

CPA FLIGHT LINES

Vol. 10, No. 10

November, 1993



Van Aire resident (and CPA member) Steve Harless and his Grumman American AA-2, seen at Platte Valley Airpark fly-in on October 23. Airport observation tower is in background. Steve uses the aircraft to commute from his home to his job as manager of the ATCT at Jeffco Airport.



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

PRESIDENT'S MESSAGE

by Mike Baldwin

As CPA members receive this newsletter, I will have been elected your new president for the 1993-1994 fiscal year -- if there is not a last minute coup.

There are certain goals and objectives that I hope we -- officers, Board members and members -- will work towards. CPA is in a position to truly become the "Voice of General Aviation" in Colorado. At the present time membership stands at somewhere in the low 400's. We are a small voice at that level. If CPA were at the 1000 member level, our voice would be much stronger. Missouri has 1,500. Why not CPA?

AOPA is a most successful aviation organization in terms of membership growth. It has recently passed the 315,000 member level. AOPA offers a long list of member services, which includes a fine publication and a vigilant watchdog effort to protect the rights and

privileges of pilots. These may be the prominent attractions of AOPA to prospective members.

CPA has a list of member services, which include a fine publication specific to Colorado, a vigilant watchdog effort in regard to local airspace and legislative matters, social events, fly-ins, safety and entertainment seminars, a cross-country air race, and others.

The Board includes 16 members, each with a specific and collective function to serve the Colorado pilot community. CPA represents ALL the general aviation pilots in Colorado, not just the membership. For example, much of the new "B" airspace configuration is due to CPA's efforts, and most of those who produced the recent First Annual Rocky Mountain Air Fair were CPA members.

CPA's list of attributes is not as extensive as AOPA's, but it is very similar. AOPA has over 7,300 members in Colorado. (These are annual renewals; pilots who have an ongoing interest in general aviation.) For openers, suppose we were able to have 10% of these join CPA. That would increase our participation from the low 400's to the 700 member level. That also presumes that 90% have no interest in CPA.

All of our activities and outreach would be greatly improved by substantial increases in membership. I would like to set 700 as a 1994 goal, followed by 1,000

PRESIDENT

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303/674-3836

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303/367-0670

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

and 1,500 in subsequent years. Whether or not we can actually do this is impossible to predict; what I would like to do is to create the structure to at least pursue these goals.

To this end, we are fortunate to have nine new Board members (two of whom are past presidents), and two of whom have extensive backgrounds in development and publicity. [See p. 15--ED.] Our efforts to increase membership begin with making CPA and its benefits visible to the flying public, which at present seems relatively unaware of CPA. All of us need to work as a team unit towards visibility and membership development.

As of this writing, I plan to attend the AOPA Convention in Orlando next week [first week of November] and am seeking a discussion with AOPA President Phil Boyer for guidance and assistance in the membership expansion program. Look for further reports on this effort.

Please join us in the drive for increased visibility and new members. Tell fellow pilots about CPA -- describe what we do and who we are.

If AOPA can do it, so can we. We aren't any different.

WELCOME NEW MEMBERS

Bowman, Ray
6645 S. Apache Drive
Littleton, CO 80120

Hough, Hank
4580 Ensenada
Denver, CO 80239

Kercheval, Woody
222 Turf Lane
Castle Rock, CO 80104

Roberts, Richard C.
5641 W. Bates Avenue
Denver, CO 80227

Skelton, Carol
600 Chekwa Trail
Gunnison, CO 81230

Vader, Michael J.
P. O. Box 1423
Gunnison, CO 81230

Watkins, Lin
4655 Cobalt Drive
Colorado Springs 80918

CPA HOTLINE (303) 266-6266

BOARD OF DIRECTORS MEETING HIGHLIGHTS

The boardroom at the jetCenter at Centennial Airport was the venue for the October board meeting. CPA appreciates being able to use this spacious facility and invites any interested member to attend these monthly meetings. They take place on the first Monday of each month (unless that Monday falls on a holiday) and commence at 7:00 p.m.

An invitation to attend a joint user meeting scheduled for November 4 was received by President Walt Bell. This all-day meeting will be hosted by ATCT and ARTCC at The Best Western Motel, Denver.

Committee reports included an announcement by Steve Harless, Air Classic Chairman, that the 1994 event is tentatively scheduled for July 16. The next Student Air Lift will be held in the spring, according to Education Chairman Bill Dunn. Legislative Chairman Frank Gallo expects to pursue the issue of float planes' ability to land on bodies of water in the state. Meetings have been scheduled with the Department of Wildlife, the State Parks and Recreation Department and other appropriate regulatory agencies to determine just exactly what regulations exist and how they impact GA.

Several presentations of the Mountain Flying Course are in the works for next year. Chairman Bill Standerfer announced that he planned to make a proposal to the Bonanza Society at its board meeting in Corpus Christi, Texas, on November 13.

Extensive number chunching abounded as various Committee Chairmen submitted their budget requests for the coming

fiscal year. These requests will be scrutinized by the president, the incoming president and treasurer, who will present final figures to the Board at its next meeting. A complete budget then will be voted upon at the Annual Meeting on November 13.

The Board set a selling price of \$5 each for 1993 Air Classic T-shirts, \$10 for the new white caps with the CPA logo, and \$3 each for our CPA Lapel Pins. These may be purchased by sending an order, together with a check, to the CPA address.

Congratulations were extended to Walt Barbo, Director, First Annual Rocky Mountain Air Fair, which was held October 2-3 at the Colorado Convention Center. Walt responded by pointing out that about two-thirds of the people attending this CPA Board Meeting were involved in the effort and that a major portion of the volunteers were CPA members.

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 Gretchen Jahn or from your Area Representative.

YOUR AREA REPS

by Phyllis Kramer
Vice President

GUC . . . Area Reps. Welcome to **MICHAEL J. VADER** and **CAROL SKELTON** our new Area Representatives for the GUC area. Mike is a CFII, a charter pilot, native of Gunnison County, and Carol is a new private pilot. They can be reached during the day at Gunnison Valley Aviation, 303/641-0526.

PAGOSA SPRINGS . . . If you haven't read page A-23 of the second October issue of *GAN&Flyer*, suggest you do so, or if you would like a copy let me know. It seems Daryl Murphy who writes "Gadding with GAN" found **LARRY BARTLETT** at Stevens Field during his visit in September. Murphy, in his search for a "retirement" location in Colorado, found a friend; and, I gather, they both enjoyed the "hangar" flying.

In the same GAN issue, it is reported AOPA is asking the FAA to extend the third-class medical to four years for VFR only pilots. AOPA is proposing a trial period during which all third-class medical certificates issued to non-instrument rated pilots between 1/1/94 and 12/31/95 would remain effective for 48 months.

MTJ . . . ROGER LAKE advises the opening of the new runway 17/35 at MTJ Regional Airport will be on Thursday, November 11. The VOR 117.1 has been moved and is operational. ASOS phones are 303/249-1554 and 303/249-1534. From the Black Canyon Pilots Association newsletter, "Runway 17/35 [new runway] was painted recently and now is starting to look very official. The ILS has been installed (111.3) and has been flight checked by the FAA and is scheduled to be published with the next series of approach plates which are due on November 11, 1993. Runway 12/30 is

now 13/31." Further "Montrose frequencies are: ASOS 135.225; CTAF 122.8; VOR 117.1; ILS 111.3; DNV Cntr 125.35; DNV FSS 122.65."

CANON CITY/FREMONT COUNTY . . . **DEAN BAIRD** reports the Fremont County Airport Advisory Board members, Fremont County Commissioners, aircraft owners and pilots met October 6 with members of the CDOT Division of Aeronautics. The purpose of the meeting was to establish a priority list for improvements at the Fremont County Airport. The CDOT members were Bob Brown and Travis Vallin.



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SAFETY CORNER

by Bill Marcy

Departed Kerville for Denver with ceiling about 1500 feet, visibility about 5 miles, occasionally three or less, occasional scattered clouds at 1000 or less. Compass course 323 magnetic, 216 miles to gas stop Snyder, Texas.

There are no section lines, and darn few roads or landmarks leading northwest out of Kerville, so about 20 minutes out, the chief navigator announced that we were no longer sure of our position. Turned on the new Magellan GPS receiver, which promptly announced that its batteries were low. Plugged in the backup battery pack, only to find that it had already been used and was also dead. Back to dead reckoning.

Found that looking outside and trying to correlate with a map it was nearly impossible to maintain the compass course, and after about 30 more minutes we gave up and started looking for an airport.

Followed a highway north and found the town of Winters, with an unattended airport about 20 miles off the course line. No marking pen in the navigation kit, so used a pencil to mark a new course following highways the rest of the way to Snyder, and from there past Amarillo to La Junta, where the visibility was finally

good enough to fly direct again. Visibility was plenty good enough to follow the roads, and the deviation from the course line was seldom more than 20 miles until heading straight north from Amarillo to La Junta. The good news is there was a tailwind component most of the way, so flying low was not much of a loss of time.

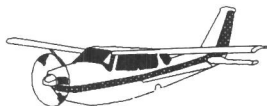
As a strictly VFR pilot, I find that I rely on outside references to help me hold to a compass course, and do not have the experience to keep on course simply by reference to instruments, especially with distractions like trying to figure out where I am. We learned three things from this experience:

1. Don't plan on flying direct in poor visibility. Plan to follow roads, rivers, and other good landmarks. Flying direct is for good visibility, which means a definite horizon, not just five miles.

2. Keep marking pens and a plotter in the navigation kit; you can never tell when you will need them to plot a new course.

3. Make sure your backup equipment, such as a battery pack, is in good order.

4. (This one I already knew): Don't count on electronic devices; they can give up just when you need them the most, and ALWAYS have a backup plan.



HEARD ALONG THE FLIGHTLINE

■ CPA member GRACE BIRGE MAYFIELD received "distinguished career" honors at the annual convention of the Silver Wings Fraternity on October 15. Grace has been a flyer since 1937, was a "WASP" in WW II, an air traffic controller and an instrument flight instructor. She was also featured in a recent documentary on the role of women pilots during WW II entitled "Women of Courage." It was shown on KRMA Channel 6 (PBS). Look for the repeats. Worth Watching!

■ Dick Frost (who first soloed in 1935) received a similar award for his role over the years as a test pilot of aircraft including the first U.S. built jet fighter aircraft. His flights included chase plane for Chuck Yeager in support of the first supersonic flight in 1947. Dick is one of those exceptionally modest heroes who reflects on his career as "luck of the draw to be involved in history making events."

■ The Silver Wings Fraternity is an association of private pilots who soloed more than 25 years ago. Those who soloed more than 50 years ago are eligible for the organizations gold wings. Anyone with an interest in joining should contact Barbara Fey at 303/770-4507.

■ Aviation Attorney SCOTT HAMILTON just acquired a Luscome 8F . . . "for (wife) Charlotte", he said. Worth observing that Scott always wanted to own a Luscome.

■ Perhaps Scott can get some tips from CPA member LYLE MUIR of Hudson on how to maintain the new acquisition. Lyle also owns a Luscome 8F. And holds A&P and IA ratings.

■ Interesting issue developing on a Denver proposal to use State Aviation Trust Fund monies to subsidize hotel development at the new DIA. It is an issue of whether trust fund monies can be legally used for that purpose.

The funds in question come from a 3% sales tax on the sale of aviation jet fuel.

Last year tax revenues from this source amounted to \$7,742,000. About 92% of it came from fuel sales at Stapleton International Airport. (Note: Excise taxes from sale of general aviation fuels also feed the Trust Fund. But the sales tax on jet fuel are the fund's principal source of revenue.)

Disbursements of sales tax revenues from the Trust Fund include a 75% return to airports of the sales tax money they pay into the fund. The remaining 25% of sales tax revenues is used in the operation of the CAB and for the Airport Discretionary Grant Program.

Denver's share of the 75% return to airports amounts to about \$6 million/year. These are the funds proposed by Denver to subsidize development of new hotels at the entry to the new airport.

The enabling legislation which created the Aeronautical Board and the Aviation Trust Fund provides that trust fund monies be used only for airport operation or aviation development. This leads to the obvious question as to whether a hotel can be interpreted to be an aviation use. Stapleton Airport Manager Jim DeLong argues that an airport hotel is every bit as much an aviation use as (for example) an airport parking garage.

There is precedence for this point of view. In one case close to home, the courts determined that the Clarion Hotel at Centennial Airport was an aeronautical use and, as such, was exempt from county property tax. The same interpretation for hotels at DIA could result in a significant tax benefit in addition to the obvious benefit of a subsidy to support construction and operation of the hotels.

Much of the Centennial Airport finding was influenced by an FAA determination that the hotel was an aeronautical use. The determination was necessary in consideration that the hotel was built on

land acquired under a federal grant.

There are a few significant differences between the hotel at Centennial Airport and the Denver proposal. For example, the Clarion Hotel was built in the airport terminal area. It is relatively small and appeals primarily to aeronautical users of the airport. Also, financing for construction and operation came only from the private sector.

In the DIA case, the proposed hotels would be relatively large, would be located in a commercial zone off the airport entry road near I-70, and would appeal primarily to travelers and the general public.

When it all shakes out, we suspect that Denver will do whatever they want with its share of the trust fund monies. The Feds are not involved, so will not be a factor. The CAB will look the other way if it can. After all, the definition of aeronautical use is sufficiently soft that it may require a court finding. Worth watching though, to see which way Denver moves on the proposal . . . and whether property tax relief will be offered.

■ AMENDMENT #1 limitations on revenues and expenditures continues to prevent many local governments from accepting airport development grants from the CDOT Aviation Division. Of course, this dilemma can (and is being) remedied through local elections. During the interim the division acted as contractor for a number of "statewide projects" as a means of performing critical needed development within the provisions of the amendment. Over 1/3 of grant monies so far this year (\$700,000 of \$2.4 million) were used in this way. Creative!

■ "Compliance Through Partnership" will be the theme of a new FAA program to increase compliance through improved working relations with the aviation community. Because of past leadership in this area, Denver FSDO was selected to introduce the program on a trial basis. Details were not available at press time. But it looks like a further step in the agency objective of a "friendlier FAA."

■ Platte Valley Airport near Hudson, Colorado attracted nearly 50 visiting aircraft on October 23rd during one of



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CPA CHRISTMAS DINNER

Sunday, December 12, 1993

**THE CLARION HOTEL
at Centennial Airport**

**Cocktails: 6:00 p.m.
Dinner: 7:00 p.m.**

ENTERTAINMENT: The Evergreen Chorale

Cost: \$25.00 per person

RESERVATIONS: 303/674-7864

the season's last barbecue fly-ins. Other than the addition of a few T-hangars, this airport is little changed from how it appeared in the early 1970s. The tower lounge with its winding staircase is still there. And the current owners have carried the tradition of a family fly-in destination. A real treat for the amateur photographer . . . or for those who just want to hang around and talk aviation.

Those wishing to fly in should be mindful of what appears to be the standard traffic pattern. It starts with an overflight of the terminal area in a westward direction, at an altitude no higher than 100 feet, followed by an accelerated climbing left turn to downwind for landing.

■ Overheard at a recent luncheon meeting. FSDO Accident Prevention Program Manager MICK WILSON fantasizing about what he planned to do following retirement. "I plan to do a documentary video on landing techniques of geese," he said. "I notice they always have their landing site selected far in advance of landing, they always fly a standard pattern, flaps are deployed as needed, feet are always dropped just prior to touchdown, and speed is reduced to just above stall speed for a soft spot landing. They never land gear up. Must be a lesson for other aeronautical users here somewhere."

To which someone remarked, "But how many geese would buy the video?" ☐

PHOTO GALLERY



Platte Valley Fly-In: Two O2-As from Patrol Squadron Colorado taxi into the ramp at fly-in. Aircraft are military versions of the Cessna Skymaster 337. Aircraft flew in Vietnam as spotter aircraft for bombing strikes.



Dick Jones was doing a bit of "barnstorming." He carried passengers at \$60 per head in his AT-6.



Air Power West "Company Store" at the fly-in. Rural nature of the airpark is evident by farm machinery and trees.



Fly-in was a photographer's delight with all kinds of antique, homebuilt and military aircraft.

A Case For WRAY AIRPORT

by Lucile Bledsoe
CPA member, Wray, CO

A reporter for the New York Tribune went to New England to cover the story of a new airport, constructed to alleviate traffic from the International Airport.

The reporter spied a nice-looking gentleman clad in his tweeds and looking the part of a country squire.

"Excuse me," the reporter said, "I was told you have spent most of your life in this community. I suppose you have seen many changes." The gentleman looked up and without hesitation replied, "Yes, sir, I have and I want you to know I was against every one of them."

I tell this because I find myself relishing what is at hand. I find it hard to accept change. Yet, we know that communities or prudent people do not change or instigate change, for change sake.

Just briefly, let us look back. In 1943, fifty years ago, we were at war. The constructive changes we have now were by decree . . . the WAR EFFORT. No one challenged. It was CHANSON DE Geste. (Shan Son de Zeste). Meaning a song of heroic deeds.

We sent our finest men to face death to uphold our world position. The battle cry was, as we all know, in two World Wars . . . to END WAR. Then came the proposition: How can we expand our highways, byways or educational systems without the Barong and Sheath -- or in other words - WAR?

We can do it, if communities will lay down their skepticism. I'm sure we had people in this community who for good reasons objected to the railroad coming through our peaceful valley. But the railroad, with all its faults, brought prosperity. It brought taxes to build schools and opened our lives to the rest

of the world. Communities that did not see progress withered and died.

The highways came. Good people in this community fought for better paved roads, east, west, north and south. Highways have reached their zenith.

Looking ahead, if our community is to survive, we must have a good airport. The modern means of travel is by air. We must have a facility certified by the FAA, so doctors, professional people, agricultural specialists, etc. can make this community the center of health, learning, and enterprise. This is what I have been fighting for. Be assured it does not profit anyone but you. The community is counting on you.

Lucile presented the above to the City Council of Wray in an effort to encourage support for the local airport. The Master Plan was accepted and a time schedule of five years was projected to improve the airport.

RENEWALS

Darwin Miner, Longmont
Helen Pustmueller, Denver
Bob Doubek, Littleton
Gary Schafer, Boyero
Lyle Muir, Hudson
Scott Ellis, Sterling
Glen Stevens, Byers
Jerry Stooksbury, Ft. Collins
Charles Koch, Loveland
Bill Linenberger, Aurora
Robert Billings, Lafayette

CPA OBJECTIVES

The Colorado Pilots Association is a nonprofit organization of pilots and aviation supporters dedicated to the furtherance and enhancement of general aviation interests in the state of Colorado. Specific objectives and activities in support of this goal for the fiscal year include:

OBJECTIVE #1: Encourage Safety in General Aviation Flying.

ACTIVITIES:

- Sponsor aviation safety symposiums, meetings, and safety clinics as a forum to educate on pilot and aircraft safety.
- Support pilot safety programs initiated by others including the FAA, CAP, and various pilots' associations and organizations.
- Contribute to an awareness of aviation safety by use of the CPA FLIGHT LINES to publicize accident information and as a forum for accident prevention articles.
- Counsel federal, state and local organizations on safety implications of aviation related programs.

OBJECTIVE #2: Promote the Growth of General Aviation in Colorado.

ACTIVITIES:

- Support aviation education programs as a means of providing understanding, support, and advancement of aviation interests.
- Provide leadership and support efforts of others in removing barriers to effective growth and economic health of aviation.
- Give recognition to activities and accomplishments in aviation through actions such as awards, letters of recognition or appreciation, and publicizing in the press and electronic media.
- Support AOPA, USPA, and other aviation groups and organizations in programs to foster growth of aviation.

- Support state aviation historical organizations in preserving the record of aviation in Colorado.

- Establish and maintain a record of activities and accomplishments of Colorado Pilots Association.

- Promote legislation favorable to the growth of general aviation at the federal, state and local level.

- Encourage the construction and improvement of air facilities in the state.

- Support policies, practices and technological changes in aviation which have the effect of minimizing or reducing costs of general aviation flying.

- Sponsor, encourage and support fly-ins to promote increased use of aircraft and increased esprit de corps between pilots and the aviation community.

OBJECTIVE #3: Assist Federal, State and Local Governments on General Aviation Matters.

ACTIVITIES:

- Provide advice to federal, state and local governments on programs and plans which affect the aviation community.
- Participate in advisory committees and panels to provide information on and further the interests of general aviation.
- Assist the state of Colorado in its efforts to implement the new state aviation organization.

OBJECTIVE #4: Guard and Protect the Rights of Pilots.

ACTIVITIES:

- Oppose actions which would unreasonably limit general aviation access to airports.
- Seek removal of burdensome regulations and oppose proposed new regulations which would have the effect of reducing rights of pilots.

FLIGHT LINES

ADVERTISING RATES

Listed below are the rates for placing paid advertisements in *FLIGHT LINES*.

RATES:

1 full page	\$ 60.00
½ page	\$ 30.00
¼ page	\$ 20.00
Business Card Size	\$ 15.00

Fliers:

-- Commercial	\$ 25.00
-- Fly-In Events	FREE

These rates are per issue. Mailing list is over 450, with an additional 200 distributed at random. There are 11 issues published per year. Rates are payable in advance of publication.

CPA MERCHANDISE

Caps (white) with CPA logo -- \$10
Lapel Pins -- \$3
Xtra Large 1993 Jackpot T-Shirts -- \$5
(Black with gold lettering)

*To order, send check in amount of
purchase to CPA, P.O. Box 200911,
Denver, CO 80220.*

AREA REPRESENTATIVES

SAN LUIS VALLEY

Paul Foster (H) 719/852-9860

Boulder

Ken Carter (H) 303/494-3663 (O) 303/444-2216

Burlington

Larry Mack (H) 719/346-7884 (O) 719/346-5352

Colorado Springs

Kent Eckhart (H) 719/599-9259 (O) 719/570-9173

Linda "Clancey" Maloney (H) 719/475-8781 (O) 719/573-9490

Canon City

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Colorado Pilots Association

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Mailing Address _____

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Phone (Home) _____ (Bus.) _____

Pilot Rated? ☐ Yes ☐ No Profession _____

A/C Owned (Make) _____ (Model) _____ N _____

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