

CPA FLIGHT LINES

Vol. 11, No. 4

May, 1994



CPAer Tom Bein of Berthoud has flown his aqua and white Cessna Skylane on trips ranging from Alaska to Baja, Mexico, and the West Coast to the Caribbean. He is a constant participant in CPA fly-ins. Free CPA Decal to the 7th member to call Terry Barbo and correctly identify this airport.

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

PRESIDENT'S MESSAGE

by Mike Baldwin

MEMBERSHIP IS INCREASING

At our last board meeting on April 4, Membership Records Chair Terry Barbo reported that membership is up to 460, which is 40 more than last year at this time. We have seen modest responses to our Greeley campaign and a visit to Walsenburg, and the consensus of the Board was to continue with more of the same, with visits to pilot group meetings and a direct mail effort at Centennial next.

The more members we have, the greater our impact when aviation issues need to be dealt with. Help us grow in strength - encourage your friends to become part of CPA.

When it comes time to renew your membership, please help CPA maintain strength by continuing your support.

AN INCIDENT TO DISCUSS

When we start from an intersection in the family car, it is the habit of most of us to look both ways first. It should also be a habit in an airplane to look up the final approach course before turning on the active. I've been looking for 15 years now, and have never seen an airplane on short final that surprised me. Well, recently one did, during an Instrument Competency ride.

At a local high-volume airport, the controller cleared me on to the active with a standard takeoff clearance. I released the brakes, added power, and looked. There

was a Cessna 172—only 25 yards from touchdown. If I had not stopped and looked before reaching the hold line we would have collided. The NASA ASRS form was filed, a discussion was held with the tower chief, etc., but the fact remains that only that quick look saved me and my instructor from disaster.

Constant vigilance may be sometimes relaxed when nothing happens for years, and then there is that one awful moment. We all need to keep our guard up.

STUDENT AIRLIFTS EAST AND WEST

On May 14 and May 21, Education Chair Roger Bates will conduct the Student Airlifts at GJT and APA. For several years this successful program has introduced high school students to general aviation. Volunteer pilots fly students to an outlying field, change seats, and return. Students are briefed on the airplane, handle the controls, and come away from the experience impressed with the joy of flight and the professionalism of GA pilots. We hope, anyway. I have flown a few, one was really enthused, and maybe a life was changed.

Help on this one, particularly GJT. This is the first time we have done this on the West side. Call Roger -- his number is in the back of **FLIGHT LINES**.

AIRLIFELINE

Colorado has some 80 pilots enrolled with Airlifeline, an organization helping to fly patients into Denver for medical treatment. Patients apply through a social worker for assistance with transportation, and the request is channeled through Airlifeline's office in Sacramento to a Colorado coordinator. CPA'ers John Schoonhoven, Peter and Betsy Luce, Walt Bell, Bill Marshall and I have helped out with these trips and it is a great use of your skills and time. Pilots and coordinators are volunteers, and pilots bear all costs, most of which are tax-deductible.

I just flew a family from Rapid City into Denver. The personable young man has been an Airlifeline passenger for four years, and his therapy is apparently successful. What better thing can you do with your airplane?

SUMMER FLY-INS

The prospect of the great Summer Fly-Ins I see on the schedule is a help on some of these grungy Spring days. Almost every weekend on the calendar has some neat event listed. Start with Van Aire on June 4; St. Francis, KS Stearman Fly-In the next weekend; Sterling, Gunnison, Greeley, Longmont, Salida and so on through CPA's Air Classic, Platte Valley, Granby and the Air Fair (in October).

PHIL BOYER

On May 31, Phil Boyer, AOPA President, will host a pilot meeting

at the Radisson South (near APA) at 7:30 p.m.

Phil will be discussing some of the major issues before us, as well as AOPA's impressive Pilot Mentor program. All pilots are welcome, not just AOPA members.

Pilots wishing to fly in to the meeting and stay at the Radisson will be provided transportation from APA. Don't miss this one - AOPA does a great job for all of us.

GRAND COUNTY AIRPORTS

AOPA Liaison Bill Hamilton reports that the Grand County Commissioners are moving forward with the Airport Master Plan, and have received bids from several consultants for Granby and Kremmling's airports. He credits CPA's testimony at the hearing with helping to move the plan forward.

OUR CPA BOARD

About time I said thank you to our Board members. One of the great things about CPA for me is that it is one of the most functional, productive boards I have sat on. Everyone works, time is not wasted with ego protection, platitudes, and so on. The board members attend the meetings, truly work hard and I appreciate it.

Terry Barbo, Editor of **FLIGHT LINES**, has announced that she will be succeeded as Editor by David Robertson of Louisville. She and David are working together currently and the transition is expected to occur in the near future.

David is a private pilot flying out of Jeffco. Welcome to the CPA Board, David!

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:*

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P. C. FLYERS LANDS TUNISAIR CONTRACT PARTNER

*Front Range firm brings International
Market to the Rockies*

by Babelle André

Gene Westback responded to a query from United Airlines (UAL) Training Center in Denver, Colorado in 1992. Tunisair had contracted with UAL to type rate their pilots in the B-737. But there was a gap in the experience level of the newly recruited private pilots from Tunisia.

Tunisair recruits private pilots into the airline and partially subsidizes their training to qualify as a B-737 trainee. The recruits typically have between 150 to 350 night hours and the equivalent of a VFR private pilot certificate.

The challenge was to find a U.S. training program that could bring the recruits through instrument, commercial and multi-engine certificates and ratings, conforming to the French-Tunisian aviation system. Airline reps met with several training schools in the region, looking for one with high quality and ability to meet the requirements of both the U.S. and the European standards.

The ICAO Connection

Westback, president of P.C. Flyers at Centennial Airport in Englewood, Colorado (second busiest general aviation airport in the country), answered the challenge to bid on this international training. "We had to get smart in the French-Tunisian system," he said. "Alex Lauden, our chief pilot, and I worked with the requirements to build the program right. We learned their system and built our program to match their needs with our resources."

"A military approach appeals to the Tunisians," said Westback, a former fighter pilot and U. S. Air Force colonel. "Almost all other international airline training comes to the U.S. for training. The military way instills discipline and order."

By October, 1993, 26 Tunisian pilots began training with P. C Flyers. They come with a basic private pilot certificate and four years of theoretical training equivalent to a four-year degree in the U.S. Their pass rate is high as they are highly motivated and subsidized by family and Tunisair. Designated by the Tunisian CAA as its U.S. approved flight school, P.C. Flyers conducts both ab initio and refresher training for pilots employed by commercial air carriers in Tunisia. Following P. C.'s training, the pilot trainee proceeds directly to his type rating program.

Tunisair is the nation's No. 1 company, with revenue of \$390 million in 1992. With 2.5 million passengers flying in 1993, revenue will likely be more than \$430 million. The aircraft fleet consists of an Airbus A300, five A320s, seven B-727s, four 737-200s and two B-737-500s. Another 737-500 and two more A320s are expected in 1994. Tunisair employs more than 3,700 people including about 160 pilots, 25 flight engineers and 400 flight attendants.

New Partner

Dr. James Brill, a practicing entrepreneurial physician, recently

joined Westback and P.C. Flyers as a partner. His commitment to excellence and search for a new business opportunity led him to this flying organization.

"I was attracted by the discipline of this operation," said Brill about how he got involved. "There is an air of control and proper supervision, attention to detail and a surgical cleanliness of the environment."

"I have a feeling on a global view. Advanced training is necessary for well-paying jobs and there are fewer high-paying jobs. Computers are doing more."

"There is a gap between a grad a university turns out and for that grad to be prepared for a real job. Trade schools are becoming more important since they offer higher levels of skills training to fill these gaps."

"My window on the future is that night schools are experiencing the same thing. The route to employment involves higher levels of skills training. Like other technical fields, formal training instead of OJT will be required to get the job and the job applicants will be picking up the training tab."

"What Gene and Ed (Huber) have is a high level of knowledge and experience. They have created a polar magnet of excellence," said Brill. "Why would anyone want to come here for training? Where else can you go for these resources? We have the second busiest general aviation airport in the country, all types of weather and terrain to practice over. There are more than 300 days of sunshine here and it is a center of excellence for learning skills."

P.C. Flyers has been in business since 1977 when it began as a small flying club. Today it has more than 450 members and a fleet of 25 aircraft ranging from a Katana motorized glider to high-performance turbo-charged cross-country singles and light twins. It is the largest and most-credited independent flight training institution in the state of Colorado. It is a certificated FAR Part 141 school and experienced in providing training in the international arena. The curriculum weaves classroom, AST-300 simulator and flight lessons together, giving the student a comprehensive, integrated course.

Besides training, the operation provides aircraft rental, an array of classes and services, and is soon to begin a Part 135 operation.

"We are expanding operations to include a vertical capability to the members to choose among a variety of aircraft and a horizontal opportunity for members to fly many well-maintained equipment. It is like running a good restaurant. You need good cooking, variety and good service," said Brill. "We struck a mutual chord in this business. Gene has the thorough business, legal and technical skills, while I'm attuned to the long range planning."

With the prophets and nay-sayers crying about the end of general aviation in this country, it's refreshing to see how one company doesn't believe in this demise. It takes vision, work and commitment to excellence, not to mention good public relations, aircraft, maintenance, administration and member programs.

18th Annual COLORADO-TO-JACKPOT AIR CLASSIC

Saturday, July 16

*by Steve Harless
Chair, Jackpot Committee*

On July 16, CPA will sponsor the 18th Annual Colorado-to-Jackpot Air Classic.

If you've never participated, you are missing out on a very enjoyable event.

Cactus Pete's Hotel/Casino will again be our host at Jackpot. This Northern Nevada resort offers great accommodations, first-class entertainment, casinos, golf, tennis, swimming, etc. A complimentary cocktail/awards party awaits all participating CPAers, spouses, and guests on Saturday evening.

Entertainer Suzanne Sommers will be appearing in the Showroom Saturday night. So be sure to make your dinner reservations upon your arrival!

This year we will again have two departure points. For those along the Front Range the departure point will be Weld County Airport (GXY). CPAer Kevin Bunnell, Airport Manager, has graciously offered a continental breakfast and discount fuel to all participants. The

other departure point is Grand Junction. CPA Vice President Phyllis Kramer has some special plans for those aircraft departing from there.

Our Committee has decided to modify the handicap system to reflect speed data the Ninety-Nines have accumulated over the years.

The handicap for turbo-charged aircraft will be determined by a committee of experienced pilots. This class must depart GXY for a direct flight to Jackpot. There will be no turbo departures from Grand Junction.

Another change this year will be: Pilot Briefing at 7:00 a.m. at GXY and departure at 8:00 a.m.

Look for the Air Classic application enclosed with this newsletter. If you have any questions, please contact Steve Harless 303/659-8648 or Phyllis Kramer 303/835-8102.

ADDRESS CHANGE

As of Monday, May 2

**The Colorado Department of Transportation
AERONAUTICS DIVISION**

begins operation at its new location

**56 Inverness Drive East
Englewood, Colorado 80112-5114**

Phone: 303/792-2160

FAX: 303/792-2180

WELCOME NEW MEMBERS

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Aurora, CO 80012

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Quick, Morris L.
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Boulder, CO 80301

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Colorado Springs 80919-4503

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Denver, CO 80231

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636 E. Shipton Road
Salina, KS 67040

Stranske, Raymond
359 Fox Street
Denver, CO 80223

COMMENCING IMMEDIATELY

All material for publication in FLIGHT LINES

Should be sent to:

**DAVID ROBERTSON
627 WILDROSE WAY
LOUISVILLE, CO 80027-1078**

Phone: 303/666-8284

■ Expect minor changes in format of the CPA FLIGHT LINES as editorship is passed from TERRY BARBO to DAVID ROBERTSON.

Much of the change is driven by differences in computer software systems. For example, Terry used a DOS version of Word Perfect 5.1 for her desktop publishing. Her choice of typeface was Bitstream *Amerigo*. David is currently using Microsoft Word in Windows and Typecase *Garamond* as the basic font.

The differences show in this transition issue of FLIGHT LINES in which the two editors joined forces. Expect further changes over the next couple of months as David fine tunes his format.

In the meantime, all material for publication should be sent to:

David Robertson
627 Wildrose Way
Louisville, CO 80027-1078

■ It was the EPA's fault! For the delay in mailing of the CPA '94 ROSTER. The plan was to include the roster in the last mailing of the *FLIGHT LINES*. But Tumbleweed Press had a problem getting the ink on the covers to dry. So the print job was put on hold and mailing delayed until this issue. Again, blame the EPA.

■ Weather problems disrupted the first scheduled fly-in of the season . . . to Pioneer Village in Minden, Nebraska. Half of the 14 aircraft and 30+ visitors signed for the trip canceled.

As it turned out, other than for some strong winds, the weather was not that bad. The forecasted low overcast dissipated by mid-morning and, other than strong surface winds, weather was good VFR.

■ TOM BEIN and his Cessna Skylane was the first to land . . . followed by Fly-In planners BOB & CAROLYN DUBECK in their Skylane. Can't help but note that Tom is characteristically the first to arrive on these fly-ins . . . even in those case

where a fly-in has been scrubbed. For example, there was the time a few years ago when a similar fly-in was scheduled to Pioneer Village. Everyone else had scrubbed. But Tom was there. Same for a trip to Deadwood, SD.

Others making this trip were the BARBOS in their T210, WALT BELL in his T210, the BURKES in their newly acquired Mooney 231, the FRYs in a Mooney 252, and PAT MURPHY in a Cessna 172. The CRANDELLS from Strasburg heeded FSS advice and ended up driving 4½ hours to join the group. And RICK & JACKIE HICKS from Westminster accompanied Walt Bell.

■ DAVE BURKE was ecstatic that the T210s couldn't keep up with the blistering pace he set from Jeffco Airport to Minden. Dave flew a Mooney 201 for years . . . and was always the slowest in the pack. Something faster had always been a dream. So, imagine his pleasure when he ran away from the Centurions.

Of course, a close look at his aircraft will reveal it is no ordinary 231. It has intercooler and speed brakes added and it sports new paint. It is a screamer. And he is smiling.

■ Must acknowledge that Nebraskans are one up on us in hospitality. Nebraska Pilots Association President LEW WELCH had arranged with the governor to bestow Honorary Nebraska Citizenship on WALT BARBO and made a formal presentation of the honor at the evening dinner of the group. Nice touch!

■ The Pioneer Village is described as authentic Americana. It features its own airstrip, a 90 unit motel, 350 seat restaurant, and reasonable prices. A complete prime rib dinner, for example, was priced at less than \$10.

The exhibit area included 20 historic flying machines . . . including the 2nd built Bell Air Comet. This was the first jet aircraft type to be built in this country.

■ A Pitcairn Auto Giro displayed in the main exhibit hall had particular meaning to this writer. It was one of approximately 100 built in the 1930s. It was special to me since it was one of the first aircraft types I had ever seen. It landed in a pasture near my hometown and attracted a huge crowd. It was hyped as the technology of the future. It was ahead of its time. To me, it reinforced my desire to be a pilot.

Strange, to see one of the aircraft again, after all those years. It was much more fragile than I remembered. For example, I was surprised to see that the rotor blades were fabric covered, similar to a rag wing. Hard to believe it was safe to fly. But I recall it literally jumping off the ground on departure. An outstanding performer. Fond memories!

■ Most of the exhibits have a placard with a bit of history or nostalgia. For example, did you know that:

Flying machines were not called airplanes until the year 1917.

Pilot licenses were first required in 1929.

A Heathkit (one of the first kit aircraft) complete for home construction could be purchased in 1926 for \$12.47. The aircraft had performance of 70 mph top speed, 28 mph landing speed, and fuel consumption of 1½ gph.

■ The placard describing the 1903 Wright Flyer (a replica) read:

In 1887 Bishop Milton Wright listened to a sermon by a young preacher who predicted that one day man would be able to fly. Bishop Wright took occasion to correct the young man's thinking.

"You spoke", he said, "of expecting to see men fly overhead in machines yet to be invented. That, Brother Homer, is a sacrilegious error, for only angels fly. God has ordained it."

The bishop who made the statement was the father of Orville & Wilbur Wright who developed the first airplane.

■ For those not into airplanes, there are other exhibits . . . including over 350 antique automobiles, 100 antique tractors, and countless examples of man's progress since 1830.

■ As an aside, happened to overhear a remark about how clean the town of Minden was. Which is not surprising considering how hard the wind was blowing.

Brought to mind the time one of our CPA members was observed cleaning out his hangar . . . by running up his aircraft in front of the open hangar door so that the prop wash would blow out the dust and dirt.

■ Departure from Minden saw BOB & CAROLYN DOUBEK heading southeast to Bronson, Missouri to set up the next major Fly-In. This couple does a fantastic job of trip planning. If any of our members have procrastinated about joining one of their trips . . . what a mistake.

■ In a non-related topic, CPA member KENT ECKHART presented a very humorous, entertaining and educational seminar on aviation weather at the Holidome located near DIA on April 25. His presentation was sponsored by the AOPA Air Safety Foundation.

The solo performance by Kent deserved rave reviews. Nearly 300 participants attended. If you were not one of the fortunate in attendance, look for one of Kent's future presentations and make it a point to attend. Worth the effort.

■ Speaking of DIA, one of the participants of the AOPA seminar attending from Van Aire Airpark spoke of an unconfirmed report that the ATCT at DIA is leaning. If verified, he suggested the tower be renamed the Leaning Tower of Peña. □

CAN YOU SAVE YOUR AIRPORT FROM THE COMMUNITY HIT LIST?

by Alice Borodkin
Membership Chairperson

The nation will lose another public use airport this year! In 1991 thirty-eight public use airports closed. Is your airport on the communities hit list?

Many of those already lost were victims of unfavorable public opinion and questions over noise, safety and cost that, left unanswered, turned into "close the airport" campaigns.

Many of those on the chopping block right now will fall victim to a developer who sees condominiums and a shopping center where your plane and hanger now stand. And let's not forget that the community is probably on their side!

It wasn't long ago that I myself, as the newly appointed director of community relations for a major Long Island, New York airport, was, literally, up against a wall, facing razed fists from an outraged community because they heard a rumor that a third runway *MIGHT* be built at what was already known to be "a very dangerous airport!"

An airport, according to the citizens, "Pilled with rich play boys and girls who had nothing else to do but fly over and into their homes".

Could we have done a better job of communicating to the public? Absolutely! The airport community is famous for preaching to the choir, and not well known for speaking out in its own behalf.

What can be done to win over communities that can guarantee the success or the chopping block for airports?

The answer is creating good will for your airport through airport public relations and community education. The aviation community must constantly tell its story to the public. Think marketing!

Building community support is an essential first step in your airport development plan. A well executed education program can create an awareness of your airports value to the community and help to create the acceptance and support it deserves as a true community resource.

Never assume that users of your airport, the general public or the media are fully aware of the contributions your airport takes to the community.

One of the best ways to market your airport is to organize and mobilize an airport action group. This group will give your airport a framework for implementing an outreach program. The key to good airport relations is to establish a flow of information from the airport to the community and back again.

Back on Long Island, our group was comprised of pilots, airport management, FBO's, businesses on and off the airport and civic leaders and decision makers from the community. One of the best ways to diffuse a vocal airport opponent is to bring them into the group!

Once the group is established, the work of disseminating correct information to decision makers about safety, noise, and the economic impact of general aviation airports, can and

should begin.

Your airport, like most general aviation airports throughout the country, has a substantial economic impact on the counties and cities where they are located. Do your decision makers know this?

Back to Long Island. By building a coalition between a large and powerful local chamber of commerce and a major university, we were able to produce an economic impact statement that lent credibility to the airport within the community.

The next and one of the most important aspects of airport development, is concentrating your efforts on how to inform and influence the right people in the right places about the economic impact your airport has on their community. Always

stick to the facts - keep the emotion out of it!

A total public and community relations plan includes press releases, special events, one-on-one meetings, letter writing, inviting the press and community leaders for a tour of your airport and out reach to local schools.

There are many ideas and programs for presenting your airport's story. Providing information and experiences through a community based program allows the public to discover the impact aviation has on their everyday life.

How you meet the challenge of marketing your airport, will depend upon the size and scope of your airport and your supporters.

Did it work for us on Long Island? Well the airport is still there!

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COLORADO AVIATION CALENDAR

- MAY 26-30** USPA ANNUAL MEETING, Lake of the Ozarks, Missouri. Meeting, tours, banquet, golf tournament, boating, etc. Info: USPA 314/849-8772.
- MAY 31** AOPA TOWN HALL MEETING, Denver, Colorado. Radisson South Hotel. Features AOPA President Phil Boyer. Info: Mike Baldwin 303/674-7864 or Bill Hamilton 303/887-2101.
- JUN 1** USAFA OPEN HOUSE & AIR SHOW. Features USAF Thunderbirds. Info: Greg Trvelso 719/472-2526.
- JUN 4** VAN AIRE FLY-IN. Hosted by Van Aire Residential Airpark Association. Fly in or drive in for picnic lunch & hangar talk. Info: Perry Miller 303/659-6793.
- JUN 4** FLY MARKET/FLEA MARKET/SWAP MEET, Weld County Airport, Greeley. Vendors \$10, buyers & lookers free! Fly in or drive in. Info: Kevin Bunnell, Airport Manager 303/356-9141.
- JUN 9** COLORADO AERONAUTICAL BOARD MEETING, Telluride, Colorado. Held in conjunction with CAO Spring Conference. Info: Caroline Scott 303/307-3039.
- JUN 11-12** TRI-STATE AIR SNOW '94, Rener Field, Goodland, KS. Aerobatics, statics, family fun event. Saturday show starts at 5:00 p.m. and includes pyrotechniques display. Sunday show starts at 12:00 p.m. Info: John Collett 913/899-7531.
- JUN 18** THIRD ANNUAL GUNNISON AIRSHOW, Gunnison County Airport. Info: JoAnn Stone 303/641-2481.
- JUN 25-26** FANTASY OF FLIGHT PROGRAM, Des Moines, IA. To be presented as a youth activity at the TRI-CITY AIR SHOW. Designed to encourage student interest in aviation. Sponsored by the Tri-City Air Show, Fantasy of Flight Foundation and CDOT Division of Aviation. Info: Jeff Graves 303/840-0475.
- JUN 25-26** 16th ANNUAL EAA ROCKY MOUNTAIN FLY-IN/AIR SHOW/MFGS. EXPO, Greeley Weld County Airport. Sponsored by EAA, AAA, Colorado 99s and Weld County Airport. Static displays, fly-bys, air show, exhibit opportunities (no fee). Barbecue party on Saturday nite. Airshow on Sunday at HIGH NOON. Free camping on airport. Info: Kevin Bunnell, Airport Manager, 303/356-9141.
- JUL 2-3** 50th ANNIVERSARY CELEBRATION OF SERVICE TO GA and the flying public, Longmont Vance Brand Airport. Features breakfasts, BBQ's, statics, fly-bys, and a variety of entertainment. Info: Jim Bengston 303/651-3974.
- JUL 4** FREMONT COUNTY AIRPORT 4th of JULY CELEBRATION, Canon City, Colorado. Family fun includes carnival activities, statics, fly-bys, fireworks display (evening). Info: Jim Wells, Airport Manager 719/784-3816.
- JUL 8-10** CPA MOUNTAIN FLYING COURSE, Centennial Airport. An intensive 2-day course to familiarize pilots with the unique requirements of mountain flying. All day ground school at Clarion Hotel followed by dual instruction in pilot furnished aircraft into 4 mountain airports on the following day. Flight activities from Aero Services. Reasonable fee. Free tiedowns for class participants. Info: Bill Marshall 303/341-4744.

AREA REPRESENTATIVES

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