

CPA FLIGHT LINES

Vol. 7, No. 6

June, 1990



Van Aire Residential Airpark looking towards the northwest. The community is fighting to retain its airspace following construction of the new Denver airport.



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

PRESIDENT'S MESSAGE

by Vanita Gallo

Good coffee, good doughnuts, good music, good flying and good fellowship were enjoyed by 50 or 60 CPAers at Van Aire on a beautiful Saturday morning in May--thanks to the hospitality of the Van Aire Homeowners Association. "Thank you" to Tim Morgan, their President, for inviting us.

I'll bet there are few of us who haven't thought how neat it would be to live in an airport community where we could have our own airplane in our own hangar right there at our own home. Van Aire residents have attained that dream, only to have it threatened by the airspace requirements in connection with the new DVX. TCA hearings will begin in September and will affect all GA flying around the Denver Metro area, including those pilots from other parts of the state who fly into Denver area airports on business

or pleasure. We now have a committee in place to monitor the development of the TCA and to provide input for the benefit of GA to those doing the planning. The committee is comprised of Tim Morgan, Walt Barbo, Walter Bell and Vern Foster. There must be a way for us to work together to make the new TCA safe and workable for everyone.

On another issue, upon direction by the Board, I sent a letter to the FAA objecting to proposed rule changes to require photo ID cards as well as pilot certificates and renewal of same every three years at a cost of \$12.00 a crack. The same rule change would require renewal of aircraft registration every three years at a cost of \$15.00. This is another attempt to penalize the flying public to make it appear that something is being done to improve drug smuggling interdiction. Just as the DEA proposed prohibited area over nuclear power plants would do little to deter terrorists, this would have negligible effect on the drug trade.

On a happier note, many thanks to Terry Barbo and Congratulations on a job very well done -- June marks her fifth year as editor of FLIGHT LINES, the premier association newsletter!

And thanks to Tumbleweed Press for their continued contribution in the publishing of FLIGHT LINES. The quality of their work is outstanding.

Don't forget to reserve July 4 for the Poker Fly-In and, of course, July 14-15 for JACKPOT!

See you there!

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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

Monthly meetings of the CPA Board have reached a popularity where they are about to outgrow the Colorado Room of the Denver Jet Center at Centennial Airport. The meeting of Monday, May 7, was no exception. Attending in addition to the regular board were Chris Wiant, Chairman of a new ad hoc committee to develop a CPA mountain flying training program, and Tim Morgan, Chairman of a new ad hoc airspace committee working to preserve VFR airspace over Van Aire Airpark. Others attending included Lucy Walker and Allan Winter.

In his Legislative Committee report, Frank Gallo advised that the governor signed Bill 1192 into law on May 7. This is the bill that makes it a crime to operate an aircraft in Colorado while under the influence of alcohol or drugs similar to state law as it relates to driving an automobile. A section of the bill which would have prohibited landing of aircraft on highways was withdrawn following extensive lobbying by CPA and others.

Frank also briefed the board on provisions of H.R. 90-1010 introduced on May 7 by CPAer State Representative Lewis Entz. The resolution was introduced under the assumption that S.B. 90-181 would clear the two houses of the legislature but subsequently encounter a constitutional challenge and cause an indefinite delay in its implementation. It sought an immediate judicial determination from the Supreme Court of Colorado on these questions of interpretation.

For those who do not follow legislative matters closely, S.B. 90-181 would have required that all aviation fuel taxes be used

for aviation purposes as provided by state constitution. The issue dates back to 1974 when the voters of Colorado adopted an amendment to Section 18 of Article X of the state Constitution which required that all taxes on aviation fuel be used exclusively for aviation purposes. Article XXIV of the constitution, however, provides that sales and use taxes be allocated first to the old age pension fund and related funds, and that any excess amounts be transferred to the general fund. Concerns over a conflict in interpretation of these two provisions of the Constitution prompted introduction of the Entz resolution.

At the time of the board meeting, it appeared that approval of S.B. 90-181 would be a certainty. It had cleared the senate and was waiting third and final reading before the house. It was on a roll when out of the blue it hit the skids. For some reason the bill was withheld from final reading.

It may have been withheld because of a concern about financial impact. The tax had been generating an estimated \$8 million for the state general fund. Finding a substitute source of revenue would not have been easy. And there was uncertainty over how the supreme court would have judged the issue. Those of us in aviation, however, are obviously disappointed.

In his report, Peter Luce, new Chairman of the Aviation Education Committee, outlined a number of programs under consideration by his committee. Thrust of his efforts will be to encourage greater public support

and involvement in aviation. An early benefit, particularly among those CFIs in our membership, will be preparation of a roster of flight instructors. This will tie into efforts by Chris Wiant and his ad hoc committee to provide training or advice to pilots flying to mountain locations.

An underlying assumption of his program is that pilots anticipating flights to mountain locations, particularly from out of state, frequently want additional information and/or training and may be unaware of how to get it . . . or may be reluctant to stop enroute and seek assistance. Chris outlined his program as consisting of four parts. It will consist of a video to be distributed around the country to alert on mountain flying hazards, identification of qualified flight instructors or flight schools that may be contacted for consultation or training, a pilot's mountain flying guide, and a pilot notification program to alert on the availability of these services. A draft outline of the mountain flying guide was presented to attendees of the board meeting. Chris hopes to have the program fully implemented this year.

On airspace matters, Tim Morgan alerted that informal hearings are scheduled in late September for the new Denver TCA. He spoke of the extreme and incredible frustration residents of Van Aire have experienced in working with Denver on this issue . . . and of their challenge to the FAA approved Environmental Impact Statement. The thrust of their efforts, he explained, were

to co-exist with the new Denver airport. Specifically, they hope to retain day/night VFR operations. They hope to do this through either a cutout in the new TCA or the establishment of a VFR corridor under the floor.

Tim's Van Aire Subcommittee has already completed preliminary work on a proposed corridor concept for the TCA. Drawings presented to the board show an E/W corridor starting approximately 4.7 miles north of the end of the closest runway to Van Aire and extending northward. The corridor would have a 6200 ft. floor and provide approximately 1200 ft. clearance above ground.

In the discussion that followed, there was an observation that the focus in working the TCA issue should be with the FAA instead of Denver . . . even though there is the appearance that Denver controls the process. It was also pointed out that the new Denver airport is at an elevation 350 ft. higher than Van Aire. The elevation differential along with the distance between the two airports are strong supporting factors in favor of the proposed corridor. A motion was subsequently made to support the Van Aire efforts to retain VFR airspace. This motion was approved unanimously by the board.

In other actions, the board directed that a subcommittee be formed to lead a TCA design effort. This committee will work closely with the FAA in an effort to influence a design consistent with pilot interests.



HEARD ALONG THE FLIGHTLINE

As this report is being written (in the second week of May) information is already starting to trickle in on strategies planned in the running of the 14th annual DENVER-TO-JACKPOT AIR CLASSIC scheduled on July 14. Publicity on the event would have everyone believe this is strictly a pilot proficiency event. But this is hard to believe when listening to pilot talk and when one considers that at least three active participants from past years are sporting new aircraft, each claiming to have an aircraft that will perform close to 100% of the manufacturers published maximum speed.

*

For those who have never experienced the excitement of participating in this annual event, the DENVER-TO-JACKPOT AIR CLASSIC started out as an air race . . . but the name was changed to Air Classic when some of the more conservative members of the organization became concerned that an air race could have some serious liability implications in event of an accident. And there was the reality that the fastest aircraft were not always the winners. The course this year will depart Jeffco Airport and route over Rock Springs, Wyoming, on a 520 statute mile course to Jackpot, Nevada. Winds, altitude selection, and pilotage can be much more important than speed. And, of course, a little luck can help.

*

It is worth noting, however, that one of our members will be competing in a newly acquired Piper Twin Comanche this year. The owner tells us that the

performance of this particular aircraft is close to manufacturer's specification. Since aircraft are handicapped based on actual performance compared to manufacturer's published maximum speed, this hot rod could be a formidable contender. But another planned competitor tells us that the radio equipment in the Twin Comanche is nothing but "a pile of junk". . . and that it can't be competitive against aircraft that know where they are. And so it goes. It is the beginning of the pre-event hype that always starts about this time of year.

*

For those who have never participated in this event, it is worth considering. Everyone is a winner. Arrival at Jackpot is rewarded with a free cocktail party hosted by the CACTUS PETE'S CASINO. Over \$2,000 in cash and other prizes is awarded to winners of the various events. Everyone is a winner. And for those inclined, there is always the chance of winning more at the tables or the slots. Worth considering!

*

Last year RON LEWARK was the winner of Class A (fixed gear) with an average speed of 165.09 mph (92.7480 % of rated) in a 1971 Cessna 185 E. Ron is always a good bet to win this class -- although first place was taken the year before by LUCILE BLEDSOE flying a Cessna 172.

*

Class B (retractable gear) is wide open this year because of uncertainty on what to expect from entrants with new aircraft. Last year the class was won by

CHET JEWELL in a 1968 V-35A Bonanza at an average speed of 197.25 mph (93.9265 % of rated). MIKE SEAVALL crossed the finish line with just 35 seconds greater elapsed time in his S-35 Bonanza to take second, and DAVE BURKE, a traditional winner of the class, placed 3rd. We hear that Mike has appealed to the Air Classic Committee to reduce the handicap speed of his Bonanza . . . so as to make it identical to Chet's Bonanza . . . and that the committee has approved the request. In last year's event, Mike's Bonanza was rated at 212 mph compared to 210 mph for Chet's. The change should make this an interesting contest. A few seconds could be critical! But entrants with new aircraft claim they can beat these speeds. And Dave Burke can never be counted out . . . even though he has had some disappointing years following an engine rebuild by a renowned engine overhaul specialist. This will definitely be the class to watch.

*

Expect some changes in winners of the Class C (Turbo-charged) category this year. WALT BELL won the class last year in a Ray Jay equipped 1964 Mooney S21 with a speed of 178.11 mph (90.4129% of rated). He was followed by TOM DALY with a speed of 192.47 mph (89.5231 % of rated) in a T182RG. This year, however, Walt will be flying a recently acquired T210 . . . and T210s have never done well in this event. And while Tom Daly has been a traditional winner of this event, he may be out of the running this year because of an aircraft with a tired engine. So the class is wide open and is certain to generate some new winners. Also worth watching.

*

Speaking of LUCILE BLEDSOE, we are delighted to report she has been appointed by Governor Romer to the State Aeronautical Board. She will fill an at large position. We are also delighted to report that CPAer AL LOPEZ was appointed to the Board at the same time. Al will have the seat that represents a statewide association of pilots and will replace Dan Jones who resigned from the position earlier this year. With Lucile's and Al's appointments, five members of the seven member Aeronautical Board are CPA members. The others are MICHAEL ROCK, Chairman, FRED JAEGER, and RICHARD BUCKNELL. And of course, DENNIS ROBERTS, Director of Aviation, is also a CPA member.

*

Residential airparks in the Denver metro area are taking more than their fair share of hits these days. Van Aire continues in its struggle to retain VFR airspace with construction of Denver's new airport. And now Parkland Estates is threatened by a proposed county garbage dump.

*

Sponsors of an airshow at Fort Collins - Loveland Airport were a little "red faced" on Saturday May 19 when they put on an unintended exhibit of porpoising during landing of a P2V Neptune bomber . . . before a crowd of some 4-5 thousand spectators. Life's embarrassing moments!

*

In all respect to the crew, however, we are told they had an electrical problem and smoke in the cockpit. Nice recovery in an emergency situation.



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VAN AIRE FLY-IN



CPA fly-in to Van Aire on Saturday, May 5, attracted about 25 aircraft and several drive-ins.
T. Barbo photo



Van Aire resident Kenny Wells staged an aerobatic display for the visitors in his beautiful black/orange Thunderbolt.
T. Barbo photo

WELCOME NEW MEMBERS

Aden, Everett L.
15777 Fortune Ct.
Brighton, CO 80601

Aden, Mike
15684 DeGaulle Circle
Brighton, CO 80601

Aird, Kenneth
1856 Centaur Circle
Lafayette, CO 80026

Beard, Robert D.
10679 Quivas Street
Northglenn, CO 80234

Benell, Ronald E.
15769 Harvest Mile Ct.
Brighton, CO 80601

Elliston, Charles R.
15717 Fortune Ct.
Brighton, CO 80601

Gurley, Gordon B.
15865 Dellta Ct.
Brighton, CO 80601

Gurley, Lyle
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Brighton, CO 80601

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Brighton, CO 80601

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Brighton, CO 80601

MacGregor, Don
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Chesterfield, MO 63006

Miller, Richard G.
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Brighton, CO 80601

Morgan, Timothy S.
15615 Elk Circle
Brighton, CO 80601

Putnam, John M.
33 Tecoma Circle
Littleton, CO 80127

Rist, Hank
P. O. Box 3474
Englewood, CO 80155

Rostie, John P.
24100 E. 160th Ave.
Brighton, CO 80601

Runyan, Paul
6981 Green Willow Ct.
Boulder, CO 80301

Seal, Fred
15713 DeGaulle Circle
Brighton, CO 80601

Shaklee, Kerry L.
15782 Duquesne Cir.
Brighton, CO 80601

Smith, William R., Jr.
11290 W.C.R. 49
Hudson, CO 80642

Standerfer, Bill
5221 S. County Rd. 7
Ft. Collins, CO 80525

Taylor, Curtis L.
15988 Fortune Ct.
Brighton, CO 80601

Edward S. Utz
15848 Fortune Ct.
Brighton, CO 80601

Walker, Lucy
1100 E. Radcliff Ave.
Englewood, CO 80110

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 Neil Hoopes, Englewood
 Tony Miller, Littleton
 Ray Peterson, Northglenn
 Maurice Steward, Arvada
 Les Von Hagel, Longmont
 Janice Dyer, Brighton
 David King, Lakewood
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LEGISLATORS HOSTED

The Colorado Pilots Association sponsored a coffee and doughnut "legislative coffee" early in May in the lower rotunda of the State Capitol building. This is the fourth year that CPA has sponsored a get-acquainted for state representatives and senators. This year we estimate that we talked to about 40 legislators, who joined us for coffee and hangar talk.

Once again the revolving slide show prepared by Walt Barbo was used, and remains an effective attention getter. On hand to greet the legislators were Renee

and Don Welsh, Norma Ravensborg, Mark Meyer, Dave Gordon, Bill Totten, Vern Foster, Al Lopez, Walt Bell, Don Vander Ploeg, Robert Henley, and Frank Gallo.

Keeping the needs of general aviation in front of our legislative body is important. We hope next year to join with the Colorado Airport Operators Association and other aviation interest groups to have several coffees at the Capitol in a one-week period to make the point that general aviation is an important part of the state's transportation system.

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COLORADO AVIATION CALENDAR

- JUN 27 **BONANZA SOCIETY FLY-IN.** Info: Robert Henley 771-6092.
- JUN 30-
JUL 1 **EAA FLY-IN AND AIRSHOW,** Fort Collins/Loveland Airport. Sponsored by Rocky Mountain Chapter of EAA. Fly-in and airshow June 30. Wings Seminar July 1. Info: Bill Marty 798-6086.
- JUN 30-
JUL 1 **SOUTH PARK SUMMER BALLOON FLY-OUT.** Info: The Life Cycle Balloon School, Ltd. (303) 759-3907.
- JUN 30-
JUL 1 **SOARING CAMP,** Buena Vista, sponsored by DSC & HFSC. Info: Bob Meer 399-9550 or Dan (719) 488-0249.
- JUL 4 **CPA ANNUAL POKER FLY-IN.** Airport stops at 5 locations including a final stop at Greeley for a picnic lunch. Wings Proficiency Program. Info: John Warrender 303/351-0892 or CPA HOTLINE (303) 266-6266.
- JUL 7 **MONTE VISTA BREAKFAST FLY-IN AND AIRSHOW.** Sponsored by San Luis Valley Pilots Association. Breakfast from 7:00 a.m. to 10:00 a.m. Airport closed for airshow at 10:00 a.m. Aerobatics by Julie Phile, Jim Olterman and Mike Entz. Info: Paul Foster (719) 754-2107.
- JUL 14-15 **14th ANNUAL DENVER-TO-JACKPOT AIR CLASSIC.** Sponsored by Colorado Pilots Association. Depart from Jeffco Airport. Mandatory fly-by (or fuel stop) of Rock Springs, Wyoming, on the 557 mile route to Cactus Pete's Casino at Jackpot, Nevada. Aircraft handicapped by manufacturer's published maximum speed. Cash prizes. Event open to all interested pilots. Info: Sonny Elgin 361-9365 or Bruce Hulley 344-2843.
- JUL 27-
AUG 3 **EAA OSHKOSH ANNUAL CONVENTION AND FLY-IN.** Theme of "Gateway to Aviation," featuring homebuilt aircraft movement and 50th anniversary of "The Battle of Britain."
- AUG 11 &
AUG 12 **AIRSHOW COLORADO,** Front Range Airport. "Unlimited Class" Pylon air racing, also barnstormers, jets and warbirds plus static displays. Admission at gate \$10, age 12 and under free; discount tickets available at King Soopers. Info: Kathryn Schultz or Jon Gallo 303 363-0894.
- AUG 18 **CPA FLY-IN TO LIBERAL AIR MUSEUM,** Liberal, Kansas. Info: Dave Burke 989-1014.
- AUG 24-
AUG 25 **CPA QUARTERLY MEETING, WINGS PROFICIENCY PROGRAM & FLY-IN.** Wray. Ground school 6:00-9:00 p.m. on the 24th. Quarterly meeting and luncheon 11:30 a.m.-1:30 p.m. on the 25th. Courtesy ground transportation provided. Info: Lucile Bledsoe (Wray) 303 332-5143 or Bill Marshall (Denver) 341-4744.
- SEP 1-2 **ROCKY MOUNTAIN SOARING COMPETITION,** sponsored by Colorado Soaring Association. Info: Larry Rose 790-1907.

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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NEBRASKA RIVER CANOE TRIP

A four-hour canoe trip down the beautiful Niobrara River is scheduled for Saturday, July 14. Nebraska's tallest falls are along the route. Pilots and passengers will enjoy a free breakfast served from 7:00 to 11:00 a.m. at the Ainsworth Municipal Airport. For those wishing to arrive the night before, free shuttle service is available to a local motel.

The canoe trip cost is \$42.00 per person. This includes a steak supper at the end of the

trip served on the river, transportation to and from the canoe trip, and the trip itself. Tent camping at the river is available.

On Sunday, July 15, there will be private and military static displays at the airport as well as several concessions. 100LL and jet A both available at \$1.60/gal. Limited hangar space. For additional information, please call LANCE SCHIPPORIT, Manager, Ainsworth Municipal Airport, at (402) 387-1491.

LETTERS

The following letter is the one referred to by Vanita in her President's Message objecting to proposed rule changes requiring photo IDs.

Federal Aviation Administration
Office of the Chief Counsel
Rules Docket, AGC-10, Room 916
800 Independence Avenue, SW
Washington, D.C. 20591

Re: Docket 26148

Sirs

The Colorado Pilots Association strenuously objects to the proposed rule changes concerning aircraft registration and certification of pilots contained in Docket No. 26148, Notice 90-9.

The changes proposed will be for the most part ineffective in hindering the transportation of drugs in general aviation aircraft into this country. On the other hand, the rules changes will result in unnecessary, onerous, and costly procedures for aircraft registration and certification of pilots that will further decrease the participation in general aviation by pilots and cause even greater decline to our general aviation aircraft industry.

Our Association would have no objection to strengthening the registration procedures for aircraft either imported into or exported from this country. Registration changes upon transfer of ownership could also be made more rigorous with a limited effect upon the majority of the general aviation aircraft owners. A pilot's proof of identity should be sufficient with a current driver's license, government ID, passport, or other existing official photo ID, rather than creating a new and unnecessary ID at a cost to the pilot.

The benefit of reregistering all pilots and aircraft in the state of Colorado every three years as a means of reducing drug smuggling flights into the United States seems a little farfetched. As we understand the intent of the Drug Enforcement Assistance Act of 1988, the needs of pilots were to be considered as well as the needs of drug enforcement officials. We think the needs of the pilots have been understated in this proposal.

This Association is committed to fostering the resurgence and growth of aviation in the state of Colorado and in this country. We have to fight increased costs and restrictions which result from flagrant liability awards, Mode-C installations, larger "N" numbers and ID plates, drug testing, more airspace incursions in the form of TCAs and ARSAs, and growing fuel taxes. This year Colorado has already passed a law regarding drugs and alcohol as applied to aviation. An attempt was made to include a prohibition of landing on highways as an anti-drug smuggling measure, much to the consternation of many flying farmers and ranchers, who use roads in their farming and ranching operations. They also failed to understand why a drug smuggler would refuse to land on a road because it had become a class 3 misdemeanor.

The proposal has stated, "Drug trafficking has become a national crisis." But the measures proposed in this docket will do little to reduce smuggling by general aviation aircraft. The Colorado Pilots Association asks that the proposal be moderated as stated above, in order to reduce the impact on general aviation as much as possible.

Vanita L. Gallo,
President

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DEN-Jackpot Air Classic	Bruce Hulley (H) 344-2843 & Sonny Elgin (H) 361-9365
Fly-In Events	Dave Burke (H) 989-1014
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