

CPA FLIGHT LINES

Vol. 9, No. 2

February, 1992



CPA Treasurer Don Vander Ploeg of Denver was photographed while returning from a maintenance trip to Burlington. His aircraft is a Cessna 205 Stationair in newly painted blue and white colors.



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

PRESIDENT'S MESSAGE

by Bill Standerfer

One of the things I wanted to do this year was to find out why Colorado pilots choose to leave CPA. I have started looking into the problem and would like to discuss the situation with you.

The simple answer is that it is not a simple answer. Why someone joins CPA initially is probably equally diverse. One theme did begin to take shape, however, and that relates to the fact that CPA is a state organization in a very large piece of real estate. Several people who did not renew their memberships said they didn't feel a part of the organization since, among other things, there were few, if any, meetings in their area.

Rather than make excuses, I'll tell you steps we are taking to help the situation. First, we are starting a program this year to hold a CPA board of directors meeting outside the Denver area at least once per

quarter. This will begin with a board meeting in Wray on February 2, organized by Vice President Ben Kramer. We'll be announcing the dates and locations of other board meetings later. Obviously, weather will play a role in how successful these meetings are, but I pledge to get this program established so you will have a better chance to express your desires to the officers and board face to face.

CPA will also have a more aggressive programs effort this year under the guidance of chairman Mike Baldwin. Mike's committee has several programs planned for the year to reach the less traveled parts of the state. Please try to attend one in your area this year.

Finally, the Flight Safety Committee, under Vern Foster and Scott Turner, have several excellent safety and wings programs planned across the state this year. I hope you can attend one of these presentations to improve your flying skills.

Clearly, we will never be able to make everyone happy. There are some fundamental complaints, however, that I hope to address this year. Even if you do renew your membership, please let us know, either directly or through your area representative (see the list at the back of this newsletter), what you want changed. We'll do our best to fix the problems before you feel the need to leave CPA!

PRESIDENT

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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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**Copy Deadline for
FLIGHT LINES**

20th of the Month

BOARD OF DIRECTORS

MEETING REPORT

Monthly meetings of the Board continue to be held on the first Monday of each month at the Denver Jet Center on Centennial Airport. Highlights of the meetings are routinely reported to provide our membership with a flavor of actions and activities which take place. Since publication of the newsletter enjoys a sabbatical each January, this is the first opportunity to report on the December meeting. So the following is a combined report for meetings held in December and January.

Airspace issues command more than a fair share of attention these days. **WALT BELL**, Chairman of the Airspace Committee, acts as our CPA watchdog on airspace and airport matters. He reported making a favorable response to FAA on proposed changes to the Front Range Airport Layout Plan. FAA approval of the plan is a first step in gaining eligibility for federal funding of air cargo facilities at the airport. CPA also provided testimony in support of the proposal at an environmental assessment hearing in early January. [See article, FTG AIRPORT HEARINGS by *Bill Standerfer* elsewhere in this issue.]

Other active airspace issues include the proposed ZOOMIE MOA. This airspace would accommodate the flying mission of the USAF Academy in an area immediately east of Colorado Springs. At first blush, it appears that the proposal would impact three airways and a VFR flyway adjacent to the COS ARSA. In the interest of safety, however, it makes sense to create a MOA to support the intensive military flying activity out of the military training airport located there. **Walt** is following up on the proposal to assure that there would be minimum impact to general aviation.

The REDEYE airspace proposal to meet training requirements for the Colorado ANG continues in a public

comment stage. The proposal has not been formally submitted to FAA as of this writing. The CPA Airspace Committee has met with representatives of the Guard several times to discuss the issue. The ANG has been very cooperative in accepting general aviation input to their design of the airspace complex. Full detail and impact of the proposal will not be known, however, until it is formally submitted to the FAA and circulated for public comment.

In a more serious vein, **Walt** reported possible impacts from a new policy by the FAA which would require engineering evaluation for structural integrity of any field modification to aircraft. The policy was set forth in draft AC 21.XX, with very little fanfare, in mid 1991. The comment period closed last September 30. From initial information, it appears that even simple modifications such as changing aircraft radios fall under the new policy.

The change appears to have been driven by findings of shoddy work in the field. As so often happens, however, the FAA seems driven by more of that 100% fail safe logic with little concern for costs. And the cost to general aviation could be dramatic. **BEN KRAMER** noted the trend toward increased safety in the construction of new aircraft . . . and suggested that the new policy on rehab of existing aircraft could be an emphasis to get rid of the current fleet.

VERN FOSTER, in a light vein, noted that a typical radio shop could have a backlog of 30-40 aircraft on the ramp waiting for paperwork . . . and that airports could easily run out of ramp space.

PETER PAUL LUCE, Chairman of the Education Committee, reported that the next CPA Student Airlift will be held at Jeffco Airport in the April/May timeframe. He also noted that the CPA Directory of Flight Schools in Colorado had been

updated and is available for distribution. Preliminary work has also been completed by his Committee for a CPA sponsored groundschool . . . to be conducted exclusively for CPA members. A questionnaire seeking membership interest will be included with this newsletter.

TONY BILELLO, Chairman of the Membership Committee, briefed on the status of policy for Area Representatives. The policy is in draft and currently in circulation for comment. He hopes to have the policy complete for Board action by April 1. He also reported on actions taken to identify student pilots receiving certificates in Colorado and of a program to offer introductory CPA membership at reduced rates.

One of **TONY'S** personal objectives is to develop greater benefits as incentives to CPA membership. His initial focus is on product sales. One of his first actions was to arrange with Jeppesen Sanderson for discount rates on aeronautical charts. As soon as the program is in place, it will be announced in a future issue of **FLIGHT LINES**.

As often happens at these meetings, anyone who makes a suggestion for actions that require follow-up effort are normally burdened with chairing an ad-hoc committee for that purpose. For example, **VANITA GALLO**, Chairperson of the Denver-Jackpot Air Classic Committee, suggested the need for a budgeting process. She argued it was necessary to have such a system if there was to be fiscal accountability in the committees. And she was promptly named to head such a committee. Serving with her will be **DON VANDER PLOEG**, **VERN FOSTER** and **TERRY BARBO**. Policy on the process is scheduled to be complete and ready for Board action by the April meeting.

In other matters, **MIKE BALDWIN** joined the Board as Chairman of the Programs Committee. His objective is to return to a monthly program meeting format. So look for a lot of future activity in this area.

WELCOME NEW MEMBERS

Barrow, James H.
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Lakewood, CO 80215-1108

Bush, Stuart A.
73 Anthracite
Mt. Crested Butte, CO 81223

Crandall, Harvey
P. O. Box 456
Strasburg, CO 80136

Dague, Lyn D.
5060 Quitman
Denver, CO 80212

Ferdinandson, Richard E.
8023 W. 78th Place
Arvada, CO 80005

Main, Lavern
P. O. Box 399
Lake City, CO 81235

Mitchell, John E.
2112 Kirkwood Court
Ft. Collins, CO 80525

Royston, Larry R.
P. O. Box 368
Cortez, CO 81321

Westfall, Scott A.
101 Meadowlook Way
Boulder, CO

Williams, David
P. O. Box 4269
Evergreen, CO 80439

BASKET OF JOY AIRLIFT

by Phil Stietenroth

The weather prognosticators promised us that the high winds of Friday would abate and we would have a good flying day. By mid morning on Saturday, December 14, their predictions for lighter winds looked as good as gold, so the 2nd Annual Basket of Joy Airlift leaped into the air with only a few minor hitches that were soon taken care of by the participating pilots.

CPAers started showing up at Front Range about 10 a.m. looking like a bunch of hungry cargo pilots searching for a load to haul. Soon the giant Albertsons eighteen wheeler arrived loaded with 950 beautifully wrapped fruit baskets. After a quick briefing, pilots taxied their aircraft in close to Front Range's main terminal like so many cattle to the feeding trough and loaded up the colorful baskets containing fruit and other delights for the elderly in nine different Colorado towns.

The pilots, along with some Basket of Joy volunteers, carted box after box of baskets to the waiting planes and filled every square inch of space in four Skylanes, a C-340, a Mooney 20C and 201, four 210's, a Cherokee Six and 235, a 172, a Comanche 260, a Turbo Arrow, a Baron and a 310.

After finding out how many baskets each plane would carry, town assignments were made and pilots were ready to go. Weight and balance computations were done on the totally gorged aircraft and soon they departed like so many well fed geese for airports ranging from Monte Vista to Ft. Morgan. Some pilots returned to Front Range for a second load and delivered the baskets to another town.

Trinidad Airport was discovered to be closed for new runway construction and the Walsenberg runway was judged not to



Terry McPherson helps CPAer Cliff Malmquist load gift baskets aboard his Piper PA-28 at Front Range Airport on December 14. To the right is CPAer Tom Bein of Loveland.

be safe for landing since it was unattended and most likely snow had not been removed. The representatives in these two towns were contacted and arrangements were made to meet the CPA pilots and the baskets at Flower Aviation in Pueblo. Rifle was scratched because of high winds.

All together, the generous CPA pilots were responsible for making Christmas a little nicer for 950 elderly Colorado citizens.

Participating pilots were: *Ron Sweeney, Daryl Haerther, Steve Cremer, Paul Richter, John Garrett, Phil Stietenroth, Tom Bein, Gary Self, Jim Porter, Dick Hayes, Bill Standerfer, Walt Barbo, Gary Peyton, Woody Hillyard, Walter Bell, Cliff Malmquist, Dave Burke, Scott Turner, Homer Lyle, Bob Nicoles and Frank Gallo.*

FREE PUBLICATION

■ The FAA publication "HIGH MOUNTAIN FLYING IN SKI COUNTRY U.S.A." has been updated and is available to interested pilots at the Denver FSDO. It is packed with a wealth of information on "DOs and DON'Ts" of mountain flying, safety tips on flying over mountainous terrain, airport data and terrain features, air traffic procedures and services and information on the most commonly flown Colorado passes. CPA Air Safety Committee contributed to the publication and will use it as a handout in its Mountain Flying Course.

This is an exceptional reference manual for anyone who flies Colorado's mountains and into its high terrain airports. And the price is right!

RENEWALS

Edward Haase, Evergreen
 Scott Bell, Greeley
 W. A. Dusenbury, Holyoke
 Ken Pearce, Colorado Springs
 Walter Bell, Denver
 David C. King, Lakewood
 Frank Gallo, Aurora
 Charles Purdy, Highlands Ranch
 Larry Lambrecht, Englewood
 Larry Merkowitz, Aurora
 Carmen Grillo, Englewood
 Glenn Simpson, Montrose
 Bill Rourke, Evergreen
 Bob Resling, Aurora
 Marlys Marshall, Aurora
 Bill Marshall, Aurora
 Cary McDonald, Littleton
 Al Lopez, Englewood
 Don Boyle, Boulder
 William Gust, Monument
 John Newell, Highlands Ranch
 Darrel Dix, Denver
 Jim Sirhall, Littleton
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 Dr. Jim Porter, Littleton
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 Joseph E. Cook, Englewood
 James O. Hogan, Canon City
 Dewey Reinhard, Colorado Spgs.
 Dr. Tom Beaman, Lakewood
 Robert Fessenden, Tennessee
 Loren Lockwood, Yuma
 Aaron Schomberg, Littleton
 Daryl Haerther, Strasburg

FLYING THE NEW INSIGHT STRIKEFINDER

By Walter Bell

For over 25 years of flying I operated carefully around convective weather. I often yearned for a Ryan Stormscope but for some reason, never got around to acquiring one. When the Strikefinder became available, however, I purchased one and recently added it to the panel of my T-210.

For those who have not heard about the Strikefinder, it functions similar to the Stormscope in that it receives electromagnetic radiation from thunderstorms, analyzes the information and displays range and azimuth to the activity. Like the Stormscope it has a display that fits a standard instrument hole and produces a map showing convective activity. The display can depict ranges from 25 to 200 miles. Perhaps the biggest difference between the Stormscope and the Strikefinder is that the Strikefinder does not depend on signal intensity to determine range. All lighting strikes from a cell are depicted on the display as one cell. The display, therefore, is cleaner and requires less interpretation.

Although I have had the Strikefinder for a while, a Christmas trip to Florida was my first opportunity to get some real experience with it. My folks winter in a community near Orlando and over the years I usually find my way down there for Christmas. This year I left Denver the Sunday before Christmas. I planned to split the 1350nm journey into a two day trip. It normally takes 8 to 9 hours in the air depending on winds, which makes it a long day when flying into the time zones.

As you may remember, the weekend before Christmas was monsoon season in the Southeast. Texas and the southeastern states had been inundated by days of rain. On Sunday, a trough was

working its way northward from east Texas toward the east central states. The system was generating lots of rain and convective activity. It was also generating lots of low clouds as far west as Eastern Colorado.

I left Jeffco on an instrument flight plan bound for Ft. Smith, Arkansas. By Hugo VOR I was solidly in the clouds at 8000'. The first two hours of the trip were spent dealing with some occasional icing in clouds, but mostly I was on top or between layers. By the time I crossed Ponca City, new forecasts and current sequence reports indicated deteriorating conditions along my flight path. Ft. Smith, which had been forecasted to be 400 overcast and 2 miles, was amended to 200 and a mile. My alternate, Fayetteville, no longer qualified as an alternate. I was in clouds at 5000' mulling over the changing weather situation when I noticed that the Strikefinder was mapping several cells 20-30 miles at 12 o'clock.

My request for a deviation was approved but the controller's tone of voice suggested center radar was not painting the weather. The deviation was to the southwest and in a few minutes I flew into the clear. The experience was educational since it gave me an opportunity to observe the cells I was deviating around. The view from the window correlated well with the Strikefinder display. The two medium sized cells could be seen growing out of the undercast. My confidence in the Strikefinder soared!

As I moved past the two cells the Strikefinder was beginning to display significant but scattered activity along the Oklahoma-Arkansas border. Given the low clouds, deteriorating weather and

convective activity I decided to RON in Tulsa. The ATIS in Tulsa was advertising 300 and 2, which deteriorate to 300 and one mile by the time I started the ILS. The weather was exactly as advertised and I broke out just before the middle marker.

By the next morning the system had moved slowly but steadily northeast. Tulsa was 800' overcast and cold. The nearest tops report was Ft. Smith, Arkansas which reported top of the first layer at 6500'. I filed for 7000' and was soon climbing eastbound. The air was cold and very moist and as I climbed through 5500' I began picking up some rime. Although the tops were probably not far away I decided to slip back down to 5000' and try the above freezing temperatures for a while. If it were not for the Strikefinder I probably would have continued the climb so that I would have been able to maintain visual conditions. With the Strikefinder, however, I felt very comfortable in clouds, even in an area of scattered convective activity.

The Strikefinder continued to display cells throughout the Arkansas-Mississippi area. It was interesting to watch the cells appear, then move around the display. Although my experience with this device was very limited I was beginning to value the capability of the instrument. When I broke out of the clouds on top near Pine Bluff I had a chance to correlate the view out the window with the Strikefinder display. Again, there was excellent correlation.

Because much of the northern part of Florida was low IFR I decided to stop for gas in Greenville, Miss. The turnaround time was short and my new IFR clearance surprisingly allowed Greenville-Orlando direct. By the time I had reached the Florida panhandle I was in the middle of clouds and moderate rain. The Strikefinder was painting activity 75 miles to the east but indicating no problems along my route.

Workload was winding down in the last

hour of the trip from Tallahassee [TLH] to Orlando. This left time to do menial chores like litter collection and map storage. Even though I was in the soup the Strikefinder could see almost to my destination and was displaying a blank screen.

The serenity of the Centurion's flight deck was not being shared by a Cherokee that was behind me. The pilot was also in the clouds and was very much concerned about thunderstorms. The Cherokee was on his way to Cross City which is 90nm southeast of TLH. The controller told him at least twice that his radar could only see about halfway to Cross City and offered the obviously concerned pilot an approach to TLH. It suddenly occurred to me how much information the Strikefinder's blank screen was providing me. I let the controller know that the Strikefinder could see well beyond Cross City and was not displaying any activity. The Cherokee pilot, much relieved, elected to continue his journey.

By Ocala VOR, I was out of the clouds and getting organized to deal with the Orlando TCA. The destination, Orlando Country Airport, is your basic grass roots airstrip which underlies the northwest edge of the Orlando TCA. Since my folks live almost across the street, this airport is the ultimate in convenience. By mid afternoon I was parked in front of the gas pumps. The fight time from Jeffco to Orlando, including approaches and deviations encountered on much of the trip, was 8.8 hours. For at least half of that time the Strikefinder information was of considerable value either mapping cells or letting me know that the way was clear ahead.

During past trips to Orlando, I used strenuous methods to stay out of cells. These included: 1) always fly between layers or on top; 2) cajole weather information from controllers; 3) monitor information from other aircraft using the airways; and 4) use of the ADF. All of

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Editor:

I read with more than passing interest the experience Dr. Bruce Lee had while flying to Centennial Airport from Salt Lake City last October. What a coincidence! It turns out we both had an unpleasant experience while flying home from Salt Lake City.

On December 12, I departed SLC for my home base at Westcliffe after a WX briefing that called for solid undercast in low areas, including a solid 1200 foot overcast at Grand Junction where I planned to refuel. The briefer advised that the overcast should be broken by the time of arrival.

Flying my Cessna Skyhawk at 11,500 feet over the Avaputs Plateau, 50 miles from JNC, I contacted Steve Proesch, ATC specialist at JNC Flight Service Station. He informed me that contrary to forecasts, JNC was 1200 feet solid overcast and advised that Rifle was open if I wanted fuel.

I asked him to change my flight plan to Rifle and reduced power to start a slow descent. When I applied carb heat, instantly I experienced a loss of power and violent shaking of the engine. Ice? How -- where? It was cool and dry during the trip. After five minutes of power loss and no signs of stopping I called Steve back and told him of my problem. I could not maintain level flight. He too thought of ice.

Not being IFR rated, I discussed my situation with Steve and declared an emergency. Steve told me to stick with him and not change frequencies. He would be my link with Center and anyone else I should get involved. I did find a hole west of the airport and headed there. Steve knew from my descriptions where I was and that I could not get under the overcast and to the airport due to a ridge between my hole and the airport.

Steve got a mechanic on the horn from West Star Aviation and he made a few suggestions -- all to no avail. In the meantime, Center picked up my 7700 and was talking to Steve telling him exactly where I was, speed and altitude.

I had just about made a final decision to land on a road as Dr. Lee did when we noticed I was no longer descending due to fuel burning off. We had decided that ice was not my problem.

With directions from Center through Steve I made a beeline to the airport. Steve advised when I was overhead and I came down with a 500 foot standard turn. After what seemed an eternity, I heard Steve's familiar voice call out that I was out the bottom and in the clear. Center did such a terrific job that when I looked out I was on left base for 11 at JNC.

I am relating this experience to point out three lessons we all know about but need to be reminded of once in a while: That one hour of fuel reserve we never use? . . . tell me about it! I had one hour reserve and it saved me from landing off airport. Don't hesitate to declare an emergency. Things happen . . . as Steve instructed, stick with one spokesperson. Don't switch frequencies. As Steve pointed out when I asked if I could legally penetrate the overcast, "You declared an emergency. ATC is at your disposal . . . You can do what you darn please." Next time your instructor or check pilot puts you under the hood, don't grumble. It might save your life. Thanks to my long time check pilot and instructor, Bruce Hulley, for all those hours he made me fly under the hood. I did what you always said, Bruce. Once you go on the instruments stay on them. Don't keep looking out the window.

Dear readers -- I found out the ATC system works. Use it! I am concerned

about the closing of flight service stations. Who would have given me all that on-scene help and assurances if the JNC FSS was closed?

By the way -- after I landed at JNC and turned off the runway -- my engine quit.

Roger E. MacDonald
Westcliffe, Colorado

Editor:

Having read your December issue of CPA Flight Lines and its column "Heard Along the Flightline," I am compelled to correct misstatements by the unnamed author.

You should be clear that I, personally, have not "taken a stand" with regard to the cargo operation of the Front Range Airport. As Executive Director, and following policy direction of the Denver Regional Council of Governments' Board, I transmitted comments on the environmental assessment that reflect the DRCOG Board policies as stated in the Regional Aviation Systems Plan. That plan currently calls for cargo operations to be performed at the new Denver International Airport. The comments drew attention to the limited federal funds available to general aviation facilities as that may be pertinent to other DRCOG members. I assure you that there need be no "pressure" from any DRCOG member for me to carry out long-established DRCOG Board policy in commenting on applications for federal funds and environmental assessment's pertaining to such projects.

In the future, I would hope that your columnists would check their facts rather than impugning motives. Metro cooperation is ill served by such negligent

conjecture put forth in your publication. Thank you for the opportunity to respond.

Robert D. Farley
Executive Director
DRCOG

As author of the article which caused Mr. Farley such concern, I feel it necessary to comment that there was a great deal of research made to check facts prior to writing the article. As Executive Director for DRCOG, Mr. Farley stands on a policy position set forth in an outdated aviation system plan. He cannot be faulted for this. However, even a superficial look will show that the DRCOG is out of step with its membership on this issue. A review of comments to the FTG Environmental Assessment indicate this to be the case. But the DRCOG position is consistent with Denver's.

Walt Barbo



CLARIFICATION

■ The FY 1991 financial report for CPA presented in the November issue of FLIGHTLINES provided operating revenue and expense information only. It did not provide information on current assets of the association. Total assets of the organization included \$560 in prepaid income tax and fixed assets of \$3,494.60 for visual aid equipment acquired in FY 1991. These items added to the checking account balance gave an end of year total assets amount of \$11,634.46. End of FY 1990 total assets were \$10,106.60.

COLORADO AVIATION CALENDAR

- MAR 7 or 21 AVIATION NIGHT, Channel 6. CPA and 99's combine to provide phone bank personnel for an evening at the TV station during its membership drive. *Info: Tony Miller 303/790-0329.*
- MAR 27 CENTENNIAL TOWER TOUR, 7 - 9 p.m. *Info: Mike Baldwin 303/674-3836.*
- APR 25 CPA SAFETY SEMINAR, Sterling. *Info: Mike Baldwin 303/674-3836.*
- MAY 9 CPA FLY-IN TO DOWNTOWN-FORT COLLINS AIRPARK. Visit helicopter modification center and/or warbird rehab facility. *Info: Ben Kramer 303/699-8212 or Annetta Saxerud 303/484-4186.*
- MAY 23-25 CPA FLY-IN TO KRAMER RANCH. Memorial Day weekend campout. *Info: Ben Kramer 303/699-8212.*
- MAY 29-30 WINGS PROGRAM & SAFETY SEMINAR, Pueblo. *Info: Mike Baldwin 303/674-3836.*
- JUN 6-7 AIR SHOW COLORADO '92, Front Range Airport. Features Navy Blue Angels, Unlimited Air Races, and Sean Tucker. Advance tickets available at Ticketmaster 290-TIXS, \$7 adults, \$1 children. *Info: Front Range Airport 363-0894.*
- JUN 12-13 CPA MOUNTAIN FLYING COURSE, Denver. Ground school 6/12; flying 6/13. *Info: Bill Marshall 303/341-4744.*
- JUN 20 CPA VAN AIRE FLY-IN. Hosted by Van Aire Residential Airpark Association. Fly in or drive in for picnic lunch & hangar talk. *Info: Tim Morgan 303/659-2834.*
- JUL 4 CPA POKER FLY-IN. *Info: Fred Norton 303/777-4164.*
- JUL 11-12 CPA 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.*

TO THE AVID READERS OF . . .

HEARD ALONG THE FLIGHTLINE

The column was preempted this month for lack of space. It will return next month, BIGGER and BETTER THAN EVER!

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