

CPA FLIGHT LINES

Vol. 7, No. 10

November, 1990



New CPA officers for the 1991 fiscal year elected at Annual Meeting on October 20: Beverly Green, Secretary; Mark Meyer, President; Bill Marshall, Vice President; and Don Vander Ploeg, Treasurer.



COLORADO PILOTS ASSOCIATION, INC

P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

by Mark Meyer

As your new President, I would like to express my appreciation to the membership and the nominating committee for their vote of confidence. The leadership of this dynamic group is an awesome responsibility. I certainly hope that my efforts live up to everyone's expectations.

Some of the recent developments in Colorado have demonstrated graphically the need for a unified voice in general aviation. The formation of the state aeronautical board, the TCA for the new Denver airport, and the prohibited airspace issue at Rocky Flats are just a few examples where local representation has been vital. As pilots we can be very proud of the leadership role

the CPA has taken concerning these issues. The tireless efforts of the board of directors and volunteers on the various committees certainly deserve our recognition and thanks.

The challenges and goals for the coming year are substantial and exciting. Beyond our normal busy schedule of activities there are operational changes which must be made to support future growth. The ability of CPA to provide member services and strong representation is tied directly to our numbers. We must continue to be aggressive in our recruitment of new members, and the organization must be in place to support that growth. The idea of activating chapters in many areas of the state holds much promise and will be a top priority. The formation of CPA chapters would give us more effective statewide representation and feedback from a broader base of pilots.

PRESIDENT

Mark Meyer
303-388-1593

VICE PRESIDENT

Bill Marshall
303-341-4744

SECRETARY

Beverly Green
303-755-5690

TREASURER

Don Vander Ploeg
303-757-1310

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Association
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Denver, CO 80238

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303-367-0670

TYPOGRAPHY BY

George Ferguson, Inc.

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.

I have the utmost confidence in all of the dedicated volunteers who have made this organization a success, but we need your help. Fresh ideas and active participation from our ranks is the catalyst which will drive CPA. I strongly encourage your input in the coming year. Please feel free to contact me any time with suggestions, criticisms, or words of encouragement. If you have an interest in participating on one of our many committees, contact me at 399-5039 as soon as possible. After all, this is your organization, so let's pull together and have a great year!

CPA ANNUAL MEETING

The annual meeting of the Colorado Pilots Association was held on Saturday, October 20, 1990 in the US West hangar at Centennial Airport. About 40 members attended the business meeting held in the afternoon. This number swelled to 70 for the dinner and program that evening.

Mark Meyer of Denver was elected President for the ensuing year. Also elected was Bill Marshall of Aurora as Vice President, Beverly Green of Aurora as Secretary, and incumbent Don Vander Ploeg as Treasurer. Mark had served as Vice President this past year and Bill was active with both the WINGS program and the Mountain Flying Courses. Beverly has been an active participant in CPA activities for several years and has assisted the Board on some special projects this summer.

Outgoing President Vanita Gallo gave a report on the activities and events of the past year and thanked her fellow officers and Board members for their fine work and dedication to CPA in this its 18th year.

Committee Reports

As of October 1st the organization has 411 members. This number exceeds the goal set by Mark Meyer for the year and efforts will continue to expand the membership during the new regime. Membership brochures are now available at several FBO's throughout the state and the booth has been set up at various air shows and other activities resulting in not only obtaining new members but permitting CPA to enjoy exposure it otherwise would not have with the general public. A program to entice brand new pilots to become members will be

put into effect soon whereby they can have first-year membership for \$10.00.

A Director//of Flight Schools in the State of Colorado was compiled by Peter Luce, Co-Chairman of the Aviation Education Committee, and is available to anyone upon request. Ways will be sought to put this booklet to CPA's advantage and any suggestions along this line are welcome.

Two significant activities of CPA this past year were described by Walter Bell, Chairman of the Airspace Committee. One issue was the Department of Energy's proposal to prohibit flights area around Rocky Flats. CPA representatives attended the public hearing to speak against this proposal. The other issue was CPA's involvement in the formation and work of the New Denver International Airport TCA Ad Hoc Committee. Following the announcement by the FAA of its "strawman" TCA for the new airport, CPA identified this as being a problem. A committee was formed of CPA members Walter Bell, Walt Barbo, Vern Foster and Tim Morgan. They came up with the idea of expanding their concern to include representation from other user groups with an interest in this matter. Significant input was obtained from the State Office of Aviation through Dennis Roberts, and from Bill Hamilton, AOPA representative for this region as well as helpful cooperation from the FAA combined to permit the AD Hoc Committee to approve a proposal that was presented at the FAA's public hearings held in the area in September. Feedback from the FAA is expected in the future regarding acceptance of this proposal.

A very successful Denver-to-Jackpot Air Classic was held in July with 32 airplanes participating. Some departure time errors at Jeffco and a few computer glitches occurred regrettably. Corrections were made and the Board authorized awards be made to the rightful winners.

Two Mountain Flying Courses were conducted, one in conjunction with the United States Pilots Association annual meeting held in Denver last June, and the other at Wray in August. A total of 30 pilots took the course in June and represented 12 states in addition to Colorado. At Wray 13 pilots participated. Now because of its widespread reputation, the CPA is "going on the road" with its act and will present its first ground school portion at Greenfield, Iowa sometime next April. Other locations will follow and the participating pilots will make their own arrangements to come to Colorado to take the mountain flying portion as their schedules permit. Vern Foster is the 'brains' behind this idea and Bill Marshall has compiled a computerized list of 68 local qualified instructors and 18 CFI's for the Mountain Flying Course.

Another project of CPA with an interest in the prevention of accidents is one conceived by Chris Wiant and now in development. It consists of the preparation of a video pointing out the hazards of mountain flying without training. It is estimated that this video will cost about \$10,000 and efforts to obtain funding will have to be undertaken. This video would be made available for distribution. Also a Directory of approved mountain flying instructors would be compiled and a booklet giving information on specific mountain airports is anticipated as part of this project. Any ideas on

funding sources would be greatly appreciated.

Don Vander Ploeg was instrumental in putting together CPA's role in hosting the USPA meeting held at The Clarion at Centennial Airport in June. This was the third time that the USPA visited Colorado and was hosted by CPA. The Mountain Flying Course was considered a highlight and everyone was thrilled with it. CPA has five representative slots on the USPA Board. The CPA President is an automatic member of the Board, Bruce Hulley is a Regional Vice President, and Don Vander Ploeg also serves as USPA Treasurer. There are two vacancies and if anyone is interested they should contact Mark. In order to serve and attend the meetings of USPA in this capacity a member should have a good familiarization with CPA and its activities/policies and be able to travel to the exotic locations where they hold their quarterly meetings (the first meeting of the new year will be in HAWAII!). Just a reminder: All CPA members are automatically USPA members and are more than welcome at all USPA meetings.

Legislative matters were outlined by Frank Gallo as Legislative Chairman. All bills that were introduced in the Legislature during the session that may have an impact on aviation were examined. A provision to prohibit landing on a highway in one bill was opposed by CPA with concurrence from the Flying Farmers and it was defeated. Testimony was given regarding the aviation fuel tax issue. A subsequent opinion of the State Attorney General was rendered saying that these taxes must go to aviation purposes. The AG has been asked to specify what aviation purposes are. These funds total about Eight Million Dollars and the issue will continue to be watched carefully. Another Legislative

Coffee is scheduled for February 1, 1991 at 7:30 a.m.

The membership report by Terry Barbo listed 217 renewals, 150 new members and 45 'drops' (including three deaths) in the period of October 1, 1989 to September 30, 1990. About 40 of these paid for either two or three years' membership. We have 14 out-of-state members and one Life Member, former AOPA Representative Hank Newman of Fort Worth, Texas.

The importance of FLIGHT LINES to the organization was underscored by the decision of the Board recently to increase its payment to Tumbleweed Press for its printing of the newsletter. It is published 11 times a year with a month off in January. Complimentary copies are sent to a list which includes the newsletter editor of each of the USPA member state pilot organizations. They now number a total of 17.

Both the Van Aire Airpark fly-in and the Poker fly-in which terminated at the Greeley Airport resulted in the most airplanes on the ground at either of these two airports ever, according to Dave Burke, Fly-In Chairman, and it's anticipated they will be repeats for 1991. Both long weekend fly-ins to Rio Rico Resort in Arizona over Memorial Day and Ouray, Colorado over Labor Day were well attended and enjoyed by all. Dave suggests that efforts be made to add some new locations for future fly-ins and that phone calls to members soliciting their participation is very helpful.

Many CPAs volunteered their airplanes and themselves to help ferry food to various locations in the state during the Easter Food Life conducted by the Alpha Eta Rho Fraternity at Metro State. Mark expressed an interest in continuing to work with this project.

Treasurer's Report

Don Vander Ploeg gave a glowing financial report with a balance of \$10,106.60 in the bank account. Contributing to this success, among other things, were an increase in membership, the Jackpot Air Classic, an outstanding participation in the July 4 Poker Fly-In and CPA's participation at the Front Range Air Show in August. A copy of the financial statement is published elsewhere in this newsletter.

Panel Discussion: One of the highlights of the meeting was a panel discussion on the issue of pilot rights in the aftermath of an aircraft accident. It was an issue stemming from a recent incident at Jeffco Airport involving a gear-up landing. As traumatic as an incident of this nature can be, this one was made worse as a result of treatment by local police officials. The panel was designed to provide some guidance on what to expect and how to conduct oneself in such situations.

Panel members included NORM WEIMEYER, Manager of the Denver Field Office of NTSB, MICK WILSON, FAA Accident Prevention Specialist, DAVE GORDON, Airport Manager of Jeffco Airport, and SCOTT HAMILTON, Aviation Attorney.

In his presentation, Norm noted there are 40 accident investigators in NTSB and with a workload of something over 3,000 accidents to investigate each year. The Board is not staffed for this kind of workload. So many of the investigations are delegated to FAA. These include all accidents involving home-builts, agricultural and experimental aircraft.

Norm described the role of NTSB as one of accident prevention.

Investigation of accidents is for the purpose of establishing probable cause. This does involve, on occasion, taking custody of an aircraft to preserve evidence while establishing probable cause. But it does not involve pilot interrogation. One of his disturbing statistics . . . 97% of accidents investigated by NTSB are determined to be "people" accidents (pilot error)!

As an aside, anyone with a question as to what kind of accident to report to NTSB might refer to Part 830 of the NTSB Regulations. AOPA members will find a copy in AOPA's Handbook for Pilots (published through 1989) or the new combined Airports Directory and Pilot's Handbook (started in 1990). Reporting can be as simple as calling any FSS, FAA Flight Standards Office, or local police office and request they notify NTSB.

Mick Wilson briefed that the FAA interest in accident investigation was to determine pilot ability and aircraft airworthiness. Of course the FAA has power to go considerably beyond a simple recommendation. To a question as to who has the right to see a pilot certificate, he noted that FAR Par 61 provides that a pilot must present the document for inspection upon reasonable request by the Administrator, representative of NTSB, or any state or local law enforcement officer.

In his presentation, Dave Gordon observed that for airport related accidents the airport manager is usually the second on the scene. There have been approximately 100 accidents/incidents at Jeffco in the 17 years he has managed the airport. Each was different. He offered this insight on airport procedures and what occupants of an aircraft can expect.



CPAer Richard Bucknell (back to camera at right) conducts members attending the annual meeting on a tour of the U S West Hangar at Centennial Airport.

An airport's first priority is to take care of injuries. Then fuel spills. Then secure the scene for NTSB/FAA investigation. And of course, paperwork follows. Airport policy is to collect information only on name, address and phone number. Dave notes that one should expect to be under stress . . . whether it is realized or not. In his observation, most people in this situation tend to talk too much. His advice, be careful what you say! And of course, the pilot is responsible for removal of the aircraft. Some alternatives are made known to the pilot, but for obvious reasons (assuming the pilot is not disabled), the decision remains with the pilot.

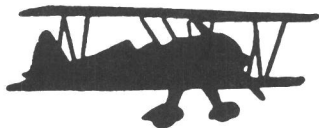
Scott Hamilton picked up on Dave Gordon's presentation to also caution on what is said following an accident. He noted that reports are required to the NTSB, but there is no legal requirement to give a statement to FAA or local law officials. Scott's counsel (tongue in cheek): You are obligated to show your pilot certificate and papers related to the aircraft. See your attorney before you offer anything else. And he trusts that every pilot carries his (Scott's) business card in his/her wallet.

After-Dinner Program: Margaret Lamb, the after-dinner speaker, is an aviation lawyer and flight instructor from Questa, New Mexico. She had planned to fly to the annual meeting in her 1947 Navion, but the weather changed her mind. (It was Denver's second snow storm of the season.) So she and her mother loaded into her "4 wheel" and drove.

Margaret and her Navion are frequent visitors to Colorado. In her legal practice she specializes in recovery of medical certificates for pilots who had past problems with flight physicals. Her practice often

takes her over Colorado's mountainous terrain. This led to a natural curiosity about weather patterns and the high incidence of aircraft accidents over mountainous terrain.

Her presentation, entitled "Micro Scale Mountain Events," introduced a theory that updrafts on the windward side of mountains can be underlain with a layer of air flowing down the mountain. The downdrafts are the result of air flow from high pressure areas to areas of lower pressure. Aircraft benefitting from an updraft in this situation can be easily caught in a downdraft . . . at a time when there would be nothing to indicate a downdraft. Margaret's studies indicate that at least five crashes in the Independence Pass area east of Aspen may have been caused by this phenomenon. Her counsel: It is not enough to look only at wind speeds when flying over mountainous terrain. It is also necessary to study pressure gradients.



**Copy Deadline for
FLIGHT LINES
1st Thursday
of the Month**

COLORADO PILOTS ASSOCIATION
CASH RECEIPTS AND DISBURSEMENTS
Year Ended October 31, 1990 and 1989

	<u>1990</u>	<u>1989</u>
Income:		
Income from Dues:		
New Members	\$ 2,511.00	\$ 1,484.00
Renewals	<u>5,600.00</u>	<u>4,954.00</u>
Total Income from Dues	<u>8,111.00</u>	<u>6,438.00</u>
 Fly-In Receipts:		
Jack Pot Air Race	1,455.00	1,550.00
Other Fly-Ins	<u>8,919.94</u>	<u>2,170.34</u>
Total Fly-In Receipts	<u>10,374.94</u>	<u>3,720.34</u>
 Fly-In Expenses:		
Jack Pot Air Race	843.04	1,210.99
Other Fly-Ins	<u>3,270.58</u>	<u>1,408.26</u>
Total Fly-In Expenses	<u>4,113.62</u>	<u>2,619.25</u>
 Net Fly-In Income	<u>6,261.32</u>	<u>1,101.09</u>
 Sales Income:		
T Shirts	217.00	62.00
Golf Caps	151.00	301.50
Thermometers	4.50	22.50
USPA Pins	9.50	2.00
Labels	<u>10.00</u>	<u>-</u>
Total Sales Income	<u>392.00</u>	<u>388.00</u>
 Other Income:		
Advertising Income	645.00	374.00
Contribution - Ravensborg	-	10.00
Donation - 99ers	21.75	-
Net Meeting Income	<u>5.54</u>	<u>42.77</u>
Total Other Income	<u>672.29</u>	<u>426.77</u>
 Total Income	<u>15,436.61</u>	<u>8,353.86</u>
 General Expenses:		
Newsletter Expense	4,580.65	2,642.03
Org. Magazine Expense	404.55	1,629.25
Postage & Other Expenses	6,894.07	3,205.61
Donations & Contributions	-	100.00
Total General Expenses	<u>11,879.27</u>	<u>7,576.89</u>
 Net Income	<u>3,557.34</u>	<u>776.97</u>
 Bank Balance Beginning of Year	<u>6,549.26</u>	<u>5,772.29</u>
 Bank Balance End of Year	<u>\$10,106.60</u>	<u>\$ 6,549.26</u>

WELCOME NEW MEMBERS

Dinnebeil, Bill
2623 S. Parker Road
Aurora, CO 80014

Harper, Sylvia I.
7512 S. Rosemary Circle
Englewood, CO 80112

Krogstad, John S.
3624 Citadel Dr. N., #334
Colorado Springs 80909

Resling, Robert A.
19194 E. Wyoming Dr., #101
Aurora, CO 80017

RENEWALS

Steve Purcell, Aurora
Bill Totten, Aurora
Larry Robison,
Manitou Springs
Babette Andre, Denver
Larry Bartlett,
Pagosa Springs
Jon Gallo, Aurora
Bob Doubek, Littleton
Larry Pace, Westminster
Dr. Jim Porter, Littleton
Lee Porter, Pueblo West
Beverly Green, Aurora
Dr. Dan Cooper, Englewood
R. D. Sealock, Brighton
Scott Bell, Greeley
Gary Justus, Evergreen



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HEARD ALONG THE FLIGHTLINE

Some soul searching in the leadership of CPA lately about the perception of CPA membership as being rich aircraft owners. The soul searching is over a concern about image. Newly elected President MARK MEYER assures us he is neither.

*

For the curious, our records shows less than 1/3 of CPA members are aircraft owners. We have no data on how many are rich. In an informal survey, however, we were told by several members who own aircraft that they would be rich were it not for aircraft ownership.

*

CPA member MIKE BALDWIN, owner of a Cessna P210 based at Centennial Airport, has to feel there are a few out there who even carry a grudge against anyone owning an aircraft . . . after someone broke into his locked hangar and vandalized his aircraft to the extent of approximately \$15,000.

*

Recall the big CPA FLY-IN scheduled for a gambling weekend to Deadwood City in South Dakota. There were to be 11 planeloads in the airlift. TOM BEIN and BEVERLY GREEN reported it was a fantastic weekend. The rest didn't make it . . . because of the snowstorm that weekend.

*

HOMER LYLE, planner for the event, isn't discouraged. At the CPA Annual Meeting on October 20, he was overheard to say he still plans to lead a flight to Deadwood City before the year is out. But it may be on short

notice . . . say a day or two before the flight. So anyone interested who can make the flight on that kind of notice should keep in contact with Homer.

*

Speaking of the Annual Meeting, those attending probably noticed an absence of the usual "Happy Hour." In its place was a "Social Hour." Not surprising when one considers planners for the event were non-drinkers. Nice change?

*

Heard at the Colorado Airport Operators annual meeting on October 12. In a Listening Session by the State Aeronautical Board, information was shared that the board didn't have the revenues hoped for to start a grant-in-aid program for state airports. But it did have some excess revenues and solicited suggestions on how to make best use of the funds. Looks like the board will follow up on a suggestion to invest some of it to purchase windsocks and provide them complimentary to airports. Seems the least we can do as an organization is to help by letting the Division of Aviation know whenever we see a badly faded windsock at an airport. Their telephone number is (303)397-3039.

*

Contrary to prior reports, there is no landing fee for private aircraft operations at Telluride Airport. However, Airport Manager Dick Arnold tells us there is a \$10 landing fee for commercial operations. Fees for small aircraft at Stapleton are \$16 between the



Taking part in the panel discussion on pilot rights were Mick Wilson, FAA; Dave Gordon, Jeffco Airport Manager; Scott Hamilton, aviation attorney; and Norm Weimeyer, Denver Office of NTSB. Seated at right is Robert Henley, Annual Meeting Chairman.

hours of 8:00 a.m. and 8:00 p.m. and \$10 outside of those hours. At Crested Butte, the landing fee for all aircraft is \$50. As far as we know, these are the only two airports in the state with landing fees for non-commercial operations.

*

One of our members who deserves some kind of special recognition is KAREN LEMPKE. Karen is a computer programmer who owns and flies a Cessna 172. But her claim to fame is that she is the first member to wear out a CPA name badge. She wore it everywhere. So at the CPA annual meeting she was given a new one.

*

Pilots operating out of Aurora Airpark should feel good about ATA comments on the Ad-Hoc Committee recommendations for the New Denver Airport TCA (refer to cover of September FLIGHT LINES).

In a letter of October 15, 1990 to the FAA, ATA Regional Director John McNamara recommended that the airspace cutout over the airport be reduced in size, but accepted that ATA could live with the cutout. He did recognize the uncertain future of the Aurora Airpark, however, and recommended that language be included in the final rule-making docket to provide that the space revert to Area "A" (primary surface) should the airport cease to function as an aeronautical facility.

*

However, ATA did not support a cutout in the primary surface for the Front Range Airport. Due to the close proximity of Front Range Airport to the new Denver Airport, ATA strongly recommended that Front Range be included within the primary surface area of the new TCA. ATA noted that FAA's approval for retention of Front Range as an airport after the opening of the new Denver

Airport was based on the requirement that a control tower and BRITE radar display be in operation to provide positive control and ATC separation services between operations at the two airports. ATA noted that to encourage non-participation in the TCA by excluding airspace over Front Range would not be consistent with the prior FAA determination, or with safety and efficiency in the use of airspace.

★

There's problems in "Longmont City." In early September some 60 pilots based at the airport met to form a new "pilot action group." At issue are 18 safety related demands. Local unrest follows by a couple months an incident during the CPA Poker Fly-In during which the FBO refused to sell fuel . . . because it was a holiday. Leader of the action group, according to a reliable source (initials L.L.V.) who bases at the airport, is CPA member MARY SENFT.

WALT BARBO tells us he received his first A&P logbook entry by a female for maintenance work on his T210. Her name is BECKY and she works for Mountain Flyers Aviation at the Fort Collins-Loveland Airport. She is a real pro at dynamic prop balancing. Aircraft owners willing to sit with their aircraft, and do the engine starts and runups, can have the work done for a mere \$75.

★

CPA member STEVE PURCELL recently received two awards for recognition of his volunteer work with the CAP. Steve has served as a check pilot for CAP flight instructors for over 10 years. He was awarded a Meritorious Service Ribbon in recognition of over 1100 hours of flight time in this role. And he was named as the first recipient of the John C. Shaw Memorial Trophy for Civil Air Patrol Flight Instructor Excellence.



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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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Terry Barbo (H) 367-0670

Tony Miller (H) 790-0329 (O) 790-1863

Colorado Pilots Association APPLICATION FOR INDIVIDUAL MEMBERSHIP/RENEWAL

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Pilot Rated? ☐ Yes ☐ No Profession _____

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