refresher article on this subject in a future newsletter.

*

Following our conversation with Nancy, DEL GREGG, Assistant Manager of Denver FSDO, called to provide some additional insight to the new FAA enforcement policy. Apparently DOT Secretary Skinner and FAA Administrator Busey really got an earful about the FAA's Zero Tolerance Enforcement Policy, particularly

at Oshkosh last year, and took the criticism to heart. The administration's response to the criticism was to commission a system safety and efficiency review of compliance and enforcement policies. Recommendations from the review are the substance of the new general aviation compliance program. It was introduced at a meeting of general aviation representatives in Washington D.C. on March 5. And the Administrator briefed each of the Flight Standard District Offices in a telephone conference at 11:00 a.m. MST on March 8.

*

Aviation Attorney (and CPA member) SCOTT HAMILTON gave us an advance copy of the March 5 presentation. The Administrator's introductory remarks outline a dramatic change of direction in enforcement policy. This is followed by a listing of 34 action items . . . most requiring implementation within 120 days. The change is of such significance that a copy of the introductory remarks is reproduced for the benefit of our members in this issue of the FLIGHT LINES.

*

Also, SCOTT HAMILTON tells us he had the pleasure of being the speaker at the dinner meeting of the San Luis Valley Pilots Association (SLVPA) in Monte Vista on February 24 . . . as a service of the budding CPA Speakers Bureau. His topic . . . Government and Enforcement! Incidentally, CPA member PAUL FOSTER is president of the local pilot group. Scott brought back an invitation for CPA members to attend this year's Monte Vista Breakfast Fly-in and Airshow on July 7. He tells us that the SLVPA traditionally has a hangar party the nite before and would welcome participation by CPA members.

*

Many of the participants at the CPA sponsored Skyhawk Maintenance Seminar on March 10 received an offer they couldn't refuse. Seminar fees were \$35 for non-members and \$20 for members. But there was an introductory membership offer for new members at \$15. So CPA gained 15 new members.

*

WALT BARBO shares a pleasant experience on replacing some oxygen equipment acquired several years ago from the Ted Nelson Company of Reno, Nevada. One of the oxygen flow meter assemblies had failed. Would you believe, the company sent a replacement unit the following day by UPS . . . at no cost to Walt. And the bottom of their invoice contained the note, "Let us know how our equipment is working. Thanks." Nice people!



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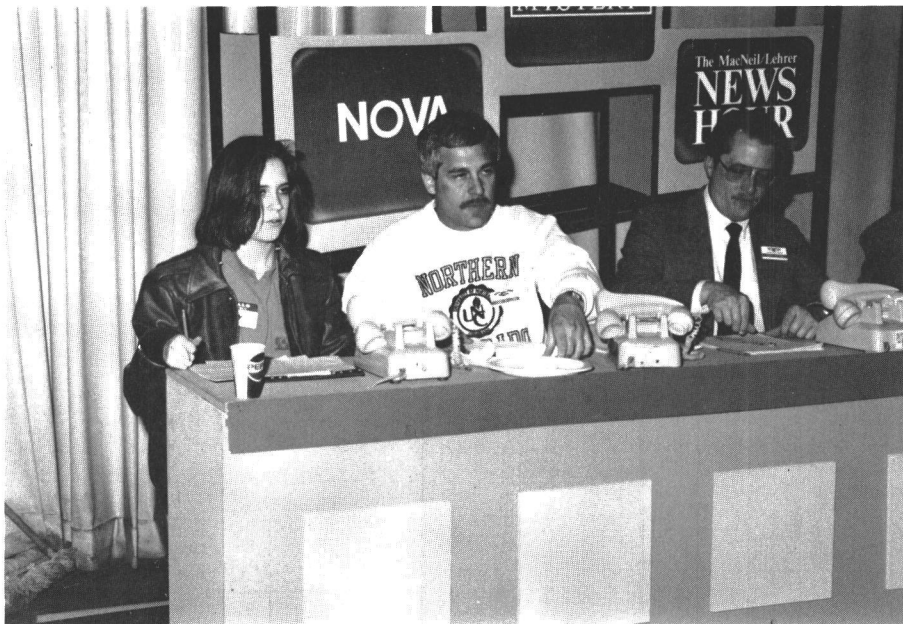
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CPAers Babette Andre, Robert Henley, Peter and Betsy Luce at the March 2 meeting. Program was jointly sponsored by CPA and the 99's and featured Bart Whitehouse telling about his adventures as a member of the TIGHAR expedition to Nikumaroro Island in the South Pacific last fall "On The Trail of Amelia Earhart."



Another CPA and 99's joint venture took place on Saturday, March 10 — staffing the phone bank during Channel 6's membership drive. At left is Gretchen Jahn in her role as "floor manager" during one of the solicitation sessions.



Staffing the phone bank are Stacy Miller, her dad, CPA Secretary Tony Miller, and CPA Vice President Mark Meyer.



CPA-sponsored Skyhawk Maintenance Seminar was held on Saturday, March 10, at Front Range Airport and conducted by Sonny Elgin, left. Event was organized by Bill Marshall, right.

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It is also important that you notify CPA if you change your address. CPA has to pay first class postage on any returned undeliverable newsletters; then pay first class postage again to remail them. So for each newsletter returned the total cost of postage is well in excess of \$1.00.

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FAA Administrator Speaks

Remarks by Admiral James B. Busey
Administrator, Federal Aviation
Administration, Before the
General Aviation Meeting,
Washington, D.C., March 5, 1990

Today I'm announcing an action plan to strengthen the FAA/general aviation partnership for safety.

I want to say, right at the start, that while we'll be making changes in our compliance and enforcement programs, we are doing so to improve safety.

We will continue our insistence on total compliance with the rules and regulations that have made American aviation the safest in the world.

I believe our FAA professionals have done a good job with the marching orders they have been working under. Now we want to modify those orders to further enhance compliance and thereby safety.

We intend to complete final action on many parts of this plan within 90 days. The flying public should begin to see the results of the implementation by then.

Now before discussing some of the specific changes we're going to make, I'd like to give you the background that led us to undertake a review of the way we deal with general aviation.

When I first joined the FAA, I made a special effort to talk to a lot of people in aviation. I wanted to open up good communications. And I wanted to find out what the perceived problems were and what we might do about them.

I heard a lot. You know the story as well as I do. So let's talk facts.

Just about every major general aviation user group and countless individuals jumped on me about FAA enforcement. They said they were being treated unfairly. They told me they weren't getting the services they needed and they said they mistrusted the FAA.

I think we can agree that public confidence in the FAA and its enforcement policies is an essential element of aviation safety. These initiatives will benefit the public interest by fostering trust and confidence.

I want to emphasize that voluntary compliance is the bedrock of aviation safety in our country. The willingness to cooperate and to follow the rules is essential to safety. But that willingness to cooperate can quickly be undermined by the wrong kind of enforcement actions.

We must work together as partners. Now I know when I use the word, "partners," some of you might think it's just public relations puff. It isn't. Whether you fly a Piper Cub or a 747, or whether you work for the FAA, you and I and everyone in aviation have the same goal--which is to make flying as safe as possible.

The FAA has a number of tools it uses to achieve that goal. Those tools include good communications, training, education, counseling, and--lastly enforcement.

With the program I'm announcing today, we're going to use every one of those tools more effectively and we're going to use the

tools of communicating, training, and education, before we use the tool of enforcement where possible.

This program identifies the direction in which we are going to move. It also emphasizes our responsibility for clearly communicating the compliance options to our inspectors and our customers.

Last summer, at Oshkosh, I announced a top-to-bottom review of the way we deal with general aviation. I commissioned a System Safety and Efficiency Review of our compliance and enforcement policies.

Last fall, with the cooperation of every major organization in general aviation -- we held listening sessions around the country to give people a chance to tell us what they thought.

We quickly and clearly confirmed that there is a good deal of misunderstanding about the enforcement process. This situation has led to mistrust and friction.

After the listening sessions, we got together again with representatives of the aviation safety. I kicked off our new 5-year Back to Basics II program just last week as part of the re-energizing.

* We're going to re-emphasize that we want our inspectors in the field to use discretion and judgement. They will be encouraged and are free to consider all the facts and circumstances, including mitigating factors, and then prescribe remedial training or counseling or other remedies, that are appropriate to the situation. I want them to use their professional judgement and to operate with the flexibility to fit the corrective action to the issue at hand.

* We're setting up new training programs for our inspectors. These will focus not only on additional ways to handle compliance and corrective actions, but also on developing better communications skills and improved human relations.

* We're going to look at simplifying the rules and regulations to enhance understanding and promote compliance.

* We intend to identify certain areas of non-compliance which may be handled administratively rather than through legal action. In many cases, a warning letter or remedial training may clearly be more effective than legal enforcement.

* We are going to re-examine our Sanction Guidance Table to make it consistent with these initiatives.

* We intend to set up procedures to expunge records of violations after a reasonable period of time elapses.

I could go on listing more changes we'll be making. But I think you get the idea where we are headed.

The goal for all of us is safety--and we believe the best way to get there is by promoting cooperation, open communications, and compliance.

Our inspectors will now have the use of more tools to promote compliance through counseling, education, and training, and I want to make sure they are using all those tools to help pilots fly more safely.

As I stated before, we will continue to enforce the rules and community to sift through everything we had heard, look at our own data, and identify the issues that concerned us all.

The FAA team then came together again to draft the recommendations. I agree fully with these recommendations. They are the basis of the action plans we are announcing today. These actions are designed to maximize safety.

The FAA, exercising our leadership role in aviation, is executing today 34 action plans to further enhance the high degree of safety the United States is noted for and the public expects.

Today, we begin to move from the study and recommendation phases to the implementation phase.

This process will take a little time, but the results will be worth it. We have cultural changes to make and attitudes to change.

This morning, as a first step, I have signed an order rescinding the mandatory requirement of a 60-day suspension for TCA violations.

We continue to regard such violations as serious ones and we reserve the right to impose very serious sanctions when and if warranted.

I believe, however, that we can achieve the desired result just as effectively by using a variety of compliance tools rather than automatically taking a pilot out of the air for 60 days.

Let me give you other examples of what we intend to accomplish. I think you'll agree with me that there will be substantive changes.

* We're going to make the application of our compliance procedures more flexible. We're going to put more emphasis on promoting compliance through education and open communications.

* We're re-energizing our Accident Prevention Program. Since this program is our primary means for communication and education of people in general aviation, we want it to be as effective as possible. So we're giving it additional resources in order to provide better educational tools and marketing materials to promote aviation regulations and to expect 100 percent compliance.

But, our public responsibility to enforce the rules does not prevent us from being reasonable. We need to be firm but fair.

I will be looking closely at monthly progress reports on each of the 34 action plans to make sure they are serving our primary goal of safety. I am here to tell you that I am committed to this action, and I will not hesitate to make whatever changes I think are necessary to improve its effectiveness.

Meantime, we look forward to working with you to make this program work for all of us--the aviation community, the FAA, but most of all the flying public. Compliance is our objective. Improved safety in all phases of aviation is our continuing goal.

Thank you.

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