

CPA FLIGHT LINES

Vol. 9, No. 7

July, 1992



Ed and Barbara Huber of Greeley and their North American T-6G pictured at the Van Aire Fly-In on June 20. Ed is a retired USAF pilot and a new CPA member.



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

PRESIDENT'S MESSAGE

by Bill Standerfer

As you have read many times in these pages in the past, CPA has challenged the Colorado Aeronautics Board to demonstrate progress and value to the state's aviation community. I am pleased to see that the past few months have been fruitful for the board and Colorado's aviation potential.

First, the board has begun work on a strategic plan that should guide the work they do in the future. The draft plan includes four goals. They are to promote aviation safety, educate the public and assist aviation education programs, develop the aviation infrastructure in Colorado, and promote the accessibility of the aviation system in Colorado. I believe these are admirable goals that will suit the board and Colorado well, and I look forward to watching, and helping when possible, their implementation.

Next, the CAB has recently taken a step toward the infrastructure goal by awarding almost a million dollars to Colorado airports through the discretionary grant program. This money, coupled with the local and federal funds that will be used with them, will certainly improve many of the state's airports. I hope the CAB will move quickly to put in place their long term strategic plan which should guide the grant program in future years.

Finally, I am very pleased to learn that Fort Collins' own Annetta Saxerud, manager of the Downtown Fort Collins Airpark, has been named to the CAB, to replace a departed member. Annetta has been very active in keeping her airport a viable operation. She has also been a supporter of CPA by sponsoring several events in the last year, including a student airlift, a fly-in with tours of local aviation businesses, and a wings program. Annetta is also active with the Colorado Airport Operators Association. I believe her experience and enthusiasm will benefit the CAB and general aviation in Colorado.

I am pleased with the recent developments with the CAB, and cautiously optimistic that they are on the way to developing into the type of organization that Colorado aviation needs. Please give them your comments as well as your support whenever possible.

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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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20th of the Month

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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!

CPA HOTLINE (303) 266-6266

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 June 1 was no exception.

Walt Bell, Chairman of the Airspace Committee, reported on his trip to the FAA Technical Center during the last week of May to observe a computer simulation of air traffic for the new Denver airport. Walt has written a separate article on the substance of his trip. So we won't repeat it here. It is worth noting, however, that the simulation did reveal a number of problems that will send the FAA designers back to the drawing boards.

As an aside, Walt mentioned a stop at Trump's Taj Mahal in Atlantic City where he couldn't help but notice the casino appeared to be the principal shelter for the city's homeless and derelict. No reports on his gambling losses(?)! But he did discourage fuel stops at Champaign, IL, where he reported 100LL is priced at \$1.48/gal.

On the light side, Bill Marshall, after listening to Walt's report on potential problems in handling GA traffic, suggested a general aviation fly-in to the new airport sometime before official opening to give controllers some "hands on" familiarity with GA traffic.

In a more serious vein, Bill complimented the quality of instruction of the CPA conducted Mountain Flying Course. Graphic and text materials are being continuously improved. And instructors have matured in their skills. The course has been exceptionally well received by those states which have sponsored the course.

Scott Turner, Chairman of the Air Safety Committee, reported that the CPA Pueblo Wings Program has been slipped to October 2 & 3. This removes conflicts

with other scheduled activities. And the later schedule will be more timely with winter flying topics.

Membership Chairman Tony Billelo reported on efforts by him and Bill Marshall in preparing a new display booth for aviation events. The booth consists of 4 sections which can be broken down for easy transport by aircraft or car. Total cost was less than \$300.

In other matters, a nominating committee was named to nominate officers for the 1993 fiscal year. The committee consists of Terry Barbo, Vanita Gallo, Bill Marshall and Bill Standerfer.

It was a quiet night.

BOARD MEETING HIGHLIGHTS is prepared to provide members with coverage of issues considered to be of interest to members and frequently embellished with greater detail than what transpired at the meetings. A copy of the official Board meeting minutes may be obtained by contacting CPA Secretary Beverley Green or from your Area Representative.



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CPA LOOK AT NEW DIA AIRSPACE

By Walt Bell

Chairman, CPA Airspace Committee

As most of you are aware, the CPA has taken a lead role to influence the design of the proposed new TCA for Denver. The CPA Board recognized that general aviation interests could suffer without a strong general aviation presence. It made a lot of sense to participate and influence the process. This participation led to an invitation to the FAA Test Center in Atlantic City in mid-May to observe a computer simulation of IFR procedures for the new TCA.

In brief, the new Denver system is designed to feed as many jets into the new airport [using triple approaches] as the runways will accommodate. To do this multiple VORs will be placed around DIA so that two streams of traffic can flow through the approach gates from each of four directions. At present, single streams of traffic approach Stapleton from four directions. Departing traffic will climb out between the inbound flows just as it has before. Denver's system is patterned after the system used in Dallas/Ft. Worth. Flying Magazine did an article about DFW in their May issue. Several readers commented about the system in the July letters to the Editor. The article and letters are informative and worth reading. They provide an insight on what to expect at Denver when the new airport opens and the new ATC procedures go into effect.

When I arrived at the FAA Test Center, FAA spokesman Walt Flood gave us observers a briefing on how the simulation would work. The simulation would begin around 4 PM and last till around 11:30 at night. During that time various air traffic scenarios would be generated to test the proposed procedures. All the activity would take place in two laboratories in the Test Center.

The controllers lab looked similar to

the workstations at Longmont Center. Controllers, using standard looking equipment, would use the newly designed procedures to separate and control approaching and departing traffic. A computer in the lab had been loaded with a tape of actual Denver traffic. A computer was programmed to generate targets to appear on the controllers' "radar scopes".

The second lab contained the other essential ingredient in the ATC process, the pilots. The 44 pilots that participated "flew" their airplanes by the use of computer terminals. The software they were using seemed extremely awkward, but did serve the purpose. Because 44 airplanes was not nearly enough to busy the system each pilot was required to simulate four or five airplanes at once. When the lights went dim and the computer started spitting out targets, the atmosphere in both labs became intense.

The simulation was certainly an interesting and thought provoking process. Since it was an imperfect test in many ways I am sure that in actual operation a few glitches will need to be worked out that just cannot be seen in the test phase. I can say that during each of the exercises I found all of the controllers interested and motivated to find solutions to problems. Some coordination problems were evident and the simulation gave an opportunity to work those out.

Most of the energy that was being expended however was devoted to making traffic flow [read jets] into DIA as efficient as possible. Traffic flows, especially for the lower flying airplanes, has not been as well thought out.

If I understand the theory of the system everyone must go through an approach gate for sequencing. This may make the controller's job easier but could

result in serious problems to the GA pilot. For example, all IFR aircraft entering the approach gate at RGL will be required to head for Loveland at an altitude of 17000' minimum. A pilot in a 182 flying from Eagle staying underneath the clouds but finding no way to cross the divide without a clearance probably won't like the new procedures. Pilots flying a little higher up in the clouds and collecting some ice probably aren't going to like this either.

During the simulation I pointed out to the controllers that the approach gate is a long ways away in a slow airplane over precipitous terrain. They suggested that if a "rush" were not on that RGL to DEN might be negotiated with a controller. Hopefully, a clearance like that will be a regular occurrence.

On the positive side, the plan calls for

three satellite controllers to handle traffic to all the satellite airports. Additional radar will allow most of the northern front range airports to have good radar coverage so traffic delays should ease. I should mention that the new system requires 50 more controllers which means a significantly increased payroll. Hopefully, full funding will be available to finance the workforce. After watching the simulation I do not think two satellite positions will work.

Overall I think the new plan will work but may be a bit of overkill if airline traffic is light at the new airport. I hope that if the system is underutilized ATC will make changes to better accommodate GA. This seems to be the sort of problem that can be best worked by GA sticking together.



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■ MIKE BALDWIN, Chairman of Programs Committee, has developed a new aviation safety presentation on Risk Management. It is based on a number of risk factors . . . any of which could be a decision factor on "go or no go" for flight. His factors were: Nite, IMC, SVR WX, Mtns, A/C Problems, Health, Emotional/Attitude and Get-Home-Itis. As Mike describes the factors, each is serious. In combination they can be fatal.

Would you believe Mike showed up late for his inaugural presentation. The presentation was scheduled as part of a Wings Program at Downtown Fort Collins Airpark at 10 am on June 13. He had hoped to fly his Stearman from Centennial Airport to the event . . . but ran into low ceilings (one of his risk factors), returned to Centennial, picked up his car, and drove. Fortunately, his car cruises at about the same speed as the Stearman. So while he was late, he wasn't that late.

■ Getting word out on the Wings Program at Fort Collins, though, proved to be more of a problem for Mike than the problem of getting there himself.

Typically, Wings Program announcements are distributed by the FAA. For this event, however, the FAA mailing got screwed up such that fliers reached pilots in the southern part of Wyoming . . . but not pilots in the State of Colorado. At the last minute Mike sent copies of the flyer to our CPA membership . . . by first class mail . . . at his cost. But it was too late to get the word out.

Needless to say, attendance was light. But for those that missed the event, it is being repeated in Sterling on August 8. Worth seeing!

■ VOLUNTEERISM! Ever thought about the amount of time and money CPA members contribute in support of aeronautical activities?

The Front Range Airshow support group, as an example, included 52

volunteers who contributed nearly 400 hours of their time. Tasks included transport of fly-ins, staffing the CPA chalet and operating the air race pit gates. In addition, FRANK GALLO and BILL MARSHALL, who acted as coordinators for the CPA effort must have contributed an additional week or so of their time in advance planning for the event.

Other time consuming events include Student Airlifts. The one at Jeffco Airport, for example, included 24 pilots and aircraft and an additional 10-15 support people. PETER PAUL LUCE, our Education Chairman, probably gave at least an additional 2 months of his time to prepare and conduct the operation.

Add to this a variety of other volunteer time-consumers like the annual Denver-Jackpot Air Classic, Mountain Flying Program, Safety Seminars, Charity Flights, Fly-in Events, and newsletter production . . . and one has to come away with the conclusion that membership in CPA is more along the lines of what YOU can do for the organization . . . rather than what IT can do for you.

■ Those who missed the Van Aire Airpark Association picnic on Saturday, June 20 missed out on one of the nicest displays of antique and homebuilt aircraft outside of an EAA fly-in. It far surpassed the display at the Front Range Airshow of a week earlier. And it included highlights such as the low level formation pass by KEVIN BUNNELL in his Navion with ED HUBER in his T-6. And Ed's departure with his low level climbing slow roll surpassed any that our "expert airshow observers" could remember seeing at any airshow.

There was even a bit of history in the making with the exhibit by CPA member BILL MIZEL of an aircraft he is building with an automobile engine. BOB SWANSON of Aurora will be the pilot of the aircraft in an attempt to fly around

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the world. The attempt is scheduled for
next spring.

This had to be one of the premier fly-
ins of the year. Can't say enough for the
Van Aire crowd.

■ Don't see much of the Aeronautical
Board on fly-in events anymore. Under-
stand that LUCILLE (BLEDSOE) has been
out of country a lot lately. AL (LOPEZ) is

busy off flying 747's somewhere.

RICHARD (BUCKNELL) has sold his
Bonanza. DENNIS (ROBERTS) doesn't
have a budget to rent airplanes. And
some of the others don't fly. Hate to
think they no longer have an interest in
flying events. Perhaps we should initiate
a program of "fly an aero board member".

PHOTO GALLERY



AIR SHOW COLORADO '92: CPAer Lucy Powers of Englewood and President Bill Standerfer of Ft. Collins tend the pit gate during Air Show Colorado '92 at Front Range Airport on June 7. CPA had over 50 volunteers working during the two-day air show which featured the Navy's Blue Angels Demonstration Flight Team, Unlimited Air Races, a Stealth Bomber flyby, and many other flying activities.



AIR SHOW COLORADO '92: Vanita Gallo of Aurora and Hank Bledsoe of Wray pose in front of the CPA booth. Fifteen new members joined CPA during the weekend air show.

AERO BOARD ACTIVITIES

by Walt Barbo

Dennis Roberts, Director of the Colorado Aviation Division briefed us on some of the significant activities taking place at the Aeronautical Board. Since the information is of statewide aviation interest, it is repeated here for the benefit of our members. It provides a flavor of what is happening as well as plans for the future.

NEW BOARD MEMBER. Annetta Saxerud, Airport Manager of Fort Collins Downtown Airpark, joins the Colorado Aeronautical Board as its newest member. Annetta was appointed on June 8 by Governor Romer to fill the unexpired term of Ray Monroe, former airport manager of the Pueblo Memorial Airport.

Annetta has been a long time friend of general aviation and has hosted a number of CPA fly-in events to her airport. Good to see another friend on the board.

DISCRETIONARY GRANT PROGRAM. FY 1992 awards were made for 29 airport improvement projects in the total amount of \$966,304 in state funds.

The grants vary in amount from a low of 3.1% of project costs to a high of 100%. The percentage of state funding was determined by factors such as priority in terms of state interest and ability of local airports to fund without assistance. In several cases projects also received federal funding assistance. Requests that failed to meet guidelines established by the Board were either denied or deferred. In general, though, it appears that anyone submitting a request with adequate justification got at least something.

In addition to the grant program the Board also set aside \$141,000 in trust fund monies to fund projects of statewide aviation benefit and interest. These are the type of projects that pilots are more

likely to relate to as benefitting general aviation. They include:

- *Statewide AWOS Study.* This project would include studies to determine the feasibility of using the 65 sensors used by the State Highway Department as part of a system to gain aviation related information. The current system of sensors is tied into a computer network for realtime reporting of road conditions. Cost: \$50,000.

- *Aerial Photography.* Photos would be taken of public airports for use in developing an airport directory. The photography would also be used in support of the FAA funded airport data reporting system. Cost: \$60,000.

- *CFR Training Facility.* This project would fund the 10% local share of a Regional Aircraft Rescue & Fire Fighting Facility. The remaining share would be federally funded. Cost: \$5,000.

- *FAA Airport Master Record Program.* This project would fund the local share of the FAA airport reporting system. For those not familiar with this program, it is worth noting that airport inspections conducted under this program are the principle source of data for NOAA aeronautical charts and airport facility directories. Cost: \$6,000.

- *Colorado Air Fair and Trade Show.* This event was planned for September of this year . . . but was slipped to 1993 when it was realized that it takes more than a few months to put together an event of the magnitude planned. State funding is consistent with actions by other states on similar events. Cost: \$20,000.

DRAFT CAB STRATEGIC PLAN. An Ad Hoc Committee of the Board developed the following policy for future

direction of the Board and Aeronautics Division. It is presented here in draft form for information purposes and to afford anyone with an interest to make constructive comments. Minor changes in format were made to the original text layout to facilitate presentation in FLIGHT LINES.

MISSION STATEMENT: The Colorado Aeronautical Board and the CDOT-Aeronautics Division will work together for the growth and development of the best possible state aviation system.

GOALS AND ACTION PLAN:

1. SAFETY:

Goals:

- Promote aviation safety in Colorado.

Actions:

- Aviation Discretionary Grants.
- Statewide AWOS.
- State Aeronautical Chart.
- Regional Burn Pit-Training Simulator.
- Aircraft Rescue-Firefighting Vehicles.
- Airport Safety-Data Inspections.
- Mountain Flying Safety Documents.
- Pilot Information/Materials.

2. EDUCATION:

Goals:

- Assist in educating the general public to the needs and benefits of aviation in Colorado.
- Assist in providing aviation-related teaching aids to educational institutions in the state.

Actions:

- Colorado Air Fair support.

- Materials to aviation functions and educational institutions.
- Airport economic impact assessments.
- Speakers bureau featuring Aeronautical Board and CDOT Aeronautics Division staff members.

3. DEVELOPMENT:

Goals:

- Aid in the development of aviation infrastructure within Colorado.

Actions:

- Discretionary grants for Projects of statewide benefit & Airport related projects.
- Provide technical assistance.
- Continue state aviation system plan.
- Interface with FAA and local communities on state aviation needs.
- Support system users.

4. ACCESSIBILITY:

Goals:

- Promote the accessibility of the aviation system in Colorado and encourage multimodal linkages.
- Promote needs awareness to vendors such as FBOs, commercial air carriers and air charters on needs and characteristics of the state's traveling public.

Actions:

- State Aeronautical Chart.
- Airport system discretionary grants.
- Coordinate with CDOT on multimodal access needs and airport signing.
- Develop aviation facilities possessing state and regional interest (access, medical, emergency). □



WELCOME NEW MEMBERS

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WHO JOINED IN APRIL or MAY

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COLORADO AVIATION CALENDAR

- AUG 8 CPA PILOT SAFETY SEMINAR, Sterling. Program includes showing of new Jeppesen Sanderson video on mountain flying, and presentations on Risk Management and Cockpit Resource Management. *Info: Michael Baldwin 303/674-3836.*
- AUG 15 OWNER PERFORMED MAINTENANCE SEMINAR, on Piper aircraft, at Arapahoe Aero, APA. Sponsored by CPA. *Info: Michael Baldwin 303/674-3836.*
- AUG 15 PLATTE VALLEY AIRPARK SUMMER FLY-IN, & Colorado Swift Association Fly-in, 9:00 a.m. - 3:00 p.m. Continental breakfast/open house activities. Public invited. *Info: Marilyn Taylor 303/659-7265.*
- AUG 21-23 USPA SUMMER MEETING, Jackson Hole, WY. *Info: Bruce Hulley 303/344-2843 or Don Vander Ploeg 303/757-1310.*
- AUG 22 OWNER PERFORMED MAINTENANCE SEMINAR, on Mooney aircraft, at Arapahoe Aero, APA. Sponsored by CPA. *Info: Michael Baldwin 303/674-3836.*
- AUG 23 ALL AMERICAN AIRSHOW EXTRAVAGANZA, Greeley. Featuring the Peterson-Krier Airshow. Spectacular flying performances ranging from precision aerobatics to new and unique tumbling maneuvers never seen before. Thrilling aircraft "dogfight" as finale. Military aircraft displays and demonstrations will also be included. *Info: Kevin Bunnell (303) 356-9141.*
- AUG 29 FAA AVIATION COURTESY EVALUATION (ACE) PROGRAM, Fort Morgan Airport. Sponsored by FAA Denver FSDO. Combines aviation safety seminar with courtesy aircraft inspection and flight check. Program conducted without threat of violation action against owner/pilot. *Info: Denver FSDO 303/286-5400.*
- SEP 18-20 MILE HI AIRDERBY. Colorado 99's Mile High Air Derby speed race, Centennial Airport. *Info: Linda Horn 303/278-4435 or write to Mile High Air Derby, 14437 W. 32nd Ave., Golden, CO 80401.*
- SEP 19 CPA COLOR FLY-IN, San Luis Valley. View fall colors. Possible Antenito train trip. *Info: Ben Kramer 303/699-8212.*
- SEP 19-20 FORT COLLINS ANNUAL BALLOON FESTIVAL, Fort Collins Downtown Airpark. *Info: Fort Collins Convention and Visitors Bureau 1/800/274-3678 or Annetta Saxerud (Airport Manager) 303/484-4186.*
- SEP 5-6 CONFEDERATE AIR FORCE AIRSHOW, Front Range Airport. *Info: Dick Jones 303/366-9301.*
- OCT 2-3 CPA WINGS PROGRAM at Pueblo. *Info: Scott Turner 303/339-3937(H).*
- OCT 3 COLORADO AVIATION HISTORICAL SOCIETY HALL OF FAME BANQUET, U.S. Air Force Academy Officers Club, Colorado Springs. *Info: Scott Hamilton 303/666-8806.*
- OCT 8-9 CAO A ANNUAL CONFERENCE, details to be announced. *Info: Kathryn Schultz 303/363-0894 or Annetta Saxerud 303/484-4186.*

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!

AREA REPRESENTATIVES

SAN LUIS VALLEY

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