

CPA FLIGHT LINES

Volume 13, No. 2

March 1996



Mooney 231WB owned by CPAer Dave Burke of Lakewood, photographed above an overcast on a recent trip to Scottsdale. Dave and wife, Sue, flew the aircraft to Costa Rica last year. As of this writing, they are part of an eight-plane group visiting Guatemala.

(photo by Walt Barbo)

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President's Message



The Price
We
Can't Afford...

Patti
Arthur

Lately, I have been increasingly more disturbed by what seems to be a dangerous and disappointing trend inside general aviation. We all seem to be fighting with each other instead of banding together to oppose the outside forces that are trying to eliminate our ranks from the skies. I have been hearing stories as well as experiencing first-hand, that certain groups inside GA are openly opposing other groups and their legitimate operations. It seems that for what ever reason, two or more groups of aeronautical users can't get along at the same airports or within the same system.

Parachutists can't seem to coexist with the fixed-wing fliers and vice-versa, corporate turbine operators can't get along with the trainers, folks argue with ultralight operators and the balloon operators. I recently heard some GA pilots complaining loudly in public at Centennial about some individuals that were conducting aerobatic maneuvers south of the airport.

These are just a few of the things I've become aware of lately, but I could list quite a few more. I'm really disappointed about it. Unfortunately, many of us get used to operating at an airport in relative solitude. We have peaceful Saturday mornings without much traffic, and the airport and the skies are our own. Or at least it can seem that way. However, we have to remember that the skies are not our own, they belong to the few of us that choose

to be airmen and women. All of us... without exception... and we can't exclude others for the sake of ourselves.

There are less than one million certificated airmen and women in the United States. That's a pretty small percentage of the total population. There are a lot more people out there that would like to see all of us disappear. Yes, we belong to an elite club. We have all worked hard to become certificated, each and every one of us.

I'm sure that each of the arguments that I'm hearing has some measure of validity. That's not the issue. Please, please let's try to stick together. If you are having problems with others in GA, try to work out your differences. Sit down and talk and try to see the other group's viewpoint. We can't afford to fractionalize and split GA along party lines. Once that happens, it's all over.

On a lighter note...

The Douglas County Commissioners hearing on the 1500 unit apartment complex proposed for the south end of Runway 17L at Centennial was postponed until May 8, 1996. CPA and CABA are gathering steam to try to defeat that encroachment. NBAA and DRCOG representatives will also be testifying in opposition to the development.

Legislative reception

CPA, CAO and the new Colorado General Aviation Council co-hosted a legislative reception on February 15, 1996 at the Wings Museum at Lowery. The event was well-attended and hopefully will prove to be helpful in bringing the concerns of GA to our elected representatives. Mike Baldwin, past CPA president, said he "lobbied the heck out of everyone"!

At long last, an often proposed and often discussed general aviation umbrella organization has been formally formed for the state of Colorado.

Colorado General Aviation Council Formed

By Frank Gallo

In mid-December, the by-laws of the new organization were adopted by an ad hoc group of representatives of GA organizations, and the Colorado General Aviation Council was born. Stated purposes of the new organization, with the acronym CAGE, are to promote general aviation, general aviation safety, promote the education and welfare of organizations and individuals involved in aviation, improve and foster a cohesive effort among aviation people and organizations and represent organized aviation interests before private and government entities.

Membership in the newly created CAGE will be granted to any non-commercial aviation oriented organization in the state of Colorado. Represented organizations must have a membership and formal articles of incorporation. The director of the Colorado Division of Aeronautics will be a member

of the council without a vote. Dues were set at \$50 per year for each member organization.

The by-laws make it clear that the CAGE is intended to be a proactive organization. They state that "The Council may take positions on various political matters and may attempt to further the interest of aviation and aviation safety in the state of Colorado by supporting or opposing political issues as the Delegates may determine to be appropriate." The by-laws also specifically give the authority to the Council to seek the status of a registered lobbyist in the state of Colorado.

It has been my feeling that over the years the Colorado Pilots Association and the Colorado Airport Operators Association, often aided by AOPA, have been the front line for general aviation in legislative matters, with very little consistent support from the fragmented GA

community. This is apparently going to change with CAGE, and even the make-up of the ad hoc group was evidence of a new cohesiveness, as delegates from CPA, CAOAA, AirPower West, Silver Wings, EAA, AAA, Colorado Agricultural Aviation Association, Black Forest Soaring Society, Colorado Aeronautical Board, Colorado DOT and AOPA, hammered out the final draft of the by-laws.

The by-laws for CAGE were approved unanimously by the delegates at the December meeting. New Officers were then voted to office. Mike Baldwin,

immediate past president of CPA, was elected president. The vice president is Carol Leyner, very active over the years in both the Antique and 99s associations. Marilyn Taylor was elected secretary. Marilyn has been manager of the Platte Valley Airport and is heavily involved in the production of the 1996 Rocky Mountain Air Fair, serving as its Director. Treasurer Norm Avery is a board member of CPA and until recently was with the DIA public affairs office. Attorney for CAGE is Patti Arthur, who is currently CPA president.

CPA HOTLINE (303) 266-6266

When is the next Colorado aviation event?

(recorded message)

Flight school closes on short notice

Mountain Flyers Aviation, Inc. of Loveland, CO. closed its door unexpectedly this week for financial reasons, according to The Denver Post.

Several foreign students were left without training or licenses and thousands of dollars in debt. The office clerk told students classes were cancelled and owners told instructors not to bother showing up for work ever again.

Several students pre-paid \$6,500 each in January to cover the 48 month flight school program. About 40 students were enrolled, including 25 from Finland, according to a flight instructor.



■ **AVIATION LEGISLATION IN JEOPARDY?** Recall last month we reported that H.B. 96-1215 had overcome some initial hurdles. The bill, introduced by Representative LEWIS ENTZ, was designed to increase authority of the Colorado Aeronautical Board and the Division of Aeronautics 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.

The initial hurdle was differences in views within the aviation community on block grants. These differences were compromised, thanks to the efforts of a lot of groups and in particular, to the newly formed Colorado General Aviation Council. Compromise language was developed and incorporated into the legislation.

The House Transportation and Energy Committee held hearings on the draft legislation on February 7. Testifying in support of the bill were RICHARD BUCKNELL, Chairman of the Aeronautical Board, MICHAEL BALDWIN, president of the Colorado General Aviation Council, and DAVID GORDON, Colorado Airport Operators Association. All of who, coincidentally,

are members of Colorado Pilots Association. The bill passed committee and was referred to the House floor on a favorable vote of 10 - 2. The vote was on party lines.

But the negative vote also reflected views of Governor Romer. Romer is vocal in his opposition to the legislation for unstated reasons. But it appears he has a concern that the legislation would increase authority more than he would support. He specifically takes exception to the provision of the bill that would permit the Division authority to administer block grants from the FAA. Hard to understand this concern since it is the same authority existing within DOT in administration of Federal Highway grants.

At this point, the aviation community appears willing to delete that portion of the bill addressing block grants. Little would be lost since it is not eminent that the FAA is about to transfer the program to the states in the near future. The concession, however, gives no assurance that Romer would not veto the bill with the deletion. The compromise would still give the Aviation Division increased authority . . . something that Romer has a history of opposing.

■ Should the legislation not be approved, kiss the Rocky Mountain Air Fair and the Fantasy of Flight programs good-bye. Both gain a major portion of their funding from the State Aviation Trust Fund. About \$15 thousand a year goes to

Fantasy to pay for part-time administration and travel expenses. Another \$13 thousand (this year) for the Air Fair. They have been funded from the Aviation Trust Fund as aviation education programs. But an attorney general opinion will not permit continuance from this source without specific legislative authority to do so. The same interpretation has applied in the past. But the CAB took the position that the programs were of sufficient public interest to justify state funding. There was also some uncertainty on policy interpretation. So the board took the position that it was easier to ask for forgiveness than to ask for permission. It no longer has that flexibility. The policy is now clear. No more funding for educational purposes without specific authority.

■ Thanks to some creative financing, Fantasy of Flight gains a one year reprieve. The program is funded through a grant . . . which was extended for a year prior to the new policy going into effect. So it will be around for another year.

■ S.B. 96-81 caught a lot of the aviation community by surprise. It was introduced by Senators Norton and Bishop and Representative Foster for the purpose of creating financial support for intrastate air carrier service. It seemed to be an effort to satisfy West Slope criticism of poor air carrier service.

What caught everyone's attention was that fuel tax revenues returned as entitlements to Denver was identified as the source of funding. The precedence of this diversion of tax revenues was something that few could live with. Committee action changed the source to receipts from eventual sale of the Moffat Tunnel. However, no one really took this change seriously. If not already dead, its future is certain. Not that intrastate doesn't

deserve state and local subsidies. It is just that it needs a more acceptable source of funds.

■ Front Range Airport Manager DENNIS HEAP still has hopes of attracting UPS as a tenant to the airport. Lot of press over the last couple of months on efforts by Denver to entice the planned UPS hub to DIA. When the chips are down, UPS will pick whatever site makes the most economic sense to them. Dennis feels the decision may be a couple of years away . . . and that Front Range has more going for it than DIA.

■ Seems that every 3 or 4 years Glenwood Springs talks seriously about closing the close-in airport and building a replacement. Pressure to relocate typically stems from developers who want to convert the site to other commercial uses. It is happening again.

A reality of these kinds of proposals is that it is almost impossible to relocate an airport. Public opposition. Environmental problems. Non-availability of land. Costs. More often, airports are closed without replacements. Wonder if this proposal too will pass.

■ CHANGE OF ADDRESS? CPA mailings go out as bulk mail with "Return Postage Guaranteed." Cost for the mailing is typically 22.6 cents/piece for mailings weighing less than 3.3 ounces . . . providing there are no returns. Where pieces are not deliverable, they are returned at first class rate. In the case of the last mailing, four pieces were returned at a cost of 78 cents each. At this point, CPA had an investment of over \$1 in the mailing for these members . . . 22.6 cents on the way out plus an additional 78 cents on the way back. And the member had not yet received the mailing. Another 78 cents is needed to route it

back.

Some thought has been given to eliminating the guarantee on returns. However, under Post Office policy, bulk mail is not forwarded. If not deliverable at the address shown it is dumped. CPA would have no knowledge that the Post Office had done so. Also, returned mail carries a notification of the forwarding address of the addressee. It is a way of keeping our mailing list up to date.

Long way of getting to the message . . . which is, "please help us help you. Should you have a change of address, please keep us informed."

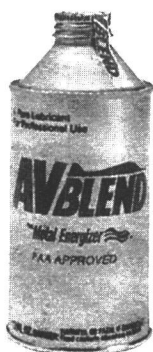
■ The newspaper reports read: "A car containing four high school students allegedly ran a stop sign and broadsided the second car." "Mr. (name withheld) was killed Saturday when the car he was driving ran off the road and flipped." "Mr. (name withheld) was injured when the car he was riding in crashed north of . . ."

All carried by local newspapers over the last few days. All pointing to the vehicle as the cause of the accident. Never the driver. How different from press coverage of aircraft accidents where blame is typically directed at the pilot.

■ After all, it was Valentine's Day. What else could explain it. When CPA member NORM AVERY was overheard talking about his love affair with his Ercoupe. "Often find myself stroking her clean lines. Sweet talking to her. Asking if that little blemish on her nose hurts. Is there anything I can do to make it feel better. And wake up to reality upon hearing her coo back."

■ MIKE BALDWIN also admits talking to his aircraft . . . but in a different tone. On opening the hangar door, and looking at that beautiful yellow monster (Mike flies a Stearman), Mike whispers under his breath, "Well, what are you going to do to me today . . . you son-of-a-bitch?"

Did you know... half the litigation cases brought against small plane accidents are by 16 firms with 9 expert witnesses! And out of every dollar awarded, only 17 cents goes to the victim.



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CPA Members create new book and video

Bill Marshall and **Vern Foster**, both CPA members, recently released a new mountain flying video "Colorado Mountain Passes and Mountain Airports." Over 2 1/2 years in the making, it shows the beauty and challenges of flying in the Colorado high country during all seasons of the year.

Featured are approaches, landings, take-offs, and departures at 16 of the major mountain airports. In addition, overflights of other mountain airports and mountain passes are shown.

Although not a complete mountain flying course, the video gives pointers and information about mountain flying all pilots should know before heading to the hills.

Vern Foster has a new book out titled "What I Didn't Learn In Flying School". It is filled with the wisdom of a man who took his first flight lesson in 1939. This is a straightforward guide to the professional upgrading of pilot skills.

To order the book or video, call Flying Eagle Enterprise at 303-341-4744 (Bill) or 303-751-9421 (Vern).

FLIGHT LINES

Advertising Rates

The rates for placing advertisements in *Flight Lines* are as follows:

1 full page	\$60.00
1/2 page	\$30.00
1/4 page	\$20.00
Business card size	\$15.00

Inserts

Commercial.....	\$30.00
Fly in events	FREE

All ads that contain pictures are subject to a one time only computer scanning fee of \$15.00 unless submitted "print ready".

These rates are per issue. Mailing list is over 560 with an additional 125 distributed for solicitation of new members.

Inserts must be submitted pre-folded in half.

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Greeley, CO 80631

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Conifer, CO 80433-7121

Jeff Sands
Mile-Hi Skydivers, Inc.
7824 E. Colgate Place
Denver, CO 80231-4130

Joe Suchman
1595 Buttercup Road
Elizabeth, CO 80107

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.



FLY MART

1948 Luscombe Silvaire, 1516 TT, Annual 2/96. Engine C90-12F Continental, 1391 TT, "0" time since MOH. Extensive restoration just completed. They don't come any newer or nicer. Lyle Muir, (303) 536-4235.

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.

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).

Membership Renewals

Your continued support helps Colorado Aviation!

Steve Carlander, Colo Springs
Rodger Clements, Gunnison
Jon Fullmer, Gunnison
Woody Kercheval, Castle Rock
Wayne Furrow, Denver
Don Blehm, Green Mtn. Falls
Doug Sheffer, Aspen
Martin Walker, Pueblo
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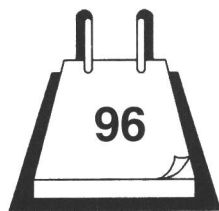
Plane wreckage identified

February 25, 1995, The Denver Post reports the wreckage of a plane found in the Indian Peaks Wilderness Area has been identified as a Beech Bonanza that disappeared last month while en route to Arizona.

Two bodies removed from the wreckage were identified as out of state residents who departed from Vance Brand Airport in Longmont on January 11 en route to Page, AZ.

Members of the Rocky Mountain Rescue found the plane's wreckage on February 17, in the area near Rocky Mountain National Park.

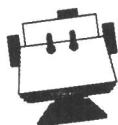
Colorado Aviation Calendar



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- March 29-31 **3rd Annual Phoenix 500 Air Races & Air Fair**, Williams Gateway Airport, Mesa, AZ. Info: 602-941-0061.
- March 31 **CPA Mountain Flying - High Elevation Airport Operation Course**, Eagle Airport, CO. Designed to prepare pilots for flight over mountainous terrain and high elevation airports. Flight portion may be taken later at pilot's discretion at a later date. Info: Bill Marshall, 303-341-4744.
- March 31 **Palm Sunday Fly-in**, Platte Valley Airport, 10:00 a.m. Sermon by Dr. Phil Card. Info: Marilyn Taylor, 303-659-7265.
- April 1 **Colorado Pilots Association Board of Directors Meeting**, Ashbrook Room, Centennial Airport Tower, 6:30 p.m. Open to all members. Info: Dave Robertson, 303-666-8284.
- April 14-20 **22nd Annual EAA Sun'n Fun Fly-In**. Lakeland, FL. Info: 941-644-2431.
- May 4-5 **CPA Fly-In, Monument Valley, Utah**. Overnight trip, Indian ruins tour. Info: Mary & Bart Jones, 719-488-0653.
- May 11 **Just Plane Fun for Kids, Centennial Airport Open House**. Static displays- historic warbirds, homebuilt, classic and corporate aircraft, life-saving fixed wing aircraft, helicopters, flight simulators, military aircraft. Food on site. Free admission. Info: Kenneth Maenpa, 303-790-0598.
- May 18 **Spring Fly-in**, Platte Valley Airport. Info: Marilyn 303-659-7265.
- May 18-19 **Navajo Lake, CO, Fly-In**. Joint CPA and EAA weekend fly-in camping trip. Grass strip. Fishing, boating, group potluck barbecue at night. Info: Mary & Bart Jones, 719-488-0653.
- May 24-26 **Great Western Airshow with the Thunderbirds**. 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 or Michael Cooney 970-259-3381.
- May 29 **USAF Academy Graduation**, U.S. Thunderbirds. Tickets required. Info: 719-472-3540.
- June 8-9 **CPA Fly-In to Creede, CO**. 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 **Airline and Aviation Expo**. Denver, CO. At the Denver International Holiday Inn. Info: Phil Martin, 310-434-6701.
- June 8-9 **Rocky Mountain Air Show**. Loveland, CO.
- June 8-9 **14th Annual Stearman Fly-in**. Cheyenne County Municipal Airport, St. Francis, KS. Info: Richard Grace, 913-332-2251.
- 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 15	Gunnison County Airshow. Gunnison, CO. Info: Jo Ann Stone. 970-641-2481.
June 20-23	International Women Pilots Air Race Classic. Prescott AZ to Daytona, FL. Info: Pauline Glasson, 512-289-1101.
June 22-23	Rocky Mountain Thunder - Colorado Salute to the Mile High Community. Buckley ANG Base, Aurora, CO. Tactical demo of F16 by Colorado ANG, Navy Leap Frogs, civilian airshow acts, static displays. Gates open 7:00 a.m. Free admission, no coolers or pets. Info: John Spann 303-340-9431.
June 29-30	18th Annual EAA Rocky Mountain Regional Fly-In. Longmont, CO. Homebuilts, Antiques, Classics, Ultralights, Warbirds - No admission for fly-in's. Friday arrivals welcome. Info: Bill Marcy, 303-798-6086, Airport Manager, 303-651-8431 or Carol Leyner, 303-442-5002.
June 30	Aspen Air Show. Aspen, CO. Info: Kim Bracher 970-920-4379.
July 4-7	CPA Fly-In to Johnson Creek, Idaho. 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. Info: Mary & Bart Jones, 719-488-0653.
July 11-13	99's International Convention. Oklahoma City. Info: Carol Sokatch 405-840-1156.
July 13	Annual Fly-In and Air Show, Alamosa, CO. Info: Paul Foster, 719-852-9860.
July 13-14	20th Annual Colorado-to-Jackpot, NV., Air Classic. 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.
July 24	Cheyenne, WY Airshow & U.S. Thunderbirds. Info: Stephan Hafner 307-775-2260.
July 27	CPA 1st Annual Dirty Shorts Fly-in, Circle 8 Ranch, Elizabeth, CO. (private strip). Fun starts at 9:00 a.m. Fly or drive, bring a picnic lunch or do your own on the BBQ. Hangar talk, spot landing contest, etc. Info: Walt or Terry Barbo 303-367-0670.
August 1-7	EAA International Fly-In Convention. Oshkosh, WI.
August 17	Platte Valley Summer Fly-in. Platte Valley Airport. Info: Marilyn Taylor, 303-659-7265.
Aug 31-Sept 2	CPA Fly-In, Steamboat Springs. 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.
Aug 31-Sept 2	Steamboat Springs Vintage Aircraft Fly-in. Steamboat Springs, CO. Info: Jim Fuller 970-879-1204.
Sept 12-15	Reno Air Races. Reno, NV. Info: 702-972-6663.
Sept 14	Mile High Air Derby. Sponsored by the Colorado 99s. Non-mountainous route, good for local and first timers. Info and race packets: Linda Horn 303-278-4435.
Sept 14	Grand Junction Airshow, Featuring the U.S. Navy Blue Angels. Grand Junction, CO. Info: Wayne or Mary Hammack, 303-469-7479.
October 28	Pueblo Air Festival '96. Pueblo, CO. Info: 719-948-3355.
November 9	CPA Annual Meeting. Details later!

CPA



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Publication Notice

Articles for the CPA FLIGHT LINES are sought from members and other organizations. Stories and articles can include flying tips, rebuilding and restoration experiences, special trips, activities, etc.

All articles & letters should be sent to:

DAVID ROBERTSON

EDITOR, CPA FLIGHT LINES

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LOUISVILLE, CO 80027-1078

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**Copy Deadline is
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