

CPA FLIGHT LINES

Vol. 7, No. 8

August, 1990



CPA member Lenard Adler of Denver in his 1948 A35 Bonanza on return flight from the 1990 Denver-Jackpot Air Classic. Photo taken near border of Nevada and Utah.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

by Vanita Gallo

THANKS! Thanks to the efforts of Dave Burke, Fred Norton, Frank Gallo, the members who staffed the tables, Monfort which supplied the beef, and John and Nancy Warrender of Greeley who prepared and served the excellent BBQ, the July 4th Poker Fly-In was the best I've attended! Special recognition goes to Tim Paynter of Preferred Aviation, located at Aero Services at Centennial, for providing a special discount on the purchase of the great prizes for the event.

TO THE FUTURE: Our organization is growing, not only in numbers but in effectiveness. It is a good time for some organizational analysis to find ways to more effectively and efficiently maintain and improve our current programs and activities as well as to develop new ones.

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TYPOGRAPHY BY

George Ferguson, Inc.

In an effort to utilize and encourage the enthusiasm and expertise of our current board of directors, area representatives and other active members, we will conduct an all-day retreat-type meeting on September 22 at 8:30 a.m. in the "Eagle's Nest" of the Clarion Hotel at Centennial Airport. All interested members are encouraged to come with your ideas and concerns for the future of CPA and general aviation. If you can't spend all day, drop in anytime. Reservations are not required; however, we would appreciate a call if you know ahead of time that you will be there. Please call either the **HOTLINE - 266-6266** - or the Gallo residence - **337-5864**.

Ours is a dynamic environment and we must continue to be responsive to the changing issues of pilot interest. Recent issues include the new TCA airspace designation, the attempted DOE airspace grab over Rocky Flats, the diversion of state fuel tax revenues to non-aviation purposes in violation of the state constitution, and a federal proposal to impose onerous requirements for pilot and aircraft registration.

One Denver area pilot was recently subjected to insensitive treatment by a sheriff's department immediately following a landing accident in which he and his son narrowly escaped death. Are peace officers overstepping the authority granted them by the new drug and alcohol law passed this past year in the Colorado Legislature? Another strange incident took place at one of our poker fly-in airports. The FBO refused to pump fuel, severely restricting airport services to based pilots as well as transient pilots on a busy flying day.

(con't on p. 14)

Publication Notice

The CPA Flight Lines is published once each month. Articles for the CPA Flight Lines are sought from members and other persons or organizations. Stories and articles can include flying tips, rebuilding and restoration experiences, special trips, activities, etc.

All articles should be sent to:

CPA FLIGHT LINES editor

Terry Barbo
12579 E. Cedar Ave.
Aurora, CO 80012

Material for publication will be accepted up to the deadline date which appears in Flight Lines. Flight Lines staff reserves the right to accept, refuse, or edit any material submitted. Publication of articles and opinions in the CPA Flight Lines is not an endorsement by the Association, nor does the Association assume responsibility for the accuracy of the information contained in the Flight Lines. Permission is granted to reprint, provided credit is given to CPA Flight Lines.

BOARD OF DIRECTORS MEETING REPORT

The monthly CPA board meetings continue to be a popular meeting place for board members and general membership. The observation is worth noting for the reason that it wasn't always this way. The organization currently has more vitality, enthusiasm and member involvement than it has ever experienced in the history of its existence. It wasn't unusual in past years to cancel meetings because of the difficulty of getting a quorum . . . or for lack of an adequate agenda. This is no longer a problem. It is a pleasant change.

With the exception of Bruce Hulley (DEN-Jackpot Air Classic Committee) and Norma Faulkner Ravensborg (Public Affairs), who were both caught up in the demands of the jobs that pay their livelihood, all members of the board were present at the meeting of July 2nd. Others attending included Tim Morgan, who chairs an ad hoc committee on airspace issues, and Lucy Walker. Incidentally, Tim regularly commutes to the meetings, which are held in the Denver Jet Center at Centennial Airport, via his Cessna Skylane from his home in Van Aire Residential Airpark.

Board actions included approval of a proposal by Frank Gallo for a CPA involvement in Airshow Colorado. The event takes place at Front Range Airport on August 11-12 and will likely already be history by the time of distribution of this newsletter. Approval was given to sponsor a hospitality tent for its CPA members attending the airshow. CPA participation was also authorized to staff the pit pass gate for entry to the race aircraft parking area. Mark Meyer

was named to chair a committee to coordinate membership participation. Those attending the event may wish to call him with your compliments if everything goes well. And if they don't, please disregard.

CPA Treasurer, Don Vander Ploeg, reported that the organization's current bank balance is \$7,196. This amount included approximately \$400 gained from sponsorship of the USPA quarterly meeting held in mid-June and an additional \$1,400 gained from the mountain flying course held in connection with that event.

Airspace issues continue to gain a great deal of attention. Walt Bell, Airspace Committee Chairman, reported that the DOE continues in its efforts to create a prohibited airspace over Jeffco Airport. Jeffco is one of several airports in the nation affected by these proposals. If DOE gets its way, the effect to Jeffco would be traumatic . . . including the possible loss of all instrument capability at the airport. An announcement on the proposal is expected in the August/September timeframe. In the interim, we are told that Federal funds for development on affected airports is being delayed pending a decision on the issue.

Other airspace issues include design of the new DVX TCA. By now, all pilots in the area will have received an FAA notice of pending pre-rulemaking actions. The notice provides a sketch of a generic TCA design of 30 nm radius centered on the new airport. Floor altitudes are based on performance limitations of air carrier aircraft which will be

operating from the airport. At this point, there is no consideration for general aviation interests. Airspace planners obviously spent many sleepless nights designing this one. In courtesy to the FAA, however, the design is advanced only as a starting point and it can be altered in light of public/user comment prior to submission to the rulemaking process.

Informal airspace meetings on the proposal are scheduled at 3 separate locations in the Denver area. These will be held September 11, 12, and 13. The notice also sets a deadline of October 1, 1990 for receipt of comments for consideration in the design to be submitted to rule-making. In effect, the FAA has said, "We have presented our requirement for airspace at the new airport. Now you tell us yours."

CPA will be taking a leadership role in responding to the challenge. The committee assigned to work the issue includes Walt Bell, Tim Morgan, Walt Barbo and Vern Foster. Others interested in participating, or in offering input to the effort, should contact any of these individuals.

One of the difficulties in responding to the proposal is that FAA has shared with us only what they want in a TCA configuration. They have not shared information on what they could live with. From a general aviation standpoint, it appears that we are now faced with responding in kind . . . presenting what we want in airspace changes as opposed to what we could live with . . . and hope that a portion of what we say is heard.

Tall towers also continue to be a significant airspace issue. The latest proposal is for a 1213 ft. high tower (Radio Station KUNC) to be located 12.5 nm northwest of Fort Collins Air-

park. CPA will be writing an objection to the proposal.

In other matters, Peter Luce, Chairman of the Education Committee, reported on the status of his program to develop a Directory of Colorado Flight Schools. Information for the directory was to be compiled from information provided by airport operators. However, a questionnaire sent to 84 airports in mid-June (mailed with stamped return envelope) resulted in only a 34% response. Peter noted that responses thus far varied from a few that were hastily filled out in an almost ineligible scrawl to others that were neatly typed and filled out with care in the most complete detail. He reflected that it may indicate the view that various airport managers have of our efforts. But it may also indicate a deeper symptom of problems experienced in general aviation in the state. Expect an update on this program in future board reports.

Vern Foster, Chairman of the Flight Safety Committee, reported that 21 of the 29 participants in the June Mountain Flying Course were from out of state. This appears to reflect a strong interest from out-of-state pilots to obtain instruction of this nature. And it also points to a need for greater attention to the project underway by Chris Wiant to formalize a program of providing assistance/training to itinerant pilots requesting such help before flying to mountain locations.

Vern also spoke of a request from the Iowa Pilots Association to conduct a mountain flying course in their state. If accommodated, it would consist of a two-phase program with a ground school held in Iowa and the mountain flying portion held in Colorado at a later date. This approach would allow participants to complete the flight

training portion of the training on a more relaxed schedule . . . consistent with travel plans to Colorado for other purposes. It would benefit CPA since it removes the problem of gathering a large number of instructors together for a one-day event. And it also eliminates the potential problem that bad weather can have in scheduling such an event. Vern was given approval to go ahead with this program.

Dave Burke, Chairman of the Fly-In Events Committee, reported on plans for the July 4th Poker Fly-In (now history), the Labor Day Fly-in to Ouray (informational flyer included in the last newsletter), and the August 18 fly-in to the Liberal Air Museum. Bill Totten will

coordinate the Liberal flight. Activities will include a tour of the museum and a barbecue lunch.

Other significant matters included a proposal by CPA President Vanita Gallo that the board sponsor a "retreat" to do some serious soul searching on how the organization is doing and where it is going. This was in recognition the association should be giving serious consideration to these issues . . . and that there is seldom time in regularly scheduled board meetings to address them. The retreat was subsequently scheduled as an all-day meeting on September 22 at the "Eagle's Nest" in the Clarion Hotel at Centennial Airport. (See additional information on this in the President's Message.)



***Preferred
Aviation***

Tim Paynter
Director of Operations

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Englewood, CO 80112

(303) 792-9320

COLORADO AVIATION CALENDAR

- SEP 1-2 **ROCKY MOUNTAIN SOARING COMPETITION**, sponsored by Colorado Soaring Association. Info: Larry Rose 790-1907.
- SEP 1-3 **CPA LABOR DAY FLY-IN**. Ouray, CO. Info: Dave Burke (303) 989-1014.
- SEP 13-
SEP 15 **USPA SUMMER MEETING**, Cedar Rapids, sponsored by Associated Pilots of Iowa; tour Amana Colonies, Collins Radio and TV station. Info: Don Gabel (319) 396-8805.
- SEP 14 - **MILE HIGH AIR DERBY**. Colorado Chapter 99s. Departs
SEP 16 Front Range Airport for Minden, NE. Info: Linda Horn 278-4435.
- SEP 15 - **ROCKY MOUNTAIN AIR RENDEZVOUS**, Jefferson County Airport.
SEP 16 Features aerobatic demonstrations and fly-bys by Navy Blue Angels, Sean Tucker, Team America, Bob Hoover, Pepsi Skydancer/Skywriter, Coors Silver Bullet, and warbirds. Static displays will include the new Beech Starship. Info: John Cox 424-7766.
- SEP 20 - **NATIONAL CHAMPIONSHIP AIR RACES, Reno, Nevada**. A reminder
SEP 23 for those planning to attend.
- SEP 29 **AIRCRAFT MAINTENANCE SEMINAR**. Sponsored by Colorado Pilots Assn. Training in operation and maintenance of Cessna 210s. Location and details to be announced. Info: Walter Bell 758-1970.
- OCT 6-7 **CPA FLY-IN TO DEADWOOD, S.D.** Destination airport will be the Black Hills-Clyde Ice Airport at Spearfish, SD. Deadwood is one of most recent locations in the country to offer legalized gambling. Info: Homer Lyle 755-3271.



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HEARD ALONG THE FLIGHTLINE

The Colorado General Assembly's Joint Budget Committee has made its next move in its efforts to assure that the sales tax collected on commercial jet fuel not be used for aviation purposes.

An estimated \$8 million in revenues is generated from this source each year. A 1974 amendment to the State Constitution provides that the monies be used only for aviation purposes.

But recall the alert in our last newsletter that the JBC had taken some liberties in the definition of aviation purposes. This definition was subsequently applied to the appropriations process. H.B. 90-1317 (the Appropriations Act for the fiscal year which began on July 1) has this footnote on the source of funds for the total operating budget. It reads, "Of this amount, an estimated \$6,860,000 is for aviation purposes as such term is used in Article X, Section 18 of the Colorado Constitution."

*

DENNIS ROBERTS, Director of Colorado Division of Aviation, shares with us the following meeting schedule of the Colorado Aeronautical Board:

Sep 6, 10:00 am, Greeley.
Oct 4, 10:00 am, Gunnison.
Nov 1, 10:00 am, Alamosa.

Meetings are held in various parts of the state as a convenience to the aviation community. Visitors are always welcome. Additional information is available from Dennis at 303/397-3039 as to the exact location for each meeting.

*

From LUCILE BLEDSOE on her misfortune at being caught in that fateful July hailstorm at

Jeffco . . . in her new Bonanza B36TC. I used to call it my "pretty baby." Now I call it my "dimpled darling."

*

Space doesn't permit us to share the stories and "excuses" that went with the 14th running of the DENVER-TO-JACKPOT AIR CLASSIC. We'll share some of that in a future newsletter . . . particularly from those entrants with new aircraft.

*

A total of 32 aircraft participated in the event. Both the speed and fuel consumption results are published on the following pages.

*

At the cocktail party, Frank Gallo served as master of ceremonies and presided over the drawing for door prizes.

Winners of prizes were: Kay Foster, Treiva Stutzman, Flo Porter, Linda Harless, Sandra Rostie, Jan Wehrli, Joyce Lyle, Donna Lewark, Rinah Levine, Deverly Steele, Bev Totten, Dale Dicus, Helen Sparks, Terry Allred, Chris Olsen, Carla Harless, Jane Stauffer, Justin Merkowitz, Diane Daly, Gary Self, Sue Burke, Liz Snell, Nick Seavall, Wally Love, Walt Barbo, Nancy Jewell, Gretchen Jahn, Homer Lyle, Steve Harless, Bill Totten, Sonny Elgin, Norman Steele, Jack Roberts, and Walter Bell.

Thanks and appreciation goes to CACTUS PETE'S, DENVER AVIONICS, JEPPESON, AVIALL, PORTS OF CALL, and BILL TOTTON for donating the many prizes thus helping to make this a highly successful event again this year.

N#	MAKE	YEAR	TYPE	PILOT	BOOK SPEED	TOTAL TIME	AVERAGE SPEED	% OF MAX SPEED
CLASS A (FIXED GEAR):								
1	70006	CESSNA	1971 185 E	RON LEWARK	178	03:18:30	159.2947	89.4914%
2	759UK	CESSNA	1983 182 Q	VERN FOSTER	170	03:30:27	150.2494	88.3820%
3	2150R	PIPER	1969 PA-28	FRED WEHRLI	152	03:59:35	131.9791	86.8284%
4	2557X	CESSNA	1965 206	JAMES E. JOHNSON	174	03:29:46	150.7389	86.6316%
5	8554T	CESSNA	1960 182 C	TOM BEIN	170	03:36:46	145.8711	85.8066%
6	3368U	CESSNA	1963 182	BOB LIDDLE	170	03:36:48	145.8487	85.7934%
7	2096B	PIPER	1979 DAKOTA	IAN BENTLEY	170	03:37:31	145.3681	85.5107%
8	7082T	CESSNA	1959 172	RICHARD HARLESS	135	04:36:24	114.3994	84.7403%
9	8718T	CESSNA	1960 182	BOB FIGGIE	170	03:40:59	143.0877	84.1692%
10	9247X	CESSNA	1964 182	BILL TOTTON	170	03:43:23	141.5503	83.2649%
11	4037F	CESSNA	1958 172	GARY SELF	135	04:42:07	112.0812	83.0232%
12	8392S	CESSNA	1965 182 H	VANITA GALLO	170	03:45:30	140.2217	82.4834%
13	2524X	CESSNA	1965 206	DON VANDER PLOEG	174	03:50:35	137.1304	78.8106%
CLASS B (RETRACTABLE GEAR):								
1	7463N	BEECH	1968 V-35A	CHET JEWELL	210	02:42:53	194.1266	92.4413%
2	201WN	MOONEY	1978 M20J 201	DAVE BURKE	201	02:51:58	183.8728	91.4790%
3	4449S	BEECH	1975 B55	HOMER LYLE	236	02:26:42	215.5419	91.3313%
4	6711N	MOONEY	1968 M20C	WALLACE K. LOVE	176	03:16:44	160.7251	91.3211%
5	9461S	BEECH	1966 S-35	MIKE SEAVALL	210	02:44:58	191.6750	91.2739%
6	5745V	BEECH	1966 V-35	JOHN ROSTIE	210	02:44:59	191.6557	91.2646%
7	7164Y	PIPER	1964 PA-20	HENRY A. ELGIN	205	02:49:07	186.9715	91.2056%
8	3407X	MOONEY	1966 M20E	STEVE HARLESS	193	03:01:28	174.2468	90.2834%
9	5672Q	MOONEY	1965 M20C	PAUL ADAMS	176	03:32:20	148.9167	84.6118%
10	5245U	CESSNA	1980 172 RG	WILLIAM JONES	166	03:55:40	134.1725	80.8268%
11	8759A	BEECH	1948 A-35	LEONARD ADLER	184	03:47:44	138.8466	75.4601%
12	4478S	BEECH	1975 A-36	NORMAN D. STEELE	212	03:51:52	136.3714	64.3262%
CLASS C (TURBO-CHARGED):								
1	4649S	CESSNA	1980 T182RG	TOM DALY	215	02:41:12	196.1538	91.2343%
2	3467Q	PIPER	1978 PA28R-201T	TOM KOEHLER	204	02:52:13	183.6059	90.0029%
3	83164	PIPER	1981 PA28R-201T	JACK H. ROBERTS	204	02:52:37	183.1804	89.7943%
4	210VE	CESSNA	1978 T210	WALT BELL	235	02:39:32	198.2030	84.3417%
5	5254G	MOONEY	1988 M20K	EVAN SLACK	252	02:33:17	206.2846	81.8590%
6	1811D	BEECH	1981 A36TC	LARRY MERKOWITZ	246	02:52:54	182.8802	74.3416%
7	9831L	CESSNA	1964 320 B	CARLOS R. SUAREZ	263	02:47:20	188.9641	71.8495%

1990 DENVER-JACKPOT FUEL RESULTS

	N#	MAKE	YEAR	TYPE	PILOT	FUEL EST	FUEL PURCHASED	FUEL DIFF.	% FUEL DIFF.
1	5245U	CESSNA	1980	172 RG	WILLIAM JONES	32.5	32.585	0.085	0.2615%
2	9247X	CESSNA	1964	182	BILL TOTTEN	52.8	53.034	0.234	0.4432%
3	4449S	BEECH	1975	B55	HOMER LYLE	83.0	82.185	0.815	0.9819%
4	201WN	MOONEY	1978	M20J 201	DAVE BURKE	71.9	70.985	0.915	1.2726%
5	8554T	CESSNA	1960	182 C	TOM BEIN	44.2	44.790	0.590	1.3348%
6	3407X	MOONEY	1966	M20E	STEVE HARLESS	54.0	55.414	1.414	2.6185%
7	8718T	CESSNA	1960	182	BOB FIGGIE	46.7	45.397	1.303	2.7901%
8	5672Q	MOONEY	1965	M20C	PAUL ADAMS	35.2	36.345	1.145	3.2528%
9	1811D	BEECH	1981	A36TC	LARRY MERKOWITZ	53.5	51.194	2.306	4.3103%
10	3467Q	PIPER	1978	PA28R-201T	TOM KOEHLER	54.2	51.784	2.416	4.4576%
11	70006	CESSNA	1971	185 E	RON LEWARK	50.0	47.761	2.239	4.4780%
12	9461S	BEECH	1966	S-35	MIKE SEAVALL	77.0	80.648	3.648	4.7377%
13	7164Y	PIPER	1964	PA-20	HENRY A. ELGIN	56.5	59.779	3.279	5.8035%
14	7082T	CESSNA	1959	172	RICHARD HARLESS	47.0	43.660	3.340	7.1064%
15	3368U	CESSNA	1963	182	BOB LIDDLE	44.6	48.055	3.455	7.7466%
16	9831L	CESSNA	1964	320 B	CARLOS R. SUAREZ	76.0	82.772	6.772	8.9105%
17	759UK	CESSNA	1983	182 Q	VERN FOSTER	49.0	53.665	4.665	9.5204%
18	2096B	PIPER	1979	DAKOTA	IAN BENTLEY	75.0	82.165	7.165	9.5533%
19	7463N	BEECH	1968	V-35A	CHET JEWELL	47.3	52.198	4.898	10.3552%
20	2150R	PIPER	1969	PA-28	FRED WEHRLI	48.0	42.660	5.340	11.1250%
21	4037F	CESSNA	1958	172	GARY SELF	36.3	40.435	4.135	11.3912%
22	2557X	CESSNA	1965	206	JAMES E. JOHNSON	63.0	54.275	8.725	13.8492%
23	83164	PIPER	1981	PA28R-201T	JACK H. ROBERTS	46.0	52.567	6.567	14.2761%
24	5254G	MOONEY	1988	M20K	EVAN SLACK	37.8	31.635	6.165	16.3095%
25	2524X	CESSNA	1965	206	DON VANDER PLOEG	56.6	66.606	10.006	17.6784%
26	4649S	CESSNA	1980	T182RG	TOM DALY	54.3	64.572	10.272	18.9171%
27	8392S	CESSNA	1965	182 H	VANITA GALLO	56.2	45.395	10.805	19.2260%
28	5745V	BEECH	1966	V-35	JOHN ROSTIE	47.0	36.470	10.530	22.4043%
29	6711N	MOONEY	1968	M20C	WALLACE K. LOVE	39.5	52.584	13.084	33.1241%
30	210VE	CESSNA	1978	T210	WALT BELL	77.2	49.720	27.480	35.5959%

PHOTO GALLERY



POKER FLY-IN: Perfect weather and a mid-week holiday brought out 42 aircraft and 120 people for this July 4th event. The BBQ lunch was moved indoors due to the 100+ degree heat and enjoyed by all.

D. Burke Photo



POKER FLY-IN: The prize winners pose happily for the camera. Fred Norton of Denver was so excited about his emceeing duties he neglected to make a list of their names. He says, "You know who you are, so enjoy."

D. Burke Photo



JACKPOT: The fuel estimate winners — 1st place Bill Jones of Denver; 2nd place Bill Totten of Aurora; 3rd place Homer Lyle of Aurora; and 4th place Dave Burke of Lakewood.



JACKPOT: There are tall ships, and tall tales, and then there were two tall contestants, Chris Olsen and Gary Self of Denver. Gary completed his second Air Classic in his Cessna 172. Fascinated by all this "tallness" is FLIGHT LINES Editor Terry Barbo of Aurora.



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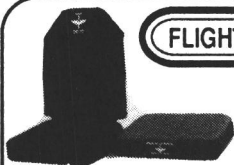
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(con't from p. 2)

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