

CPA FLIGHT LINES

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October, 1993



Westerly view of Granby Airport and Runway 9-27. New T-hangar development is visible in foreground. Future development plans would add a new N-S runway. Bill Hamilton photo.



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

PRESIDENT'S MESSAGE

by Walter Bell

SUCCESS. We all like to be part of something that turns out to be a great success.

For about a year and a half general aviation pilots (including many CPAers) have been providing air transportation (through AirLifeLine) to a Laurel, Montana, family whose youngest son was diagnosed with severe liver problems. Robbie's condition has meant constant travel between Laurel and Denver. About three months ago Robbie underwent a successful liver transplant.

On the day of the DIA airshow, Peter Luce and I loaded Robbie and his mother into Peter's plane and headed for Laurel. It had been three months since either had been home and the strain of the ordeal was evident. When we landed at Laurel we were met by a contingent of Robbie's family and relatives. The tearful reunion

brought closure to the family's considerable concerns.

It was a very satisfying moment for Peter and I to see this success brought in part by general aviation's efforts.

The new Class B airspace (Denver TCA) was published several days ago in the Federal Register, making it now official. The new airspace will take affect on the opening day of DIA. Except for several minute changes, the FAA adopted the recommendations of the TCA Ad Hoc Committee. As most of you will recall, CPA brought forward the initial design of the TCA (Class B) which the Ad Hoc Committee improved upon. The design genuinely came from the users, and even though none of the participants got everything they wanted most left the table reasonably satisfied.

The most difficult part of the design, to my mind, was the airspace around Front Range, Van Aire and Aurora Airpark. The proximity of DIA to these existing airports necessitated recommending less unrestricted airspace than they deserved but each airport was represented and accepted the final proposal. We will soon know how this design will impact those airports and their operations.

This is my last President's Message since next month we will have a new President of CPA. I decided not to run for a second term because I am spread

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P. O. Box 200911

Denver, CO 80220

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20th of the Month

MEMBERS: PLEASE NOTE . .

THAT the mailing label on your newsletter contains the expiration date of your membership. This line is highlighted in yellow to call to your attention when your dues are payable.

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

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too thin to give the organization the time and effort it needs and deserves. It has been a privilege to have had an opportunity to lead this organization for the past year.

I would also like to thank the other officers and Board members of CPA who have given lots of volunteer hours to help make CPA a diverse and interesting organization. I cannot begin to list the myriad of aviation matters that the officers and Board members have considered in the past year on your behalf. I also want to recognize the area representatives for their efforts in trying to bring CPA to their communities. Lastly, I want to wish the best to next year's officers and Board.

WELCOME NEW MEMBERS

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3570 Jackson Way
Thornton, CO 80233

■ Anyone with a curiosity as to what is going on at Front Range Airport need only attend one of the Airport Authority's monthly meetings. They are both informative and entertaining.

Those attending the meeting of September 14 could only conclude the airport is suffering a serious leadership vacuum in the aftermath of the departure of previous airport manager NEIL KEDDINGTON . . . and a more severe cash flow problem.

ROB CONEY, Planning Director for Adams County, is the acting airport manager. He carries the airport duties as an auxiliary function to his planning activities. But it is very clear that the airport authority is calling all of the shots, particularly airport authority member ELAINE VALENTE. Recall, it was a philosophical difference between Keddington and Valente (who is also an Adams County Commissioner) which led to Keddington's departure.

With the exception of Airport Authority member BRUCE HULLEY (also a CPA member) none of the airport authority members appear to have an aviation background.

The Authority still clings to the hope that UPS will locate on the airport and fulfill dreams of a major air cargo hub. But it may be clinging to straws.

The new N/S runway lays partially completed. Though adequate for general aviation use, it would have to be widened, extended and strengthened for use by the carriers. But this doesn't appear eminent because of environmental challenges, Denver opposition, UAL opposition, and FAA withdrawal of funding for runway construction along with reversal of its commitment on an air traffic control tower. It was reported at the meeting that CONGRESSMAN SKAGGS supports a revisit of the issue of a UPS

hub at the airport . . . though this appears to be more rhetoric than substance.

In the interim, the Authority is doing what it can to reduce operating costs. The planned 24 unit T-hangar (\$417,000) construction project adjacent to the new runway, for example, is on hold (if not scrubbed). This proves somewhat embarrassing for the Authority since a contract was awarded for construction of the electric bi-fold hangar doors. There was uncertainty, however, as to whether a contract was ever awarded for the hangars. The contractor argued he had a commitment from Keddington. But the Authority said there was nothing on paper. Regardless, it looks like the Authority, at a minimum, is the proud owner of 24 new hangar doors.

Along the same line, Corporate Air expressed an intent to exercise its option to purchase the large hangar at the end of the month . . . but the county attorney reported that no such option exists. According to Corporate Air, the agreement provided for a \$461,000 purchase price for the hangar, ramp and related automobile parking area.

In another blow to Corporate Air, the Authority passed a motion for a Request for Proposals (RFP) to solicit bids on the FBO services. Corporate Air has been operating the services without a written contract and had expected a lock on the future contract. Now it will have to compete.

■ A rumor has been floating that Denver is planning to buy Front Range Airport. Such a purchase would remove the uncertainty of the future of the airport. There wouldn't be a Front Range Airport.

Airport Commissioner ED LAPPART attempted to put the rumor to rest by announcing there was no substance to

the rumor. He stated, "In fact, with financial problems experienced at the new Denver International Airport, Adams County was more likely to be the buyer."

■ Consultant MICHAEL BOYD is also of the opinion that DIA has financial problems. He notes DIA needs to double Stapleton's \$150 million annual income stream from the day it opens. It has to generate \$220 million just to service its debt. Operating and maintenance expense jumps from \$70 million to \$120 million. Traffic will have to generate \$340 million annually to break even. Boyd does not see that happening.

■ Vance Brand Airport at Longmont has the pilot community in an uproar again. This time the issue stems from an aggressive fire marshal and a policy of strict enforcement of local fire codes and airport Rules & Regulations.

But all is not as it seems. CPA member CATHERINE BAUER tells us the crackdown originated out of City council under a policy to correct some potentially serious fire hazards. There were cases, for example, of mogas stored in jerry cans and self fueling in hangars. And an occasional hangar was used for storage of household items such as old clothing, mattresses and bedding. Considering the

airport had never had a fire inspection in its 49 years of existence, it is not surprising that a change in policy would create some reaction.

Catherine tells us the fire marshal insists that cans for gasoline storage be of an approved specification and that such things as electrical cords not be placed as a permanent installation. She tells us there is no policy to restrict non-aviation storage such as boats, cars, trailers and household goods. Restrictions are placed only on storage that would constitute a hazard or a pollution problem.

Also, the airport does not limit self maintenance of aircraft in hangars and even allows aircraft owners to perform major work where supervised by an IA.

■ Nice to see an airport manager like KEVIN BUNNELL have fun with operation of his airport. His "tongue in cheek" DIA fly-in at Greeley Weld County Airport has to be the perfect response to Denver's reluctance to permit one there. Recall, last month we reported that Denver scrubbed the planned G/A fly-in to DIA tentatively scheduled on October 16 for the reason they thought it would be too much of a distraction to completion of the airport.

■ If the Front Range Airport Authority



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is serious about a replacement airport manager, it would be in its interest to look at someone like Kevin Bunnell. Here is a young leader with a demonstrated ability to work with the general aviation community . . . and skills to work in sensitive political environments. Just a thought!

■ The State Aviation Division's new Colorado Aeronautical Chart is on temporary hold waiting availability of NOAA charts needed for the base map. The NOAA charts will be published for a November 11, 1993 release but will not become effective until DIA opens. And the state does not expect to gain access to the data until after airport opening.

■ Seen at the Rocky Mountain Air Fair of October 2-3 at the Colorado Convention Center: Colorado Aeronautic Board members MIKE SILVA and RICHARD BUCKNELL (both were busy staffing exhibitor booths and visiting with the aviation public) and ANNETTA SAXERUD. No sign of the other four board members. An opportunity lost to interact with thousands of their constituents. With all the money the board invested in the Air Fair, it is hard to believe there was a lack of interest . . . or was there?

■ CPA member MARK MEYER was in the news in mid-September when the Gold Rush Casino he manages in Cripple Creek was robbed by armed gunmen.

The press noted it was the first armed heist of a Colorado gambling casino. But to the credit of law enforcement, the suspects were apprehended within an hour of the heist.

Mark was CPA president in 1990 prior to accepting a position as casino manager in Deadwood City, S.D. In 1992, he and spouse Barbara moved to Cripple Creek to manage the Gold Rush Casino.

Mark flies a Super Viking which he bases at Canon City Airport.

■ Reproduction of the Rodewald article for publication in the *FLIGHT LINES* involved some rather interesting technical applications.

To avoid retyping, the article was photocopied, cut and pasted into a single column, faxed to a friend with a computer fax, transferred to a floppy disk, and converted to the word processing format used in the newsletter.

Yes, the article could probably have been retyped with less time and effort. But how else can one justify the expensive toys one aquires.

■ OTTO & MARY SENFT tell us they sold their Cessna 182RG on the third day of their ad running in Trade-a-Plane.

No, they are not out of aviation. Otto said they just wanted something faster. So they are in the process of building a Turbo Lancaire IV.

■ That will make at least two of our members flying Turbo Lancaire IVs. MIKE SEAVALL has one near completion. It will be one of the first turbo versions in the country.

■ Expect CPA to take a leadership role during the next fiscal year to gain acceptance for greater seaplane access to a number of state lakes and reservoirs. □



YOUR AREA REPS

*by Phyllis Kramer
Vice President*

MTJ . . . from Roger Lake, Area Rep.
As of September 12 the VOR (frequency 117.1) signal was not yet certified. AWOS frequency 135.225; telephone 303/249-1554. It is anticipated that the new runway will open November 1.

FNL . . . from Randy Bailey, Area Rep.
FNL was granted a Part 139 security classification about Sept. 1st. Continental Express plans to upgrade some of its flights from 19 to 40 passenger aircraft. Plans are also in the works for a Gamblers Exp Boeing 737 to start making flights in to FNL before end of 1993. Other than sharing pattern with larger aircraft, Part 139 classification impact to GA pilots is fairly small.

More fences are showing up around the ramps. All pilots must take a 1½ hour class from the FBO before being allowed to use self-fueling pumps. Self-fueling rule applies to all pilots, including transients, unless the respective pilot can prove an approved fueling class has already been taken.

In the last few months, two proposed residential developments near the airport have been voted down by the Loveland and Fort Collins city councils. Maintaining non-residential zoning around the airport continues to be one of the biggest issues for the future of FNL.

RANGELY/MEEKER . . . from Mike Brennan, Area Rep. At Meeker Airport, a courtesy car is usually available -- just replace fuel used. Check with Gary Coulter at 303/878-5045 if you like to plan ahead for a reservation. The AWOS is in TEST phase -- can call on phone 303/878-5036.

The Rangely College (CNCC) flight team will participate in the NIFA event October 14-16 at Boulder.

PAGOSA SPRINGS . . . from Larry Bartlett, Area Rep. The National September Bellanca Fly-In was cancelled. The mailers were apparently lost enroute. The C-180/185 fly-in for 1994 is scheduled for July.

The 1/19 runway extension at Stevens Field is currently on hold. The engineers say it needs more asphalt. Accordingly, regardless of the NOTAM, consider 1/19 as an excellent 6500' strip with a 3000' overrun on the north end. Plan to land 3000' down the runway when using 19 -- no problem -- as the existing 6500' is plenty.

Larry is busy completing his next video, "Flying the Colorado Rockies." It will feature a tour of most of the popular high country airports. Many of you are probably already familiar with his excellent videos.

CPA HOTLINE (303) 266-6266

CPA ANNUAL MEETING

Saturday, November 13, 1993

8:30 a.m. - 4:30 p.m.

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FORMER FLYING TIGER RODE RODEWALD SET A FLIGHT RECORD --- AS A PARAPLEGIC

by Sue Keller

With the laconic aplomb typical of a seasoned aviator Donald L. "Rodé" Rodewald landed his Piper Comanche 260B at Oakland International Airport on November 11, 1984 and remarked "Well, the Pacific is behind me."

Rodewald had just flown from Honolulu, Hawaii, and at 2,200 nautical miles, it was the last and longest leg on his around-the-world flight. That last leg had taken him 13 hours and 20 minutes and actually should have been aborted about an hour after takeoff due to a 60-knot headwind that had come up—not unusual over the Pacific at that time of year.

Because Rodewald was out of Loran (navigational radio) and DME (distance measuring equipment) range when he hit bad weather, it would normally have been a no-go situation. But Rodewald reasoned that he had lots of fuel, he could use dead reckoning okay, and he knew the folks who had seen him off at his 10 p.m. departure from Honolulu would be in bed by then, and he did not want to bother them. He decided to fly on for a few hours and turn back if conditions did not improve. Fortunately, the headwinds abated, Loran came within range about 800-900 miles out from Hawaii, and by the time he reached the point of no return (about 1,000 miles out), Rodewald had decided to continue on to Oakland.

The leg immediately prior to that, from Majuro in the Marshall Islands to Honolulu, was the longest in terms of elapsed time. At 14 hours and 25 minutes, it was the closest he had come

to his maximum fuel capacity of 15 hours and 40 minutes, again because of headwinds. Reduced to using dead reckoning 150 miles out from Majuro due to a moribund Loran, he had thought about turning back to Johnson Island but decided that Hawaii, ahead of him, was a larger target than the tiny atoll somewhere behind him in the middle of the ocean.

Rodé Rodewald's flight was a record-setter and something more: he was the first and only paraplegic to fly solo around the world. He was 66 years old at the time of the flight, and he logged 234 air hours and 31,350 nautical miles, making 34 landings in 24 countries. Flying at an average altitude of 11,000 feet, he averaged an airspeed of 134 knots.

Aviation artist Roy Grinnell felt compelled to celebrate this remarkable achievement. The result is his painting *A World Record for Rodé Rodewald*.

Grinnell depicts the pilot and his plane suspended in a vast, cloud-filled sky over a cobalt blue Pacific. The serenity invoked by the picture is quite different from the drama of the dynamic air battles often depicted in aviation art. Instead, this painting represents a battle against the elements and a test of the pilot's skill and inner strength. "I wanted to try to put across the loneliness of his fight," says Grinnell, who, in order to be sure of the details, flew in formation with Rode and took photos of the plane and its markings. Grinnell's cumulus clouds are those commonly seen over the Pacific, the

welcome harbingers of a large land mass.

Grinnell's art is marked by a combination of historical accuracy and imagination. Aviators appreciate his paintings because they capture the feeling of the moment along with all the precise details.

A World Record For Rodé Rodewald serves as an effective introduction to the flight and to the man who made it. Everybody can appreciate the accomplishment, but perhaps only fellow aviators can truly comprehend its degree of difficulty.

Could any pilot make this flight? How many would even try? Mental and physical toughness are inherent in such an endeavor. What would happen if he had to put the plane in the water? Would his handicap hold him back? If you knew the man, these questions would not even come up. Get out and try—you can do things you normally wouldn't consider doing. "Being in a wheelchair shouldn't compromise you." That is Rodé's creed.

Prior to his record-setting flight, Rodewald had been a paraplegic for 30

years because of a 1954 accident that occurred after a plane's engine quit on him. How did he prepare himself physically for the rigors of such an undertaking as a round-the-world flight? Did he train to get in shape for the flight? "For a paraplegic," he responds, "just taking care of yourself is a lot of exercise, and in the course of ordinary living you have to do a lot of preplanning. Things weren't complicated for me in the plane; if you want something badly enough, you'll find a way to do it."

The trip was spread out over approximately four months (Rodewald was not going for a speed record), from July 25 to November 11, 1984, but the idea had simmered in the back of his mind ever since a fellow wheelchair aviator brought up the possibility in 1978. Finally, Rodewald said, "Somebody's going to do it—I might as well be the first one." "Go, Dad go!" seconded his four daughters.

Only a lifetime of flying experience could make the trip feasible. Rodewald started flying in 1934 at the age of 15, and got his license the following year. He continued to fly just about every kind of



ROY GRINNELL STUDIO SAN JUAN BAREBARA CALIFORNIA

*To portray the lone aviator over the Pacific in his painting *A World Record for Rodé Rodewald*, Roy Grinnell flew in formation alongside Rodewald's Piper Comanche 260B following his epic flight.*

plane during stints in the Army Air Corps, as a test pilot at Eglin Air Force Base in Florida, in China during the last year of WWII, and in Korea in the early 1950s.

Rodewald's experience with armaments in the National Guard, with the Army Air Corps and with the American Volunteer Group (AVG)--aka the Flying Tigers--in China made him doubly valuable. He was chief of weapons testing at Eglin in the late 1940s.

Even after the 1954 accident left him paralyzed from the waist down, Rodewald did not slow down. After rehabilitation, he worked 20 years for Lockheed Aircraft in customer relations.

It was not until he met Bill Blackwood in 1969 that Rodewald began to consider the possibility of flying again. Blackwood, himself the victim of a crippling accident after 20 years of Navy flying, invented a portable hand control that attached to the left rudder pedal and, according to the inventor, "allows the pilot to fly with his left hand on the yoke and his right on the rudder." Blackwood owned the first production model, and Rodewald bought No. 2.

From then on, Rodewald was up in the air again, using the detachable control on rented Piper Cherokees. (The control was designed for Pipers but can be modified to fit Cessnas and Beech Bonanzas.) Rodewald bought his Comanche 260B in 1978. "It's a plane that's designed and built for long-range flying; it's meant to go places [as proved time and again by distance record-setter Max Conrad]."

Preflight planning took about six months and was centered around obtaining landing clearances, charts and insurance and having a 60-gallon auxiliary tank installed inside the plane, giving him a total fuel capacity of 180 gallons in seven tanks. He had enough fuel to stay in the air for 15 3/4 hours. He bought himself a Loran unit for Christmas in 1983.

Rodewald arranged for "agents" to meet the plane and handle fuel, billeting,

and government fees outside of Europe because "in some places, if you haven't made arrangements ahead of time, you won't get fuel." However, these agents sometimes bid him goodbye with a shockingly high bill for "handling charges." He also worked with Lockheed Jet Plan, which made similar arrangements for him.

Although he first flew from his home in Colorado to Oakland (three of his daughters live in the Bay area) and then on to Washington, DC., the "official" start of his sojourn was Goose Bay, Labrador. From there he flew east, reaching Reykjavik, Iceland, via the south tip of Greenland, and then across the water to Europe. "My first consideration was the North Atlantic," said Rodewald. Everyone agrees that June is the best time to start across. "I left a little bit late and picked up a little ice."

He went to Glasgow and London, staying with an AVG friend in Germany and Air Force friends in southern Italy. He visited his former secretary in Saudi Arabia and then went on to the seaport of Dubai in the United Arab Emirates, where they rolled out the red carpet for him. His only unscheduled (and involuntary) stop of the trip was in Karachi, Pakistan, where he was ordered to land. The Pakistanis subsequently relieved him of a considerable amount of cash for "using their airport facilities."

More of Asia and the Pacific followed: Ahmadabad, India where he flew in monsoons ("Not too bad, didn't bother me much") then eastward to Dacca, Bangladesh and southeast to Bangkok, Singapore and Bali. Next, dropping south to Australia he went straight through the middle of the continent, stopping in Darwin, Alice Springs and, finally, Adelaide, where he made good on a promise to take a lady friend to a birthday dinner. While there the Comanche underwent its required 100-hour inspection with no major repairs necessary

Leaving Australia From Sydney,

Rodewald flew north to New Guinea and Manila. He reached Taipei a few days before attending a Flying Tigers reunion there, and was warmly welcomed by the Taiwanese who have a great affection for the AVC pilots who were in China in the early 1940s.

Flights across the endless Pacific are the most challenging in terms of weather, distance and elapsed time. Additionally there was a frustrating foul-up on the 1,500-mile leg from Manila to Guam.

A "terrible mistake" had Rodewald using dead reckoning a good portion of the way, along with trying to skirt Typhoon Vanessa. He was convinced the Filipinos didn't use Loran and his Loran book did not have any listings for the Northwest Pacific. By his own admission he later realized that if he had contacted the Philippine military, they would have disabused him of that notion. Later, he discovered that his Loran book was missing a page—the one listing the Northwest Pacific stations. Nevertheless, Rodewald knew where Vanessa's "eye" was and took advantage of the storm's tailwind for 300 to 400 miles. He completed his great circle route flight with the Majuro to Honolulu and Honolulu to Oakland flights.

Throughout the trip, Rodewald was in constant voice communication over land and water, where contacts were mostly in American English and easy to understand—an outgrowth of the United States' worldwide military influence. "The Canadians [especially] are very adamant about making position reports," he says. "If you're late more than about five minutes, they'll alert Air-Sea rescue, and you have to pay for it. It's a great motivator."

What concerns did Rodewald have during the flight and how did he occupy himself during the long Pacific hops? What contingency plans did he have in case he had to ditch?

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not having enough fuel were major considerations, normal concerns for any pilot making long trips over water. Aviators are required to carry an emergency dinghy with a radio beacon on it for such emergencies. Still, Rodewald improved his odds by flying without the leg braces he usually wore at that time, and by being a strong swimmer. By navigating constantly and watching fuel consumption, he did not have time to "get bored."

The impact on aviators of Rodewald's around-the-world flight was immense. Dick Rossi, president of the Flying Tigers and a friend since their AVG days in China, says, "To us he's an inspiration. Here we sit, worrying about our little annoyances, and this guy does something like this. It really puts things into perspective."

"Everybody looked at Rodé's flight with awe," states Bill Blackwood, inventor of the portable hand control and permanent secretary of the 215-member International Wheelchair Aviators, of which Rodewald is a past president. The organization, founded by Rodewald, Blackwood and several others more than 20 years ago, still meets annually for fly-ins.

Rodewald's youngest daughter, Judy, who stayed in contact with him throughout the trip, arranged for a big welcome on his arrival at Oakland International. On hand were Rossi, Blackwood, several other wheelchair aviators, nine AVGs

RENEWALS

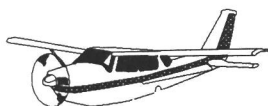
(seven of whom had been at the reunion in Taipei), Lockheed Jet planners, members of the Fourteenth Air Force (which grew out of the Flying Tigers) and many friends and family members.

"I was overcome by all the people that were there," says Rodewald, and he credits his four daughters with being his sponsors. "After all," he adds with typical understatement, "I was using their inheritance to finance the trip."

Thanks to artist Roy Grinnell and his painting, more people can be introduced to a unique human being whose extraordinary accomplishment has made a genuine contribution to the history of aviation.

The foregoing article was published by Empire Press, Inc., a Cowles Media Company subsidiary, 602 South King Street, Suite 300, Leesburg, VA 22075 in the November 1993 issue of AVIATION and is reprinted with permission. Rode is a member of CPA and lives in Lake City, CO.

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COLORADO AVIATION CALENDAR

- NOV 6 **A RUNWAY OF FASHION**, 2:00 p.m., Saturday, Buena Vista Airport. Presented by Beacon Gallery and Buffalo Peaks Trading Company featuring handwoven garments, custom made jewelry and fashion show. Coffee and cookies served. *Info: 303/395-2496.*
- NOV 13 **CPA ANNUAL MEETING**. 8:30 a.m., The Clarion Hotel at Centennial Airport. *Info/Reservations: Michael Baldwin 303/674-3836.*
- NOV 19 **DENVER INT'L AIRPORT DEDICATION CEREMONIES**. Dedication ceremonies in morning; gala benefit in evening includes dinner, dancing and entertainment. *Info: New World Airport Commission 303/391-5900.*
- DEC 5-9 **AVIATION AND AIRPORT INFRASTRUCTURE: INT'L CONFERENCE**, Colorado Convention Center. Forum for government officials, airport executives and aviation industry on new airport technology. Organized by World Trade Center Denver & University of Denver. *Info: 303/592-5760.*
- DEC 11-12 **DENVER INT'L AIRPORT OPEN HOUSE ARTS WEEKEND**. Open house to allow the public to get acquainted with the new airport before it opens. Open house will also unveil the Airport Art Program's commissioned art work in the facility. *Info: New World Airport Commission 303/391-5900.*
- DEC 12 **CPA CHRISTMAS DINNER**. The Clarion Hotel at Centennial Airport. *Info: Michael Baldwin 303/674-3836.*
- DEC 19 **NEW DENVER INTERNATIONAL AIRPORT INAUGURATION**.

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