

CPA FLIGHT LINES

Vol. 9, No. 11

November, 1992



Outgoing CPA President Bill Standerfer of Fort Collins and his Baron B-55.
Photo taken at Eagle County Airport on May 2, 1992.



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

PRESIDENT'S MESSAGE

by Walter Bell

Please excuse the brevity of this message. I recently sold my condominium and am in the process of moving. And every CPA document in my possession, including the calendar, is packed with my household goods. Fortunately CPA is not in such turmoil.

First off, I would like to say that I am both honored and excited at the opportunity to serve as President of CPA. The organization has done much over the years to provide Colorado pilots with a voice in aviation matters and I know the officers and board members for this year will continue that tradition.

Since the board has not met since the election, goals for this year have not been set. As in years past I am sure we will settle on a mix of activities including safety seminars, fly-ins and social get

togethers. We would certainly welcome any ideas that the membership would like to contribute. There are always many worthy projects for CPA to sponsor, the limiting factor always seems to be finding people willing to volunteer time. If you have an interest in helping plan activities, please call me and let me know.

Also, should you know of an aviation issue or problem that CPA could help with, let me know. During the last year CPA was very active on a number of airport related issues, testified at public hearings and providing local aviation groups with support. While our resources are limited we realize the aviation community has got to stick together. It is the only way to make a difference.

I would also like to invite attendance at CPA's Annual Christmas Dinner (to be held at the Clarion on December 13). It is a great opportunity to renew old friendships and make new friends.

Finally, I hope each of you will make it a personal goal this year to attend one of our CPA board meetings. We always welcome members and would appreciate your interest.

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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

Material for publication will be accepted up to the deadline date which appears in FLIGHT LINES. FLIGHT LINES staff reserves the right to accept, refuse, or edit any material submitted. Publication of articles and opinions in CPA FLIGHT LINES is not an endorsement by the Association, nor does the Association assume responsibility for the accuracy of the information contained in FLIGHT LINES. Permission is granted to reprint, provided credit is given to CPA FLIGHT LINES.

**Copy Deadline for
FLIGHT LINES**

20th of the Month

BOARD OF DIRECTORS

MEETING HIGHLIGHTS

The October board meeting was held as usual in the boardroom of the Denver jetCenter at Centennial Airport at 7:00 p.m. As a new fiscal year for CPA is about to begin, it seems to be an appropriate time to remind members that they are welcome – and encouraged – to attend these board meetings on the first Monday of each month. And if you feel up to it, you may wish to come to the *Perfect Landing Restaurant*, which is located across the hall from the boardroom, an hour earlier and join some board members who usually gather there for dinner prior to the meetings.

The bulk of the October meeting was devoted to preparation of budgets for all committees for the ensuing year. Each chairman submitted his/her proposal for discussion and analysis, following which proposed amounts were accepted by the board. These figures will be compiled into an overall CPA Budget for 1993 that will be submitted for approval to the membership at the Annual Meeting on November 7.

Some activities relating to the opening of the new airport were announced. There will be a major two-day airshow held on October 25-26 at which the Air Force Thunderbirds will be the main attraction. The City and County of Denver will sponsor an Aviation and Airport Infrastructure Conference on October 21-23. And the Rocky Mountain Aviation & Aerospace Association will sponsor an International Aviation Conference and Trade Show at the Colorado Convention Center on October 1-3. This event will be the first of what the Association hopes will become an annual event.

The board expressed interest in CPA participating in and/or having a presence at each of these events next year.

The TCA Ad Hoc Committee will meet with the FAA on November 17 to review changes and/or recommendations received. CPA will be represented.

Walter Bell, Chairman of the Airspace Committee, gave status reports on proposed MOA at the Air Force Academy and the City of Boulder ban on aerial advertising.

Michael Baldwin announced that a Safety Seminar would be held November 14 at Grand Junction. He will give his program on Risk Management and the Mountain Video will be shown.

CPA's two final events of the current calendar year are the Annual Meeting on November 7 and the Christmas Dinner on December 13. Stephen Coonts, author of "The Cannibal Queen," will be the speaker at the Christmas Dinner. This is the story of Mr. Coonts' flight around the country in his Stearman, during which trip he landed at an airport in *each* of the contiguous 48 states. Incidentally, he purchased the Stearman from CPA member Robert Henley a few years ago and named her "The Cannibal Queen."

Preliminary plans for 1993 include two Wings programs; a camping fly-in to St. Francis, Nebraska in September; and the Legislative Coffee in February. Arrangements for the annual Denver-to-Jackpot Air Classic are indefinite due to personnel changes at Cactus Pete's.

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.

by Bill Dunn

We at the DENVER AUTOMATED FLIGHT SERVICE CENTER (AFSS) look forward to monthly input in your CPA FLIGHT LINES and welcome questions and/or subjects of interest to you for future articles. Out topic this month is weather available to you through an automated system called TELEPHONE INFORMATION BRIEFING SYSTEM or "TIBS."

It is GREAT to be flying in the GREAT state of Colorado! Having the opportunity to interact with the pilots of Colorado on a daily basis is also what makes working at the Flight Service Station such a pleasure!

Aviation is a dynamic industry, and has changing needs. Denver AFSS attempts to meet these needs through the best possible combination of "live" pilot weather briefings. These are supplemented with an efficient array of automated recordings.

Pilots east of the Continental Divide are quite accustomed to operations with this facility. But we recognize new needs may exist for the different routes or types of flying. Also, as we welcome additional pilots from the western slope area into the Denver AFSS service area, we want to know we have the capability to serve their needs.

We at the AFSS find ourselves in a dilemma when we try to decide what would best serve you, the pilot. Though our system has vast capabilities to input recorded information, we must plan efficiently for the manpower we have to complete the job. Arrival at a useful assortment of recordings depends on the

addition or modification of pertinent routes, plus deletion of infrequently used information. Please help us resolve the questions we have, with the completion of the pilot survey at the end of this article.

Approximately seven thousand pilots access the TIBS system monthly. The FSS Specialist records weather and aeronautical information digitally on integrated circuitry. He/she is assigned to keep a watchful eye on changing weather conditions and maintain the information to current status. Though this recorded data does not constitute a "legal" briefing, it is outstanding preparation for a standard pilot briefing.

There are many products such as surface weather reports (SA's) and pilot reports (UA's) which are updated hourly. Also, forecast information is available, updated at the time of new forecasts. Soaring and Hot Air Balloon pilots also have special briefings available for their needs.

Recorded briefings for commonly flown area routes are also available, and updated at forecast update times, or when significant changes occur to weather conditions. They may not always be the exact route you fly, but give excellent information for the general direction of your trip.

Current TIBS: The following list includes all of the current TIBS products at Denver AFSS. Please review and place a check mark by the products you use, or feel are important:

CPA HOTLINE (303) 266-6266

- | | |
|---|--|
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| ☐ 333 Fastfile | ☐ 214 DEN 60 NMR
(excl mtns) |
| ☐ 211 Special Info | ☐ 215 DEN to GLD Rte. |
| ☐ 205 SA's for W. CO | ☐ 216 DEN to TAD Rte. |
| ☐ 206 SA's for E. CO | ☐ 218 DEN to BIL Rte. |
| ☐ 207 SP's for CO | ☐ 220 DEN to AMA Rte. |
| ☐ 208 UA's for CO | ☐ 222 Hot Air Balloon |
| ☐ 209 TWEB routes | ☐ 223 Soaring Forecast |

What other TIBS products will help you accomplish your flight planning and preparation needs? Please let us know the routes you fly, areas of the state you most often operate in, or other ways to utilize this TIBS resource. (Examples: Routes such as GJT-SLC, GJT-FMN, DRO-PHX etc....)

How can I report this information to the Denver AFSS? There are three ways to send the information to us:

1. Report your desires in person when you come in for a brief; or
2. Mail your response; or
3. Utilize our FASTFILE system and leave a recording of you responses. [To use FASTFILE call 1-800-WX BRIEF, wait for a command tone (or press # *), then press 333.]

Denver AFSS is located on Centennial Airport, address: Denver AFSS, 7300 S. Peoria, Englewood, CO 80112.
Administrative phone: 303/799-7003.

Bill Dunn is a Supervisor Air Traffic Control Specialist with the Denver AFSS and recently became a CPA member.



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■ October 1993 promises to be a fantastic month for Colorado aviation activities. Much of it will be driven by activities related to opening of the new Denver airport . . . which is scheduled to officially open on October 29.

The kickoff event for the opening will be a 2-day airshow, on September 25-26 (Saturday & Sunday), featuring the Air Force Thunderbirds. Preliminary information indicates it will be "free" to the public. Denver officials tell us they would be receptive to a general aviation fly-in during the same period.

The GA fly-in sounds like a real plus. It will give a lot of us a rare opportunity to fly into the new facility. And it will give FAA air traffic controllers some real time hands-on experience to check out equipment and procedures prior to the official opening of the facility.

October 21-23 are the scheduled dates for the AVIATION AND AIRPORT INFRA-STRUCTURE CONFERENCE. This promises to be the largest and most grandiose airports related aviation conference ever held. It will attract about everyone in the "who's who" of airport planning, development and operation of airports and is certain to overflow facilities of the Denver Convention Center. It is organized by The World Trade Group (a non-profit trade support group) and the University of Denver.

On a smaller scale, also scheduled to be held at the convention center, is the INTERNATIONAL AVIATION CONFERENCE AND TRADE SHOW. Dates are October 1-3. It is being sponsored by the Rocky Mountain Aviation & Aerospace Association. This is a non-profit corporation which was formed to sponsor the conference as an annual event.

The conference is patterned after The Oregon Air Fair which is held annually in Portland, Oregon. Sponsors include the FAA and the Colorado Aeronautics

Division. Focus of the event is to promote aviation education, improve aviation safety and provide a forum to exhibit the latest developments in the aircraft industry.

■ Speaking of conferences, BILL MARSHALL returned from the AOPA Convention in Las Vegas with information on a new low cost version of the ILS developed by Advanced Navigation & Positioning Corporation of Hood River, Oregon. The system is described as a new, affordable, high tech precision landing system which uses existing on-board avionics for all weather precision approaches. It was developed primarily for use on heliports, oil rig platforms, and small airports. It caught Bill's attention because of the low cost (about 1/3 of the typical cost of a federally installed ILS) and its capability for curved approaches. Heart of the system is a ground-based computer system which interrogates the transponder of an aircraft and sends back course and glide slope information. We understand the concept has been endorsed by organizations such as ATA, RAA, NASAO and AOPA. But not FAA.

■ Hope members respond to the appeal from ATC Specialist BILL DUNN for feedback on Denver AFSS briefing services. (See separate article in this issue of FLIGHT LINES.) He plans to provide monthly articles on a range of topics. Should provide a wealth of information. But more important, here is a chance to learn more about AFSS services and make better use of them. Like many services, they fit the category of "Use it or Lose it." And the AFSS programs are worth supporting.

■ Interesting story behind how Bill Dunn's article got to your editor. Bill was on his way out of town and had someone send the article (which was on a floppy disk) in a floppy disk mailer. But wouldn't you know, it was the wrong

disk. So at deadline time, Bill tried to send the article via computer modem. But the FAA system at the AFSS wouldn't cooperate. So Bill appealed to John Dibble, a "computer guru" who also works at the AFSS. John was off duty and home at the time. But he was able to tap into the FAA computer with his personal computer system, recover the file, and transfer it via modem to your editor.

■ For the curious, those computer generated graphics of Cessna aircraft you see from time to time in FLIGHT LINES come from a Harvard Graphics program. The original graphic is a Cessna 182. But with a bit of manipulation, the wheels can be removed to make it a Skylane RG. And the struts can be removed to make it a Cessna 210.

■ Touring the Buffalo Bill Museum was the featured attraction of the October 10-11 CPA fly-in to Cody, Wyoming. But the highlight of the trip was the "pop quiz" administered by TERRY BARBO to see how observant participants were on their museum tour. It was given at the cocktail party on Saturday evening. The questions, all relating to Buffalo Bill, were:

1. *The year of his birth?*
2. *Year of his death?*
3. *Where is he buried?*
4. *What medal did he receive?*
5. *Why was it awarded?*
6. *Why was it withdrawn?*
7. *What year was it restored?*

TOM BEIN was the winner. He was awarded a 2 oz. shot glass, appropriately decorated with a Buffalo Bill graphic. [See Answers elsewhere in the newsletter.]

■ Can't recall who said it, but we hear the only time TOM BEIN is known to talk fast is when he is on a long distance call that he is paying for.

■ Notice how the price of aeronautical charts has escalated . . . and outdated charts in aircraft cockpits has increased.

■ Speaking of charts, haven't seen much response to the discounted prices CPA members receive from Jeppesen San-

derson. Catalogs, price lists and order forms were mailed to everyone earlier in the year, and are routinely sent to all new members. They would make exceptional XMAS gifts. Call Membership Services at 303/367-0670 (Terry Barbo) if you need an order form or have any questions about this program.

■ Single pilots may have an interest in joining a new single pilots association. We hear it hosts monthly social activities, publishes a newsletter and schedule of events, and sponsors flying events. Address is Single Pilots Association, C. Hawthorne, 4921 West 81st Place, Westminster, CO 80030. No phone number given.

■ Don't be surprised to see initiation of scheduled air service at Centennial Airport next year . . . consistent with the opening of Denver's new airport.

■ No! BILL TOTTEN was not the surprise winner of the September 19 Mile-High Air Derby as reported in our column last month. We understand that a California participant was winner. Your author had hoped Bill would win . . . and got carried away with his enthusiasm. Sorry Bill. Maybe next time.

■ LUCILLE BLEDSOE informs us that DENNIS ROBERTS, Director of Colorado Aviation Division, has been elected to the National Association of State Aviation Officials (NASAO) Board of Directors. Dennis is also Regional Vice President for the association representing the states of Alaska, Washington, Montana, Utah, Wyoming and Colorado.

■ FRANK PARUOLA, soon to be a new member, has opened an aircraft maintenance facility at Centennial Airport which encourages "owner assisted maintenance." He operates out of the hangar east of the tower where the warbirds are stored.

■ An AOPA news release dated October 13 reported that the FAA joined AOPA as a 'friend of the court' in a product liability lawsuit pending in the U.S. Court of Appeals. The case involves

allegations that the "taildragger" design of the Piper Cub is inherently dangerous and defective due to limited forward visibility and lack of a shoulder harness.

This is the New Mexico case in which a truck was driven onto an airport runway to stop the takeoff of a Piper Cub. The pilot, who was severely injured in the ensuing crash, won a multi-million dollar jury award. Piper is appealing the case.

■ **Basket of Joy Airlift canceled!** CPA member PHIL STEITENROTH, who managed the airlift last year, informs us the project sponsors are limiting the effort to the Denver local area this year. Due to budget constraints the sponsors are unable to produce enough baskets to serve outlying areas.

■ **MISSING PERSON REPORT!** Anyone seen or heard from AL LOPEZ, our State Pilot Association representative to the Colorado Aeronautical Board?

ANSWERS:

1. 1846 in Scott County, Iowa.
2. Jan. 10, 1917 in Denver.
3. Lookout Mountain, Denver.
4. Congressional Medal of Honor.
5. Awarded as a result of an action at North Platte, Nebraska in 1872.
6. Congress in 1916 rewrote the rules covering the awarding of the Congressional Medal of Honor restricting it to members of the armed services only. So in 1917 Buffalo Bill was removed as a recipient of the medal.
7. 1989.



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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*.

This form can also be used to inform CPA Membership Records of a change of address or other pertinent information.

If you subscribe to *Flying Review* magazine, please inform them of any change of address at:

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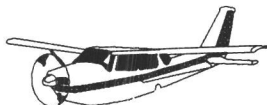
WELCOME NEW MEMBERS

Ainsworth, Sterling
620 Poplar Avenue
Boulder, CO 80304



COLORADO AVIATION CALENDAR

- DEC 13 CPA CHRISTMAS DINNER, The Clarion at Centennial Airport. Speaker: Stephen Coonts, author of "The Cannibal Queen." *Info: Mike Baldwin 303/674-3836.*
- FEB ? LEGISLATIVE COFFEE at State Capitol. Sponsored by CPA and the Colorado Airport Operators Association. *Info: Frank Gallo 303/337-5864 or CPA Hotline 303/266-6222.*
- FEB/MAR ? AVIATION NIGHT, Channel 6. CPA and Colorado Chapter 99s provide personnel for phone bank for an evening at the TV station during its membership drive. *Info: CPA Hotline 303/266-6222.*
- JUL 4 CPA POKER FLY-IN. One-day event.
- JUL 17 CPA DENVER-TO-JACKPOT AIR CLASSIC.
- SEP ? CPA CAMPING FLY-IN to St. Francis, Nebraska. Probably the third weekend of September.
- OCT 1-3 INTERNATIONAL AVIATION CONFERENCE AND TRADE SHOW, Colorado Convention Center. Sponsored by the Rocky Mountain Aviation & Aerospace Association.
- OCT 21-23 AVIATION AND AIRPORT INFRASTRUCTURE CONFERENCE.
- OCT 25-26 AIRSHOW at new Denver International Airport featuring the Air Force Thunderbirds.
- OCT 29 NEW DENVER INTERNATIONAL AIRPORT INAUGURATION.



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