

CPA FLIGHT LINES

Vol. 9, No. 3

March, 1992



Beechcraft Baron B-55 owned and flown by CPAer Homer Lyle of Aurora. Photo taken near Fort Collins-Loveland Airport with City of Loveland in the background.



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

PRESIDENT'S MESSAGE

by Bill Standerfer

One of the reasons I got involved with CPA was to help with the mountain flying course, and thereby have some small impact on aviation safety in this state. So, I have been pleasantly surprised lately by several friends who have improved their flying skills by adding new certificates and ratings.

I was surprised because so many general aviation pilots get the initial certificate and never go any further. Granted, one does not need an ATP just to fly to Grand Junction for breakfast. What one does need, though, is a positive appetite for learning new skills and honing old ones.

Statistics show that many, if not most, accidents might be eliminated with additional training that focuses on basic flying skills and pilot attitude. How many of the overshoot or undershoot landing accidents could be eliminated with a solid

recurrent training program?

Don't get me wrong. I'm not advocating more regulations dictating ridiculous and expensive currency requirements. I'm also not advocating chasing ratings although that might accomplish the objective. Instead, each of us needs to look objectively at our attitude toward flying and see how that should be improved. A good, positive attitude will probably not let you get away with just that BFR every two years.

My friends are upgrading for different reasons, but the one thing they have in common is the desire to be better pilots. Of the group, there are four new CFIs, a multiengine rating, and an instrument rating. One went a little overboard last year and added multiengine commercial, CFI, II, and MEI. Other friends are working on instrument ratings and CFI certificates. One potential CFI is retired and wants the certificate so he can teach his grandchildren to fly. You don't have to go after some FAA paper, either. How about a few hours dual in a glider or some aerobatics? And don't forget that a new rating or certificate gets you out of a BFR for another two years, too!

So give yourself a challenge for the summer. Try some new flying experience to add to your skill set. I added a rating or two last summer after much too long a wait. My goal now is to never take another BFR!

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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

As a part of its new policy to 'reach out and touch somebody,' the February meeting of the Board of Directors was held at Wray, Colorado on Sunday, February 2.

Several aircraft descended on this Eastern Colorado plains town in late morning and were welcomed by *CPA Area Rep Lucile Bledsoe* and husband, *Hank*. Also on hand was *Bob Klein* who operates Triangle Aviation at the Wray Airport. He's also a CPA member.

When the decision was made to hold this first board meeting away from the Denver metro area, it was envisioned that the meeting would include lunch at a local restaurant. But, to our surprise, we were informed that no restaurants are open in Wray on Sundays. So, no place to congregate for the meeting, and no place to eat!

Both of these little obstacles were immediately solved over the phone. The spacious home of *Lucile and Hank Bledsoe* served as both meeting place and restaurant. Makings for lunch were bought by *Marlys and Bill Marshall* and transported to Wray in *Peter Luce's* MU-2. Several others board members rode with Peter from his Centennial base.

After several ground trips between the airport and the Bledsoe home, the board meeting finally got under way.

Lots of volunteers will be needed to help out at Air Show Colorado '92 at Front Range Airport the weekend of June 6-7 according to *Vice President Ben Kramer*. CPA will once again man the gates to the pit area and, in return, will receive a percentage of the proceeds from ticket sales. This was a very popular activity when the unlimited airplanes made their debut at Front Range a few years ago. CPA will also have its tent chalet on the flightline offering covered seating and soft drinks. Admission to the chalet will be available to members and

guests, and a booth offering both CPA hats, pins, etc. as well as membership information will be set up. *Frank Gallo* and *Bill Marshall* will be our leaders for this project and they will be looking for lots of volunteer help for this exciting activity. The Navy's Blue Angels will be appearing at the show both days, so a tremendous crowd of spectators is expected.

Walt Bell, Airspace Committee Chairman, reported the FAA on January 23 issued a determination that the proposed ALP revision for the Front Range Airport was not objectionable. He noted that there was some concern from the aviation community over possible impacts to the new DVX TCA. However, he pointed out there will be opportunity for additional user input at public hearings relating to the TCA to be held in late April or early May.

Peter Paul Luce, Education Committee Chairman, has scheduled a Student Airlift for April 25 at Jeffco. About 25 volunteer aircraft will be needed as well as ground personnel to manage this event. As you may recall, right after the first Student Airlift last spring and following a debriefing of all volunteers, *Peter* decided to write THE manual on how to run a successful student airlift. Hard to know if it will become a "best seller," however, at least one other state learned of the publication and has requested a copy.

A new updated CPA Directory of Colorado Flight Schools for 1992 is now available. The Education Committee will welcome input from members as to how best to distribute them where they will have the most impact.

A new Budget Policy, as presented by *Budget Committee Chairman Vanita Gallo*, was adopted by the board. It spells out procedures for committee chairmen to follow relating to record keeping for their respective committees. This committee

FLY-OUT CPA BOARD/GENERAL MEETING

**Eagle, Colorado
Saturday, May 2, 1992**

The Eagle County Aviation Association invites CPAers to participate in its pathfinder flying activity on May 2. The event will test your navigational skills and your electronic gizmos. It will take about 2 hours in a 182, include a landing at another airport and a precision landing on return to Eagle. Prizes will be awarded for 1st, 2nd, 3rd, and consolation. \$15 entry fee includes lunch for the pilot and one passenger. Those not participating in the competition may purchase lunch separately for \$5.

9:00 a.m. FSS weather briefing

LUNCH

**1:00 p.m. CPA Board Meeting
Special Agenda --- Short**

RESERVATIONS AND/OR INFO: BEN 303/699-8212

also recommended to the board that the annual meeting of CPA be held in November instead of October. This would enable the Treasurer to provide a complete financial report following the end of the fiscal year which ends on October 31.

The board approved a new Area Representative policy and authorized the purchase of two portable containers for use in transporting CPA materials to aviation events.

Vern Foster announced that CPA will be 20 years old this year. Members were asked to give some thought as to how to celebrate this occasion and bring their suggestions to the next board meeting.

RENEWALS

Robert Klein, Wray*
James Burr, Arvada
Jack Nellesen, Castle Rock
Lee Porter, Pueblo West
Emanuel Philipp, Littleton
Tony Bilello, Denver
Ray Hawkins, Denver *
Larry Pace, Westminster *
Roy Zilik, Lakewood *
Bill Murphy, Colo. Spgs. *
Donna Phillips, Pueblo
Paul Reader, Fort Collins
Alex Hauzer, Lakewood
Dean Kloepper, Littleton
Beverly Sinclair, Denver
Wayne Fry, Lakewood

* Rejoined

COLORADO AVIATION CALENDAR

- MAR 27 CENTENNIAL TOWER TOUR, 7 - 9 p.m. Meet at Clarion Hotel at 7:00 p.m. Tour begins with presentation by George Hosford, APA ATCT. Public welcome. *Info: Mike Baldwin 303/674-3836.*
- MAR 27-29 FLIGHT INSTRUCTOR REFRESHER CLINIC, Concord Hotel, 6090 Smith Rd., Denver. Sponsored by Aviation Business Services. Fee. Program begins at 5:00 p.m. on first day of session, 7:30 a.m. on following days. Program repeated July 24-25 & November 6-8. *Info: Greg Reedy 303/761-6300.*
- APR 4-5 CPA MOUNTAIN FLYING COURSE - GROUND SCHOOL, Greenfield, IA on April 4. Presented at Moline, IL on April 5. Course designed to prepare out-of-state pilots for flight over mountainous terrain. Flight portion of course to be held in Colorado at a later date. *Info: Bill Marshall 303/341-4744 or Vern Foster 303/751-9421.*
- APR 12 PALM SUNDAY FLY-IN SERVICE, Platte Valley Airpark, 8:00 a.m. Service by Phil Card; open house activities. *Info: Marilyn Taylor 303/659-7265.*
- APR 18 EASTER FOOD LIFT. Tentative date. Sponsored by Alpha Eta Rho Fraternity of Metro State College. Participating pilots supply aircraft to transport donated food to selected statewide sites. Departure point to be announced. *Info: Jon Burke 393/791-0714.*
- APR 24-25 WINGS PROGRAM, Weld County Airport. Qualifies participants for FAA Wings & Biennial Flight Review. Participants and volunteer CFIs should contact *Kevin Bunnell, Airport Manager, 303/356-9141.*
- APR 25 CPA STUDENT AIRLIFT, Jeffco Airport. Program sponsored by Education Committee of CPA to kindle teenage interest in aviation. Continuation of program initiated at Centennial Airport and Fort Collins Downtown Airport last year. Estimated 25 aircraft needed for the program. Anyone wishing to volunteer should contact *Peter Paul Luce 303/781-1078(H) or 303/850-0600(O).*
- MAY 1-3 USPA ANNUAL MEETING, Branson, MO. *Info: Bruce Hulley 303/344-2843.*
- MAY 1-3 1ST ANNUAL T-6/WARBIRD RALLY, Weld County Airport. All warbirds welcome. Activities include competition, bomb drops, formations, awards. BBQ dinner Saturday night. *Info: Ed Huber 303/356-0790.*
- MAY 2-3 CPA MOUNTAIN FLYING COURSE - GROUND SCHOOL, Minneapolis, MN on May 2. Presented at St. Paul, MN on May 3. Course designed to prepare out-of-state pilots for flight over mountainous terrain. Flight portion of course to be held in Colorado at a later date. *Info: Bill Marshall 303/341-4744 or Vern Foster 303/751-9421.*
- MAY 9 CPA FLY-IN TO DOWNTOWN-FORT COLLINS AIRPARK. Arrive by 9:55 a.m.; runway 11 (preferred, left pattern, enter N of Hwy 14); runway 29 (right pattern, report over brewery), 4700' paved, patt. alt. 5800'; Unicom 123.0; NDB 387. Visit helicopter modification/vintage aircraft restoration facilities. *Info: Annetta Saxerud 303/484-4186 or Ben Kramer 303/699-8212.*

NOTE ON CPA FLY-IN EVENTS: All events should be considered 'drive-in' events too. Or, if you would like to go to an event, but would prefer to fly with somebody else, call the contact for the event. We may be able to organize rides!

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AERONAUTICAL BOARD GRANT PROBLEMS

by Walt Barbo

Passage of HB91S-1009 in special session of the legislature last summer provided a windfall of funding to support the new aviation grant program . . . however, the Aeronautical Board has run into a brick wall in efforts to gain budget authorization for personnel to administer it.

At the February 6 meeting of the board, Aviation Director Dennis Roberts reported the supplemental budget request for funds to administer the program was rejected by the Joint Budget Committee. JBC staff members asserted that monies awarded the Division with passage of the bill were sufficient to fund grant activity for the remainder of FY 1991-1992. This amounts to an additional 0.4 FTE employees.

The Board makes the case that at least two additional FTE employees are needed in the current fiscal year to get the program off the ground. The FY 1992-1993 budget request includes an additional 1.5 FTE to facilitate Aeronautics Division responsibilities.

There was board consensus that ways to facilitate a Discretionary Grant Program during the remainder of FY 1991-1992 must be found if continued support of the Board and Division by the aviation community is to occur. As an initial step, the Board directed preparation of a "white paper" on the role of the division and distribution to all aviation interest groups, legislators and concerned citizens. The paper was considered vital to a better understanding of the Division and its role in the grant program. It is printed here for the benefit of CPA members.

COLORADO DIVISION OF AERONAUTICS ACTIVITIES & RESPONSIBILITIES (WHITE PAPER)

This paper outlines the Division's current activities, staffing, grant program requirements and financial needs.

Assigned Activities and Responsibilities: The Division has administrative responsibility for aviation fuel tax refunds and grants, aircraft ownership/utilization data, providing technical assistance to airports, controlling airspace hazards, distributing aeronautical information, preparing the State Aviation System Plan and advising FAA on the use of federal funds.

Current Staffing and Assignments: The Division has 2.5 full time, cash funded (CF) state employees (FTE). An additional 2.5 FTE use federal funds. Existing staff includes:

Division Director: (1 CF FTE) General overall management of personnel and activities. Responsible for all state and federal policy matters.

Administrative Assistant: (1 CF FTE) Assists Director and serves as Deputy in his absence. Handles all office administrative issues and supports Aeronautical Board activities.

Accounting Technician: (0.5 CF FTE) Processes all aviation fuel tax reports and refunds. Assists Staff Assistant with Division's internal accounting.

Aviation Planner: (1 FF FTE) Maintains aviation database and state/federal Capital Improvement Program, conducts airport safety and pavement inspections and provides technical assistance to airports.

Aviation Planner: (1 FF FTE) Administers Division's FAA grants including applications, consultant contracts, and special studies. Maintains Disadvantaged Business Enterprise Program with CDOT and FAA.

Planning Technician: (0.5 FF FTE) Assists Aviation Planners with databases, budgets and project schedules. Maintains Auto-CADD airport layout files.

Discretionary Grant Program Requirements: The legislature requires an annual report on the amount and use of all grants. Adequate legal, accounting and audit records must be kept and an objective selection and evaluation process must be established. To meet these requirements, reclassification of one existing FTE and two additional FTE are needed. Assigned duties will include:

Grant Administrator: Reclassify existing aviation planner. Responsible for overall

grant management. Supervises airport engineer and administrative clerk.

Airport Engineer: Assists with questions/problems encountered during projects. Liaison with CDOT on design/engineering, construction management and project inspection/audits.

Administrative Clerk: Provides clerical and administrative support for Grant Administrator and Airport Engineer.

Financial Support Needed for Grant Program:

Costs for these operating positions (personnel and operating) total \$84,500. Based on FY 92-93 revenues of \$11.7M, total operating costs equal \$336,193, or 2.91% of the Fund. State law authorizes up to 5% for administration.

The flow chart on the following page gives an excellent visual picture of revenue and expenditure characteristics of the Aviation Fund. It shows that revenues for the current year will exceed \$8.6M. This will increase to an estimated \$11.7M in FY 92-93 (White Paper data).

The JBC takes the position that 80% of the excise tax and 80% of the sales tax goes back to the airport where the tax was collected, thus, once the disbursement program is in place, administration of the disbursements

should be minimal. The JBC also notes that the Department of Local Affairs distributes approximately \$80M per year in grants, and uses only 5 FTE's to administer the program, so the Division of Aviation should be able to administer the Formula Grant Program (at a \$3.5M level) with 4.0 FTE's.

"White Paper" justification of 3 FTE's to operate a current \$2.0M Discretionary Grant Program appears realistic considering the technical requirements needed to support aviation grants. To compare the two grant programs is one of those "apples vs oranges" issues.

The division is currently staffed with 5 employees, however half of these are federally funded to support specific projects under contract with the FAA. The FF FTE's shown as existing staffing in the white paper are simply not available to support other aviation activities and functions of the division. In effect, the division is carrying out its responsibilities with only 2.5 CF FTE employees. The division and the board need a lot of help on this issue. Without additional employee resources expect either the grant program . . . or current division performed activities . . . to suffer.



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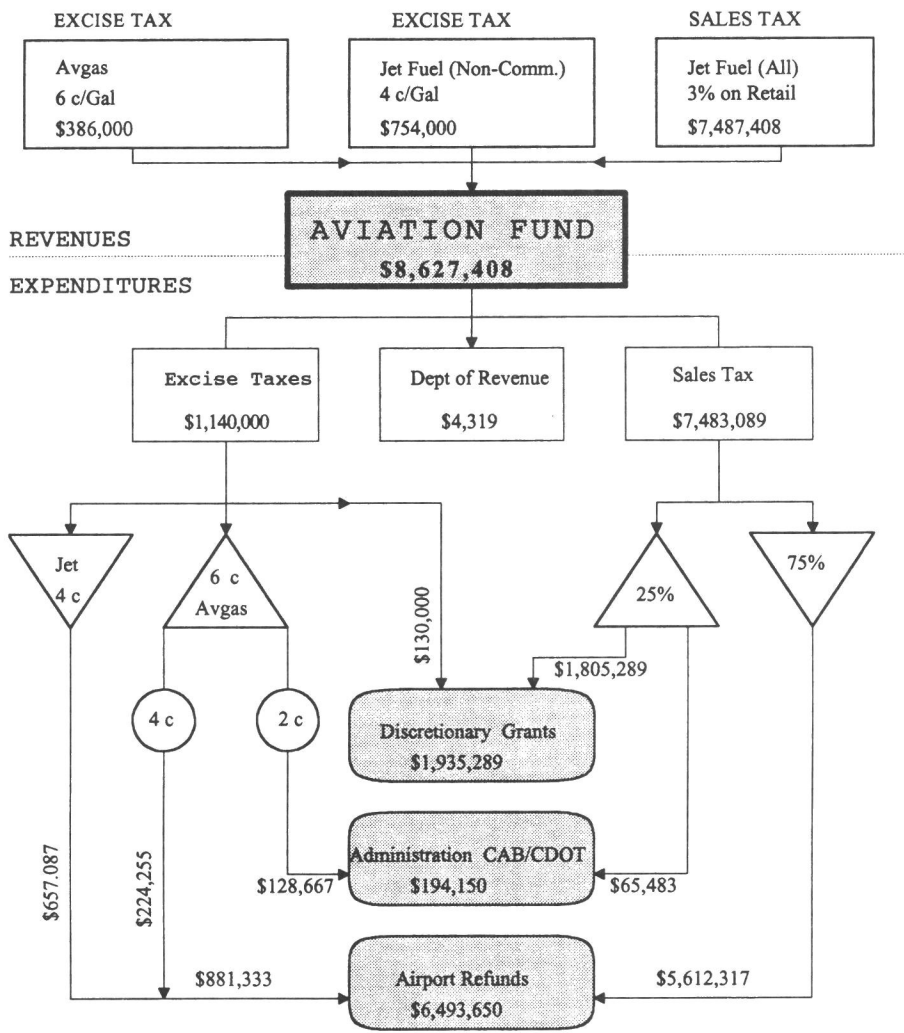
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STATE AERONAUTICAL BOARD

FY 1991-1992 Aviation Fund Reconciliation



Source: Colorado Division of Aviation

HEARD ALONG THE FLIGHTLINE

■ **PILOT ALERT!** Front Range Airport officials urge caution during simultaneous aircraft operations on R/W 8-26 and the new R/W 17-35. A potentially hazardous air traffic situation exists where extended centerlines of the two runways intersect over the northeast corner of the airport. FAA plans provide for a temporary tower to be in place by August, 1993 and a permanent tower will follow a few years later. In the interim, Front Range has committed to give high priority to providing advisory services on the unicom. But frankly, Front Range is not staffed to have someone continuously man the unicom. Much of the burden for air safety at the airport is a pilot responsibility. It is essential that pilots be alert for other aircraft and announce location/intentions when in the traffic pattern.

■ Easy to understand why Denver overlooked the needs of air cargo carriers when planning the new Denver airport. After all, the cargo carriers operate only 10 flights per day at Stapleton. What is less understandable is why Denver officials are so "bent out of shape" at the desire of the carriers to locate at Front Range Airport.

■ Subscribers to **FLYING REVIEW** magazine are getting a nice bonus on fuel purchases at Front Range Airport. Recent issues contain an airport ad with a coupon for a fuel discount of 20¢ gallon. At last report, price of 100LL at the airport was a very competitive \$1.79/gal. The coupon price of \$1.59/gallon has to be the best fuel price in the state.

■ **FLY A SMALL PLANE IN RUSSIA!** This would be one of the activities arranged by **BRUCE HULLEY** in a planned 2-week trip to Russia this summer. The trip is at the invitation of the Aero Club of St. Petersburg (Formerly Leningrad). Participants would receive 10 hours (recommended) flight time from a Russian Flight Instructor in a YAK 52. (The 52 is a 360 hp, tricycle gear tandem trainer.)

Costs for the trip, including round trip air fare from JFK, will be approximately \$2,000. Add an additional \$90/hour for flight time.

Excellent opportunity for a guided tour of the Leningrad area and a taste of Russian general aviation. Special programs are available for spouses, children and non-flying participants. Departure is scheduled from JFK on June 6, 1992. Those interested should contact Bruce at 303/344-2843.

■ Impacts of the proposed ZOOMIE MOA east of Colorado Springs, at first glance, would affect three airways and a VFR flyway adjacent to the COS ARSA. It now appears the proposal would also interfere with general aviation training areas used by local flight schools.

There is also some indication the mission of the USAF Academy would extend to more than routine operations consistent with airport traffic area activities . . . including limited aerobatic maneuvers. If so, it has to be the wrong place for a new MOA.

At this point, there is nothing officially on paper that CPA can react to. The issue has not reached the stage of a request to FAA for airspace approval. In the interim, **WALT BELL**, Chairman of the Airspace Committee, is collecting information that can be used to support a CPA position. Walt would welcome views of anyone who can add information on this matter (Phone 303/758-1970.)

■ In other airspace matters, the Colorado Air National Guard ran into a "buzz saw" in its efforts to "sweettalk" residents adjacent to the Sangre de Cristo Mountains to embrace its proposed MOA changes in that area. The changes were part of the proposed Redeye Complex of MOAs in Colorado to meet training requirements of the Guard's new F-16 fighters. Westword carried a six-page article on the issue in late January. Other papers have also given the issue extensive

coverage. Difficult to say how this will be resolved.

ANG efforts thus far have been primarily in a public coordination and education phase. There is an obvious urgency to gain acceptance for the proposed MOA changes. The F-16s are on site. And the current MOAs are hopelessly inadequate for operational characteristics of the aircraft. So expect the ANG to begin the official process with a request to FAA for airspace approval sometime within the next month or two. In the interim, watch for F-16s in currently designated MOAs.

■ In earlier CPA coordination with the ANG on use of MOAs, a suggestion was made that ANG pilots notify Flight Watch when the MOA is hot. The suggestion was made as an alternative to practices where MOAs are shown as active when in fact they may be active for only a fraction of that time. The policy change would involve notification of entry and exit. The ANG, however, points out that related communications would add an unreasonable workload to its pilots. As an alternative, the ANG suggested that estimated times be given to Flight Watch. Actual times may vary by a few minutes inside of estimated times. If acceptable to FAA, MOAs in Colorado would be operated under this change of policy.

■ HAVE WE LOST ANOTHER AIRPORT TO LAND DEVELOPERS? This is a concern of an airport user's group at the Vance Brand Municipal Airport at Longmont. Appeals before City Council at hearings on February 11 & 25 appeared to be falling on deaf ears.

The scenario began when an outside developer acquired a large tract of land adjacent to the airport and under the airport traffic pattern. The tract is planned for residential and commercial development.

In the classic scenario, a developer will acquire such land, take whatever actions are needed to increase its value, and then sell. Actions typically include land use planning, subdividing, zoning, and initial

development. Anything to increase land value. The scenario ends with sale of the property at a gain and relocation to the next candidate airport.

The Longmont case is difficult to assess as to whether the developer is following the classic scenario. His actions thus far, however, has been faultless. He did his homework and gained support of the Planning Board on some rather creative proposals including a flag pole annexation (of questionable legality), extension of utilities, and a planned residential area that is certain to be a source of future complaint against the airport. The board approved the proposal by a vote of 6:1 at a hearing on December 20 and forwarded it to City Council for action.

Can't fault developers in these situations. It is common knowledge that open land adjacent to growing airports is ripe for speculation. It would be "unamerican" to not take advantage of it. But it is disappointing that city officials frequently do not hear voices from the aviation community on possible impacts to their airports. Promises of economic gain from new development too often outweigh any consideration of protecting investment in an airport. Such was the case at Longmont. Airport users testified about potential impacts to the airport from the proposed development. But they were not heard.

At a City Council hearing on February 25, nearly 15 witnesses appeared in opposition to the proposal in a session that lasted over 3 hours. Witnesses included dignitaries such as AOPA Regional Representative Bill Hamilton who pointed out that airports are being lost at a rate of one airport/week in this country because of urban encroachment. He estimated the economic impact of Vance Brand Airport to be over \$4.5M/year. Others noted that the airport employs 25 people, has 186 based aircraft (at a value of over \$7M) and a federal investment of over \$4.5M. A rational look would probably show that the airport offers greater potential for economic return to the city

MEMORIAL DAY FLY-IN/CAMP-OUT

The CPA at Kramer Ranch

Hotchkiss, Colorado

May 23-25, 1992

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than would be realized from the proposed development.

It was late in the evening and the issue was about to be called for a vote when "out of the blue," a councilman commented the developer had stated a future ILS at the airport would not be compatible with his development. Since information was not available as to whether an ILS was planned, the whole matter was deferred for two weeks when this information would be available.

The ILS issue was an interesting change of pace. Up to that point in the hearing, aviation interests pleaded with the council over possible impacts the

proposed development would have on the airport. They asked only that any action to approve residential uses be delayed until information was available from an Airport Master Plan study currently underway at the airport.

The aviation interests appeared to be getting nowhere. Then City Council is alerted the airport could have adverse impacts to the development . . . and action on the proposal is immediately deferred. A painful message here somewhere!

Those of us in aviation find it difficult to understand that city officials do not see the same value in aviation that we do.

WELCOME NEW MEMBERS

Dempsey, George R.
10910 E. Berry Place
Englewood, CO 80111

Downey, Richard L.
1084 County Rd 255
Westcliffe, CO 81252

Fleet, Bruce L.
16406 E. Prentice Place
Aurora, CO 80015

Forchtner, Thomas J.
#104, 2943 W. 116th Place
Westminster, CO 80234

Frieman, John Arthur
5000 Butte Street, #176
Boulder, CO 80301-2239

Link, Gary R.
P. O. Box 177
Yuma, CO 80759

Sens, Helmuth
2027 W. Colfax
Denver, CO 80204



We have an obvious burden in aviation education. At Longmont the effort was superb! But it may be a case of too little too late. Odds are the council will side with the developer.

Unlikely that the airport will be closed. But its future could be clouded in terms of expansion capability . . . even for such basic needs as an instrument approach. Fact of life!

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:

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