

CPA FLIGHT LINES

Vol. 7, No. 5

May, 1990



New CPA member Kevin Kennelly of Denver in his Temco Swift GC-1B. Front Range Airport is visible behind the spinning prop. Kevin bases his aircraft at Aurora Airpark and is one of a small group of aircraft owners dedicated to keeping the airport open.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

by Vanita Gallo

DRUG TESTING! The words create some degree of apprehension and dread in the minds of those of us affected. There is, however, good news for some operators--the FAA has granted a one-year extension to the requirement to submit anti-drug testing plans to operators defined by F.A.R. 135.1c.

Setting up an anti-drug testing plan could be a difficult, time-consuming and expensive task for many of the people involved. My question to affected members of CPA is: Would you be interested in CPA sponsoring a consortium group you could join to facilitate the requirements of the Aviation Industry Anti-Drug Testing rule? Your comments will be appreciated. Respond by either dropping a note in the mail, calling the HOTLINE (266-6266), or calling me at 303 337-5864.

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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
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12579 E. Cedar Ave.
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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.

The operators listed below, quoted word for word from F.A.R. 135.1c, now have until April 10, 1991 to submit their plans.

* Student instruction;

* Nonstop sightseeing flights that begin and end at the same airport and are conducted within a 25 statute mile radius of that airport;

* Ferry or training flights;

* Aerial work operations, including crop dusting, seeding, spraying, and bird chasing, banner towing, aerial photography or survey, fire fighting, helicopter operations in construction or repair work (but not including transportation to or from the site of operations), powerline or pipeline patrol, or similar type of patrol approved by the Administrator;

* Sightseeing flights conducted within a 25 statute mile radius of the airport of takeoff carrying persons for the purpose of intentional parachute jumps;

* Helicopter flights conducted within 25 statute miles of the airport of takeoff;

* Operations conducted under F.A.R Part 133.

Note: Part 135 carriers with 10 or fewer covered employees and non-federal, non-military air traffic control facilities are still required to submit their plans to the FAA by April 15, 1990.

MOUNTAIN FLYING: Seeking to expand our education of pilots in the area of flying in the mountains, we have appointed CHRIS WIAINT to chair an ad hoc committee to pursue an aggressive awareness and informational

program to be made available to pilots throughout the United States who may be considering flying over mountainous terrain. You'll be hearing more about this as the plan develops. What could be a more appropriate safety endeavor for Colorado Pilots Association?

ACTIVITIES: Please mark your calendars and make plans to attend some or all of these events:

JUNE 8 -- Pagosa Springs -- An opportunity to fly and to meet some of our fellow pilots from around the state. This will be our Quarterly Meeting, a luncheon and a brief but interesting program. Concurrently, we are

cosponsoring with FAA a Wings Proficiency Program in which you are all invited to participate. Ground transportation will be provided. For further information, please call Larry Bartlett (303) 332-5143 in Pagosa Springs or Bill Marshall 341-4744 in the metro area.

JUNE 15-17 -- USPA ANNUAL MEETING

-- Clarion Hotel, Centennial Airport. You are all invited! As CPA members you are automatically USPA members. A tour of the Martin Marietta plant is being planned. For additional information, please call Don Vander Ploeg 341-4744.

I look forward to seeing you.



Have you tried the

CPA HOTLINE (303) 266-6266

BOARD OF DIRECTORS

MEETING REPORT

Airspace issues get a great deal of attention at CPA board meetings these days. The meeting of April 2nd was no exception. Airspace Committee Chairman Walt Bell reported on activities relating to the DOE proposal to create a prohibited area over Rocky Flats, the proposed new FAA airspace designations and a 1,000 ft. tall tower proposed near Kingsburg.

Walt testified before a panel of DOE and FAA officials in behalf of CPA against the proposed prohibited area at a public hearing on March 27 . . . along with about 40 others . . . many from CPA. Other CPA members testifying against the proposal included Dennis Roberts (as Director of the State Aeronautics Division), Gretchen Jahn (in behalf of the 99s), Cliff Malmquist, Karl Sutterfield, Scott Hamilton, Bruce Bosshard, and Dave Gordon (as Manager of Jeffco Airport). If nothing else, the proposal did more to bring the Colorado aviation community together than anything has in years. Nearly 200 people attended the hearing.

Purpose of the hearing was to solicit views from the aviation public on impacts of the proposed prohibited area prior to issuance of a NPRM. The thrust of the testimony was that the proposal would result in extremely serious consequences to the aviation public. These included loss of IMC capability at Jeffco and probable loss of reliever airport status. This in turn would have all kinds of economic impacts, pilot safety and environmental problems.

Testimony by George Doughty, Aviation Director of Stapleton Airport, probably summarized the feeling of the group best. George has a way of saying a lot with few words. He noted that airports operate as a system and that any impact to BJC will also impact SIA, particularly during instrument conditions. On the issue of security (the stated purpose of the DOE proposal), George didn't feel a determined terrorist attack on SIA could be prevented . . . and questioned whether DOE could prevent an attack on Rocky Flats by establishing a prohibited area. And finally, he noted . . . "it was a dumb decision to locate Rocky Flats where it is in the first place. Why follow this with a second dumb decision?"

On the remaining airspace issues of interest to CPA, Walt Bell will be forwarding comments to the FAA on the proposal to change current airspace designations with letter designations. And he will send comments objecting to a proposed 1,000 ft. tall radio tower proposed near Kingsburg, Colorado.

In other significant matters, Frank Gallo, Chairman of the Legislative Affairs Committee reported on recent activities within the State Legislature on the jet fuel tax issue. On March 23rd, S.B. 90-181, introduced by Senators Allard and Bishop and Representative Entz, was heard before the Senate Finance Committee. The bill would require that all aviation fuel taxes be used for aviation purposes, as provided by Section 18 of Article X of the State Constitution. The

provision was set forth in a constitutional amendment approved by Colorado voters in 1974. Unfortunately, the funds have not been used for aviation purposes. Instead, they have been deposited in the State's General Fund. The monies are a significant amount. Estimates run are as high as \$8.5 million/year and may total as much as \$100 million since the provision was approved in 1974.

Testifying in support of the bill were Walt Barbo, representing CPA, and Dave Gordon, represented the Colorado Airport Operators Association. However, an attorney from the Legislative Council stated that in his opinion the constitutional amendment was deficient for the reason it failed to address prior provisions of the constitution relative to fuel taxes. And a representative from the Department of Revenue further confused the issue by bringing up the question of replacement taxes for the general fund if the bill was approved. Testimony by the state officials clouded the issue to such an extent there was no chance for favorable consideration. So Senator Allard strategically withdrew the bill from the table.

It is worth noting that should the bill receive favorable consideration by the Senate Finance Committee, it still must gain approval of the Appropriations Committee. However, it is unlikely the administration will ever let it get that far. Aviation ranks too low in priorities of the state. As stated in an earlier FLIGHT LINES, the matter could be resolved easily within the state legislature . . . if there was sufficient stomach to address it. More likely, however, the state will let the matter go to litigation and let the courts

decide. This would eliminate the need for hard decisions in the political arena and would let everyone off the hook. For the interim, it appears that procrastination pays.

A final matter before the board was consideration of a proposal by CPA member Chris Wiant to develop a mountain flying training program. The proposal consists of three principal elements: 1) Production of a video on mountain flying, 2) Development of a mountain flying guide, and 3) Preparation of a list CFI's with experience in mountain flying as a source for transient pilots in need of information or training in operation from mountain airports.

A great deal of effort will be needed to implement the program. For example, production of an appropriate video will require funding sources. Preparation of the mountain flying guide will likely involve photography of mountain locations with appropriate information for use in accessing those locations. It will also likely include a primer on mountain flying. And the element relating to listing CFI's will require development of selection criteria and a program to standardize instruction techniques.

A motion to implement the program was carried by unanimous vote of the board. Chris Wiant was named to chair an ad hoc committee for its implementation. Volunteers to assist in the program included Tony Miller, Robert Henley, Vern Foster, Mark Meyer and Bruce Hulley. The program is expected to be a major CPA safety program for the current year. Members wishing to participate should contact Chris Wiant or one of the other volunteers identified.

COLORADO AVIATION CALENDAR

- MAY 19-20 **MILITARY HERITAGE COMMAND** is sponsoring an aviation show and exhibit at Ft Collins Loveland Airport. Info: Lou Monger 340-5485 or Bob Resling 841-6769.
- MAY 26-28 **CPA MEMORIAL DAY FLY-IN.** Rio Rico Resort & Country Club, AZ. Info: Dave Burke 989-1014.
- MAY 26-27 **SILVERWEST SOARING CAMP,** Westcliff, CO, sponsored by HFSC. Info: Dan Oldfield (719) 488-0249.
- MAY 26-27 **OWL CANYON TO OMAHA SOARING RACE,** sponsored by Colorado Soaring Association. Info: Larry Rose (719) 790-1907.
- JUN 2 **ALBUQUERQUE PILOTS BASH.** A reminder for those planning to attend this event.
- JUN 2-3 **GRAND JUNCTION BALLOON RALLY.** Info: The Life Cycle Balloon School, Ltd. (303) 759-3907.
- JUN 4-10 **SOARING CAMP, 500 MILE EVENT,** Buena Vista, CO. Info: Lew Neyland (719) 632-1202.
- JUN 8-10 **STEARMAN FLY-IN** to St. Francis, Kansas. Info: Robert Henley 771-6092.
- JUN 8-9 **CPA QUARTERLY MEETING, WINGS PROFICIENCY PROGRAM AND FLY-IN,** Pagosa Springs. Ground school 6:00 - 9:00 p.m. on 24th. Quarterly meeting and luncheon 11:30 - 1:30 p.m. on 25th. Courtesy ground transportation to be provided. Info: Larry Bartlett (Pagosa Springs) 303 332-5143 or Bill Marshall (Denver area) 341-4744.
- JUN 9-10 **AIR SHOW AND BALLOON RALLY,** St. Francis, KS. Info: The Life Cycle Balloon School, Ltd. (303) 759-3907.
- JUN 15-17 **UNITED STATES PILOTS ASSOCIATION ANNUAL MEETING.** Conference Headquarters at Clarion Hotel at Centennial Airport. Info: Don Vanderploeg 757-1310.
- JUN 15-16 **CPA MOUNTAIN FLYING COURSE,** Centennial Airport. An intensive 2-day course to familiarize pilots with the unique requirements of mountain flying. Ground school at Clarion Hotel evening of June 25 followed by dual instruction in pilot furnished aircraft over mountainous terrain the following day. Flight activities from Aero Services. Reasonable fee. Free tie-downs for class participants. Info: Bill Marshall 341-4744.
- JUN 23-24 **SNOWMASS BALLOON RALLY.** Info: The Life Cycle Balloon School, Lt. 303 759-3907.
- JUN 24 **LOWRY AFB ARMED FORCES DAY.** Airshow to be held at Buckley ANGB will feature USAF Thunderbirds.
- JUN 27 **BONANZA SOCIETY FLY-IN.** Info: Robert Henley 771-6092.

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HEARD ALONG THE FLIGHTLINE

A "special edition" of Aero-Safe, the FAA safety publication produced by the Seattle Flight Standards District Office, provides a good report on the one-year extension of certain requirements of the new anti-drug testing program. A courtesy mailing was made to all registered pilots in the seven states of the FAA Northwest Mountain Region. Nice Touch!

*

Hear a lot of skepticism about sincerity of the FAA in its new enforcement policy. A brief discussion with Del Gregg, Assistant Manager of the FAA Denver Flight Standards District Office, reveals that his office has the same feedback. But he assures us that the change in policy is for real. Time will tell.

*

TOM BEIN sent us an article from the Loveland Reporter-Herald announcing that FORT LOVE AVIATION SERVICES at Fort Collins-Loveland Municipal Airport now provides 24-hour service and maintenance.

*

HAYES AVIATION at Akron also reports 24-hour service and offers 100LL @ \$1.59/gal and Jet A @ \$1.49 . . . and a courtesy car for access to local hotels and restaurants. Has to be one of the best deals for general aviation in the state. Anyone aware of similar good deals?

*

Speaking of airports, Summit County newspapers on April 3rd carried a report that Lake County has dropped out of further participation in efforts to develop a new regional airport in

the central part of the state to serve mountain ski and recreational areas . . . this following selection of a site near Fairplay as the preferred location for the proposed new facility . . . rather than one near Leadville. Will it ever be built? Hard to say. The odds are certainly against it. Plans call for building an airport capable of serving B737/727 type aircraft at a cost in the \$25 - \$30 million range. These funds will be hard to come by. Of greater significance, however, the density altitude effect at the site's high elevation (which is nearly as high as Leadville's Lake County Airport) is certain to be a serious problem to air carrier aircraft operating there. By some estimates, passenger load factors on a typical summer day could be limited to 40% and aircraft range limited to 600 miles. So there is a question as to whether air carriers would be willing to operate there even if the airport was built. Look for answers to these issues in the next stage of the airport planning process.

*

And the airport at Aspen is also in the news these days. FAA has advised the community it is discriminatory to ban night operations by general aviation aircraft while at the same time permitting air carrier aircraft to operate. FAA had supported the ban for a number of years because it was not considered safe to operate small planes in the area at night. This latest FAA determination is a complete reversal of its prior position. Now Aspen must reverse its position . . . or face loss of future Federal airport development funds for the airport. Hard to identify the individual most responsible for bringing about the change of view. But it is

worth noting that HANK NEWMAN, past AOPA Regional Representative for this area, had a major role. Interesting!

*

Speaking of AOPA, it is worth noting for non-members of the organization that AOPA has combined its "Airports USA" and "Handbook for Pilots" publications into a new "Aviation USA" publication. But it is more than a consolidation. It is expanded significantly to include a variety of added information on hotels, ground transportation, ATC facilities, weather, and aviation services. A real plus for trip planning. AOPA provides a courtesy copy to members. Non-members can purchase copies from AOPA for \$24.95.

*

The state's first AWOS III was commissioned by the FAA at FRONT RANGE AIRPORT on March 26. The facility provides automated weather observations on ceiling, visibility, windspeed, temperature--dewpoint, altimeter, and density altitude. Automated voice announcements are made via NDB (321 KHz) or by telephone (360-5212).

*

And the FAA is in the process of installing a VOR on JEFFCO AIRPORT. At least we think they are. We hear that testing is currently underway with a truck-mounted test unit. It has been operating on a frequency of 113.5 MHz. Pilots who have tried it report a relatively poor signal . . . but this may be characteristic of test installations. Whether the installation ever proceeds beyond the test stage, however, will likely depend on what happens with the DOE proposal to establish a prohibited airspace area over Rocky Flats. If DOE is successful with

its proposal, there won't be a need for the VOR . . . or any of the IFR instrumentation currently installed on the airport. Jeffco would lose its instrument capability. So everything is currently on hold until the airspace issue is resolved. Looks like one of those cases where the aviation community should insist on a full environmental impact statement.

*

Governor Romer would have us believe his heart is with the aviation community. We know his roots are there. We remember when he flew around the state in his personal Cessna T210. And he still wears a leather flight jacket to many of his aviation related functions. But the pressures of his office seem to have redirected his loyalties. At least, it appears that way from the lack of support he has given to returning revenues from taxes collected on jet fuel sales in the state to aviation purposes. And it was only a last minute decision to support aviation in its opposition to DOE's planned raid on the airspace adjacent to Jeffco Airport.

*

Perhaps it is a symptom of too much time on one's hands when one retires, but BILL MARSHALL reviewed aircraft ownership information published in the new CPA Membership Roster and reported that Cessna Skylanes are the most common type of aircraft owned by CPA members . . . followed by Cessna 172s, Bonanzas, Mooneys, Cessna 210s, and Piper Comanches. Owners of unique aircraft like a Ryan PT-22, Stearman, Alexander Eagle-rock, or Mitsubishi MU-2 were in the minority. Over 40 different types of aircraft were represented.

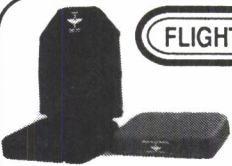
★

Haven't heard back from the manufacturer yet, but we are hoping to send out the new CPA lapel wings with the current issue of FLIGHT LINES. If not found with this mailing, expect them next month.

★

MARK MEYER tells us some members are apparently still unaware of the CPA telephone hotline on (303)266-6266. It is his voice you will hear on the recorded message. CPA may be the only pilot association in the country with this type of facility. Good source for last minute information on CPA activities . . . and a point of contact for questions, comments and suggestions.





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Englewood, CO 80111

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Colorado Springs 80915-1030

Yarmey, Alan
989 Leyden Street
Denver, CO 80220

MIS-ANTICIPATION

The history of air traffic control dates back to the early 1920's, when communication was limited to hand signals or night fires and flares. Misunderstandings between pilots and ground stations were unavoidably frequent. Today, some 60 years later, widespread use of two-way radios and computer assisted radar would appear to all but eliminate the possibility of error.

Anyone who flies extensively will tell you this is not so. Mistakes still do occur -- quite frequently, considering the hundreds of thousands of radioed transmissions that take place every day. Over a recent 15 month period, more than 5,500 anonymous reports were filed concerning conditions experienced or observed in flight which cited pilot/controller misunderstandings as responsible for potentially hazardous situations. How is this possible? Equipment failure? Pressure from heavy traffic flow? Interference? Linguistic problems?

All of the above, to some extent, but none predominantly. Most air traffic control facility chiefs will tell you that mistakes -- on the rare occasion when they do happen -- are more likely to result from mis-anticipation. Typically the error occurs in a fairly relaxed situation and involves a very routine exchange of information. What happens is that the pilot, or the controller (sometimes both) thinks he hears what he expects to hear and proceeds accordingly.

Another form of mis-anticipation occurs when information a pilot is expecting does not arrive during the period expected, and the pilot changes course or altitude in a manner he assumes will be approved.

Pilots should realize that as workload and weather conditions vary, controller techniques may also vary, but this is no reason for assuming the controller is neglecting your aircraft. A pilot should always be prepared to take action on his own when conditions concerning the safety of his aircraft require it, but second-guessing a controller -- especially in IFR weather -- is a dangerous game.

If you believe action on your own initiative is imperative, radio your intentions -- the message may be heard even if it is not acknowledged. If the frequency is blocked, use another -- even 121.5 -- if the situation appears to be of an emergency nature.

One occasional cause of air-to-ground misunderstanding can easily be avoided: the use of non-standard phraseology, either by pilot or controller. Non-standard phraseology means anything from casual language to jive talk or slang. Slang is colorful and sometimes amusing but may be misleading. ("Neat" for example, in modern parlance can mean virtually anything but "tidy.") There is no room for guesswork in air traffic control phraseology.

Controllers are trained to use specific words and phrases which may sound stilted at times but which pinpoint their meaning; and experienced pilots usually adhere to the same kind of language. If someone, in a relaxed mood, falls into a slangy mode, there is no need for his respondent to go along with it. One small ambiguity can lead to a very large collision.

Once in a while pilots will encounter controllers who use local names that are not on the chart, instead of the usual

reference points. "Turn final over Little Creek," might be an example. Which creek is Little Creek and which is Big Creek? And supposing there is no creek in sight, only a dry creek bed or two? Local pilots know, of course, but visitors are likely to wind up "up the creek" if they guess. The appropriate pilot response to any imprecise advisory is a straight-out question: What do you mean? Am I to cross runway 25? What was the assigned heading? Or, Say again, please, I do not understand your language.

Inexperienced pilots, or those who have never before flown into busy controlled terminals are sometimes intimidated by the pace of ATC communications which they are unable to keep up with. In most cases the controller will recognize the problem and enunciate more slowly. In any event, the pilot should never guess or try to anticipate what he cannot clearly understand. The controller is there to provide a helpful service, not to test the pilot's ability or question his competence. If the pace gets too much for a pilot, he can always ask approval to leave the pattern and land at a nearby, less busy airport, where he can sort out his difficulties unhurriedly on the ground.

Flying with a second pilot who can handle the radio, write down clearances and vectors, inspect charts and scan for landmarks (as well as traffic) while you fly the airplane is one solution to

getting safely over the hump of inexperience in a busy environment. If that is not possible, acquire the most convenient knee pad or other means of writing down radioed data. Controlling the aircraft and handling the radio and going over charts and checklists can keep both your hands pretty busy, and few of us have mastered the fine art of writing with a pencil in our mouth while talking on the radio.

IFR pilots who often receive a great deal of information in a single transmission find out soon enough that memory alone is not sufficient when a string of numbers is involved. IFR clearances should always be written down, and at least the headings and altitude numbers read back.

When messages are relayed very rapidly, there is always a chance that numbers may be misspoken or misheard, especially when given in conjunction with similar sounding vowels. If you have any doubts, repeat the message, pausing briefly before enunciating each of the numbers.

The controller may sound busy and you may be a little uptight yourself, but neither of you can afford to make a mistake or rely on guesswork. The system works only when everyone is exactly where he is supposed to be.

It's a game for serious adults.

FROM: FAA Federal
Aviation News



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: 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.

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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Listed below are the rates for placing paid advertisements in "FLIGHT LINES." Your CPA Board encourages use of your newsletter to publicize your business or services while at the same time helping your organization offset production costs.

Rates:

1 full page	\$50
½ page	25
¼ page	15
Business Card Size	10

These rates are per issue. Mailing list is over 300, with an additional 200 distributed at random. There are 11 issues published per year. Rates are payable in advance of publication.

Mechanical requirements:

Full page	7" x 4½"
½ page	4½" x 4½"
¼ page	4½" x 2¼"
Business Card Size	2¼" x 1"

Advertising copy should be camera ready. If any typesetting is needed, that cost will be charged to the advertiser. Your message can also be processed similar to this type.

Deadline for receiving advertising copy is the first Thursday of the month preceding publication. Copy may be changed for dated or seasonal material.

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