

CPA FLIGHT LINES

Vol. 8, No. 12

December, 1991



Cessna Skylane owned by CPA members Don and Renee Welsh of Aurora. Photo taken on departure from Weld County Airport following July 4 Poker Fly-In. Note distinctive dark blue on white markings. Plane is based at Front Range Airport.

Season's Greetings



COLORADO PILOTS ASSOCIATION, INC.
P. O. Box 200911 Denver, CO 80220

PRESIDENT'S MESSAGE

by Bill Standerfer

I sort of stumbled into this job as CPA president. The Fly-in For Lunch Bunch, a fun group of folks we've been flying with for 15 years or so, asked me to represent them on the ad hoc committee that proposed the design for the new Denver TA. In that committee, I met Robert Henley, then chairman of the Safety Committee, and said I would like to help with the new mountain flying course they were developing. Not too long after that, CPA's newly elected president, Mark Meyer, had to leave office to move to greener pastures in South Dakota. Well, Bill Marshall called next to ask if I would be interested in being CPA's vice president, and the rest is history.

I guess I got the job because I had showed a little interest in what CPA was doing and thought I might be able to

help in some small way. That's what I'm asking you to do now. No, not be president necessarily (although I hear the job will be open in 10 months or so), but to help the cause of general aviation in Colorado just a little.

Three years ago, what is now the Colorado Division of Aviation and the Aeronautical Board were created to oversee aviation interests in the state. The progress CDOA has made has been debated by many, but I see plenty of reason to be optimistic for their future. Dennis Roberts, his small staff, and the board have moved forward with many tactical projects that should be complimented.

This is where you come in to the picture. The next step CDOA needs to make is to develop a strategic plan for aviation in Colorado to have framework in place for administering the new Discretionary Aviation Grant Program. I encourage you to make your ideas for this strategic plan known to the Aeronautics Board. The Board meets once a month and a call to Dennis Roberts' office (303-397-3039) will get you the schedule for the next meeting. If you have the time, please attend one of the meetings and let them know what you think about how they are doing and what you want them to do. If you can't make a meeting, put your thoughts on paper and get them to CDOA

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303-229-9442

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Publication Notice

Articles for the CPA FLIGHT LINES are sought from members and other persons and organizations. Stories and articles can include flying tips, rebuilding and restoration experiences, special trips, activities, etc.

All articles should be sent to:

EDITOR, CPA FLIGHT LINES

P. O. Box 200911
Denver, CO 80220

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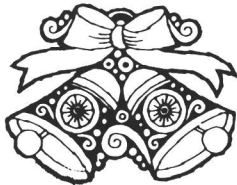
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FLIGHT LINES**

20th of the Month

at 6848 S. Revere Parkway, Suite 101,
Englewood, CO., 80112-6703.

The next thing I ask you to do is write to the members of the General Assembly's Joint Budget Committee to fund CDOA at the level allowed by statute. The proposed administrative funding for the Division for the next year is only 2.1% of the revenue they bring in. The maximum allowed is 5%. The extra 2.9% would allow CDOA to be staffed for more effectively meeting the added demands of the Grant Program, plus make progress on a strategic plan.

Now, see? That wasn't too bad, was it? I didn't ask you to volunteer to chair a committee or run for office. All you need to do is take a few minutes and tell those who influence your aviation future in this state what you think. If you've got a couple of spare hours one month, drop by an Aeronautical Board meeting. And by all means, give the JBC your opinion on funding. If you don't have time to write them, call the JBC chairman, Senator Mike Bird at 303-866-4866 and leave a message of support for CDOA. Every pilot in Colorado will thank you.



MEMBERS: PLEASE NOTE . .

THAT we now have a *new* Post Office Box and Zip Code number. This is necessitated by the fact that the Stapleton post office we've been using will be closed when the new Denver Airport opens in 1993.

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.

If you do 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

Please continue to notify CPA of any address change also. Thanks!

CPA HOTLINE (303) 266-6266

BOARD OF DIRECTORS

MEETING REPORT

Monthly meetings of the CPA board continue to be held at the Denver Jet Center on Centennial Airport. The November 4 meeting was the first meeting for the new fiscal year and the first under the new slate of officers for FY 1992.

With the exception of *Don Vander Ploeg, Treasurer*, all of the elected officers were in attendance. Don was in Pensacola, Florida for a quarterly meeting of the United States Pilots Association. Our newly elected *President, Bill Standerfer*, conducted the meeting.

With few exceptions, the committee chairs will be identical to last year. *Ben Kramer*, who was chairman of the Fly-in Committee last year, will continue to chair this program collateral with his duties as vice president. Programs Committee will be chaired this year by *Mike Baldwin*. Last year *Bill Marshall* chaired this committee collateral with his duties as president. This year Bill will be giving his full attention to the Mountain Flying Program under the Flight Safety Committee.

The Flight Safety Committee will see significant leadership changes with the departure of *Robert Henley*. During his year as chairman of the committee, *Robert* enhanced our Mountain Flying Program into a quality program with national recognition. He also took it out of state for the first time for presentations to pilots in the flatlands with an interest in flying the Colorado Mountains. But *Robert* is faced with pressures of business and is unable to continue as a member of the group.

During the interim, *Vern Foster* will pick up the reins as chairman of the committee. He hopes to pass it on to someone else early next year, however, so that he may pursue some other flying interests. It will be a big job for whoever

picks up this program. Schedules for the mountain flying program already include courses at Greenfield, Iowa on April 4, Davenport Iowa on April 5, Minneapolis, Minnesota on May 2, St Paul Minnesota on May 3, and a presentation at an aviation symposium in Minneapolis on April 23. A mountain flying course will also be conducted in the Denver area sometime during the summer months.

Additional changes in the committee structure this year will include someone to handle the CPA marketing program. Up to this time, the organization has carried a few merchandise items such as CPA wings, T-shirts and hats. This service will now be expanded to provide discounted prices to members for aeronautical charts and other pilot supplies. An ad hoc committee has been named to work out the details of the new service.

During committee reports, *Walt Bell*, Chairman of the Airspace Committee, reported on a proposal for an 800 ft. radio tower at a location east of the Fort Collins-Loveland Airport. Initial review indicates probable impact to approaches at the airport and almost certain impacts to the VOR/DME approach into the Downtown Fort Collins Airport. Walt intends to review the proposal further and, if appropriate, file an objection with the FAA.

In other airspace matters, *Walt* spoke of a "heads-up" alert from *Kent Eckhart* (new CPA Area Representative from Colorado Springs) on a new MOA proposal encompassing airspace between the Air Force Academy and Bullseye Airport. Bullseye is the Academy training airport located east of Colorado Springs. Discussion on the matter revealed that the proposal may be nothing more than a formalization of current use of airspace by the academy. Details of the proposal were not available. It appeared, however,

there could be an impact to instrument approach procedures into the Colorado Springs Airport.

Education Chairman *Peter Luce* provided some early feedback on the second TIGAR (The International Group for Historic Aircraft Recovery) mission to Nikumaroro Island in search of remains of the Amelia Earhart crash. TIGAR conducted a similar expedition two years ago and recovered some material that appeared to have come from the aircraft. But the aircraft was not found. Members of the expedition concluded that the aircraft could have been washed off a tidal flat adjoining the island and into deep water. So the expedition this year was equipped with deep water exploration and recovery gear.

But it seems that the area is subject to severe deep water storms and currents such that nothing underwater stays in place long. So the underwater venture was not successful. However, a recent storm had eroded a large section of beach and washed what appeared to be aircraft pieces up on the shore. The expedition members found several pieces of aluminum, bakelite and part of an instrument panel. Part numbers of some

of the pieces were evident. Expect several months of research before conclusions can be drawn.

Aero Board Member *Al Lopez* briefed on some of the board activities and appealed for pilot input on priorities related to administration of the new grant program. The board hopes to begin issuing grants for aviation projects by mid year. As pointed out in our earlier reports on this subject, the state budget office did not see fit to budget sufficient funds to staff the aeronautics office for this purpose. So the board may need more than just counsel.

In other matters, Membership Chairman *Tony Bilello* reported that he expects to have a draft policy statement on the area representative program completed by the next meeting of the CPA board. He also noted that he hopes to gain information on where our members base their aircraft, or if they do not own an aircraft, the airport where they do the major portion of their flying. He is searching for the information such that services can be better tailored to membership needs. So expect to see a query along these lines in future membership application forms.



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--- FLASH ---

The regular Board of Directors meeting of Colorado Pilots Association will be held at WRAY, Colorado on Sunday, February 2, 1992 at 10:00 a.m. We expect to conclude in time for lunch locally.

Heavy rumor has it that a Wings program is being scheduled for early afternoon.

This is your opportunity to come and tell your directors how to do it better.

For details, call

BEN at 303/369-9003

or

LUCILE at 303/332-5143

SEE YOU THERE!

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Edward Haase, Evergreen
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Jon Gallo, Aurora
Mark Meyer, Lead, SD
Bill Totten, Aurora
Larry Mack, Burlington
Ron Willard, Englewood

CPA STUDENT AIRLIFT

by Peter Paul Luce
Chairman, Education Committee

HAPPINESS IS: Participating in a CPA Student Airlift!

That is the conclusion an observer quickly arrives at while watching all those present at the latest CPA Student Airlift held at Downtown Fort Collins Airpark on Saturday, November 9. The weather was absolutely gorgeous. It was warm and sunny and the wind was hardly noticeable. Much credit goes to the "skill and cunning" of the organizers for managing to slip it in between blizzards, of which we have already had several this fall.

This student airlift was innovative in that we had two speakers from the aviation industry: an air traffic controller, *Alex Appelhaus*, and a pilot from Hewlett-Packard's jet fleet, *Martin Tapay*. They

more than made up for not having a tower to visit.

As always, we are most indebted to those who bore the financial cost of this delightful event. They are the pilots who contributed their time and the time on their planes. Many, many thanks again to *Charles Aden, Tom Bein, Jer Eberhard, Alex Hauzer, Gretchen Jahn, Charles Koch, Bill Marshall, Phil Steitenroth, Scott Turner and Les Von Hagel*.

Much credit must be given also to *President Bill Standerfer* who organized it all—one of his last jobs as vice president. The pilot briefing he gave must have been sufficient as flight operations went very smoothly and we stayed on schedule. Each pilot awarded and signed the Cert-



CPA past president Bill Marshall chats with Tory Mueller and Aron Redman, students from Rocky Mountain High School, during the CPA Student Airlift held at Downtown Fort Collins Airpark on Saturday, November 9.

ificate of Completion to the students flown. Thanks to *Marlys Marshall* and to *Ann Standerfer* for handling student and pilot registration and for writing the students' names on their certificates in beautiful script. Ann also provided the refreshments . . . and BIG cookies!

Gretchen Jahn gave a very complete student briefing with humor and sincerity. The students were all very well behaved and gave the impression of being very serious about aviation.

The static display was impressive, thanks to *Randy Bailey* who managed to gather a Stearman, a Staggerwing, a Baron, a CAP 182, an MU-2, and -- surprise -- a sailplane!

Our thanks to the "Ground Troops" who brought their enthusiasm and their willingness to control crowds: *Kay and Vern Foster, Bev Green, Tanya Hauzer, Jack Salewski and Karl Sutterfield.*

The manager of the Downtown Airpark is *Annetta Saxerud*. She was our gracious hostess, and did all possible to make us feel very much welcome. She even spoke to the students about her job of running the airpark.

The statistics were as follows: Ten pilots carried 19 students, two fathers, one mother, and one newspaper photographer. It was completely by chance and very much to our good fortune that the newspaper photographer rode in the same plane with the only female student who signed up.

We learned from the students that there would have been more of them if there had been more and better publicity in the schools. We will do better next time . . . at Jeffco in the spring.

FROM THE V.P. XXXXXXXXXX

Ben P. Kramer

With 11 airplanes and 26 people, CPA's first joint effort at a fly-in event with High Country 99's on October 26 was a success. Approximately two thirds of those present were members or affiliated with High Country 99's, but CPA was well represented by *Terry and Walt Barbo; Frank and Vanita Gallo; Babette Andre; Tom Bein and Beverly Green, and their guests; and Marla and myself.*

Those flying red Cessnas apparently listened to a different FSS briefer than did *Tom Bein*. He flew by way of Steamboat Springs, on FSS recommendation, and found 60 knot headwinds, and as a result was not (for the first time in recent memory) the first CPA member to arrive. He still gathers honors as the first to sign up.

There were box lunches enough to go around and the auction went well, with lots of participation. Fun time by all, and pleasant ride home for everybody.

The 99's have expressed their appreciation for the funds raised. High Country Chapter is now one year old, with 21 members. They can be contacted at 1272 2640 Road, Hotchkiss, Colorado 81419 (303) 835-8102.



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■ Inexpensive substitute to calling one of those sexy "900" telephone numbers. Try our CPA HOTLINE! The bubbly female voice belongs to none other than our own LUCY POWERS. She is waiting for your call . . . on 266-6266.

■ State Representative (and CPA member) LEWIS H. ENTZ was named the 1991 recipient of the AOPA Joseph B. Hartranft, Jr. award at the AOPA EXPO '91 Awards Banquet October 26 in New Orleans.

The award is named for AOPA's first employee, long time president and former chairman of the board. It is given annually to a government official who has made significant contributions to general aviation.

Entz received the award based on his achievements in creating the Colorado Office of Aviation and funding for general aviation airports in the state. He is in good company. Prior recipients include notables U.S. Congressmen Dan Glickman, Norman Mineta and Bob Carr . . . and Senators Jake Garn and Tom Dashchle.

■ Potential air cargo service at Front Range Airport continues to dominate the local airport news. Will the carriers locate there or won't they. Has all the flavor of a soap opera.

Denver continues to play the traditional bad guy. Good casting! Denver has always been good in this type role. Its obvious strategy is to throw every possible block in the path of timely development of a cargo facility at Front Range such that the carriers will have no alternative other than to locate at the new Denver airport. If Denver can delay the Front Range project for at least a year, it stands a good chance of winning.

Denver's strategy appears to be a three-prong approach: challenge on environmental grounds; challenge the economics based on redundancy of faci-

ties and increased federal costs; and, use political action.

A little hard to see how Denver can be successful on environmental grounds. Environmental assessment studies did not identify significant adverse impacts. But Denver argues noise impacts as one basis for demanding a full Environmental Impact Statement (EIS). If successful in forcing an EIS, add at least a year to the project, the year that Denver needs to win.

To counter Denver's environmental mischief, Front Range representatives have engaged environmental attorney Skip Spensley. Spensley is the consultant who guided the environmental studies for the new Denver airport to a successful conclusion. The smart money will be on Spensley.

Funding is a more serious issue. Front Range would need at least \$90 million for runway, taxiway and apron improvements. Since much of it would have to come from the feds, other airport sponsors can be expected to join with Denver in opposing the project over a concern that the flow of federal funds to their airports would be diminished. DRCOG Executive Director Robert Farley has already taken a stand against the development proposal on these grounds. Hard to know if he is sincere in the position he has taken . . . or if he is reacting to pressure from Denver.

Meanwhile, the FAA is left in an impossible situation. The agency can't deny the project on environmental grounds. There are no grounds. But it could procrastinate in making an environmental determination . . . which would have the same effect. More likely the agency will take the easy way out. It will approve the project. Politically it will have no choice. But it will then take the position that the priority of the project is

too low to justify immediate funding. And Denver wins!

Denver has made good use of political action to challenge the project. However, Front Range has been every bit as creative in using politics for its agenda. Take, for example, recent claims that the new air cargo complex could create an employment base of nearly 60,000 employees within 25 years. Appealing!

There can be little question of the importance of politics in determining whether Front Range gets an air cargo center. It will be the deciding factor. Everything else is nothing but smoke.

Which leads us to an interesting observation. Why not operate the two airports as a single airport . . . and create an airport authority to operate it.

Airports which receive federal funding, by federal law, cannot take aviation generated revenue off their airports. It must stay on the airport and be used for airport operation and development purposes. This takes away much of the incentive for owning and operating individual airports. It would not interfere with flow of tax revenues to local governments from property on which the airport is located. And it would create an organizational mechanism with much better

capability for funding needed development. Everyone would win!

■ CPA member MARY SENFT tells us that a developer is proposing a project on the south side of the Longmont Airport which would bring residential development into an area that is already noise sensitive. The development could impact on future plans to expand the airport for commercial use. Mary heads a pilots user group at the airport which hopes to discourage the residential proposal. Any activists out there? Longmont does not have the best reputation for support of its airport. And Mary can use help.

■ What do you do when you lose an engine (in a single engine aircraft) when flying IFR in an overcast over mountainous terrain? Happened to CPA member Dr. BRUCE LEE on a return trip to Centennial Airport from Salt Lake City in late October in the vicinity of Elk Mountain in Wyoming. Thanks to ATC, and a bit of luck, he was vectored to an open area and landed without damage on a road. Aircraft was a Piper Turbo Arrow. Likely cause was freezing of entrapped water in fuel. Bruce is a dentist in Aurora. Worth making an appointment with him just to hear his report of the adventure.□

IN MEMORIAM

CPA regrets to announce the death of HENRY L. (Hank) NEWMAN of Fort Worth, Texas on November 4. Hank was the first regional representative of the AOPA Southwest Region. He assumed the position in 1979 following his retirement as Regional Director of the FAA Southwest Region.

Hank was very active in support of Colorado aviation and was frequently involved in airport and airspace issues in the state. He was a long time member of CPA and was awarded life membership status in 1989. He will be sorely missed by his many friends and coworkers.

By Walt Barbo

Cessna owners who have frustrated over the cracking and discoloration of those cheap plastic moldings that Cessna used on interiors of its small general aviation aircraft can repair the moldings with a very inexpensive fix. Since I had such a good experience in using the repair on the moldings of our T210, I thought others might have an interest in using it on their aircraft.

The renovation consisted of two separate phases: repair of cracks to the moldings; and repainting of surfaces to restore color which had faded from years of exposure to the sun.

I am certain there are many sources of material for repair of plastic moldings. The material I used was advertised in Trade-a-Plane and is available in a kit form. It is produced by a company called Polyfix International Corporation located in Hamilton, Ohio. The repair kit (no surprise) is called Polyfix Repair System. Cost was \$25 + shipping.

A note on the repair system claims it will repair approximately 1/8" x 1/4" x 60" of interior or exterior plastic and fiberglass parts. The kit consists of 1 oz of a Cyanoacrylate Glue, an equal amount of a Trichlorotrifluoroethane Accelerator, a small container of Poly-Dust (which appears to be a plastic powder), and a about 15 square inches of fiberglass cloth.

Instructions are to clean the area with lacquer thinner, lightly sand the back side with medium grit sandpaper, tape the front side, apply a light layer of glue to the damaged area, mist lightly with accelerator, sprinkle poly-dust over the backside of the crack (overlapping crack with at least 1/4" thickness of poly-dust), saturate with glue, and mist with accelerator. For repairs in high stress areas, the fiberglass cloth is placed prior to placing the poly-dust. The rest of the procedure is the same.

The patch sets up extremely fast. It actually smokes from the heat generated in the curing process. And it is ready to work within minutes.

Have to admit my repairs looked awfully crude when I finished. I couldn't find a way to make a smooth patch. It doesn't make that much difference, I suppose, since patches are typically placed out of sight on the back side of moldings. But I tend to be a perfectionist and was determined to sand them smooth.

In my experience, however, I found the patches to be too hard for hand sanding. And where I was working on the inside of a curved surface, there wasn't room to use a disk sander. So in those cases I found that the use of a small emery wheel on a hand drill did the trick. Outside surfaces where a disk sander can be used would be easy to work.

I also had some success in repairing moldings with small pieces missing. For these cases I first taped the outside surface with masking tape. I then ground up a piece of waste molding material with a coarse file and used this material to fill the void. The patch was then completed as described above. Works OK for small voids, but I would suggest fabrication of a patch of molding material for larger voids.

Filling voids, particularly large ones, gives some challenge in restoring the original texture of surfaces to be painted. Recall that Cessna moldings have a light texture on outside surfaces. In my case, I imposed on CPA member Chet Jewell for help. Chet owns Perfection Unlimited, an automobile body repair shop in Aurora, and is experienced in restoring similar textures on plastic automobile bumpers. The procedure worked and the finished texture looked good.

Repainting of the moldings was done

with a vinyl paint available in standard 13 oz spray cans. I lucked out on color. I found that the No. 15103 Super White Vinyl and Plastic Color Spray Paint manufactured by Sem Products, Inc. of Belmont, California is a perfect color match for the Cessna interiors. Creel Automotive in Aurora had the paint in stock at a cost of \$6 a can. The hype on the can claimed the material was a high-hiding acrylic coating, fade resistant, flexible and permanent. It is. And the material was easy to spray. Two cans of the paint were enough to cover all of the inside moldings of the aircraft.

Creel counseled that I make certain that surfaces were clean before applying paint. The company recommended a plastic prep cleaner, which added another \$7.35 to my costs. A thorough cleaning of surface prior to painting is critical to

the process.

Needless to say, the moldings should be removed from the aircraft prior to the patching and cleaning process. I found that several of my moldings had been distorted, primarily around screw holes. These were easy to straighten by heating the plastic until flexible and then reforming to shape. I used a heat gun of the type used to strip paint. Some care is needed when using a heat gun though since it is fairly easy to burn the material. A hair dryer might take a little longer but would probably work just as well.

Total cost for redoing the moldings on the T210 were less than \$50. The price was right. I have to admit, however, that the job was unbelievably labor intensive. But on a labor of love, a little time is acceptable. And they look beautiful!

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COLORADO AVIATION CALENDAR

- FEB 6 LEGISLATIVE COFFEE at State Capitol. Sponsored by CPA and Colorado Airport Operators Association. *Info: Frank Gallo 303/337-5864.*
- FEB 2 CPA BOARD OF DIRECTORS MEETING will be held at Wray, CO at 10:00 a.m., followed by lunch; also included will be a Wings program in the early afternoon. *Info: Ben 303/369-9003 or Lucile at 303/332-5143.*
- FEB/MAR ? AVIATION NIGHT at membership drive for Channel 6. CPA and 99's combine to provide phone bank personnel for an evening at the TV station during the membership drive. *Info: Tony Miller 303/790-0329.*
- APR 4 CPA MOUNTAIN FLYING COURSE, Greenfield, Iowa.
- APR 5 CPA MOUNTAIN FLYING COURSE, Davenport, Iowa.
- MAY 2 CPA MOUNTAIN FLYING COURSE, Minneapolis, Minnesota.
- MAY 3 CPA MOUNTAIN FLYING COURSE, St. Paul, Minnesota.
- JUL 4 POKER FLY-IN. *Info: Ben Kramer 303/699-8212 (H).*
- JUL 11-12 DENVER-TO-JACKPOT AIR CLASSIC. 557-mile route to Jackpot, NV. Overnight at Cactus Pete's. Cash prizes. Aircraft handicapped by manufacturer's published maximum speed. Open to all interested pilots. *Info: Vanita Gallo 303/337-5864.*

WELCOME NEW MEMBERS

Barton, Gerald R. (Bob)
506 Sand Dollar Court
Ft. Collins, CO 80525

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