

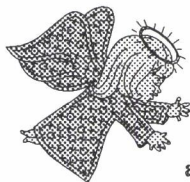
CPA FLIGHT LINES

Vol. 10, No. 11

December, 1993

Season's Greetings

from your BOARD OF DIRECTORS



and EDITOR

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

PRESIDENT'S MESSAGE

by Mike Baldwin

AOPA EXPO '93

As predicted in last month's **FLIGHT LINES**, I went the first week of November to Orlando for AOPA EXPO '93. A few days before leaving, AOPA President Phil Boyer called to say that Bill Dunn, AOPA VP for Regional Affairs, would be the contact for help with CPA's membership expansion program.

After a 7.5 hour trip to Orlando in the 210, with two stops at Tulsa and Meridian and only a little ice near LIT necessitating a descent to 9,000, I arrived at Kissimmee (ISM) at 9:30pm. The Hobbs showed that the engine ran for 35 minutes after landing, trying to find a parking place. Finally Tom Reilly found this lost 210 taxiing around in circles, parked me at his Warbird Museum and gave me a ride to the Dolphin Hotel, the EXPO site. He had been on the go since early that morning, was just as worn-out as I was, and was still very friendly and helpful. His Flying Tigers Warbird Air Museum is an FBO as well, and I recommend them highly for travellers to the Disney complex.

After arranging a few minor repairs to the 210, I was able to attend the address by our new FAA Administrator, David Hinson. He was most encouraging -- he is the first Administrator to take the

post while an AOPA member. He spoke positively of the **four-year medical and two-year annual**, saying that while he had sold his Baron when assuming the FAA post, he intended to own another airplane in his lifetime and would like these things in place when he does. He sounds like a real friend to General Aviation. He has put in place an FAA program to aid GA, without which he stated that no new pilots and mechanics would be entering the system. Good things to hear from FAA . . .

Had a most productive and informative meeting with Bill Dunn. He had many suggestions for improving **CPA's** visibility and effectiveness in the pilot community. Many of the changes concerned the format and distribution of **FLIGHT LINES**. Mostly he advised us on ways to make the services CPA performs for the pilot community more visible.

Other **CPAers** at EXPO '93 were **Babette Andre** and **Bill Hamilton**. Bill is our regional AOPA Representative and was most helpful in introducing me to the other Area Representatives, who are a great bunch. Bill serves on your **CPA** Board as AOPA and CAOALiason.

CPA SUPPORTS 4-YEAR MEDICAL
AND 2-YEAR ANNUAL

I will be writing to Administrator Hinson on CPA's behalf encouraging the adoption of these cost-saving concepts. The impact is right at the grass-roots level of aviation, and will encourage those at the entry level as well of those flying for recreation or business.

THE VOICE OF GENERAL
AVIATION

CPA represents all of you, the pilots of Colorado, not just those currently listed as members. However, we cannot do it without your support. Your membership is essential to our strength. Help protect your rights as pilots by joining CPA and encouraging those around you to help. CPA uses your dues to keep you informed, publish your views and protect your rights.

CPA ON THE LOOKOUT

CPA's Legislative Committee will be watching to see what happens to the State Aviation Trust Fund in regard to potential non-aviation use of those funds for hotel develop-ment at DIA. Expect a strong protest from CPA and the pilot community if funds are diverted to Hotel development. Major hotel chains are capable of financing their own development.

CPA BOARD RETREAT

The new board of directors met for an entire day on November 20 to discuss the direction of CPA in 1994. The thrust of the discussions centered on making CPA more active in representing the pilots community and protecting the rights of pilots. Look for an expanded fly-in schedule and vigorous efforts on behalf of the pilot community.

CPA HOTLINE (303) 266-6266

YOUR AREA REPS

by Phyllis Kramer
Vice President

BEVERLY CAMERON is our Area Representative for Tri-County (Erie AirPark).

Bev is a current member of CPA. She and spouse John own and fly a C-180 out of Tri-County. Bev keeps busy as a CFII and an FAA Designee. She has also been instrumental in organizing a local pilots' group in the Tri-County area. Bev is a member of the elite group who can help you keep current with or obtain your tail-wheel endorsement!

While we were in the Denver/Jeffco area, Bev was always ready to fly with me in the C-120/C-140. She's a great confidence builder!

Bev and John will be happy to hear from you at 303/665-6352.

WALTER BELL has agreed to be our Area Representative for BJC (Broomfield/Jeffco).

Walt has worn many hats with CPA including immediate past president and will continue to chair the Airspace Committee. He has contributed much time and effort in the design of the DIA TCA (excuse me, Class B Airspace).

Walt will be an asset to our Area Rep program. Walt's new phone number is 303/488-9780.

I am writing this column prior to the Thanksgiving holiday for the December **FLIGHT LINES** deadline.

I have many things for which to be thankful! One that I am especially proud of is the response and effort that the Area Representatives statewide have put into the program. Each of you have made it possible for the program to go forward this past year -- and we will accomplish together, even more in 1994!

Thank you!

I also wish to express my appreciation for the support of the CPA officers and board. May your Thanksgiving have been one of joy and companionship with your loved ones.

May you also have a beautiful Christmas holiday and may Christmas of 1993 leave you with happy and pleasant memories to last throughout 1994.



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GPS AT WORK

by Mike Baldwin

By now many of us are navigating point-to-point direct with the new satellite-based Global Positioning Satellite system. It can take a pilot from APA to ISM using about five waypoints, and makes everyone's job easier.

We have all heard of how non-aviators have been using the system, surveyors, archeologists, mariners, etc. How about the Inuit walrus-hunters?

Not long ago a doctor friend of mine called me about getting on of the new small hand-held GPS units, and did I know of any good deals? I told him Weld County Airport (GXY) had some at a good price, and soon I sent him one for his upcoming Alaska trip.

Now my friend Royce goes up there hunting about twice a year, and he and a buddy travel in a Skylane modified for the bush. They land on surfaces you can't walk on without stumbling, and are gone from the airplane for days at a time.

Turns out they didn't use the GPS much for flying, as they know the rivers and terrain well. They use it to find the airplane after wandering out in search of game. He just punches up a waypoint after landing, and off they go.

His last trip was way up north of the Arctic Circle, to a remote Inuit village, to accompany the Chief on a Walrus hunt. Greenpeace and others would prefer they not kill the walrus, but to these folks it is matter of village survival and health. They are allowed to take two walrus each season, which provides meat all winter. Royce and his buddy are not allowed to hunt, and were along for the adventure of it.

When they are out in the boats hunting and they find the walrus, they take their two right then. Now they have two enormous floating hulks to tow back to the village. They are only able to tow one at a time, so they leave one in a cove and come back for it. Trouble is, often as

not they can't find the one they left behind, and so must go out among the ice flows for another, with all the trouble and risk.

So on this successful hunt, Royce just punched up a waypoint on the abandoned walrus, and they came back right to it the next day. Well, there was nothing for it but that the Chief had to get one of those GPS handhelds. There are some cheaper marine versions of the same units without the full aviation database, but he had to have that one because he had seen it save half a winter's meat supply.

So Royce got another GPS and sent it to him, and now the Inuits will have food all winter.

GPS at work . . .



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EGE	135.175	303/328-6575
FNL	135.075	303/669-9187
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GUC	135.075	303/641-3240
GXY	135.175	303/352-3511
HDN	135.075	303/276-3690
TAD	135.075	719/846-3108

THE MEN THAT SPRAY

By Leo Hrdicka

Oh thank God for the men that Spray,
and hope they see another day.

They rid us of pests in the orchards and wheat,
If it wasn't for them there'd be little to eat.

Summer will come and Summer will go,
and only too soon we'll see ice and snow,

But you can bet your last dollar come early next Spring,
the air will sound a familiar ring.

The Hangar doors open some time around May,
send out the flaggers there's fields to spray!

Yes there will be stuck valves and leaky pumps,
but they will all iron out with the rest of the bumps.

With a long hard season left to go, they hope they can pay
all the bills that they owe.

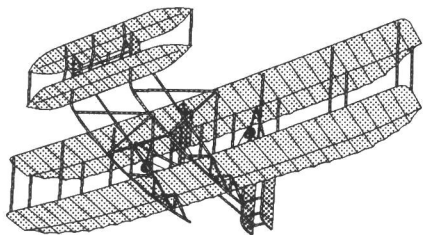
You know we all stand in their debt,
for what little they make, the Government'll get.

In closing there's one thing I want you to know,
we owe many thanks to the men
Who fly low and slow.

*Leo is a cropduster, flies a Stearman
which he bases at Centennial,*

■ On December 17 it will have been 9 decades since Orville Wright made the first powered flight at Kitty Hawk, North Carolina. The two Wright brothers made a total of four flights that day . . . the last one of 59 seconds duration over an impressive 852 horizontal feet.

The machine is currently displayed at the Smithsonian Institute's Air and Space Museum in Washington D.C.



■ The date is significant when one considers that many of our active pilots have been flying for more than half the period since the beginning of powered flight . . . and think about where the replacements will come from as this segment of aviation retires from active flight.

■ AOPA hopes to do something about the declining number of active pilots. In March, 1994 it will launch its "PROJECT PILOT" campaign in a program to use the 310,000 membership of the organization to increase the ranks of active pilots.

The organization notes that student pilot starts last year fell to 79,000, the lowest in 22 years. And the total pilot population is decreasing about 10,000 pilots/year. Total pilots at the end of 1992 was down to 682,000, the lowest in 25 years.

The campaign will target student starts, student retention, and pilots whose airman medicals have expired within the last three years.

■ Cessna aircraft are obviously the aircraft of choice . . . as indicated by the

record of stolen and unrecovered aircraft prepared by the Aviation Crime Prevention Institute.

The current issue of the organization's quarterly "Alert Bulletin" lists 295 unrecovered aircraft as of October 8, 1993, of which 164 (55%) were Cessnas. Smuggling illegal contraband into the United States is pointed to as one of the leading causes of the theft of aircraft. But recently, "chop shops" are becoming major players in stolen aircraft.

To counter the threat, one firm has developed a transponder that operates on a discrete frequency. The system is designed so that an authorized pilot enters a code into a keypad to disarm the system. If not disarmed, the transponder activates and continuously transmits a signal that can be tracked by ATC. Expected price of the system is about \$2,500.

■ A proposed regional airport in the Fairplay area of Colorado was one step closer to reality last month when the FAA added the location to its National Plan of Integrated Airports Systems. If built, the airport would serve the Breckenridge, Copper Mountain and Keystone mountain recreational areas.

Significance of being listed in the fed's plan is that the airport now becomes eligible for federal aid for airport development. As such, it becomes one of 54 airports in Colorado and one of 3,285 airports in the U.S. on the select list. (Note: About 25% of the nation's airports are considered of federal interest and listed in the federal plan.)

Getting into the federal plan was easy. Competing for the monies needed to build the airport will be the hard part. So don't expect the new airport to rise out of the high plateau south of Fairplay anytime soon.

Also, it is important to recognize that many airports listed in the federal plan

will never receive funding. There are many reasons for this. Frequently an airport is listed because it is politically difficult to deny a request. In which case, the airport is listed, but the priority for development is relatively low such that the airport is not competitive in securing federal funding. More often, priorities tend to favor active airports in need of capacity improvements. So it is difficult for a new airport, with unproven needs, to compete with existing facilities.

If the airport is built, at least \$15 million will be needed for a facility that would accommodate commercial carriers. And once initiated, expect several years for construction. So the project is not imminent.

Reality Check!

■ Speaking of airports, it will be worth watching what happens in a dispute over landing fees now taking place at Los Angeles Int'l Airport. The airport has tripled fees with the intent of taking surplus monies (estimated at \$30 million annually) off-airport for general fund purposes. Airlines are appealing a Federal District Court ruling which supported the city's action.

Existing federal law now requires that airport-generated revenues be spent only for airport operations and improvements.

There would be far reaching implications, including impacts to general aviation, should Los Angeles win on this issue. If it succeeds, other cash-strapped cities will follow and airport charges will go up across the country. Worth watching!

■ A similar dispute in which Kent County Int'l Airport in Grand Rapids, Michigan raised its landing fees by 50% is being contested by the airlines as unfair and unreasonable. Arguments on that case were scheduled for hearing this month before the Supreme Court. The airlines argue that the high fees would create an unreasonable burden on interstate commerce.

The Michigan case, unlike the Los Angeles case, would not take revenues off airport. Rather, the airport argues that the increased fees are needed to cover actual costs of services received by the airlines.

It would be surprising if the high court gave an opinion on the issue since it essentially relates only to how much an airport charges for its services. And looking at the case in overview, The Michigan airport proposes to charge a landing fee less than 1/2 of the landing fee Denver will be charging at its new airport.

Interesting, but Los Angeles is the case to watch.

■ CPA member KATHRYN HACH was named 1993 Outstanding Business Women of the Year by the Colorado Women's Chamber of Commerce at an awards luncheon on November 5 at the downtown Denver Marriott Hotel. Over 1,000 people attended. The award was in recognition of leadership of the Hach company of Loveland, Colorado.

Kathryn flies a King Air C-90.

■ CPA member CARL WILLIAMS was in the news in late November when Denver city council's airport committee recommended acceptance of Carl's offer of an Alexander Eaglerock for display in Concourse B of the new airport.

■ Colorado Air National Guard efforts to expand Military Operations Areas over the Sangre de Cristo wilderness area was in the news again in early November. The ANG sought to expand the area to meet training requirements for F-16s. But Governor Roy Romer asked the Guard to give up its existing training area southwest of Pueblo and to abandon any attempt to expand further west over the Wet Mountain and San Luis Valley.

Press coverage noted that Romer, as commander-in-chief, has some power over the state's National Guard. So he could be the deciding factor on training areas. But he also must support the national

defense mission and risks losing the unit and millions of federal dollars by restricting its training.

■ FAA Administrator Hinson was pinned with a set of CPA wings . . . by CPA member NORMA RAVNSBORG . . . at a Combined Chamber of Commerce luncheon at the Red Lion Hotel on November 19. Hinson's mission was to promote air carrier activity at the new Denver International Airport. But thanks to Norma, he carried the symbol of Colorado general aviation.

■ A 300 mph Piper Comanche? Those who sat in on famed aircraft designer Leroy LoPresti's seminar at the Rocky Mountain Air Fair in October were treated to a preview of the dream aircraft. It has the appearance of a Comanche . . . with the flavor of a Lear Jet. Still on the drawing board. Influenced by his philosophy that beauty is a critical element in design of aircraft.

■ The USAF continues to deny its existence, but reports continue to come in about a new hypersonic spy plane codenamed AURORA. The aircraft is reported to have a speed more than seven times the speed of sound at altitudes of 130,000 feet. They are reportedly based at the Air Force's super remote, super secret test facilities at Groom Lake, Nevada.

The Air Force, naturally, denies its existence. Recall, it also denied existence of the Stealth fighter. But sightings continue of distinctive condensation trails that have the appearance of a string of sausages . . . such as would be produced by pulse detonation wave engines.

GA News and Flyer carried an article on the aircraft in its first November issue. And Stealth expert Bill Sweetman has authored a 96 page illustrated book on the topic. The book is titled, "AURORA: The Pentagon's Secret Hypersonic Spyplane," and is available for less than \$10 through Zenith Books. Also, we understand that Testor, the plastic model

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.

*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:*

FLYING REVIEW
4801 Charlotte Ct. NE
Albuquerque, NM 87109

company that released a scale model of the Stealth Fighter years before the Air Force admitted that it had one, is out with a new kit of the aircraft.

■ Anyone who knows CPA member WILLIAM MARSHALL knows he never uses "offcolor" language . . . and would *never* repeat a dirty joke. So it caught our attention when he asked if we knew what the husband said to his best friend after finding him in bed with his wife.

His answer: "Bad Dog!" "Bad Dog!" ☐

COLORADO PILOTS ASSOCIATION

CASH RECEIPTS AND DISBURSEMENTS

Year Ended October 31, 1993 and 1992

INCOME	FY 1993	FY 1992
Income from Dues:		
New Members	\$1,304.00	\$1,844.00
Renewals	<u>6,136</u>	<u>7,092</u>
Total Income from Dues	7,440	8,936
 Fly-in Income (Expense):		
Jackpot Air Classic	(334)	1,325
Mountain Flying Course	148	5,269
Poker Fly-In	<u>(130)</u>	<u>136</u>
Total Fly-In Income (Expense)	(316)	6,730
 Membership Promotion:		
Sale Merchandise	340	1,515
Purchase Merchandise	(123)	(1,569)
Front Range Airshow	<u>0</u>	<u>1,292</u>
Total Membership Promotion	217	1,238
 Other Income:		
Advertising Income	545	385
Contribution - Air Safety	0	1,359
Contribution - Bledsoe	100	100
Flight Safety	(61)	(258)
Net Meeting Account	(991)	939
Donation - 99s	25	0
Labels	<u>0</u>	<u>10</u>
Total Other Income	(382)	2,535
 TOTAL INCOME	 6,959	 19,439
 GENERAL EXPENSES:		
Newsletter Expense	4,750	4,740
Membership Services	2,792	1,999
Donations & Contributions	2,500	0
Postage & Other Expenses	<u>4,550</u>	<u>4,322</u>
Total General Expenses	14,592	11,061
 NET INCOME	 (7,633)	 8,378
 Bank Balance Beginning of Year	 <u>16,518</u>	 <u>8,140</u>
 Bank Balance End of Year	 <u><u>\$8,885.00</u></u>	 <u><u>\$16,518.00</u></u>

PHOTO GALLERY



CPA Annual Meeting: Newly elected officers for Fiscal Year 1994 are (l. to r.): Mike Baldwin, President; Phyllis Kramer, Vice President; Gretchen Jahn, Secretary; and Don Vander Ploeg, Treasurer.



Incoming President Mike Baldwin presents outgoing President Walter Bell with plaque recognizing his service as CPA President for the past year. Meeting took place on Saturday, November 13, 1993 at the Clarion Hotel at Centennial Airport.

THE ATC BOTTOM LINE: SAFETY OR PROFITS?

by William A. Hamilton, Ph.D.

Just as a cooperative effort by airspace users and the FAA is on the verge of perfecting our national air traffic control system, along comes an idea that flies in the face of the axiom: "If it ain't broke don't fix it."

The idea to put air traffic control into the hands of a private company stems from the Clinton Administration's airline commission and from Vice President Al Gore's initiative on reinventing government. While, in many instances, the private sector's profit motive may make it more efficient than government, that same profit motive could lead to compromises in air safety.

Just how safe is our current ATC system? Writing in *Airport Business*, FAA Administrator David R. Hinson, cautions DOT Secretary Peña this way: "I've urged the secretary to approach this [privatization of ATC] with some caution for this reason: we have, with respect to air carriers, almost a zero-defects program now. We were in the last one-half of 1 percent of perfect safety."

But proponents of privatization may counter by citing the need to cut costs. What the privatization lobby fails to understand is that the FAA is about to achieve dramatic savings in the operation of the ATC system by its embrace of GPS for enroute and terminal navigational guidance and by the substitution of satellite surveillance for ground-based enroute radars.

In the not-too-distant future, the expensive to operate and maintain system of nav aids such as ILS, VOR and NDBs will be replaced by the Global Positioning System. Moreover, Differential GPS will provide terminal guidance to an accuracy of inches. By converting to a satellite surveillance system instead of the current range-limited, ground-based radars, more

billions will be saved as universal, all-weather, 3-D navigational coverage is attained.

Indeed, to give the ball to some private company at this crucial state in the FAA's conversion to these better and more cost-effective ATC systems would be like a baseball manager benching a veteran pitcher who is only one out away from pitching a no-hitter and giving the ball to an untested rookie.

To the person who never rides an airliner or a business aircraft or a privately owned general aviation aircraft, air traffic control is probably an abstraction. But in terms of the health of all sectors of our national economy and the coordination of the defense of our airspace, our ATC system is vital to every American in every walk of life.

Would you be willing to put your children on an airliner bound to see their grandparents if you knew the private vendor in charge of the air traffic control system was more motivated by its bottom line rather than the safety of your children?

Even though our entire population benefits from our national aviation system, the non-flying public pays only about 15 percent of the FAA's total budget through income taxes. Thus, the non-flying public gets an 85 percent free ride for the cornucopia of goods and services to which they have access under the current FAA ATC system.

A private company operating our air traffic control system would have to recover all its costs from the direct users of the system. This would immediately increase the operating costs of the aircraft using the system by at least 15 percent. Already the air carriers and general aviation are teetering on the brink of financial ruin and this increase in

RENEWALS

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operating costs could spell disaster.

A national debate over privatization of our ATC system is brewing. Who will prevail? Those who understand safety must come before profits and that the FAA is on the verge of making a proven system even safer and less expensive? Or, will it be those who fall for the simplistic notion that: "one solution fits all?"

The outcome depends on what the pilot community, the air carriers and the air traffic controllers' union have to say in the months ahead. If we pilots and the air carriers rally around the FAA and its pro-proposed ATC improvements, Congress may tell the Clinton Administration to

buzz off. But unrealistic demands by the controllers' union might cause the Congress to take the ATC system out of the FAA and place it in private hands.

These turbulent times make membership in pilot organizations such as AOPA and CPA even more important. Clearly, the future of our ATC system is largely up to us!

William A. Hamilton serves a six-state region as the AOPA Central Region representative. A Colorado resident and CPA board member, he is also a nationally syndicated columnist and featured commentator for USA Today.

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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

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