

CPA FLIGHT LINES

Vol. 8, No. 6

June, 1991



CPAer Dave Burke of Lakewood (on wing of his Mooney N201WN) prepares to take two students and Channel 9 camera crew on flight during CPA's Student Airlift on May 11. See article on page 8.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

Continuing Education and Private Pilots

by Bill Marshall

As many of you know, I spent 33 years of my life as a practicing dentist. One does not just drop habits formed during this time period. I have carried over some of the ways I functioned with as a dentist. Not specific, of course, but in general ways.

In dentistry, continuing education had great emphasis for several different reasons. All of these reasons were to increase the proficiency of each dentist in order to provide better and better care for the patients. If a dentist did not participate in continuing education, there were levers and hammers to force the process. This was all to the advantage of the patient. (This is not a dental commercial.)

In aviation I can see continuing education active as recurrent training. all the 135 operators and the airlines have strong training systems in place and many of the companies even go far beyond what the FAA demands. This is all good for the flying public as it has resulted in an almost unbelievable safety record over the past years. No doubt recurrent training will continue to be a part of commercial aviation.

I believe private pilots should also be professionals just as much as ATPs. But I must say we private pilots do not participate in recurrent training as much as we should. We are pilots and we should measure up to a professional standard. One of those standards, I believe, is to participate in continuing education for the private pilot.

How many private pilots are active in Colorado?

Maybe somewhere in the neighborhood of 9,000 to 10,000. Of course, it depends on one's definition of "active." Even if the number is only half that amount, it is a goodly number of pilots. If they were all involved in continuing education, there would be courses offered every weekend all over our state. It would keep a high number of instructors busy to fill the need. I do not see this now in Colorado. Yes, there are courses given but not in any great number. Not only that, but also the courses given are not well attended. I do not think poor attendance is because we private pilots know everything. Heaven forbid we think that way.

There probably are several reasons why we neglect our recurrent training: expense, embarrassment of our per-

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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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article was written by Penelope Purdy of the Post staff. Penelope attended the session, flying to and from in Peter Luce's Mitsubishi.

Planning for next year is already under way with an invitation to repeat the class in Iowa and an invitation from the Minnesota Department of Transportation to present two classes already on the agenda. The Committee plans to have the 1992 schedule in place by the end of August.

A complete financial report on the Committee's expenditures and income was presented by Robert. Also discussed was a reimbursement arrangement for the instructors. The Board approved a formula of reimbursement at 2½ times the fuel cost for two aircraft carrying the instructors, their spouses and all the necessary manuals and audio/visual equipment.

Sometimes the best laid plans of mice and men . . . and airplanes go awry. Not to be outdone once again by unfavorable weather (remember, October?), some determined CPAs made it to Deadwood, SD on April 27-28, according to Ben Kramer, Fly-In Chairman. More learned heads decided to call it off after reviewing weather forecasts on Friday. But an undaunted 15 soldiered on anyway, much to the delight of Mark and Barbara Meyer who were deflated at the thought of another cancellation. They were wonderful hosts and everyone had a great time.

Frank Gallo, Legislative Chairman, reported that **Walt Barbo**, testified in behalf of HB 1098 at the Senate Appropriations Committee. Frank indicated that this fuel tax bill was moving along well and looked like it would be passed this session. [See updated information in **HEARD ALONG THE FLIGHT LINE** on this issue--ED]

New Membership Chairman **Tony Bilello** has now retired from the Postal Service and will soon be even busier

chasing after new members for CPA. The Board authorized a budget for Tony to purchase supplies for sale at the booth during air shows and to CPA members themselves.

Also on membership matters, **Terry Barbo** presented figures covering the first seven months of the current fiscal year (October through April) showing a total of 138 renewals and 52 new members. Total membership is 440. About 20% of the membership subscribed to *Flying Review*.

Other matters included favorable comments received about the new format for **FLIGHT LINES**; **Bruce Hulley**, **Bill Rourke** and **Don Vander Ploeg** will attend the 10th Anniversary Meeting of the **USPA** in St. Louis over Memorial Day weekend; and **Scott Hamilton** is exploring the possibility of creating a foundation for CPA.



WELCOME NEW MEMBERS

Felderman, Harold J.
Jeppesen Sanderson
55 Inverness Drive East
Englewood, CO 80112-5498

Jewett, Michael D.
868 Brixham Place
Castle Rock, CO 80104

Ross, James M.
19133 E. Geddes Avenue
Aurora, CO 80016

LET'S TALK FUEL PLANNING!

by Vern Foster

It has been nearly 88 years since the first powered flight by the Wright Brothers -- and pilots continue to run out of fuel -- frequently near their destination. These incidents usually result in the loss of aircraft and/or life. Let's review the FARs which require a minimum VFR fuel reserve of 30 minutes for day and 45 minutes for night operations. There are two key thoughts here. First, note that these are MINIMUM fuel reserves and second, no FAR is a substitute for good operating judgment!

For a retractable gear aircraft, a day VFR minimum fuel reserve of one hour is appropriate. What if the gear fails to extend with thirty minutes of fuel reserve? By the time we pull up, leave the area, dig out the emergency gear extension procedure, extend the gear and arrive back in the pattern we will be on the fumes. The prudent pilot will plan a fuel reserve appropriate to the operating situation regardless of the FAR minimums!

As an example, a pilot of high performance single-engine retract airplane made a long trip consisting of several legs without refueling. Fuel starvation occurred in the destination traffic pattern with a beautiful airplane reduced to rubble, but miraculously no one was killed. The pilot was high-time with several hundred hours in make and model. Did the fuel management plan include arriving with an appropriate fuel reserve? Was consideration given to the fact that three or four takeoff/climbs had burned extra fuel?

Another situation involved a large piston-engine twin flown by the owner who was president of his construction company. The early morning flight with several key employees on board was for the purpose of bidding on a large highway contract. At the destination

airport, the tank for the right engine ran dry while on the downwind leg with the gear extended for landing. In the ensuing confusion, the aircraft crashed and all on board were killed. A few months later this firm closed its doors and several dozen people were jobless. Where was the fuel management plan and the check list?

It is abundantly clear that we need adherence to a fuel reserve that is appropriate for our aircraft and the operating conditions involved with each leg of a flight. For the responsible pilot, the FAR minimum fuel reserve will be used infrequently or better yet -- NEVER!

POINTS TO PONDER:

1. Check fuel quantity and set the selector(s) at least 20 miles prior to arriving in the airport area.
2. Look at your fuel selector(s) before you switch tanks -- every time -- even though you are familiar with the plane you are flying.
3. Topped tanks are routinely two to four gallons short of the "FULL" quantity stated in the pilot's operating handbook because the ramp is not perfectly level -- the nose strut inflation may not be as specified by the manufacturer or the fueler's definition of "topped tanks" may vary. Do not rely on fuel gauge indications.
4. Plan to arrive with "time in your tanks" and with the fuel selector(s) set properly!!!

Vern Foster of Aurora is a past president of CPA and is currently a member of the Flight Safety Committee.

RENEWALS

Dr. John Leiby, Denver
John Aden, Brighton
Irving Friedman, Lakewood
Bill Chandler, Colorado Springs
Ron Claussen, Aurora
Gary Self, Denver
Jim Nelson, Littleton
Roy Pogue, Denver
"Kaz" Kazyak, Denver
Jim Custis, Denver
Richard Lesnick, Lakewood
Tony Miller, Littleton
Jim Dykes, Manhattan, KS
Joyce Hilchie, Boulder
Raymond Peterson, Northglenn
Paul Foster, Monte Vista
Mike Bundgaard, Denver
Paul Staby, Englewood
Arnold Zimmerman, St. Louis

formance, poor instructor relationships (there are good ones), no motivation, not the right course and on and on. Maybe some of the reasons are really just excuses in our own mind. Whose responsibility is it that we stay current? We all know the answer to that question.

Colorado Pilots Association and many of the other aviation groups give good courses around the state. Sign up for some of them and I can guarantee you will feel better about yourself after you have completed one of the courses. Set goals to take two or three courses each year and when you get to the biennial you will not have the apprehension that is sometimes felt.

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 REVIEW
4801 Charlotte Ct. NE
Albuquerque, NM 87109

BOARD OF DIRECTORS MEETING REPORT

Sometimes a mere suggestion becomes a habit. Once again, several Board members congregated at Pour la France for dinner before the May 6 meeting. Good thing the restaurant is right across the hall from the boardroom as additional chairs are always borrowed to accommodate the number of people attending the meetings. A total of 18 were in attendance.

As you already know, Board meetings are held the first Monday of each month commencing at 7:00 p.m. in the Boardroom of the Denver Jet Center at Centennial Airport. Members are invited to attend.

President Bill Marshall introduced Bill Rourke of Evergreen who will be a representative to the United States Pilots Association. He joins Bill, Bruce Hulley and Don Vander Ploeg who comprise the rest of the USPA reps from CPA.

In spite of some extensive expenditures over the past few months, Treasurer Don Vander Ploeg reported a balance in the account in excess of \$7,000.00.

The threatened closing of the Glenwood Springs Airport was one of the concerns of Walter Bell, Chairman of the Airspace Committee. Considerable opposition to this possibility is mounting and he was confident that there might be some positive results on the horizon. He indicated that Jeffco was planning to move the touch 'n go runway away from the water towers as a safety measure. The Board agreed to send a letter to Jeffco in support of this action.

Airspace plans for the new Denver Airport will be the subject of a joint user meeting to be held at the Denver air Route Traffic Center in Longmont on June 20. Walt Barbo and Bill Standerfer will attend this meeting.

Another issue of major concern to GA is the "Redeye Complex" which relates to the new airspace requirements of the Colorado National Guard when they acquire F-16 aircraft. A meeting is scheduled for May 16 at the Office of Aviation. Four or five Board members indicated their willingness to attend that meeting.

Vanita Gallo, Chairman of the Denver-to-Jackpot Air Classic, outlined the final plans for this year's event. The brochure will be prepared and sent out with the May FLIGHT LINES. In order to gain additional entries, arrangements have been made with the Colorado Chapter 99s to help each other out by having them include our Jackpot flier with their next mailing and CPA, in turn, will include the 99s brochure for their Air Derby with FLIGHT LINES later in the summer. Good deal for both organizations!

All is ready for the Student Airlift, according to Peter Luce, Chairman of the Education Committee. Information packets have been sent to the 62 students expected; a total of 32 pilots volunteered to participate in this "first" for CPA which will commence at 8:30 a.m. on Saturday, May 11, at Aero Services, Centennial Airport. [See Peter's article elsewhere in the newsletter.]

The Mountain Flying Ground School held at Greenfield, Iowa on April 6 was a huge success and Robert Henley, Chairman of the Aviation Safety Committee was rightly proud of his Committee's accomplishments in putting together this first out-of-state presentation. He said that 13 additional CPAers travelled to Greenfield to offer their support. He has received many favorable comments and was gratified by the article which appeared in The Denver Post subsequent to the course. This

COLORADO AVIATION CALENDAR

- JUNE 29** 50th ANNIVERSARY CELEBRATION OF BERGMAN FIELD AND SAN LUIS VALLEY FLY-IN & AIRSHOW. San Luis Valley Regional Airport, Alamosa. Breakfast 0700-1000 (local), free to pilot-in-command. Aerobatics by Janet Crosby and Mike Entz. Airport closed for airshow 0930-1130 (local). Info: Paul J. Foster, Jr. 719/754-2107(H) or 719/852-3341(O).
- JUNE 29-30** SNOWMASS BALLOON RALLY. Info: Joyce Bundgaard 303/ 759-3907.
- JUNE 30** ASPEN AIRSHOW, Pitkin County Airport. Info: Kim Bracher 393/925-2522.
- JULY 4** CPA POKER FLY-IN. One-day event. Stops at five airports to pick cards for best poker hand competition. Final destination Greeley Airport for awards ceremony and lunch. Wings Proficiency program. Info: Fred Norton 303/777-4164(H).
- JULY 6 & 7** MONTROSE LIGHTER THAN AIR BALLOON AFFAIRE. Info: Joyce Bundgaard 303/759-3907.
- JULY 13** 15th ANNUAL DENVER-TO-JACKPOT AIR CLASSIC. Overnight at Cactus Pete's. Sponsored by the Colorado Pilots Association. Depart from Front Range Airport. Aircraft handicapped by manufacturer's published maximum speed. Cash prizes. Event open to all interested pilots. Info: Vanita Gallo 303/337-5864(H).
- JUL 20-21** STEAMBOAT SPRINGS BALLOON RALLY. Info: Joyce Bundgaard 303/759-3907.
- JUL 20-21** RIVERTON, WY, BALLOON RALLY. Info: Joyce Bundgaard 303/759-3907.
- AUG 17** CPA MAINTENANCE SEMINAR. C-172s and C-182s. Conducted by Sonny Elgin at Front Range Airport. Info: Bill Marshall 303/341-4744.
- AUG 29-** COLORADO SPRINGS BALLOON RALLY. Info: Joyce Bundgaard
- SEPT 2** 303/759-3907.
- AUG 31 -** CPA LABOR DAY WEEKEND FLY-IN. Jackson Hole, WY. Details later.
- SEPT 2** Info: Dave Burke 303/989-1014(H).
- SEPT 14-15** SOUTH PARK AUTUMN BALLOON FLYOUT. Info: Joyce Bundgaard 303/759-3907.
- SEPT 20-21** MILE HI AIRDERBY in combination with Colorado Chapter of Ninety-Nines' 50th anniversary celebration. Airderby Info: Linda Horn 303/278-4435; 50th Anniversary Celebration Info: Carol Leyner 303/442-5002.
- OCT 26-27** 21st ANNUAL GREELEY HALLOWEEN BALLOON RALLY. Info: Joyce Bundgaard 303/759-3907.
- NOV 21** MONTGOLFIER DAY, 208th ANNIVERSARY OF BALLOONING. Info: Joyce Bundgaard 303/759-3907.
- DEC 8** CPA CHRISTMAS DINNER. Info: Terry Barbo 303/367-0670.



TO NO ONE'S SURPRISE: A GREAT SUCCESS!

by Peter Paul Luce

The Student Airlift was held at Centennial Airport on Saturday, May 11, 1991 as scheduled in spite of poor weather forecasts during the previous several days.

The sky was clear, and the strong wind of Friday did not start up again until about 11:00 a.m. By then all planes had returned from their first flights. Because there is no known criteria to measure the relative success of such an operation, we'll have to invent some.

It was a great success because we had such a good turnout. *It was a great success* because we introduced aviation to 57 students, four younger brothers, and five unrelated parents. *It was a great success* because EVERYONE had a good time, and *it was a great success* because we are looking forward to doing it again and again. Scott Hamilton said it was one of the most enjoyable flying experiences he has had in years, and nobody was surprised. The fact is, it was a great day for aviation.

CPA invented the idea of attempting to interest high school students in aviation by giving them a plane ride and HAVING THEM FLY IT. It was our guess that this would be more effective than all the books, lectures, and slide shows on the subject. The idea was first proposed to the membership in FLIGHT LINES last February in an article entitled "Challenge to Pilots." Obviously, the challenge was accepted.

Our long-time member and Area Representative Lucile Bledsoe of Wray realized the students from her town would not be able to travel the 180 miles to Centennial Airport very easily. So she conducted her own student Airlift with the help of two other pilots. The school principal selected four worthy students, and they were flown at the same time as

the Denver area students were being flown.

Since we all love statistics as much as baseball, here are a few. The students came from six high schools, and were 14 to 18 years old, averaging 15.8 years, and 38% were girls. There were 24 volunteer pilots who flew them in their planes or in ones they rented. They each flew two students to one of three local airports, had the students change seats and then flew home.

The static aircraft display consisted of a Neptune Bomber, an RAF Pembroke, a Lear 23, a Colorado State Patrol Cessna 182 used for traffic control, a RV-4 Homebuilt, a Mitsubishi MU-2, a Navy N-3-N Trainer, and a Cessna 172 which was manned by two of the Cloud Chaser boys from Connecticut. (They are three 12 year olds who have already completed all the requirements for a private pilot's license.)

There were something in excess of 550 home-made cookies of EIGHT different kinds eaten by the students, volunteers, and parents. The percentage of cookies eaten by adults is still in dispute. However, knowledgeable estimates put the figure at something over 60%! It is estimated there are only 350 cookies left for next time. No problem. The identity of the baker extraordinaire is known: Marlys Marshall.

As with any operation of this size and complexity the list of people to thank is long and the services they rendered are varied. Many thanks to our magnificent host, Fran Shoup of Aero Services, who also arranged for the static aircraft display.

Our thanks to the pilots for the time on their aircraft and for sharing their love of flying: Al Andersen, Babette

Andre, Gary Baltimore, Tom Bein*, Tony Bilello, Andre Bernson*, Lucile Bledsoe, Dave Burke, Vanita Gallo*, Scott Hamilton*, Bob Husted, Gretchen Jahn*, Bill Hones, Gary Justus, Bob Klein, Reg Klemons, Bill Marshall*, Gary Peyton, Neil Stein, Phil Stietenroth, Doug Strangfeld*, Don Vander Ploeg, Bart Whitehouse, and Arnold Zaharia. The asterisk indicates those pilots made TWO flights, each flight with two students.

Thanks also to Jon Gallo (Chief of Flight Operations) for his very professional job of organizing the pilots. Thanks to Terry and Walt Barbo for arranging the refreshments. And thanks to Joan Drage (Chief of Ground Troops) for getting the many volunteers and for briefing the students. Thanks to Lucy Powers for getting us on the Channel 9 five o'clock TV news and for running the Control Tower gang that shuttled the

students up to the tower and back. Also, a sincere thank you to the many other volunteers who made it all work so smoothly and safely. And last but not least, a big thank you to my wife Betsy, for all her help and support throughout the entire project.

Indeed, it was a wonderful sight -- all those high school kids wandering around all those aircraft, and then all being given a ride in one; and then all getting their Certificates of Participation signed by the pilot. Enthusiasm ran so high! If only the absent CPA members could have been there to observe . . .

It was certainly a great day for aviation.

Peter Paul Luce of Englewood is Chairman of the Education Committee.



Phillip Reddic, a student at George Washington High School in Denver, is presented with his Certificate of Participation by CPA Membership Chairman Tony Bilello who took him on his flight during the Student Airlift on May 11.

HEARD ALONG THE FLIGHTLINE

If *GOVERNOR ROMER* has his way, it will cost the state only \$600 million (give or take a few hundred million) in tax incentives to entice United Airlines for a commitment to build a maintenance facility at the new Denver Airport. Haven't seen him take such an interest in anything since the "oatmeal circuit" of a few years ago when he was out stomping for voter approval of Denver's annexation of the airport site.

Too much to expect apparently that he would show some of the same enthusiasm and support for smaller communities and aviation interests in the rest of the state.

As of this writing (May 17), the 1991 Legislature passed H.B. 91-1028 which would return \$8-10 million annually to local governments for operation, maintenance and development of the state's air transportation system. Source of the revenues is taxes on sale of commercial jet fuel. An amendment to the State Constitution in 1974 provided that the funds be used for aviation purposes. But the funds never reached the intended destination. Part of the fault can probably be credited to lack of a state organization to protect aviation interests. There was no state aviation office at the time. Colorado airport operators had yet to form a statewide organization. Same for the pilot groups. There was no one to watch the henhouse. So it is not surprising that the monies were diverted to the State's general fund.

H.B. 91-1028 was passed to correct this inequity. Colorado Airport Operators Association estimated that the funding could create as many as 5,000 new jobs within the State of Colorado. Much of the economic stimuli would benefit rural areas of the state . . . areas which are not expected to benefit from the new Denver facility. In spite of the overwhelming support, however, *GOVERNOR ROMER* has indicated he will veto the bill. □

Those of us who tried unsuccessfully to meet with the governor to plead the case for approving H.B. 91-1028 are in good company. He also declined to meet on the issue with *PHIL BOYER*, President of AOPA. That organization has 6,671 members in this state. It looks like sufficient grounds to take the governor's leather flight jacket away from him. □

FRONT RANGE AIRPORT could be a real winner if costs of operating out of the new Denver Airport prove as high as some analysts forecast. Cargo and charter operators can be expected to look for a cheaper alternative. And Front Range will be willing and ready. □

Pleasant Surprise last month to find that Plain Language Weather is now available and FREE on CONTEL DUAT. Well, almost free. The service is paid for out of the Aviation Trust Fund. Quality of the plain language translation is excellent. Enough to convince those without a computer and modem to go shopping. □

Bumper sticker, in red lettering, seen on an aircraft panel at the Longmont Airport Appreciation Day on May 18. DON'T DO ANYTHING DUMB! □

At mid-morning, *MARY SENFT*, President of the Longmont Airport Users Association, remarked she had hoped for clear skies and 200 people for the event. Instead, there were cloudy skies with low ceilings AND nearly 1,000 in attendance.

The event was cosponsored by the users association and EAA Chapter #648. The entire Airport Advisory Committee, along with a few members of the City Council, staffed the breakfast line. CPA members *OTTO SENFT* and *LES VON HAGEL* were busy controlling aircraft ground traffic. Local pilots took many visitors on their first airplane ride. Antiquers had dusted

off their classics and placed them on static display. Homebuilts flew the pattern and made low passes down the runway . . . Oshkosh style. Ultralights and choppers buzzed overhead. A flight of A-7s out of Buckley ANGB made a fly-by. A fun mini-country air fair. And an outstanding example of what an airport users group can do to gain recognition and support for their airport. □

For those with an interest in learning the outcome of a threatened closure of the *GLENWOOD SPRINGS MUNICIPAL AIRPORT*, a local pilots group went on a petition drive and submitted a list of 1,400 signatures to City Council appealing that the airport be retained. As a result, the airport is no longer in danger of being closed. Another example of the power of a users group. □

Those attending the Wings Program sponsored by *ASPEN FLYING CLUB* at Centennial Airport on May 9 received some constructive suggestions from APA ATCT personnel. The suggestions address some pet peeves of APA tower personnel, but are appropriate for operations from any tower controlled airport.

- In communications with the tower, acknowledge that you have ATIS by identifying the ATIS code . . . rather than use wordage such as "I have the numbers." ATC procedures do not permit tower personnel to accept acknowledgements that do not specify the current code. When pilots fail to identify the code, controllers must make a specific request as to whether it has been received. Which adds to communication clutter.
- Be short and concise when giving a position report when approaching the airport for landing. The tower has radar bright display with landmarks identified. It simplifies the controller's job in locating you if you give him a few good clues as to where you are. And please acknowledge tower clearances.
- Taxi up to the runway hold lines before asking tower clearance for takeoff. It simplifies controller identification of you, particularly when there are a number of aircraft in the warm-up area waiting for



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takeoff. Also, when exiting a runway, hold short of the taxiway hold lines for tower clearance before entering the taxiway. □

MICK WILSON, FSDO Accident Prevention Program Manager, informs us the Wings Program will now satisfy the biennial flight review requirements under the new FAR Part 61.

Mick also reminds us that the FAA is conducting its 10th Annual Wings Program at Greeley June 21-23. It is being held in conjunction with the EAA and Antique Aircraft Association's annual regional fly in and air show. The wings program provides three hours of free dual instruction to any private pilot or higher who has a current medical certificate and furnishes his/her own aircraft. □

Those attending the "Redeye Complex" briefing on May 16 gained some disturbing insight on proposals by the *COLORADO AIR NATIONAL GUARD* for special use airspace. The airspace requirement is driven by the scheduled conversion this year to F-16 aircraft. DENNIS ROBERTS, Director of the Colorado Division of Aviation, hosted the meeting at the offices of the Department of Military Affairs. Attendees included representatives from the FAA, Buckley ANGB, Colorado 99s and CPA.

The briefing was given by MAJOR STEVE KRIKORIAN, Airspace Manager for the Guard. His bottom line was that the proposed airspace complex would have little impact on Colorado skies, that it was actually a reduction by 11% of airspace currently used by the Guard.

The new airspace, however, would be closer to the ground (typically 100 AGL) and extend higher (to as high as FL 450). The effect would be a significant increase in volume of airspace for the complex.

Also, boundaries are rearranged to areas that could have a significant effect on VFR flight. For example, the La Veta MOA is

expanded into a new area identified as Dunes which extends into the San Luis Valley and over the Great Sand Dunes National Monument. It also extends over the Glider operations at Westcliffe. Floor of the proposed MOA is 100 AGL.

The proposal at this point is in what is termed as pre-environmental. The Guard has shared its preliminary thinking and is coordinating with aviation user groups in search of constructive comments. It is on a track, however, that will involve public hearings and an environmental clearance. The Guard hopes to complete this process such that it can be used for training operations in the summer of 1992. □

DAVE MARLOW of the Colorado State Patrol provided some interesting insight to how aircraft are used in highway traffic control. One of three Cessna Skylanes used for that purpose was on static display for the Student Airlift at Centennial Airport on May 11.

Dave flies about 700 hours per year. In the two years since he has flown traffic he has identified nearly 3,000 speeders. Maximum 'kills' was 47 in one day. About 2% of those cited contest in court . . . but he has never lost a case. □

Those of you who attended the *MILITARY HERITAGE AIR SHOW* at Fort Collins-Loveland Airport on May 18-19 were probably disappointed to note that the *COLORADO PILOTS ASSOCIATION* membership and hospitality booth were missing. The blame goes to our new Membership Chairman. The booth breaks down for storage. Our new Chairman prepared himself by taking the booth apart in his garage but then, guess what? He couldn't figure out how to put it back together again. MARK MEYER used to take care of it, but when he relocated to South Dakota he neglected to leave setup instructions. Any engineer types out there? □

15TH ANNUAL DENVER-TO-JACKPOT AIR CLASSIC

JULY 13-14

FUN - PRIZES - PROFICIENCY

Send in your ENTRY FORM - NOW

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Any questions, call VANITA or FRANK 303/337-5864; SONNY OR DARLENE 303/361-9365; or any Officer or Board Member



LETTERS

Editor:

I am writing in regard to your April 1991 edition of CPA FLIGHT LINES. The article by Joan Drage on page 12 has several errors that should be corrected.

First, she discusses a problem of CO₂. The poisonous gas that she really means is carbon monoxide. This is written as CO. It is important to distinguish between these gases as carbon dioxide (CO₂) is a normal product of metabolism in the human body. Carbon monoxide (CO) is a product of combustion of the internal combustion engine. It is poisonous to the human body.

Carbon monoxide causes its damage by binding in blood to the hemoglobin in the red blood cells. It binds to the spot where oxygen normally would be carried by the hemoglobin from the lungs to the body tissues. Because the binding of carbon monoxide to hemoglobin is 200% tighter than the binding of oxygen, the body becomes starved for oxygen (hypoxic) because the oxygen breathed in cannot be picked up and carried to the tissue. As pilots, we know about hypoxia because of reduced oxygen available at altitude. Add to this the hypoxia caused

by the toxic effect of carbon monoxide and you can easily see that carbon monoxide in the cockpit is a definite hazard to aviation.

The limits cited by Ms. Drage wherein she stated that 35 ppm is lethal is erroneous. The government standard for carbon monoxide in work place air is 50 ppm for an eight-hour day. In addition, there is a short term exposure limit for 15 minutes of 400 ppm. These are for any worker. Individuals smoking cigarettes can achieve much higher levels of this gas and absorb it into their blood.

The significant measure of toxicity is the measure of how much hemoglobin is bound to carbon monoxide. In smokers, five to ten percent of the hemoglobin can be bound in just normal daily life. Binding of 20-30% of the hemoglobin causes severe headaches, nausea and dizziness. From 30-50%, very severe symptoms and coma may result. Between 50-75% of the hemoglobin being bound may result in severe coma, permanent brain damage or death. These measurements have to be done on blood drawn from the individual so they cannot be done in the cockpit.

If a detector is used that is sensitive to 50 ppm, that will tell the pilot when the exposure is above the level that he can tolerate on a chronic basis. The main problem with the spot detectors is that they age and lose their sensitivity. The best preventive measure for carbon monoxide poisoning is a thorough preventive maintenance program for the exhaust system.

This is an important matter. I hope that you will run a correction so that individuals are not confused by the mislabeling that appeared in this article.

Donald L. Coleman, M.D.
Member, CPA
Summit Medical Associates
Consultants in Aerospace
Medicine

Editor:

Here are the highlights of the improvements to Meadow Lake Airport scheduled to start late May or early June 1991:

- New 6000 ft. x 60 ft. 15-35 runway
- New Parallel Taxiway
- New Rotating Beacon
- PAPI's - 15 and 35
- New Radio Controlled Lighting System with 3 Intensities

We are all very excited about sharing our new facility and finally seeing the fruits of our efforts over the past 5 years. Completion will probably be late July.

Bill B. Chandler, Director
Meadow Lake Airport Association

CAN YOU BEAT THIS?

Just as FLIGHT LINES was ready to go to press, we received a call from GRACE MAYFIELD of Denver. She wanted to let us know that she had VERN FOSTER of Aurora beaten by a few years on date of first solo. Grace informs us that she soloed on August 31, 1937.

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