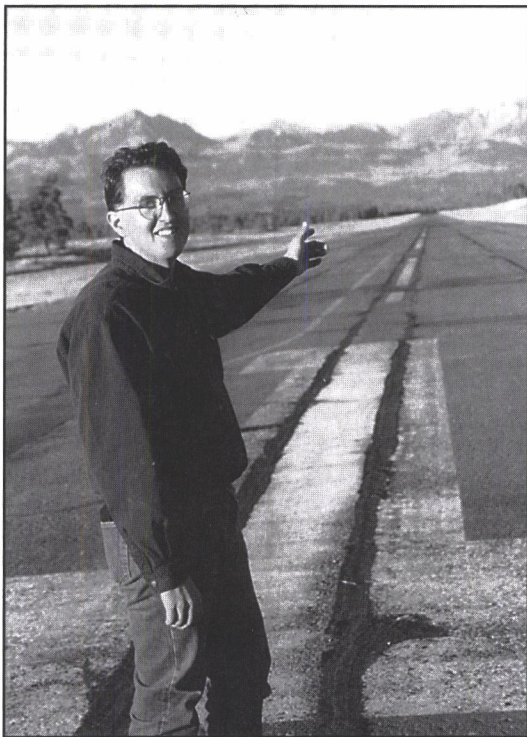


CPA FLIGHT LINES

Volume 12, No. 11

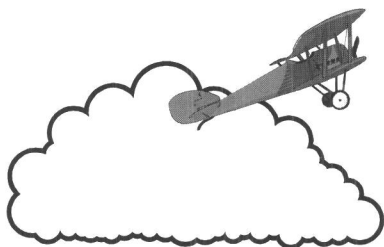
November 1995



Tim Smith, Stevens Field/Pagosa Springs airport manager, points at the northern 2,500 feet of the runway that is damaged. "We need \$1.2 million to fix it", he says. See page 6, "Pagosa Country" for details.



President's Message



Looking Forward to a Great Year

Patti
Arthur

As your new President, I am looking forward to a great year for the Colorado Pilots Association and general aviation. There are a number of issues, both positive and negative, that I will be working on. With your input and with the support of a very hard working Board of Directors, hopefully we will be able to address every one of those issues. On the 1995-96 agenda is:

Noise complaints at general aviation airports

Centennial and Jeffco airports, and airports all over the Front Range, seem to be bearing the brunt of a lot of homeowner's anger and frustration these days. People are angry about noise from DIA and, in addition to complaining about airliners, they are also complaining viciously about light GA aircraft. Much work has been done to date on this issue by the CPA, the Colorado Aeronautical Board, DRCOG, the Centennial Airport Business Association, AOPA, etc., etc., etc., but the lion's share of the work remains to be done. As a result, we have some exciting developments on the legislative front for 1995 that are pro-general aviation. Stay tuned...

Noise abatement education programs

CPA is actively advocating the education of pilots on noise abatement procedures. Board member Bruce Hulley has a great idea in that he is continuously running AOPA's "Fly Friendly" video in the lobby at Front Range Airport. We are also planning to reach flight instructors and enlist their help in the education process because they have the ability to teach good habits right from the start and continue proper training in flight reviews. If every pilot who knows something about noise abatement can talk to one other pilot, we may be able to make the complaints disappear (or at least slow down to a brisk walk).

The dwindling number of general aviation pilots

The AOPA, FAA and GAMA have been trying to figure out why the general aviation pilot population has been slowly dwindling. To many of us, it may seem obvious...cost. But, it is much more involved than that. Political issues, dangerous FAA reform policies and destructive legislation will continue to make general aviation cost-prohibitive. CPA is an advocacy group...*your advocacy group*...and we will be right there testifying before legislature, writing to elected officials, and meeting with the people who effect legislation so we can revitalize general aviation, not just in Colorado, but everywhere.

Mountain Flying

Not enough people understand the dangers of mountain flying and the operation of aircraft at high altitude airports. Board member Bill Marshall continues to upgrade the CPA Mountain Flying course, making it better and, frankly, one educational opportunity anyone who flies in the mountains shouldn't miss. Bill is also seeking new ways to reach more people and has been working with the NTSB and has their support for the course.

Charitable Flights

Many of you are already involved in charitable airlifts. It's a great thing when we can use our aircraft and our love for flying to help those in need. Charitable flying has another hidden bonus though...it's a great boost for the image of general aviation. Not enough of the non-flying public knows about the good deeds we do. It seems they think airplanes can only do one thing...make noise. CPA is getting involved in some new charitable programs, like the A.L.I.E. Airforce (see *Flight Lines*, September, 1995, pages 8-9), and we are taking it to the Press for some positive coverage of general aviation. Public Relations Committee Chair, Norm Avery, will be working on this.

CPA Committee Activities

Many of you have expressed an interest in getting involved in one or more CPA committees. We need your help, your involvement and your voice. In the near future, those of you who have indicated a willingness to help on your membership applications will be contacted. I look forward to working with all of you.

What better way to get to the EAA Oshkosh Convention than an air race. Particularly if it starts in your home town. You have the hottest airplane in the country. And you win the Grand Champions Trophy!

Mike Seavall Winner Of Great X-Country Race

by Walt Barbo

Such was the fortune of CPA member Mike Seavall in the Great Cross-Country Race on July 24. Mike covered the 777 n.m. course from Jeffco Airport to Whitman Field in Oshkosh in his new Lancair IVP in 2:51:06 for a speed of 272.47 knots. He crossed the finish line exactly 90 faster than last year's grand champion. A sweet win for Mike . . . since the number 2 finisher was also a Lancair IVP . . . and flown by company representatives.

This was the 4th annual "Great" race. Its principal sponsor is Aircraft Spruce & Specialty Company of Fullerton, California (suspect that most of our airplanes have a part or two from Aircraft Spruce.) The race drew 39 entries this year in five different classes: Unlimited, Twins, Modified, Stock and Corinthian. For the first two years, race departures were from California. But

Jeffco had a lot of appeal as a departure point since it was closer to Oshkosh, and there is no mountainous terrain over the route. So the event was moved here. Looks like it will become an annual tradition.

Entrants in the race are not handicapped according to their "book" speeds as we do in the Annual Colorado-to-Jackpot Air Classic. The fastest plane in each class wins.

The tail wind that typically helps eastbound flights was missing this year.

So participants had to do some searching to find the most favorable altitude for whatever winds they could find . . . and compromise that altitude with the aircraft's optimum altitude for performance. Mike and the number two finisher picked 19,000 feet . . . and Mike stayed there. A decision of the other aircraft to climb to 21,000 feet in search

of more favorable winds, which weren't there, in Mike's view may have won him the race.

Mike flew a Bonanza in the Annual Jackpot Air Classic for a number of years . . . but couldn't live with the thought of always coming out second to the Mooneys participating in the race. So he took a few years off to build something faster. He returned this year with his Lancair in a demonstration flight at a speed of 266 mph. Race officials did not have a way to handicap the new aircraft in time for the race; however, there is expected to be an experimental category

for competition in the 1996 event.

Couldn't help but notice that another one of our Jackpot competitors placed high in the Great Cross-Country Race. John Bohling III, flying a V35TC Bonanza placed 2nd in the Modified class. He finished the race in 3:41:05 for a speed of 210.87 knots. John won the Turbo Class in the Colorado-to-Jackpot Classic each of the last two years.



CPA member Mike Seavall of Longmont, seen with his Lancair IV-P.

Stevens Field

Tim Smith, Stevens Field/Pagosa Springs airport manager, is a young man with a mission. He wants to see the aviation community come together and solve the problems that arose from a failed runway extension.

"We're in a dogfight right now," he said, referring to the fingers pointing everywhere and to everyone involved in the runway situation. "I'm pushing to get it fixed. My biggest challenge is to get the whole runway together. It's time to stop pointing at everyone."

The 9,000-foot runway, 01-19, lost its northerly 2,500 feet to drainage cracks along the asphalt seams. A two-inch depression in the blacktop testified to damage dug by a lightly loaded corporate jet.

The 7,600 field elevation coupled with the mountain climate of extreme temperature changes conspired to provide conditions that

wouldn't support an FAA design.

Though the runway was built to FAA specifications, the super-compacted materials didn't work with the existing soils and drainage.

"Although the asphalt was contaminated, the big culprit was the drainage. We need \$1.2 million to fix it. There was \$750,000 earmarked by the FAA, but that money was reappropriated for the Greeley airport," he said referring to the dogfight that affected a grant for federal funds.

Divisive local issues can destroy a needed improvement project. "It's a struggle to compete for state and federal funds. We need a Falcon 900 or 60,000-pound weight bearing capability runway." The runway is currently stressed to 12,500 lbs.

"My biggest goal is to work out the differences and get on with life," said Smith about his passion for the airport. "I give a lot of credit to the Airport Authority for their vision and desire to complete this project satisfactorily."

A native of Sterling, Colo., Smith, 34, has been airport manager since June 1995. A newcomer to the region but no stranger to aviation, he "fell into airport management." He has been flying nine years and has accumulated about 400 hours of logged time, which includes a commercial certificate with an instrument rating.

An avid aviator since childhood, Smith tagged along with Wayne Rose and his family who ran the Sterling airport for many years. He did fuel sales and whatever else was necessary to stay at the airport. Just

Airport
struggling
with
re-building
issues

Pagosa Country Offers Adventure

by Babette Andre,
ATP, CFI-I

prior to being named airport manager in Pagosa, he spent four years managing the Sterling Airport.

Smith's college career was a bit drawn out. He graduated in 1986 with a degree in Marketing from the University of Northern Colorado in Greeley, Colo. He later enrolled in Aims Community College Aviation Program where he earned his certificates and ratings. He then worked at various jobs including one at the local hospital until a position at the Sterling Airport opened up. So it was back to his small-town roots.

"Sterling was OJT (on the job training)

for what I'm doing now," he said. "This runway is the key to full potential and this airport is coming of age. This area is beautiful, there are lots of families, many diverse people and some big players who have property here. We want pilots and other visitors to come see what a viable facility we have. People don't realize what a fantastic resort area we have."

Forty airplanes are based at Stevens Field. Several businesses on field include: FliteCraft Turbos, specializing in turbo-normalizing Bonanzas, a maintenance shop, K & K Aviation, a sight-seeing and flight instruction operation, Larry Bartlett who makes aviation videos and other educational materials, Rover Airways, an international freight-tracking service, and Rotors West, a Bell Helicopters refurbishing outfit. There is room for more.

The airport finds itself in a position like many other small-town airports. It is a vital link in air transportation even though it does not have commercial service. It provides a facility for medical evacuations, search and rescue, fire fighting and other life-saving services. It employs several dozen Pagosa residents. It pumps 100 LL aviation fuel and Jet A.

Smith looks forward to more promotional activities at the airport: air shows, fly-in breakfasts, and FAA sponsored Wings safety programs. Like all airports, it is concerned about the neighbors. While not home to commercial activities, the airport has seemingly adequate noise protection zones around it. However, noise abatement procedures are recommended.

"The area is growing so that building permits are up more than 200 percent over last year. It is imperative that we develop the airport to match the growth around us. We're learning from the mistakes of other mountain airports have had. The airplane is essential. We have no hospital, only a clinic. Air Care out of Farmington, N.M., provides medevac services".

"Though we have no instrument approaches because of the terrain, we're hoping to develop a non-precision GPS soon. I would rather lead the technology than be led around by it."

Pagosa Country

Stevens Field is the gateway to Pagosa Country and is getting better.

Pagosa Country is ideal to visit whether by general aviation aircraft or by wheels. It is nestled in the San Juan Mountains on the west side of Wolf Creek Pass and is surrounded by the spectacular San Juan National Forest, the area's most prized possession. It is home to the most spectacular sporting activities, hunting, fishing, golfing, ballooning, hiking, biking, flying, soaking in mineral pools, and horseback riding.

Pagosa is the Ute Indian word for "boiling water," but because of its therapeutic values, "healing water" has become a more popular meaning. Folks of many cultures have been enjoying the area's many peaceful, rejuvenating qualities. From a soothing soak in waters from one of the world's finest hot mineral springs to the many healthy and invigorating activi-

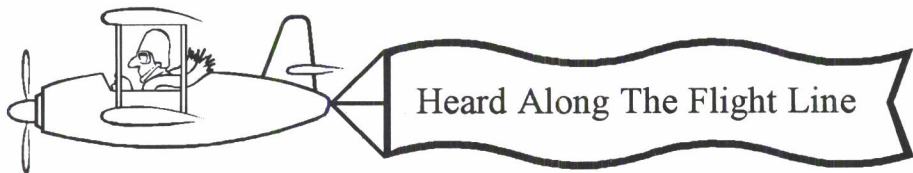
"the area is growing so that building permits are up more than 200 percent"

ties, Pagosa Country will refresh the spirit and relax the soul.

The surrounding San Juan mountains are the most rugged and scenic in Colorado. Skiers delight in the finest powder at Wolf Creek Ski Area, famous for "The Most Snow in Colorado."®

In the summer, the snowmelt fills the rivers and streams with clear, fresh mountain runoff - fantastic for fishing and even better for whitewater rafting. There are more than two million acres of national forest and wilderness areas in the region. The Chamber of Commerce bills itself as "Southwest Colorado's Best Vacation Value" while we, at the *Rocky Mountain Air Traveler*, find it one of the best kept secrets in the region and recommend a visit.

For more information, contact the Chamber of Commerce at 1-800-252-2204. Or contact Tim Smith, airport manager, 970-731-3060.



Heard Along The Flight Line

■ MARK MEYER, CPA member and manager of the Gold Rush Hotel & Casino in Cripple Creek, tells us Fremont County Airport in Cañon City, where he bases his Super Viking, has undergone some dramatic improvements: reconstructed runway, runway lights, new airport manager and planned GPS approach. And the gravel road connecting Cripple Creek to Cañon City will be paved next year. Mark raved over the beauty of the road trip connecting the two towns. Don't be surprised to see a fly-in next year to Fremont County Airport . . . to include a bus trip to look in on Mark and his casino.

■ Major improvements are also taking place at the Platte Valley Airport near Hudson, Colorado. A new crosswind 2400x100 (turf) runway is under construction. The existing 4100x50 (asphalt) runway is scheduled for reconstruction in early 1996. And a new hangar area with quarter acre lots is being marketed for development. Already a prime location for local fly-ins, this privately-owned airport will be an airport to watch when the new improvements are in place.

■ Ever stop to think how much we rely on electrical power in those little airplanes we fly. Most of us give it little thought until we lose it. Such was the case with WALT BARBO on a short trip this month from Jeffco to Sterling. As he described it, first indication of a problem was the communication from Jeffco

Tower that his transmission was weak. But there was no indication that anything was wrong. So he made the usual pre-takeoff checks and a normal departure from the airport.

Not even an indication when the electrically powered gear was retracted. The first real indication of trouble (about 10 minutes after departure), the warning bar dropped down over the face of the electric powered altimeter to indicate it had failed. The radios got weaker. Cylinder head temperature dropped to zero. Same with the fuel gauges. As the battery slowly exhausted itself, both fuel gauges slowly dropped to zero. It all happened in a matter of minutes. As Walt describes it, we are all trained to expect and respond to in flight emergencies. But even though a pilot knows and understands what is happening during an electrical failure, nothing catches one's attention quite as vividly as seeing the fuel gauges read zero.

Worth turning off the battery switch when airborne on occasion just to see how much of your panel goes inoperative. Sure, the engine runs just fine without battery power. And if you catch the problem early enough, you can turn off the battery switch to retain what little power is left to get back down. Didn't help in Walt's case. The battery was already exhausted. There wasn't enough battery left to communicate with Sterling Unicom. Or to extend the gear. So it required use of the emergency hand pump . . . and about 90 cycles of the handle.

■ Would you believe, after getting a battery charge in Sterling, thanks to Wayne Rose, a tenant and former FBO at the airport, the alternator came back on line for the return trip to Jeffco. SONNY ELGIN, a CPA member and an IA who consults a bunch of us on aircraft maintenance issues, commented that this was not at all unusual. He explains one should not expect an aircraft electrical system to recharge a low battery. Even with an alternator that is working properly, if the battery is low the voltage regulator will limit the amount of electrical current flow to the battery consistent with its low voltage level. Which would explain why, when a battery is too low to crank the engine, and you find it necessary to get a jump start, the alternator will usually not recharge the battery

in flight. And it may also be necessary to get a jump start on the next departure.

■ CPA member NORM AVERY was one of six individuals inducted into the Colorado Aviation Hall of Fame in ceremonies at the USAF Academy on October 28. Norm began his aerospace career in Colorado in 1965 with Estes Industries, where he developed aerospace education programs and used model rockets to stimulate an interest in aeronautical sciences. In 1986 he accepted the position of Deputy Public Affairs Officer for Stapleton Airport and later became the principal spokesperson for development at DIA. Earlier this year he left Denver employment to open his own public relations firm.



**Harold F. Hurst
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■ On October 25 Norm Avery gained another recognition with as much or more meaning to him than the Hall of Fame recognition. He passed his flight check and was awarded his private pilot certificate. For those who do not know Norm, he is physically handicapped with minimum use of his legs. He first soloed in 1962. Though his interest had always been to continue with flying, there were a number of obstacles . . . including an FAA rejection for a medical certificate. The delay is now over. What a week for Norm!

■ Speaking of medicals (and in case you missed it), nearly three years after grounding legendary air show performer Bob Hoover and the ensuing firestorm of criticism from the aviation community, the FAA has granted Hoover a restricted second-class medical that will allow him to perform at air shows in the U.S.

■ Always a lot of interesting gossip when attending an event such as the Hall of Fame banquet, including such interesting tid-bits as problems encountered in how to insure the Eaglerock and Jenny

aircraft suspended from the ceiling in Concourse "B" at DIA. They were determined to not be part of the terminal for insurance purposes. Yet they needed to be insured from possible damage, or forbid, should they for some reason fall and cause injury or damage. The matter was finally resolved with the two aircraft placed on the policy for the Denver Art Museum and covered as objects of art.

■ And an observation that much of the high wind problem experienced at DIA (relative to Stapleton) is that the new airport does not have nearby urban growth to break up the wind. To which it was also observed that this situation will change in a few years as urban encroachment is permitted in the vicinity of the airport.

■ In a more serious note, CPA member SCOTT HAMILTON informs us he has accepted a position as Senior Assistant Attorney General for the State of Wyoming. As of this writing he had been on the job for two weeks, and he will be re locating his personal residence soon. Good news for Scott. An impor-

MEMBERS: PLEASE NOTE . . .

That the mailing label on your newsletter contains the expiration date of your membership. This line is highlighted to call your attention when your dues are payable. 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 any change of address. Please be aware that the Post Office **does not** forward bulk mail. It is returned to CPA.

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

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4801 Charlotte Ct. NE
Albuquerque, NM 87109

tant new position, but a loss for Colorado. He has been involved in so much of Colorado aviation. He will be missed.

■ Mobil Oil Company Settles AV-1 Class Action Suit. AVWEB on the INTERNET carried extensive coverage of the proposed settlement over the weekend of October 28. The Notice of Settlement, dated October 25, affects all U.S. owners of Continental 550, 520, 470 and 360 engines that have used Mobile AV-1 for more than 150 hours. Owners have until November 15 to submit comments or objections to the settlement.

Provisions of the proposed settlement are rather lengthy and technical. To give a flavor of what is involved, if an engine has either a dramatic increase in oil consumption, or an abnormally large decrease in cylinder compression, it is eligible for repairs at Mobil's expense. If three or more cylinders experience low compression, the settlement provides that

all cylinders be replaced. There are also select provisions relating to the propeller, crankshaft, cleaning of sludge, etc. Looks like there will be a lot of engine overhauls out there.

Affected owners will have three months from the time of settlement to make and document their claims. Expect to see in-depth coverage in the various trade publications.

■ Are we ready for AIRPLANE TV, 24 HOURS A DAY? The Air and Space Network will launch in early 1996 on DBS satellite. Programming will include aviation weather, technical, training, business news, entertainment, plus an aviation movie of the week.

■ A guy suspects his wife is having an affair with a pilot, which she denies. He asks her again, and again. She denies it. Finally he confronts her . . . and she says: "If I told you once, I've told you niner niner times . . . !!"

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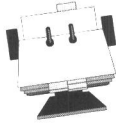
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*** Folks, this is your last
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