

CPA FLIGHT LINES

Vol. 9, No. 5

May, 1992



CPA members Cliff Malmquist of Westminster flying his Piper Warrior and Dave Burke of Lakewood flying his Mooney 201 pictured on their way to Saratoga, WY on a recent Sunday morning breakfast flight.



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

PRESIDENT'S MESSAGE

by Bill Standerfer

I originally had something else in mind for this month's message, but something said by a friend a few days ago changed the subject. This month I return to one of my favorite subjects: general aviation safety.

The conversation that had the impact on me was with a pilot with whom we've been flying with for quite some time now. I'm sure that he's a fine stick and rudder pilot, although I've never had the pleasure of flying as his passenger. He has a couple of thousand hours of VFR flying in his log, and I kid him from time to time about being more comfortable navigating with a road atlas than a sectional.

The comments he made to me and a group of other long-time pilot friends resulted from he and his wife having recently attended the funeral of one of

their friends and former EAA chapter presidents. Our friend is also a former president of that chapter and it struck him that this person was the latest of several former chapter presidents they had buried in the past few years due to aircraft accidents.

The concern he expressed was about the possibility that many of these and other accidents may have been contributed to in part by pilot complacency. Rather than second guess the cause of any particular accident, let's just say that my friend was feeling a little mortal and concerned about general aviation safety.

He also noted his disregard for things like FAA Wings programs, thinking that collecting jewelry was of little use. However, he now believes that perhaps this attitude is a symptom of what may have led to the deaths of some of his close friends.

His counsel to us was to take a close look at our attitude about flying. Complacency and invincibility, the feeling that it can't happen to me, simply do not belong in the cockpit. An hour or two with an instructor every two years to get a BFR is not enough to catch dangerous habits before they get us.

So, he is now planning to attend some of the local wings programs this year. He (and I) encourage you to do the same. There are several events planned by the

PRESIDENT

Bill Standerfer
303-229-9442

VICE PRESIDENT

Ben Kramer
303-699-8212

SECRETARY

Beverly Green
303-755-5690

TREASURER

Don Vander Ploeg
303-757-1310

PUBLISHER

Colorado Pilots
Association
P.O. Box 200911
Denver, CO 80220

EDITOR

Terry Barbo
303-367-0670

Publication Notice

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All articles should be sent to:

EDITOR, CPA FLIGHT LINES

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**Copy Deadline for
FLIGHT LINES**

20th of the Month

■ APA TOWER TOUR ■

by Michael Baldwin

The Centennial Tower Tour and Operations Seminar was held at the Clarion Hotel and the Tower Cab on Friday, March 27.

Attendance was very strong at about 250. Approximately 20% came from rural areas. George Hosford, ATC, assisted by his supervisor, Paul Andes, gave a fine presentation on operations at Centennial and the surrounding airspace. All aspects of operations were covered: VFR, IFR, special VFR, and ground control.

Flights through and around the TCA were also discussed.

The presentation, including the Q&A period, lasted 2.5 hours.

The tower visits began after an hour, and lasted until all who wanted to visited the tower cab.

Mick Wilson, Manager of the Denver FSDO Accident Prevention Program, sent out thousands of fliers.

We owe FAA a big vote of thanks for this program.

This was also a "Wings" program qualified seminar and about 100 pilots took the wings certificate.

CPA gained several new members and sold a good deal of merchandise.

Michael Baldwin of Evergreen is CPA Programs Chairman.

CPA and other groups to offer you a chance for some recurrent training. At some events, you'll even be offered free instruction. If you missed the three hours of free dual at Greeley on April 25, the only question I have is, "Why?" There will be others, so plan now to attend.

And thanks, Bill, for reminding us that our attitude can have the biggest effect on flight safety.

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



■ Our CPA MOUNTAIN FLYING COURSE continues to gain national recognition . . . most recently by the State of Minnesota . . . where CPA representatives were featured in a state sponsored aviation symposium in April.

VERN FOSTER, BILL BRAND & BILL MARSHALL presented a two-hour session to over 700 attendees on the subject of flying over Colorado's mountains. Vern gave a preview of the substance of the mountain flying course that the group has presented to other states. Bill Brand, who happened to be the young star of the new Jeppesen video on mountain flying, introduced the film. And Bill Marshall presented recent slides he had taken of the airport at Steamboat Springs. The Steamboat pictures were of particular interest to the group because of the recent fatal aircraft accident at the airport involving a Cessna 421 from Minnesota. Over 10% of the attendees indicated an interest in attending additional mountain flying training at some future date. So it looks like our traveling road show will make a return trip to Minnesota.

Of interest, the Minnesota State Aviation Office funded all travel and hotel expenses for our representatives. Good example for Colorado Aeronautical Board on how state aviation funds can contribute to pilot safety.

■ Coincidentally, the Jeppesen Mountain Flying Video is now available to CPA members at a cost of \$26.00 (including tax and shipping charges). It was not yet on the market when CPA compiled its PRICE AND DISCOUNT SCHEDULE of J-S products earlier this year. Those interested in acquiring a copy for their personal film library should use the CPA/JS order form and forward their order to CPA.

■ Disappointing to see that Senator Tim Wirth and his local office are already acting a "lame duck" role since the

senator's announcement that he would not run for reelection following expiration of his current term. Our frustration is over attempts to reach his office for status information on his amendment to the Airport and Improvement Act Reauthorization Bill. Three separate calls to the senator's Denver office were all referred to a Mr. Allen Salizar, his staff representative for transportation issues. Anyone know who this guy is? He won't return any of our calls. If anyone has had better luck getting a return call from the senator's office, please let us know. Or better, call and give us feedback on the status of his amendment.

We reported on the amendment in a PILOT ALERT in the April issue of Flight Lines. If enacted, it would place a requirement on the NTSB to study the safety of general aviation operations at mountain airports. Can't argue against a study of this nature, however, the thrust of the amendment had the flavor of restricting GA operations at Pitkin County Airport in Aspen.

The local office of the FAA told us they were not aware of the amendment. But this is not unusual for the reason that congressional representatives often submit legislative proposals to satisfy a constituent. These are typically submitted without fanfare and are routinely screened out when bills are processed through committees. But the proposals are Wirth (intentional!) watching.

■ The Wirth amendment may have originated over the community's standoff with the FAA on aircraft operating hours. The airport currently discriminates against GA under a policy which bans operations by GA aircraft after 30 minutes past sunset. Air carrier operations, however, are permitted until 10:00 p.m.

General aviation interests filed a discrimination complaint with the FAA

and the FAA made a determination that air carrier and general aviation should be treated equally. Procedurally, a determination of this kind leads to a finding of "Non Compliance." This is an action of major consequence to an airport sponsor because it makes the airport ineligible for federal funding until the discriminatory practice is corrected. If not corrected, in a worst case, the airport sponsor can be required to repay the federal government all past federal investment in the airport.

In the case of Aspen, the local FAA finding of discrimination went political and was elevated to Washington . . . where the issue sits waiting higher decision. In the meantime, it looks as though local bureaucrats in the Aspen area are seeking relief through our lame duck senator.

■ Longmont Airport Users are in the process of incorporating in their continued attempts to fight the city action in zoning which would allow urban encroachment of their airport. LARRY KUEBRICH, operator of Air West Flight Center, tells us the airport currently has 140 hangared aircraft plus an additional 30 aircraft tied down. 100LL is currently selling at \$1.60 per gallon. Worthwhile stop!

■ Participants in this year's Denver-Jackpot Air Classic will find that there is no longer a FSS on the field at Rock Springs. The facility closed last November as part of the FSS consolidation program. Procedures are currently being worked on how race traffic will be handled at the airport.

On a related item, a Jackpot Committee member phone call to the Burley FSS must have made a few FSS Specialists uneasy when the question was asked as to whether their facility would still be open in mid-July.

■ The International Aviation Conference and Trade Show which was

scheduled in Denver on September 26 & 27 has now been officially delayed for one year. The action was anticipated because of the short lead time available to plan a major event of this type. Perhaps the planners could time the event consistent with the opening of the new Denver airport. Would make for an exciting focus on aviation in Colorado.

■ WALT BARBO was surprised to see his Cessna T210 taxi by on an airport taxiway in the NBC evening newscast of April 27. Subject of the newscast was federal "porkbarrel projects" in various states. And it included a short segment on the Front Range Airport. Walt noted he had stopped by the airport for aircraft maintenance.

■ Speaking of aircraft maintenance, can't help but notice FBOs no longer stock even minimum inventories of aircraft parts . . . because of the cost of maintaining inventories. It is obviously more cost efficient for them to order parts from suppliers on an as-needed basis. But aircraft owners are now faced with the additional cost of freight in addition to the cost of parts. The policy has greater impact to owners of Cessna aircraft located in the Denver area . . . since the Cessna dealers here have all gone out of business.

Case in point, one of our members described acquisition of a small bolt (not available locally) from West Star Aviation in Grand Junction. West Star is the closest Cessna maintenance facility to Denver. Cost of the bolt was \$3.28 (no discount). Shipping added an additional \$4.22.

Second case, an order was placed with Casper Air Service (second closest dealer to Denver) for three small seals which ranged in price from 23¢ to 65¢. Another case where the parts were not available locally. Total cost, with a 20% unsolicited discount, was \$1.06. Freight added an additional \$2.67. □

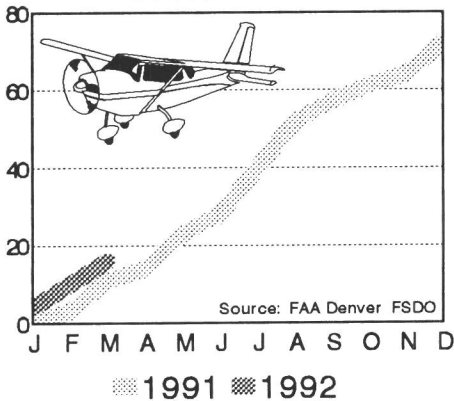
SAFETY CORNER

Colorado aircraft accidents for the first three months of 1992 show a significant increase over accidents in 1991. Data for April, when available, is expected to show a continuation of the trend.

An accident is defined as structural damage to the extent that an aircraft is not airworthy to fly. Lesser damage is defined as an incident. Or as Mick Wilson, Manager of the Denver FSDO Accident Prevention Program, describes it, an accident is an event that takes more than one truck to carry away the debris.

AIRCRAFT ACCIDENTS STATE OF COLORADO

CY 1991 & 1992



	1991	Cum. 1991	1992	Cum. 1992
J	0	0	4	4
F	3	3	6	10
M	8	11	6	16
A	3	14		
M	9	23		
J	5	28		
J	12	40		
A	12	52		
S	7	59		
O	4	63		
N	3	66		
D	8	74		

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Guriel, Terry
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Hodge, Norman
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Lakewood, CO 80215

Kowalski, Thomas R.
5285 E. Sanford Circle
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Maas, Gary G.
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Miller, Jack L.
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Ft. Collins, CO 80521

Pickett, Patrick Lee
6630 Pike Circle
Larkspur, CO 80118

Silence, Gary
15A Watch Hill Drive
Colorado Springs, CO 80906



COLORADO AVIATION CALENDAR

- MAY 30-31 CPA MOUNTAIN FLYING COURSE-GROUND SCHOOL, Minneapolis, MN. 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 28 - B17 SENTIMENTAL JOURNEY, public display and tour, at Grand Junction.
- JUN 1 Sponsored by Arizona Wing, CAF. *Info: Rob Duncan 303/673-5919.*
- JUN 1-4 B17 SENTIMENTAL JOURNEY, public display and tour, at Jeffco.
- JUN 4-8 B17 SENTIMENTAL JOURNEY, public display and tour, at Fort Collins/Loveland.
- 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 WINGS PROGRAM & SAFETY SEMINAR, Boulder. Sponsored by EAA. FAA expected to offer its popular ACE program as part of the event. And Colorado 99s will offer a one-day "Companion Flyer" course for non-pilot spouses/friends of pilots on June 13. *Info: Joyce Hilchie 303/443-0145.*
- JUN 13 CPA FLY-IN & SAFETY SEMINAR. Ft. Collins Downtown. *Info: Michael Baldwin 303/674-3836.*
- 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.*
- JUN 25-26 CAO A SPRING CONFERENCE, Beaver Creek. *Info: Kathryn Shultz 303/363-0894 or Annetta Saxerud 303/484-4186.*
- JUN 26-28 EAA ROCKY MOUNTAIN REGIONAL FLY-IN AND AIRSHOW, Weld County Airport. Sponsored by EAA, AAA & Colorado 99s. Event held consistent with Greeley Independence Day Stampede. Saturday will feature a "Parade of Flight" where participants are invited to join a "Parade of Flight" over the fairgrounds. Barbecue party on Saturday night. Airshow on Sunday at noon. *Info: Kevin Bunnell 303/356-9141.*
- JUN 28 ASPEN AIR SHOW. Pitkin County Airport. *Info: 303/925-2522.*
- JUL 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. Participants will have opportunity to attend activities of Greeley Independence Day Stampede. *Info: Don Ross 303/670-3317(H) or 303/451-0422(O).*
- JUL 11-12 16th ANNUAL DENVER-TO-JACKPOT AIR CLASSIC. Overnight at Cactus Pete's. Sponsored by the CPA. Depart from Front Range Airport. Mandatory fly-by and/or fuel stop at Rock Springs, WY on this 557 mile route. Aircraft handicapped by manufacturer's published maximum speed. Cash prizes. Event open to all interested pilots. *Info: Vanita Gallo 303/337-5864(H).*

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!

BOARD OF DIRECTORS MEETING HIGHLIGHTS

Airspace issues and the CPA Mountain Flying Course continue to dominate much of the agenda of the CPA monthly board meetings. The meeting of April 6 was no exception.

Walt Bell, Chairman of the Airspace Committee, commented that the Colorado Air National Guard REDEYE MOA complex has not yet reached the stage of formal submission to the FAA for airspace approval. The ANG continues to meet with local groups at every opportunity to explain the proposal, and to solicit public support.

A major emphasis of Walt's effort on this issue is to lessen the impact of the MOAs by having the military provide notification of actual time when MOAs are in use. Procedurally, the military would notify Flightwatch upon entering and leaving a MOA . . . and Flightwatch would pass the information along to interested general aviation pilots. The ANG is receptive to this type of a procedure. At this point, however, we do not know if the FAA would go along with it. So Walt will be sending a query to FAA. Cooperation of the FAA is essential . . . and would influence the CPA position on REDEYE.

In other airspace matters, the FAA has scheduled a conference on the new Denver TCA at its research center in Atlantic City. The conference will feature computer simulations of airspace proposals. FAA has encouraged CPA representation. The board authorized up to \$500 in travel expenses for someone to attend.

The amendment to the Airport and Airway Improvement Act Reauthorization Bill introduced by Senator Wirth (shown as a Pilot Alert item in the April issue of Flight Lines) drew extensive discussion. This is the amendment which would require that NTSB study safety of general

aviation operations at mountain airports. Thrust of the amendment seems directed towards Pitkin County Airport, Aspen, Colorado. The airport currently has a ban on night operations by general aviation aircraft. Though the FAA has determined the policy to be discriminatory, the airport continues with the practice. There is obviously a little turf war in process.

Board action on the issue was to direct President Bill Standerfer to follow up with a letter to Senator Wirth to express concern about impacts the amendment would have to GA.

Bill Marshall reported that the Mountain Flying Course held in Greenfield, IA and Moline, IL drew 41 participants. Three instructors (Bill Standerfer, Sonny Elgin and Rick Mason) and 2 facilitators (Ann Standerfer and Bill Marshall) participated in the programs. As an aside, our crew is reimbursed for out of pocket expenses . . . but volunteer time without compensation to carry out this program.

Bill also reported that expenses for a one-day course typically run about \$4,500 and \$4,500 for a two-day trip. Revenues, thus far, have exceeded costs.

Bruce Hulley, Chairman of the Liaison Committee, announced he would be attending the USPA Annual Meeting to be held in Branson, MO. He also noted that he was discontinuing his scheduled monthly FAA Wings Seminars at Front Range Airport, for the reason the airport wanted to charge for use of terminal space.

On administrative matters, President Bill Standerfer announced that Vern Foster had been nominated to USPA as our nominee for that organization's VIP Award. Also, our FLIGHT LINES newsletter was nominated for the organization's Most Outstanding Affiliated Newsletter contest. Last year FLIGHT LINES was the national winner.

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AERO BOARD ACTIVITIES

By Walt Barbo

Recall our HEARD ALONG THE FLIGHTLINE item last month regarding the board's intent to create a new Strategic Ad Hoc Committee. It was to be made up of members of the aviation community to establish long-term goals and objectives for the Board. Disregard!

The board has now decided it should not ask others to do what it should do itself. So a new Strategic Planning Committee, consisting of three board members, was created at the board's April 2 meeting. Members named to the committee are Jim Fritze, Dick Bucknell and Ray Monroe. They are obligated to develop a draft report on a strategic plan for presentation to the board at its June 26 meeting in Beaver Creek.

As an outside observer, I admit to being openly critical of the board for procrastination in development of state aviation policy. And I have argued that the board should not contract or delegate the task for the reason it is a task the board must eventually do itself. So the action taken is encouraging.

In other matters, Caroline Scott of the Aviation Division informed us, as of late April, 37 applications were received in the amount of approximately \$1.7 million for

funding under the new aviation grant program. The division expects to fund approximately \$1 million, the amount currently available in the aviation trust fund, prior to the end of the fiscal year ending June 30.

About 90% of the amount requested was to fund airport maintenance and development work. Other requests included funding for a wind recorder instrument and a couple of NDBs at mountain airports. There was even a request from the State Department of Agriculture to study the feasibility of shipping hanging beef from Colorado by air. Applicants will be given an opportunity to give testimony in support of their request at hearings scheduled for May 13-14.

As an aside, one could easily rationalize that a study to look at the feasibility of shipping beef is aviation related. And it does focus on the use of aviation to enhance the economic climate of the state. But let's hope it doesn't lead to a raid on the aviation trust fund by every department of the state that can demonstrate in some way that a proposed project should be funded in this way.



Editor,

Thank you for your continuing efforts with FLIGHT LINES. Your "watchdog" stance is refreshing in a world of CYA bureaucrats.

It has been awesome and/or awful to see the development of the Colorado State Division of Aviation (DOA), now under the umbrella of the all-new Colorado Department of Transportation.

Whatever happened to the 4¢ and 6¢ fuel tax enacted a few years ago to help airports? Talk is that the matching grant program will begin sometime this summer, over three years since we began paying the tax. For years the DOA cried about not having any money or staff and couldn't afford to do anything. But now, the spigot appears to be opening. Some money is becoming available.

And guess what? DOA is giving the Denver Regional Council of Governments \$6,000.00 for a frigging feasibility study for an updated State Aerochart. \$6,000

would buy most of the ink and paper. What a waste!

The last chart was done in the mid-80s by private industry and was financed through voluntary hard work and advertising sales. Back then, there was no DOA nor today's technology in color pre-press and printing. Bill Reece, owner of Reece Map Company, and co-producer (with me) of the last state aerochart, already knows how to create the updated chart with digital technology. How come no one asked him? He could tell DOA what it would take. But no, the bureaucrats have to form a committee to study it. And we pilots are still paying for this folly, waiting for our money to flow back to airports for improvements. (One of the original ideas for DOA.). Will it ever happen?

Babette Andre, Publisher
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