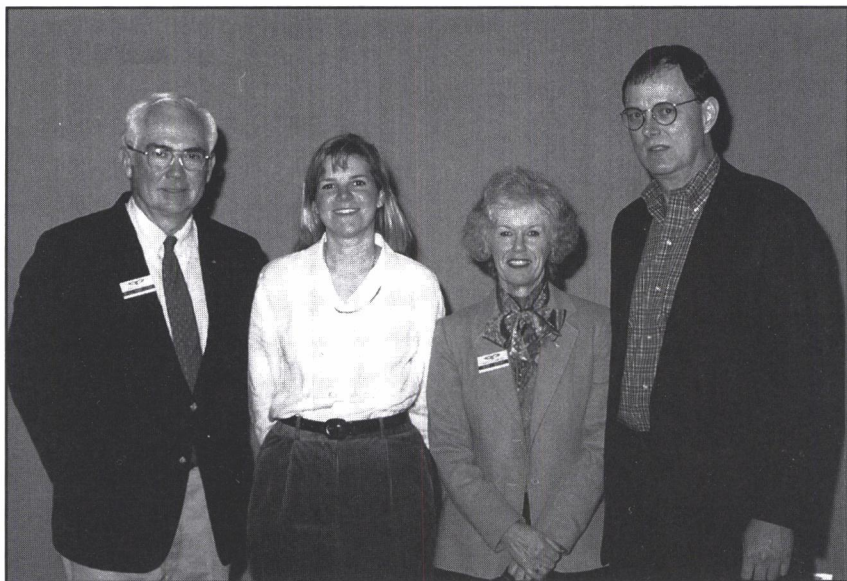


# CPA FLIGHT LINES

Volume 13, No. 1

February 1996



CPA officers for the current fiscal year; (left) Bill Hamilton, Vice President; Patti Arthur, President; Terry Barbo, Secretary; and Robert Henley, Treasurer. Photo taken at the Annual Meeting in November 1995.

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# President's Message



**JUST WHEN YOU THOUGHT  
AIRPORT ENCROACHMENT  
COULDN'T GET ANY  
WORSE.....**

Patti  
Arthur

**R**ecently, a residential developer announced plans to build a 1500 unit apartment complex 1 mile south of Runway 17L at Centennial Airport. The developer is convinced that the project is appropriate because it is "outside the 1/4 mile avigation easement" at Centennial and therefore is not a safety risk.

Centennial is the second busiest GA airport in America and the 22nd busiest overall. It makes no sense to build such a high-density housing project in an area where numerous planes, including a King Air, have crashed over the years. Noise complaints would begin upon occupation of the units. Even the neighbors to the north would have an increased noise impact because such high-density development south of the airport would erode the preferential runway system already in effect.

I attended the Douglas County Land Use Planning Committee hearing for the project along with three individuals from Centennial Airport Authority, one of the owners of a jet charter operation, a number of charter pilots and several members of CPA. We were all prepared to offer testimony, including accident statistics, in opposition to this senseless project. However, the committee session on other projects ran late, so no testimony was heard and no approval for the Centennial project was given.

On January 8, 1996, Safety and Education Committee Chair Steve Arthur testified on behalf of CPA to the Douglas County Land Use Planning Commission in opposition to the development. Steve was allowed 3 minutes to speak. However, the Commission questioned him for over 30 minutes on every technical aspect of operations and safety you could think of. CPA member Carl Mason and airport manager Don Crandall also testified about the location of the complex in relation to noise issues. After all testimony, a representative of the developer essentially stated to the commission that the airport manager and the CPA representatives were lying about safety and noise issues. Despite his statements, the **Land Use Planning**

Commission voted not to recommend the development of this project to the County Commissioners!!! At this point it is unlikely the project will be completed. However, CPA will continue working to defeat this senseless encroachment.

### **If you think residential encroachment can't close your airport...**

A recent article in the USA Today section of the Denver Post listed the top 100 small towns in the USA. Three of the leaders were Colorado mountain towns...Steamboat, Glenwood and Montrose. We all know that those sorts of articles cause a population increase. Population increases need residential development. Residential development closes airports. Since CPA is aware of the need to prevent this from happening, CPA Vice President and AOPA representative Bill Hamilton has requested that AOPA send us 25 of their free packages on obtaining community support for local airports. We will be distributing the packages to each of the CPA area representatives. The books have a great deal of advice on how to go about keeping your airport from closing as a result of residential encroachment.

### **New legislation in the works...**

State representative Lew Entz has drafted legislation that will be favorable to Colorado General Aviation interests. His bill seeks to change the Colorado laws to allow the Colorado Division of Aeronautics to enter into contracts with public and private entities to fund aviation education and safety programs. Previously, the Division was providing funds to such programs; however, as the law stands now, they do not specifically have the authority to do so. The new legislation will change that. Additionally, the bill would allow the Colorado Aeronautical Board to accept federal funds available to the state for local airport improvement projects.

### **In the news...**

CPA member David Rozansky is the editor of the *Rocky Mountain Air Traveler*, a "new" newspaper geared to locals as well as travelers to our state. David is a strong supporter of GA and local small businesses. The newspaper has great articles about Colorado and Denver points of interest, special events and personalities. There are also reviews about restaurants that are "off the beaten path" and there is a section on airports and the airlines, too. There is something for everyone. David is doing a great job with the paper. Please pick up a copy at your local airport, and support the businesses that advertise there.

### **More success by CPA!!!**

Thanks to the tireless efforts of CPA member David Williams, we are one step closer to once again having seaplane bases in Colorado. There has not been a lake or reservoir open to seaplane operations in Colorado for 24 years! However, the Colorado Division of Risk Management has given their blessing to operations at Jackson Reservoir. David has been working in concert with Dennis Roberts at the state Division of Aeronautics and with the Colorado Aeronautical Board on this project and they have been successful thus far. There are a few more steps, but hopefully we will soon have

a seaplane base here in Colorado.

## **Re-opening recreational landing strips**

Along the same lines, Ed Huber has begun working on the re-opening of back-country recreational landing strips in Colorado. This is another operation that has been closed in the state for many years because of environmental concerns, federal and state politics, etc.. Several nearby states like Idaho and Montana have numerous back-country strips and it would be great to have some here too. CPA has a history of getting the job done when it comes to matters like this, and Ed hopes to have a strip open for this coming season.

## **Establishment of CPA Flight Training Scholarship**

CPA is establishing a new scholarship for flight training. There are a number of details that must be worked out, but we do know the scholarship will be provided to a financially needy individual wishing to commence or continue flight training. I spoke to several members about the scholarship and received only positive support. Hopefully, we will be able to select a recipient and make the first disbursement by this summer.

## **New organization Liason**

CPA has a new liaison on the Board of Directors. Sue Osborne will be representing the Colorado Chapter of the 99's. Sue will also be assisting CPA with the new scholarship. She is also looking for volunteers to assist the 99's with their Mile-High Air Derby to be held September 14-15, 1996. CPA has assisted the 99's in the past with the Derby. You can reach Sue at 303-799-6794.

## **CPA volunteers**

One project I have for the term of my Presidency is to develop the Committee structure of CPA. We have many individuals who have indicated a willingness to serve on one or more committees. Many people do not feel that they should continue to belong to an organization if they cannot be active in its endeavors. That being the case, Terry Barbo and I are organizing the names of individuals that want to volunteer and we are providing them to existing committee chairs so the volunteers can be contacted. We need to have the membership involved, so if you have recently signed up to serve on a committee, you can expect a call soon! Thank you for volunteering!!

---

You can leave a message for the president.  
Call the CPA Hotline at (303) 266-6266.

The following aircraft accident summary from the November, 1995 NTSB Reporter is of interest to student pilots and should also be of interest to **wise** flight instructors.

#### Cessna 150 ...

The single-engine Cessna was being used for a dual instruction Biennial Flight Review in Andover, MN, area. The flight instructor and private pilot were practicing emergency procedures. The instructor reported that he initially reduced engine power to simulate a rough engine, and **then pulled the mixture out (to the off position) to simulate an engine failure.** (bold added) The private pilot subsequently pulled carburetor heat to "on" and performed other emergency procedures. The instructor was satisfied with the pilot's response and told him to restore the engine power. The engine did not regain power when the mixture was pushed in. The instructor then made an emergency landing on a nearby field, striking several obstructions and resulting in substantial damage to the aircraft. Neither occupant was seriously injured. ...

The NTSB determined the probable cause of

the accident was the flight instructor's improper procedures and directives by electing to pull the mixture control to the "off" position. A factor related to the accident was the existence of weather conditions conducive to carburetor icing. The instructor had logged 14,000 hours with 400 in type.

If any instructor can give me a good reason to pull the mixture to the "off" position while in flight (in this situation), please let me know. Sometimes we all do stupid things. This flight instructor did and got caught. The rest of us should learn from his experience and never do what he did.

Trainees should ask their instructor if he or she will ever do what this CFI did. If the answer is "maybe" or "yes" fire the CFI and find another one. Enough said.

*Michelle Wing*

Michelle Wing, CFII

We need **you** to send a question for publication.  
Please mail it to:  
Michelle Wing  
Colorado Pilots Association  
P.O. Box 200911  
Denver CO 80220



## Heard Along The Flight Line

■ Remarks by CAB member MIKE SILVA at a confrontational public meeting on the issue of "Block Grants" on December 10, 1995: "Is the CAB here because of CAO? Or is the CAO here because of the CAB? Do we exit together? I would like to believe that both CAB and CAO can move forward in a collective and cooperative spirit, as visionaries, and not as reactionaries."

■ The issue underlying the December 10 meeting had to do with legislation about to be introduced in the current legislative session by Representative LEWIS ENTZ. It is designed to increase authority of the Colorado Aeronautical Board and Division of Aviation in three ways: 1) Expand the definition of "aviation purposes" to allow state funding for aviation training and educational purposes; 2) provide contract authority which would allow the division to take advantage of economies from contracting airport development work at several general aviation airports under a single contract; and 3) authorize the division to accept federal "block grants" for general aviation airports.

Colorado Airport Operators Association supported the first two provisions of the proposed legislation . . . but was adamantly opposed to block grants. Under a block grant program, all federal funds under the airports grant-in-aid program would flow through the state. Individual airports could no longer solicit development funds from the FAA. They would be required to work with the state.

With the current trend in retrenchment of federal government, it is likely the grant program will, eventually, be transferred to the states. Several states are currently operating

"test programs" which do exactly that. However, in the absence of a national policy to transfer the program, most airports do not see the urgency. There is also the reality that many airports, particularly the larger ones, have a history of good working relationships with the FAA. They see little need to change. So the impasse.

■ Fortunately, cool heads prevailed. Communication continued. And the ideal compromise was worked out. The draft legislation now reads: "The board may also accept all other federal funds as required by federal law that are available to the state and distribute such funds for federally-eligible projects." It also reads: "The provisions of this paragraph shall apply only upon the passage of a federal statute or congressional act directing the state to administer the funds described in (this) paragraph . . ." Perfect! The language satisfies interest of the state to have authorizing legislation in place . . . should the feds transfer the program. And the airport operators continue working with the FAA until that should happen.

■ Hard to identify all of the people involved in working out the compromise. DENNIS ROBERTS and his staff at the Aeronautical Division certainly played a large part. And DAVE GORDON, manager of Jeffco Airport. And BRIAN FEENEY, manager of Steamboat. And Representative LEWIS ENTZ.

Incidentally, Representative Entz is in his last term in the legislature . . . as are about 40 others. Victims of term limitations in Colorado. Which may have created some urgency in working out compromise language

for the legislation. Last chance to be assured of a friendly legislature. Hard to anticipate what the future will bring.

■ Of course, it would be nice to believe the new COLORADO GENERAL AVIATION COUNCIL also had something to do with the compromise. The organization worked hard enough on it.

The council, created in January of this year, is a non-profit corporation made up of Colorado aviation associations. It was created for the principal purpose to provide a unified voice on matters relating to general aviation in the state. A few of the larger member organizations are: Colorado Pilots Association, Colorado Airport Operators Association, Experimental Aircraft Association Chapters, Colorado 99s, Fantasy of Flight Foundation, Rocky Mountain Aviation & Aerospace Foundation, Wings Over the Rockies Aviation & Space Museum, Centennial Airport Business Association, and Van Aire Owners Association. Officers are: MIKE BALDWIN, President; CAROL LEYNER, Vice President; NORM AVERY, Treasurer; and MARILYN TAYLOR, Secretary. PATTI ARTHUR (CPA President) serves as legal counsel. A bunch of familiar names!

At a membership meeting on January 10 the Council adopted the following position on the proposed legislation: "We support the proposed legislation for the reason it would remedy several limitations of current legislation. It clarifies the CAB role in aviation safety and education. It gives authority to contract for aviation development. And it provides enabling authority to Colorado in the event Congress transfers administration of the federal airport grant program from the FAA to the individual states." The position will be given as testimony in legislative committee hearings.

■ The Wings Over the Rockies Aviation and Space Museum struggled through its first year of operation and looks forward to a

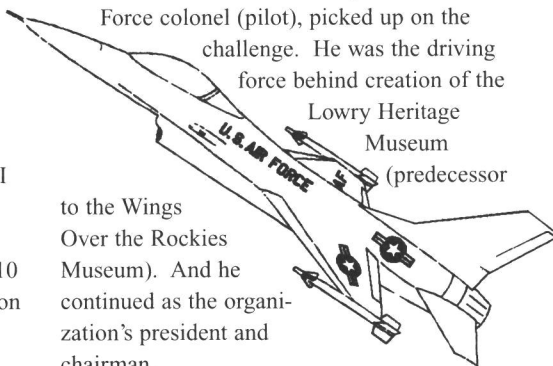
brighter future. CPA member RUSS TARVIN could write a book on how to create an aviation museum. Russ was the individual almost solely responsible for its creation. He has a fascinating story.

Its history goes back to 1982 when the Air Force came up with a program called "Project Warrior." It was a project designed primarily to respond to military commander concerns that many in the military had never been in combat. The objective of Project Warrior was to use past history to give some exposure to what it was like. Military commanders were given considerable flexibility as to how they responded to the program. In the case of Lowry AFB, there was an extensive photography program located on the base. And the U.S. photo exhibit was located there. So it was a natural to build an exhibit around photography.

RUSS TARVIN, a recently retired Air Force colonel (pilot), picked up on the challenge. He was the driving force behind creation of the Lowry Heritage Museum (predecessor to the Wings Over the Rockies Museum). And he continued as the organization's president and chairman.

The museum was originally located in Building 880 (location of the photo lab). Those familiar with the base will recall this as the building with several aircraft on display outside and adjacent to the building. The public had access to the museum; however, it was not widely publicized and few from outside the military visited. But after all, its function was military. And it served that function well.

The military requirement ended with closure of the base in 1994 . . . at which time Russ picked up the challenge to convert the museum from military to civilian operation.



As with all base closures, an economic development program was initiated to ease the economic burden of the closure. Russ was able to take advantage of this environment and convince governmental authorities on the desirability of retaining the museum and relocating it from Building 880 to Hangar 1. It opened there on December 1, 1995 as the Wings Over The Rockies Aviation and Space Museum.

The hangar site is still owned by the Air Force and will be until such time the site is found to be free of environmental contamination. When determined to be environmentally acceptable, ownership will be transferred to the Department of Education. That agency has first priority for property excessed under the base closure. Education will then transfer the building to the museum. During the interim, the museum has possession of the property under a cost free lease. And all those military aircraft in the hangar? Many were used for training of aviation mechanics

... and left on loan when the military closed the base. Some were moved in from outside displays at Building 880. The Air Force still owns them and could move them elsewhere at any time.

Considering what the museum has gone through, this is only a minor problem. Eventually, the museum will gain ownership of most of the display aircraft. The greater challenge will be to add features which satisfy continued and expanded visitor interest. And it is doing so. Recent acquisitions include an exhibit room of W.W.I aviation uniforms and memorabilia, an Eisenhower room, a Fokker D-VII, and an Alexander Eagle. There are crates of historic material in storage.

More than 200 volunteers maintain the museum, build and clean exhibits, guide tours, and staff the museum store. Current officers include CARL WILLIAMS, Chairman of the Board; RUSS TARVIN, President Emeritus; and DON WELSH, President ... each of who is also a member of CPA. Other CPA members on the board include PETER PAUL

LUCE, MIKE BALDWIN and WALT BARBO.

This may be more than most cared to know about the museum. But it is worth recognizing that creating the museum was a major accomplishment. Maintaining and expanding it continues as a major challenge. Membership and volunteer support is needed. Anyone wanting to get involved in this exceptionally worthwhile cause should contact the museum at 303/360-5360.

■ The CDOT Division of Aeronautics has to be taking a second look at whether to continue its policy to bring workshops on the state airport grant program to various locations around the state. The program was designed to make the grant program more accessible to small communities. After eight workshops the division found most attendees were the same ones who attend their grant hearings.

■ CPA is no longer an organizational member of the United States Pilots Association following a vote by the CPA board at its monthly meeting on January 8. The cost to retain affiliation would have been in the amount of \$1 per CPA member ... a cost for which the board did not see a reasonable return. Individual membership continues to be available for those interested in continued membership in USPA. For information contact BRUCE HULLEY: 303/344-2843.

■ A fact not well known on the ASPEN PITKIN COUNTY AIRPORT runway expansion proposal was that had the project been approved, it would have been for nothing. Proponents wanted to expand the runway from 100 ft to 150 ft to meet FAA standards for service by B-737 air carrier aircraft. "Anti growth" leaders were successful in getting the issue on the ballot last November ... where the planned development was rejected. Had the issue been approved, and the runway

widened, B-737s still could not have served the airport. They cannot meet engine-out climb requirements because of high terrain in the vicinity of the airport.

■ So it looks like EAGLE COUNTY REGIONAL AIRPORT will become the dominant air carrier service airport for the area. It has a lot going for it. It is at a lower altitude than Aspen. It has an adequate runway with clear approach and departure paths. It is already served by several carriers with large aircraft. And enjoying explosive growth. Much to the surprise of local officials. Passenger growth is so rapid the airport has outgrown the small (and extremely profitable) terminal provided by the FBO. The county would like to build a new publicly-owned terminal. However, a few years back, when the future of the airport was not as obvious, the county gave the FBO an exclusive contract to provide for terminal services. Uncertain future on terminal services. No uncertainty on future roll of the airport.

■ VANCE BRAND AIRPORT (Longmont)

continues to be a hotspot for discrimination complaints. Years ago the FAA placed the airport in "non compliance" of grant agreement provisions when the city banned ultralight aircraft operations at the airport. Federal grants for airport development were suspended for 2-3 years until ultralights were permitted access. Now another aviation activity is being denied freedom to operate from the airport. This time it is a skydiving operation.

Without getting into a judgment on the case (there could be a valid basis for denying skydiving operations from the airport), it is nevertheless worth looking at the charges. Mile-Hi Skydiving Center is the complainant. They are talking to anyone who will listen . . . including the State Division of Aeronautics, CPA and the FAA.

Mile-Hi notes that it started operations from the airport in August, 1995 on a 90 day trial period to determine compatibility of skydiving operations. During the period, the FAA Flight Standards District Office inspected the operation and found the operation to be safe and compatible. Following the

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trial period, the Airport Advisory Board recommended to City Council that Mile-Hi be accepted as a permanent business at the airport and that parachute jumps be permitted over the airport and with landings on the airport. The city manager didn't agree. In a letter to Mile-Hi dated November 9, he, in effect, rejected any parachute operations at the airport.

It will probably be several months . . . if not years . . . before this case is resolved. An essential element is the FAA determination of safety. Apparently the FAA Denver FSDO has already made a determination in this regard. It appears the finding is safe and compatible. But there are other factors such as environmental acceptability and conformance with airport minimum standards. Airports also are not required to accept an operation for which they do not have adequate space.

From the aviation community standpoint, we should react to any policy which discriminates against aviation access to airports. But there are a number of related factors to consider. The CDOT Aviation Division is investigating the issue. The Colorado Pilots Association is committed to look at it. And

the FAA Airports District Office, which has final judgment in the case, is doing so as well. But it may take considerable time before the issue is resolved.

■ Those mountain waves can give a lot of free lift on westbound flights . . . if one can only find them. Trouble is they are not always where you would expect them. A good strategy is to fly diagonally towards the Front Range until you hit the wave, then turn parallel to the hill for a few minutes to take advantage of the wave. With an aggressive wind it is common to gain 1500-2000 fpm of free lift.

■ When the Cactus Pete's Casino destination for the Colorado to Jackpot Air Classic was discussed at the CPA board meeting on January 8, MARY JONES, Co-Chair of the Fly-In Committee, looked over at her husband, BART JONES, and asked, "Jackpot, isn't that the place where we lost a cylinder?" To which ROBERT HENLEY, Treasurer, commented, "You should know better than to gamble cylinders."

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# DIA gets safe, efficient radar performance

Frederick M. Issac, Regional Administrator of the Federal Aviation Administration, recently responded in an editorial about a January 7 story in the Denver Post. He writes, "My concern is that your readers might thin three of every four airplanes arriving or departing DIA have not been tracked by radar. The highly efficient and safe operation we have seen at DIA would not be possible with the level of radar performance described in your article.

The radar screens controllers watch to separate airborne aircraft are displays from the two Airport Surveillance Radars (ASR) at DIA, which are the only means of seeing airborne planes as far out as 60 miles. Not once, since opening day, has there been a total interruption of this radar service. When one radar is momentarily out of service, the other is a back up. The total availability (time service is available 24 hours) of both ASR radars is 97 percent, considering scheduled maintenance and unscheduled interruptions.

The Terminal Doppler Weather Radar

(TDWR), ASR and Low Level Wind Shear Alerting System (LLWAS) all provide weather data. We are completing the integration of TDWR and LLWAS to provide a single source of wind shear information to controllers and pilots. In the independent mode, the availability of TDWR was 94 percent, 97 percent considering unscheduled interruptions. LLWAS, which is not a radar system, has worked well as an independent facility since the airport opened.

Efficiency, as measured by delays, is the strongest indicator of how well FM radars are working. When equipment is temporarily taken out of service, airborne separation distances are increased, or aircraft are held on the ground to maintain safety margins. Delay rates at Stapleton for the first 10 months of 1994 were five times the DIA delay rates for the comparable period in 1995. This remarkable delay reduction would not have been possible with radar failure rates remotely close to those claimed in your article."

---

## FLY MART

**1975 Cherokee Archer.** 4205 TT, 2195 SMOH. Air condition system. All AD's, including mags. Compression mid 70's. Full IFR with dual King glideslopes, DME, ADF, Intercom, Loran. \$33,000. Harold Hurst, (303) 790-8908.



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**Fly Mart** is a free service provided for CPA members only. If you have a personal item to list, please submit the ad to the Flight Lines editor, (address in the back of the newsletter).

The spectre of neighborhood groups closing airports throughout the nation is growing. One of the most dramatic examples of airport closure is Stapleton International Airport's demise through the Park Hill community and court action. Noise was the issue. The irony of Denver International (DIA) is that more than 50,000 noise complaints were registered before the new airport reached its first birthday.

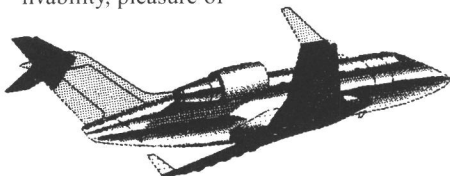
It's happening all over, an airport is built to bring jobs and commerce to a community, the community grows and thrives because of the transportation hub at the airport. Developers build homes around the airport, homes whose residents scream about the airport and eventually shut it down, leaving a void where the commerce facility added to the economy. Jobs are lost. The message to the airport and its economic engine is that it's not wanted.

Airport operators and pilots have traditionally answered noise complaints with public hearings and developing and implementing noise abatement procedures. They have typically bent over to be good neighbors to mitigate any discomfort to surrounding communities. The more conciliatory airport operators become, the more anti-airport groups call for more restrictions or outright disclosure. This defensive attitude has been counterproductive. A pro-active, creative strategy relating to real estate disclosure laws, first developed in California is taking hold in Colorado. The Colorado Airport Defense Incorporated (CADI) filed incorporation on August 22, 1995. It is just now testing its first case.

CADI's strategy is to file a notice of possible defective property evidence on anyone who has voiced a noise complaint to the airport's noise hotline. It then files it with the county clerk and recorder so the complaint and its backup airport authority records become a permanent part of the public prop-

erty record. It will show up on any title commitment, thus affecting property values.

CADI's defective property form reads: "The owner of this property has produced or caused to be produced the attached evidence, which is a public document, and demonstrates that the value of this property may be seriously impaired by a pattern of noise from (airport name) Airport Operations, which are conducted on a 24 hour per day basis under Federal Law. The livability, pleasure of



# Airport businesses get even with loud- mouth neighbors

by Babette Andre,  
ATP, CFI-I

ownership, comfort of home, and financial value of this particular property may all be seriously impaired, now and in the future, as demonstrated by the attached evidence, which emanates from the property owner.

Furthermore, the desire of numerous property owners in the vicinity of this airport to restrict operations at this airport may lead to a degradation of the business tax base which supports public services that are provided to this property. Therefore, the quality of life at this property and in the immediate neighborhood in the future is in doubt. The above property owner

has been informed by letter of this recording, and advised to disclose this information to potential buyers.”

In the advisory letter to the homeowner, CADI states, “for the sake of honesty, and as a service to you and others, we have had a copy of your official noise or other side-effects complaint against this airport recorded on your deed in your County Clerk’s Office as evidence that your property is defective.

“We have done this at no cost to you because Colorado’s property disclosure laws are quite strict and failure on the part of a property seller to make full disclosure of defects and result in severe penalties for sellers and their real estate agents. Thus, we would not want you to find yourself in the position of selling your property and inadvertently failing to tell prospective buyers about the problem you perceive with this airport.

“No need to thank us. We are just happy to be in the public service of full and fair disclosure to one and all who currently reside or contemplate residing in the vicinity of this airport.”

CADI, whose motto is “For the sake of honesty” sends letters to noise complainers reminding them of the importance of the airport and challenging them to accept responsibility for their decision to buy next to an airport. It reminds noise complainers that each time it makes a complaint against the airport in any public forum, it establishes a formal record of adverse information concerning their property, which they are legally obligated under Colorado Real Estate Law to disclose to any potential buyer or any other party who might take financial interest in the property. The need to disclose might even include disclosing membership in an anti-airport organization, if that membership reflected a problem with the house.

CADI provides the information as a public service to avoid creating a situation in which a homeowner might be sued for fraud by potential buyers. It offers several routes to help with the disclosure including recording the public record complaints on deeds in order to

help potential buyers and presenting complaints to local board of Realtors. It invites the complainers to come to the local airport and take a tour or intro flight lesson, discovering the wonder of personal flight.

CADI’s first filing was on Leslie Schluter, an attorney who bought her \$292,500 home just north of the end of runway 35 right in April 1992. She has filed 33 noise complaints, about one per month.

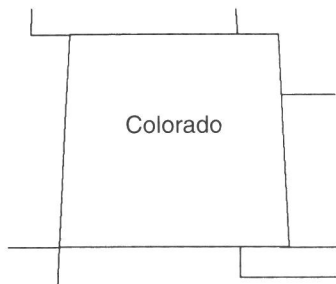
Her property had an avigation and hazard easement on it which allowed “for the unobstructed passage of all aircraft, by whomsoever owned and operated in the air space above Grantors’ property above a mean sea level of 5885 feet, (field elevation at Centennial) to an infinite height, together with the right to cause in all air space above the surface of Grantor’s property such noise, vibrations, fumes, dust, fuel particles, and all other effects that may be caused by the operation landing at, or taking off from, or oper-

*...as a service to you and others, we have recorded on your deed that your property is defective.*

ating at or on said Arapahoe County Airport; and Grantors do hereby waive, remise and release any right or cause of action which they may now have or which they may have in the future against Grantee, its successors and assigns, that may be caused or may have been caused by the operation of aircraft landing at, or taking off from, or operating at or on said Arapahoe County Airport.”

Schluter has been one of the more vocal airport opponents. She now has a defective property report attached to her deed. Many more are bound to follow. This strategy has proven effective in California, Colorado is just beginning to be pro-active in combating the professional loudmouths.

To implement this program for your airport or for more information, contact the Colorado Airport Defense Incorporated, 13000 E. Control Tower Rd., Box J-16, Englewood, CO 80112, (303) 840-5027.



# Comments From Western Colorado

By Phyllis Kramer

A matter existing at the GJT Walker Field has been brought to the attention of the CPA Board and membership before. Apparently, on first blush, it appeared that this matter would not impact Front Range air ops, but experience should have proven "t'aint necessarily so"! If nothing else, it's costly in safety and funds.

A radar system was installed at GJT Walker Field (GJT) in '95 and put into operation November 9th, with Longmont ATC controllers monitoring the GJT radar. As of January 8th, more than 30 flights have had to delay takeoff from GJT because they could not get radar clearance, with an untold number of delayed landings of incoming flights. It's my understanding that several aircraft, including a commercial flight, diverted to another airport because they couldn't get clearance to land at GJT and they were running short of fuel — that's not very comforting. Also, apparently as delays continue, more flights in and out of the field are switching from IFR to VFR, avoiding the radar altogether. Rather defeats the purpose for which the costly system was installed! This bears out what was predicted at the inception. Longmont ATC controllers who are monitoring the GJT radar are already jammed with flights from around the state, with bad weather creating an even greater overload and resultant delays. Sorry, folks, but the planned move of the GJT radar ops from Longmont to a new radar facility at DIA won't solve the problem. This is a state-wide problem and all Colorado pilots should write their Congressional reps and the FAA to correct this situation before it gets even worse. Need more facts? Contact GJT Area Rep, Judy Humphries.

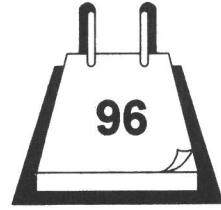
There are 26 CPA Area Representatives - see list in back of *FLIGHT LINES*. There are

members of many organizations in Western Colorado who are communicating with each other. Among these are: (1) several EAA Chapters, particularly the EAA Chapter 997 of the Durango area; Antique & Classic Chapter 19 of the GJT area; and Grand Valley Flyers EAA Chapter; (2) the Black Canyon Pilots Association of Montrose; (3) the High Country 99s of Western Colorado; the Aspen 99s; and (4) the CAF Rocky Mountain Wing.

During my two term as CPA vice president, in 1992-94, the CPA Area Rep program was enhanced. I was busy in 1995 selling my home and airfield, moving to Cedaredge, having a hangar built at Delta, chairing a 99s Section meeting, and could not devote any time to the Area Rep program. Apparently, no one else was able to either. I am concerned about the Area Rep program as are others. I would like to suggest that each Area Rep "adopt" a *FLIGHT LINES* issue this year and write a short column about his or her area. Who would like to start with March? Write the *FLIGHT LINES* Editor, David Robertson (address in back of this issue) or call or write me at PO Box 729, Cedaredge, CO 81413. Phone/Fax 970-856-7263. It is up to **you**. Let's start communicating again through the CPA *FLIGHT LINES* newsletter — it's the tool of communications for the Area Reps!

Something to look forward to: Durango Air Service at Durango-LaPlata County Airport is holding an Open House on May 24, complete with a band and hangar party. The Great Western Airshow with the Thunderbirds will also be held at the LaPlata County Airport on May 25-26. What a great weekend that will be. For more information, call Carol or Don Watkins at Durango Air Service, 970-259-3381.

# Colorado Aviation Calendar



- 
- |                        |                                                                                                                                                                                                                                                                                                                                                            |
|------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Feb 22-24<br>Mar 9-10  | <b>Helicopter Assoc. Int'l Convention</b> , Dallas TX.<br><b>3rd Annual Rocky Mountain Air Fair</b> . Wings Over The Rockies Air & Space Museum, Lowry AFB, Denver. 9:00 a.m. - 5:00 p.m.<br>Info: Marilyn Taylor, Director, 303-659-7265.                                                                                                                 |
| April 14-20<br>May 4-5 | <b>22nd Annual EAA Sun'n Fun Fly-In</b> . Lakeland, FL.<br><b>CPA Fly-In, Monument Valley, Utah</b> . Overnight trip, Indian ruins tour.<br>Info: Mary & Bart Jones, 719-488-0653. <b>(FILLED)</b>                                                                                                                                                         |
| May 11                 | <b>Centennial Airport Open House</b> . Pancake breakfast. Airport appreciation day.<br>Info: Kenneth Maenta, 303-790-0598.                                                                                                                                                                                                                                 |
| May 18-19              | <b>Navajo Lake, CO, Fly-In</b> . Joint CPA and EAA weekend fly-in camping trip.<br>Grass strip. Fishing, boating, group potluck barbecue at night.<br>Info: Mary & Bart Jones, 719-488-0653.                                                                                                                                                               |
| May 24-26              | <b>Great Western Airshow with the Thunderbirds</b> . LaPlata County Airport, Durango. Durango Air open house and hangar party, complete with band, on Friday. Info: Carol or Don Watkins, Durango Air Service, 970-259-3381.                                                                                                                               |
| June 8-9               | <b>CPA Fly-In to Creede, CO</b> . Fishing or biking, underground mining museum, Wheeler Geological area, camp or stay at Creede Hotel, attend Repertory Theater performance. Info: Mary & Bart Jones, 719-488-0653.                                                                                                                                        |
| June 8-9               | <b>Airline and Aviation Expo</b> . Denver, CO. At the Denver International Holiday Inn. Info: Phil Martin, 310-434-6701.                                                                                                                                                                                                                                   |
| June 8-9               | <b>Rocky Mountain Air Show</b> . Loveland, CO.                                                                                                                                                                                                                                                                                                             |
| June 8-13              | 1996 U.S. Air Race. Durango, CO. Durango to New Orleans (Kenner). Handicapped. \$10,000+ in prizes. Info: U.S. Air Race, 817-491-4055.                                                                                                                                                                                                                     |
| June 29-30             | <b>18th Annual EAA Rocky Mountain Regional Fly-In</b> . Longmont, CO. Homebuilts, Antiques, Classics, Ultralights, Warbirds - No admission for fly-in's. Friday arrivals welcome. Info: Bill Marcy, 303-798-6086 or Airport Manager, 303-651-8431.                                                                                                         |
| July 4-7               | <b>CPA Fly-In to Johnson Creek, Idaho</b> . Fly to McCall, then fly to one of the best of Idaho's back country landing strips. Camp for 3+ days; fish, bike or hike isolated trails, visit old gold mining town, soak in hot tub high on mountain side. All free except \$8 fee, plus gas fill up and group BBQ.<br>Info: Mary & Bart Jones, 719-488-0653. |
| July 11-13             | <b>99's International Convention</b> . Oklahoma City.                                                                                                                                                                                                                                                                                                      |
| July 13-14             | <b>20th Annual Colorado-to-Jackpot, NV., Air Classic</b> . Sponsored by Colorado Pilots Association. Overnight at Cactus Pete's. Aircraft handicapped by manufacturer's published maximum speed. Cash prizes. Event open to all interested pilots. Info: Robert Venohr, Air Classic Chairman, 303-766-0742.                                                |
| August 1-7             | <b>EAA International Fly-In Convention</b> . Oshkosh, WI.                                                                                                                                                                                                                                                                                                  |
| Aug 31-Sept 2          | <b>CPA Fly-In, Steamboat Springs</b> . Labor Day weekend fly-in. Attend evening <i>Strings in the Mountains</i> performance in outdoor setting, walking tour of downtown hot springs, museum visit, float trip, fishing, mountain biking, or shopping. Camp or stay in luxury digs. Info: Mary & Bart Jones, 719-488-0653.                                 |
| Sept 12-15             | <b>Reno Air Races</b> . Reno, NV.                                                                                                                                                                                                                                                                                                                          |
| Sept 14                | <b>Mile High Air Derby</b> . Sponsored by the Colorado 99s. Info and/or race packets: Nancy Aldrich 303-665-8006, Carol Leyner 303-442-5002, or Linda Horn 303-278-4435.                                                                                                                                                                                   |

# Membership Renewals

Your continued support helps Colorado Aviation!

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**Area Representative Notes:**

Judith Humphries, Grand Junction Area Rep, reports four small businesses opened late last year at Walker Field. **G-Force**, for aircraft maintenance and repairs by Steve Bush; **Monument Aircraft Services**, for sheet metal repairs and airframe modifications by Russ Hamilton and Dana Brewer; **Rocky Mountain Aircraft Detailing**, for cleaning and detailing by Becky Hall; and **Web Air Avionics**, for avionics installation and repairs by Bob Weber. All four businesses are under one roof, 728 Heritage Drive, the hangar immediately north of the Confederate Air Force. They share the same telephone number, (970) 242-2233.

Welcome New Members

Thomas J. Daly  
520 W. Hallam Street  
Aspen, CO 81611-1247

Drew Thwaites  
3570 Nelson Street  
Wheat Ridge, CO 80033

Rob Duncan  
591 West Street  
Louisville, CO 80027-2089

Dick Murray  
Crystal Springs Ranch  
Palmer Lake, CO 80133

James M. Liggett  
4232 E. Orchard Place  
Littleton, CO 80121-3172

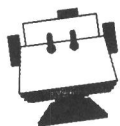
David R. Ulane  
8347 S. Upham Way, #212  
Littleton, CO 80123

**CPA HOTLINE ..... (303) 266-6266**

*When is the next Colorado aviation event?*

(recorded message)

# CPA



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### STEAMBOAT SPRINGS

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### TRI-COUNTY

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LOUISVILLE, CO 80027-1078

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