

CPA FLIGHT LINES

Vol. 7, No. 11

December, 1990



Glenwood Springs Municipal Airport has a 50 x 3305-foot runway at an elevation of 5916 feet. It is one of the destination airports used in the CPA Mountain Flying Course. The town is seen just north of the airport. See related articles on pages 11 and 13.

Season's Greetings



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

by Mark Meyer

The past thirty days have been a busy time. Most of the Board positions are filled except for Programs and Membership. The list of members and their positions can be found on page 15 of the newsletter.

I am very pleased with the participation we are getting on some of our committees. Robert Henley has assembled an impressive team for Flight Safety. This group has some exciting projects in the works. Peter Luce has done a great job getting Aviation Education off the ground. In the past we have not accomplished much in this area, but from what I have seen so far we can expect much from this Committee in the coming year. It

is good to see some new people getting involved, but there is still room on several committees for volunteers. We have a lot of talent in our membership ranks. If even a small percentage of that talent is brought to bear great things will happen.

In my first message to you I mentioned that many organizational changes need to be made --changes necessary if CPA is to grow and become strong as a group. You can expect to see several changes in the By-Laws coming your way for a vote shortly after the first of the year. You, as members, must approve any changes; your input and ideas are encouraged during this revision process. You can find the By-Laws in the back of your 1990 Roster.

In the past several years Walt and Terry Barbo have contributed an extraordinary amount of effort toward the operation of CPA. As we have grown that workload has increased substantially and it is unrealistic to expect them to continue indefinitely. The Barbos have single-handedly maintained our membership data and services, put together FLIGHT LINES and our membership Roster. They have done all of this in addition to serving on several committees and volunteering for many special projects. The CPA as a group owe these folks a tremendous debt of gratitude. I have assured them that their workload will be reduced or proper compensation made for their efforts. Several members of the Board and I are looking into options. I will inform you of our progress.

PRESIDENT
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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.

As I mentioned last time, we are also committed to the development of a new chapter program. I anticipate that work on this will be completed shortly after the first of the year. I am convinced that the formation of chapters will accelerate our growth, strengthen our group, and give us better statewide representation of pilots. Several pilot groups have expressed interest and will be meeting with them soon.

By the time you receive this newsletter, we will have participated in the Basket of Joy food lift. Hopefully, this will become an annual event.

As you can see, it is going to be an exciting year with many changes in the wind. I feel confident with the outstanding group assembled, the CPA will continue to forge ahead and become a more responsive member organization.

See you next year and have a wonderful safe holiday!



WELCOME NEW MEMBERS

Burr, James S.
8751 W. 79th Avenue
Arvada, CO 80005

Doernhoefer, Gary
402 W. 1st Street
Denver, CO 80223

Gust, William J.
3150 Mt. Herman Road
Monument, CO 80132

Fessenden, Robert R.
P. O. Box 223
Iron Mountain, MI

Hancock, Curtis
4171 S. Allison Street
Lakewood, CO 80235

Hewett, John L.
11027 E. Crestline Cir.
Englewood, CO 80111

Marshall, Marlys L.
139 S. Eagle Cir.
Aurora, CO 80012

Philipp, Emanuel L.
4949 S. Fairfax Street
Littleton, CO 80121

Plante, Michael D.
8480 E. Orchard Rd., #3050
Englewood, CO 80123

Serrano, Felipe
6884 Winona Street
Westminster, CO 80030

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CPA FISCAL YEAR 1991

OBJECTIVES

The Colorado Pilots Association is a non-profit organization of pilots and aviation supporters dedicated to the furtherance and enhancement of general aviation interests in the state of Colorado. Specific objectives and activities in support of this goal for the fiscal year include:

OBJECTIVE #1: Encourage Safety in General Aviation Flying.

ACTIVITIES:

- * Sponsor aviation safety symposiums, meetings, and safety clinics as a forum to educate on pilot and aircraft safety.

- * Support pilot safety programs initiated by others including the FAA, CAP, and various pilots' associations and organizations.

- * Contribute to an awareness of aviation safety by use of the CPA FLIGHT LINES to publicize accident information and as a forum for accident prevention articles.

- * Counsel federal, state and local organizations on safety implications of aviation related programs.

OBJECTIVE #2: Promote the Growth of General Aviation in Colorado.

ACTIVITIES:

- * Support aviation education programs as a means of providing understanding, support, and advancement of aviation interests.

- * Provide leadership and support efforts of others in removing barriers to effective growth and economic health of aviation.

- * Give recognition to activities and accomplishments in aviation through actions such as awards, letters of recognition or appreciation, and publicizing in the press and electronic media.

- * Support AOPA, USPA, and other aviation groups and organizations in programs to foster growth of aviation.

- * Support state aviation historical organizations in preserving the record of aviation in Colorado.

- * Establish and maintain a record of activities and accomplishments of Colorado Pilots Association.

- * Promote legislation favorable to the growth of general aviation at the federal, state and local level.

- * Encourage the construction and improvement of air facilities in the state.

- * Support policies, practices and technological changes in aviation which have the effect of minimizing or reducing costs of general aviation flying.

- * Sponsor, encourage and support fly-ins to promote increased use of aircraft and increased esprit de corps between pilots and the aviation community.

OBJECTIVE #3: Assist Federal, State and Local Governments on General Aviation Matters.

ACTIVITIES:

- * Provide advice to federal, state and local governments on programs and plans which affect the aviation community.

* Participate in advisory committees and panels to provide information on and further the interests of general aviation.

* Assist the state of Colorado in its efforts to implement the new state aviation organization.

OBJECTIVE #4: Guard and Protect the Rights of Pilots.

ACTIVITIES:

* Oppose actions which would unreasonably limit general aviation access to airports (i.e. curfews, TCA's, rights to operate, etc.).

* Seek removal of burdensome regulations and oppose proposed new regulations which would have the effect of reducing rights of pilots.

RENEWALS

Wayne Sand, Louisville
 Delene Dougherty, Longmont
 David Rossetter, Boulder
 Phil Norton, M.D., Denver
 Bruce Bosshardt, Thornton
 Dudley LeBeau, Aurora
 Edward Haase, Evergreen
 Helen Pustmueller, Denver
 Paul Pustmueller, Denver
 Bill Marcy, Littleton
 Walter Bell, Denver
 Bruce Prestien, Broomfield
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HEARD ALONG THE FLIGHTLINE

Aviation fuel costs are so high that few may have noticed the increase in federal fuel taxes that went into effect on December 1. For those that didn't, the tax on general aviation gasoline went up 3 cents/gallon (from 12 cents to 15 cents). And the tax on general aviation jet fuel increased 3/cents/gallon (from 14 cents to 17/cents).

*

This is a 25% increase in the tax rate. But if one looks at the increase objectively, the old rate was in effect for approximately 8 years, and the increase is not too much out of line with the rate of inflation. So perhaps we were lucky. Also, if we are honest with ourselves, it would be difficult to prove that we pay our fair share of our use of the airspace system . . . particularly those of us who make frequent IFR flights.

*

Passenger ticket taxes continue to be the major contribution to the aviation trust fund. And this tax went up . . . from 8% to 10% of the cost of a ticket . . . also a 25% increase. Tax on air freight also went up 25% (from 5% to 6.25%). The last data made available to us showed that these two taxes contributed approximately 96% of the revenue flow to the aviation trust fund. The remaining contribution from general aviation was approximately 4%. The Department of Transportation estimates the cost of serving general aviation to be approximately 20% of the cost of operating the aviation system. By DOT's logic, it is easy to see why it argues that GA is not paying its way.

While we are talking taxes, it is worth noting that Congress enacted legislation authorizing airports to impose a new passenger head tax. Its formal name is Passenger Facility Charge (PFC for those who like to use acronyms). Under the new policy, airports are allowed to charge passengers \$1 to \$3 for every leg of a one-way trip, with a maximum charge of \$12 for a round trip.

*

In the case of Denver, Congress directed that the city must collect the full \$3 fee. It was the only city in the country to receive this special recognition. Insiders say this was an obvious action to force Denver to pay for more of the cost of its new airport. But in Denver's eyes, this was no penalty. Rather, it was more like a bonanza. One of the local newspapers reported it could generate over \$40 million/year in new revenue. Imagine the debt one could finance with that kind of income. But there are some minor downsides. Locations collecting PFC's will lose part of the entitlements they would otherwise get if PFC's were not collected. And the head taxes can act as a deterrent to passenger travel. Fascinating numbers game!

*

There is one additional new federal tax on general aviation. It is an excise tax on aircraft costing over \$250,000. Something like the luxury tax on automobiles costing more than \$30,000. But the aircraft tax is

not applicable in cases where the aircraft is used more than 80% for business purposes. With all of the creative accountants around it would be surprising to see the government collect a dime on this tax.

*

If anyone wondered where all this was leading, the bottom line is that the cost of riding on an air carrier appears to be rising at a faster rate than is the cost for flying a general aviation aircraft. And this should help to get more people back into flying.

*

Can't leave the issue of taxes without noting the State of Colorado will continue to collect a tax of 6 cents/gallon on av-gas and 4 cents/gallon on jet fuel. This is unchanged from last year. Two cents of the tax on av-gas is used to finance functions of the State Aeronautical Board and the Division of Aviation. The remaining revenues collected are returned to airports on which the taxes were collected.

*

The 3% tax collected on jet fuel for commercial aviation, however, continues to flow to the State Old Age Pension Fund. Last year, when jet fuel was costing the airlines an average of approximately 60 cents/gallon, the tax generated an estimated \$8 million/year. Now that fuel costs for the carriers has nearly doubled, one can only assume that revenue to the Old Age Pension Fund from this source has also doubled. One thing certain, it is going to be like pulling teeth to recover the revenue for aviation purposes.

In our October "Heard" column, we suggested that the governor had played less than a leadership role in efforts to recover proceeds from the tax (as intended by law) for aviation purposes. Our observation, understandably, was not endorsed by the State Aeronautical Board (see letter to the editor in this issue). There is a burden on the governor, however, to demonstrate leadership on this issue. For those of us on the outside, such leadership has not been apparent to date. With legislation pending before the next general session there will be adequate opportunity for him to do so. He will be worth watching.

*

On second thought, it may have been improper to criticize the governor on this issue . . . since the power in a state is typically in the legislature. In which case, the aviation community should not be looking to the governor's office for relief. Rather, each of us should be lobbying our state legislators.

*

Incidentally, if anyone is paying more than \$1.95 for 100LL these days, they are paying more than they have to. At least that is the current price at Fort Collins-Loveland Airport. And Aurora Airpark was selling 100LL for \$1.84 at presstime. Anyone with information on cheaper rates, let your editor know.

*

More AWOS III's coming on line. Some are in a test mode only. Fort Collins-Loveland is on 135.075 MHz (669-9187), Greeley is 135.175 MHz (352-3511), Hayden

is 135.075 MHz (276-3690), and Gunnison is 135.075 MHz (641-3240). Installations at Trinidad and Eagle are due on-line in March, 1991. Front Range has had one in operation for over a year on the NDB frequency of 321 MHz (360-5212).

★

Congratulations to CPA member **BABETTE ANDRE** on her induction into the Colorado Aviation Hall of Fame. Babette was the only woman among eight aviation pioneers inducted at the Colorado Aviation Historical Society's Hall of Fame Banquet held at the Air Force Academy in Colorado Springs on November 19.

Babette was honored for a range of accomplishments relating to aviation publications, education and safety. She is the founder and Editor-in-Chief of **WINGS WEST** magazine. She participated (with Bill Reefer) in the development of the Colorado Aeronautical Chart. Babette is also an Accident Prevention Counselor and has organized and/or participated in numerous mountain flying courses.

Since obtaining her pilot's license in 1973 she has accumulated a total of 4300 hours. She's a CFII and holds an ATP rating. She's a member of the Civil Air Patrol, 99s, and CPA.

Before aviation totally took over her life she spent 25 years as a school teacher including 5 years at Metro State College. Among the subjects she has taught were French and English.



Babette Andre gives acceptance speech upon her induction into the Colorado Aviation Hall of Fame.



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LETTERS

Editor:

I was dismayed at the tenor of the lead paragraph of HEARD ALONG THE FLIGHTLINE in the October edition of CPA FLIGHT LINES. If it was an attempt at humor, it fell short and certainly does little to enhance the credibility of the CPA. Were it not for Governor Romer, there would not be an Attorney General's opinion on the fuel tax. The Governor had the integrity to request an opinion despite the potential financial ramifications. Please remember that a citizen cannot, and the Legislature would not, request an Attorney General's opinion.

If it weren't for the Governor, this issue would still be on square one. Let's give credit where it's due and thank the Governor for his initiative instead of taking cheap shots.

Michael J. Rock, Chairman
Aeronautical Board

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.

ALSO, if you subscribe to **Flying Review** magazine, you will need to inform them of your change of address.



Flying high, flying smart

It's far too early to know if this week's airplane crash near Aspen resulted from pilot error. But after examining similar accidents in the past, federal officials often have concluded that the tragedies occurred primarily because the pilots made mistakes.

Since Colorado's rugged landscape is especially unforgiving of cockpit carelessness, the Pitkin County crash should give the state's 14,000 licensed pilots renewed motivation to polish their mountain flying skills.

The Federal Aviation Administration encourages pilots to get "mountain check-outs," or courses that teach pilots how to fly over the high country; these classes are available at many Colorado flight schools, including those along the Front Range.

The Colorado Division of Aviation also offers maps that show the safest airplane routes over the state's share of the Rockies.

And the Colorado Pilots Association has been putting together a network of experienced mountain flyers, to provide help to pilots unfamiliar with how to fly over Colorado's tall landscapes.

However, there is only so much that government authorities can do to prevent tragedies. Pilots have to shoulder most of the responsibility for learning how to wing their way over the high country.

Some mountain pilot skills are common sense items, such as making sure the plane has enough

fuel and getting weather reports about the route and the destination.

But others are more subtle, such as not approaching ridges head-on, but instead coming at them from a 45-degree angle so the plane has room to turn if it can't climb over the obstacle.

Pilots also should avoid flying down the middle of high-country canyons, where it's easy to get caught in downdrafts or to run out of maneuvering room if the gash turns out to be a dead-end.

And it's downright stupid to fly a single-engine plane over the mountains at night -- if the engine fails and can't be restarted, it's impossible to look for a safe landing spot in the darkness.

Flying is a remarkably safe form of transportation. Nationwide, the number of fatal small plane crashes has been decreasing in recent years.

In fact, each year, some 53,000 airplanes safely take off or land at Pitkin County Airport alone.

Yet during the past two years, there have been three fatal accidents involving planes going to or coming from Aspen. Seven people died as a result.

The problem isn't the Aspen airport, and it can't be blamed on the insentient peaks that surround it. The solution is for pilots to learn and apply the potentially life-saving skills taught in a mountain-flying course.

NOTE: The above editorial appeared in THE DENVER POST on November 16 following the crash of an out-of-state Cessna 210 shortly after taking off from Aspen. The editorial was written by POST writer Penelope Purdy, a licensed pilot. The article is reproduced through courtesy of THE DENVER POST.

Report from MICK WILSON, FSDO
Accident Prevention Specialist:

We have had about five Cessna 210 accidents in the past week or so, and I'm not picking on 210's, it just happened that way. One flew through highlines (in a canyon), one iced up about 19,000 feet, stalled and spun in (the pilot said so on the radio to Denver Air Route Traffic Control Center). One just ran out of fuel on a cross country trip. The pilot knew he was low on fuel, circled an airport several times, and ended up with fuel exhaustion before he got to the runway. Another seems to have been loss of engine power when power was added to correct for an undershoot. (A turbo charged model which can't take 'rapid' application of power, and especially on a cooled down engine. Obviously several of these resulted in fatalities.

Another accident in a single engine Piper occurred when the pilot "had an engine failure" at 3 or 4 thousand feet above the terrain, landed off airport, and then discovered a young passenger had inadvertently kicked the fuel selector to the "Off Position" when he moved from the rear seat to the front.

Guess we need to emphasize using a check list, if time permits; don't just sit at the icing level until it's too late; and how to look for power lines; and proper cross country planning

as for fuel requirements. We have also had several gear up landings; but we have had them forever!

So far this year we have had 57 accidents in Colorado and in the district in Wyoming that this FSDO is responsible for. Last year we had 73 accidents for the same time period in Colorado alone! We're doing great! We have changed the way we do business (a little). Last year I kept the accident records for only Colorado, and this year I am keeping the accidents for all of Colorado and parts of Wyoming, so we are not getting a true comparison.



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WANTED

Four members to form a flying club with a Luscombe. For additional information, please call Nick 321-7532.

NEW MOUNTAIN FLYING PROGRAM

The CPA sponsored Mountain Flying Program will become one of the premier aviation training courses in the country, if Aviation Safety Committee Chairman Robert Henley and his committee of six members have their way. Their plans and efforts toward this end are worth sharing.

Our Mountain Flying Program has roots extending back to the beginning of the organization in the early 1970's. But it never got off the ground successfully until 1985. In that year, then CPA President Vern Foster got together with Bruce Hulley, and offered to do the flying portion of a mountain flying course if Bruce would handle the ground school. As Vern describes it, Bruce was a natural for his role because of a background with the CAP in search and rescue missions . . . and his academic experience in aviation education. Also, Vern was about to retire from UAL, with time on his hands and an interest in getting more involved in flight instruction. In the 5 years of its history, 125 pilots graduated from the program, more than half of which were from out of state.

During the session last year, Gary Maas, a participant from Masena, Iowa, was so impressed with the program he solicited CPA to take their show on the road to some of the flatland states. It did not take much coaxing. CPA had been thinking of just such a program. So the course will go on the road, the first one to be held Greenfield, Iowa the first part of April.

Obviously, there aren't many mountains in Iowa, so it will be necessary to conduct the course a bit differently. In the past, the course was conducted over one very intensive weekend. Under

the new program, the ground school portion will be given as a separate phase. This is the part of the program which will be taken to Iowa (and other-out-of-state locations). The flying portion of the program will be held at a later date, in Colorado, at a time convenient to student and instructor. This has an advantage for participants from out of state since it offers an opportunity to combine this phase of the course with vacation or business trips to Colorado. And it has advantages for CPA since it allows better access to a few highly qualified flight instructors.

Robert Henley's committee has dedicated itself to making this a premier training course. Members include Vern Foster, Bill Marshall, Bill Standerfer, Steve Purcell, Joan Drage and Bob Dubeck. In describing their functions, Robert tells us that Vern will continue to offer his expertise in flight instruction and will develop the flight curricula. Steve Purcell has similar skills and will also participate in this part of the program. Bill Marshall has been active in program administration and will continue in that role. Bill Standerfer has experience in ground school training, much of it from his military background, and will be participating as a ground school instructor. Bob Dubeck will concentrate on the committee's activities in the FAA Wings Program. Joan Drage will participate on the administrative side. And Robert will make use of his computer and graphic skills to develop instructional material.

The flight portion of the course involves 3-4 hours of flight on a route over Corona

Continued on next page

HIGH COUNTRY CHAPTER 99s FORMED

Women pilots of Western Colorado have joined together to form a Chapter of The Ninety-Nines, Inc., the international organization.

Phyllis Kramer of Redlands Mesa, east of Delta, announced that the Application to Charter a new Chapter in the South Central Section of the 99s has been initiated. Marla Stevenson of Mesa, Linda Lake of Montrose, Barry Cook of Crawford, Pat Blackwelder of Montrose, Mary Hermann of Grand Junction, and Jody Chapple of Montrose, and Phyllis are the Charter members.

The first meeting was held at the VIP Flyers FBO, Montrose Airport, on Saturday, October 20. The goals, purposes and resources of the 99s organization were outlined and discussed. The new Chapter was named HIGH COUNTRY CHAPTER to be descriptive of Western Colorado.

Women pilots and student pilots in the cities and towns from Craig, Rangely, Steamboat Springs, Rifle, Paonia, Gunnison, Delta, Montrose, Grand Junction,

Telluride, Cortez, and points between, will now have a local Chapter that is convenient. Currently, there are two Chapters on the Front Range, the Colorado Chapter and the Pikes Peak Chapter, and one in Aspen. The Chapter Charter members anticipate the new High Country Chapter will be able to provide Western Colorado female pilots access to the resources, scholarships, and safety and education programs available through the 99s, but especially the unique 99s camaraderie.

High Country Chapter members plan to visit the local airports in Western Colorado to introduce them selves and the 99s organization. All female pilots and student pilots interested in finding out more about the organization are invited to contact Phyllis Kramer at 835-8102, or write her at 1272 2640 Rd., Redlands Mesa, Hotchkiss, CO 81419.

Phyllis and her husband Ben, a CPA member, have an airstrip on their home, Kramer Ranch, Denver Sectional.



Continued from previous page

Pass to Kremmling, Eagle, Glenwood Springs, Aspen, Leadville, and back over South Park to the originating airport. On November 11 Robert Henley and Walt Barbo went on a photographic mission of the route to develop a slide show for use in the ground school. One of the photos appears on the cover of this newsletter.

FLIGHT LINES
will not be published
in January

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DEN-Jackpot Air Classic

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