

CPA FLIGHT LINES

Volume 13, No. 5

June 1996

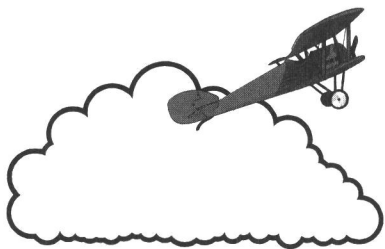


CPA members' planes sit on the parking ramp at Monument Valley during the May 4-5 fly in. The ramp is compacted dirt of the same reddish hue that characterizes all soil and rock formations of the valley. The Trading Post and Lodge, which can be seen on the slope above the parked aircraft, is about one-half mile away. See story page 12.

President's Message	2
Working with ATC	4
Colorado Airspace Initiative	10
CPA fly-in report	12



President's Message



**New regulations related
to children and aviation
record-setting...**

*Patti
Arthur*

House Aviation subcommittee chair John Duncan, the same John Duncan who introduced the Duncan-Lightfoot bill to give us an independent FAA, has introduced a bill in Congress that would require an individual to hold at least a valid private pilot certificate before attempting to set an aviation record. This bill was drafted in response to the tragic death of seven-year-old Jessica Dubroff, her father and her flight instructor, at Cheyenne in April.

Congress is attempting to stop publicity-related aviation record attempts by children who are not old enough to be pilot-in-command of an aircraft. AOPA and GAMA are supporting this bill vigorously, and CPA Vice President Bill Hamilton suggests we do the same. The bill does not appear to be an attempt to prevent children from being exposed to aviation, but only an attempt to put an end to publicity stunts. Bill Hamilton tells us that the language of the bill seems to do the least amount of damage possible in terms of adding new restrictions to general aviation, even in light of the industry's goal of 100,000 student starts by the year 2000.

When the Notice of Proposed Rulemaking comes forward, CPA will be submitting a comment supporting the bill, but with the caveat that children can benefit greatly from exposure to aviation at an early age, as long as a current and qualified pilot is responsible for the aircraft.

House passes legislation removing Aviation Trust Funds from the Federal Budget...

In April, the House passed legislation by a vote of almost two to one that will remove transportation trust funds

from the federal budget. The move was praised by industry leaders, but the Senate has yet to vote on the issue, and at this time, it does not appear that they support the measure. Basically, the move means aviation monies will now be spent on aviation, including much needed FAA reform. It also demonstrates that there is no need for user fees to burden general aviation.

More good news for GA...

The FCC has abolished radio licensing fees for domestic aircraft and aviation ground radios. An NPRM was recently issued on the matter and it has been implemented on an interim basis. The comment period closed May 20, 1996. The demise of the former \$115 fee is one less regulatory burden for GA to carry.

Meridian apartment complex hearing delayed (once again)...

The Douglas County Commissioners have stalled once again. The Commissioners hearing on the proposed 1500 unit apartment complex one mile south of the main runway at Centennial, that was to be held on May 8, 1996 has been postponed again at the request of an unknown party. The hearing was first scheduled for February 14, then postponed until May 8, then rescheduled until May 15, and postponed yet again until June 19, 1996 at 5:00 pm at the Douglas County Commissioners Hearing Room in Castle Rock. Could the developers know that they will have a real fight on their hands when more than a dozen aviation groups and businesses testify against the project???

Update on Scheduled Air Service Bill...

In the April edition of *Flight Lines*, we reported on a bill introduced by Joel Hefley that would allow homeowners living within 25 miles of a primary airport to determine if scheduled air service would be allowed at the airport. Recently, CPA was informed that the bill has been dropped and will not move forward at this time.

CPA needs a Programs Chairperson...

CPA still needs a volunteer willing to chair the Programs Committee! This position does not require a large time commitment and could be filled by an individual that lives anywhere in Colorado, not just the Front Range area. If anyone would like more information, please call me at 303-322-7207. Thanks!!

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

Getting the most out of runways

The goal in ATC is to maximize the safe and efficient flow of air traffic. In an IFR environment, controllers confine pilots to specific routings, altitudes and speeds most of the time. In a VFR environment, on the other hand, controllers have many more opportunities to let their pilots “fly their own plane”, but this only happens when traffic allows, communications are solid, and pilot performance is dependable. Controllers will generally leave it to VFR pilots to call their own turns and spacing in reference to the traffic ahead, but this is not always possible. The problem is that a pilot told to follow another can turn at any time; if he turns too soon, ATC must retake control to correct the spacing and/or send a pilot around; if she turns too late, the pattern gets stretched out and everyone behind incurs a delay. During busier traffic periods, the uncertainty that comes from pilot discretion can become too difficult to monitor, so ATC will often retain control by calling all base turns, etc. Likewise, if a pilot demonstrates weaker communications or flying skills (or, for that matter, if the controller is simply having a bad day and feels a need to tightly control even slower traffic), ATC will retain control.

Regardless of whether ATC or the pilots call the turns and spacing, ultimately all air traffic comes together at the runway. The runway is the key bottleneck in the air traffic system. As such, getting airplanes on and off the runway quickly is critically important for both safety and efficiency reasons. There are two things that you as a VFR GA pilot can do to maximize runway utilization: minimize your time on the runway, and establish your own spacing visually with the traffic ahead of you. Consider the following:

1. Don't delay on the runway.

Think of the runway as prime real estate. You share this narrow paved strip with all the other pilots. If you spend an extra few seconds in position before initiating takeoff roll, ATC may have to penalize the pilot behind you turning final. Likewise, if you extend your landing rollout further than needed, another arrival or departure takes the delay. And make sure you are truly clear of the runway (get your tail across the hold-short line) before you pause to finish the paperwork.

Be courteous and apply the Golden Rule. Remember, though, if you need a runway delay or want to land or rollout long, just ask ATC and you will normally get your request, traffic permitting. Controllers pride themselves not just in their ability to quickly devise and execute a plan, but also in their ability to adjust to special requests.

2. Establish your own spacing with the traffic ahead.

During busier traffic periods, controllers must move their traffic near minimal spacing to avoid causing delays. For departures, this often means putting traffic into position and hold, then releasing them once the appropriate distance is set with the preceding departure. The timing of this is entirely up to the controller. You, as a pilot, should simply wait while carefully listening to the frequency to make sure you have not been forgotten.

Arrivals are a different matter. Arrival spacing can be accomplished either by ATC or by the pilot. A controller will monitor the pattern and call pattern turns to achieve the spacing, or a pilot can report his traffic and be told by ATC to follow. For example: *Cessna 23K, follow the Cherokee on mile final, Runway 29L cleared touch-and-go*". In this case the Cessna pilot is expected to turn base at the appropriate time to accomplish his own

spacing. And what is the proper spacing? Previous traffic clear of the runway is one solution, but there are other rules that allow ATC to tighten up the pattern. For example, during daytime, the arriving aircraft must not cross the runway threshold until the previous arrival has landed a set distance down the runway. This distance is determined by the aircraft types involved:

- * if you are flying a light single (C182, Bonanza, etc.), you may cross the numbers when the preceding light single or light twin has landed at least 3,000 feet down the runway.
- * if you are flying a light twin, you may cross the numbers when the preceding light single or light twin has landed at least 4,500 feet down the runway.

Note that the previous aircraft must have landed (i.e., not airborne or testing the suspension). Note also that these rules do not apply to following jets or higher performance aircraft...these types must be clear of the

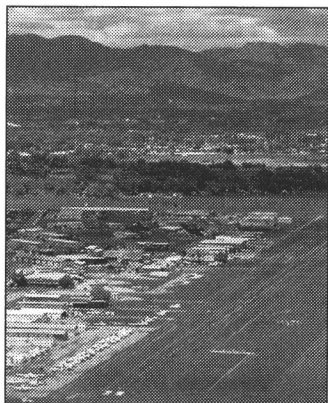
runway before the next aircraft crosses the numbers.

So, how do you best use this information? Well, next time you are entering the pattern and ATC instructs you to follow another pilot, give a clear acknowledgment and then follow so as to cross the numbers with at least the appropriate spacing. And, if you are sharp enough to quickly see the whole traffic picture, if the frequency will allow, do not hesitate to quickly advise ATC that you have such-and-such traffic and can follow; you may just help ATC do its job better.

The author, Jeff Lewis, is an air traffic controller recently reassigned to BJC from Oregon. He is editor of the monthly "Mulino Flyer" newsletter for the Mulino Chapter of the Oregon Pilot's Association (OPA) and has written ATC-related articles for "GA News & Flyer" and OPA's "PropWash".

*This article is not sponsored by the FAA and does not necessarily represent the opinions or policies of BJC Tower or the FAA. **Jeff will respond to all inquiries and article ideas are encouraged;** please direct them to the "Flight Lines" editor.*

Make Your Next Stop Downtown Ft. Collins



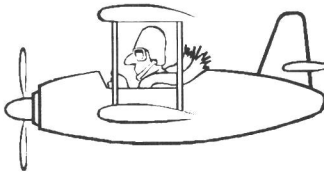
- 100LL - Jet A - MOGAS 
- Full-service FBO
- Tie Downs/Hangar Rentals
- Charters/Flight School
- Business Terminal
- 4,700' paved runway and grass runway
- Close to CSU, Old Town and Restaurants
- Courtesy Car and Rental Cars Available



Fuel Discount

Show your CPA membership card at time of purchase and pay 10¢ below the posted cash rate.

Fort Collins Downtown Airport
"The Friendliest Airport in Colorado"
2220 Airway Avenue • Ft. Collins, CO 80524
(970) 484-4186 • fax: (970) 495-9900



■ The author of this feature of the **FLIGHT LINES** likes to tell the story about himself when at one time in his professional career he headed two divisions (simultaneously) in the headquarters office of one of your favorite governmental agencies. Ten to twelve hour days — seven days a week. Confident the whole system would collapse in his absence. Only to find that when he relocated to Denver the positions vacated were never filled. Reality check!

And after taking a couple of months sabbatical on contributions to the **FLIGHT LINES** — the same thing. Nobody seemed to notice.

■ Speaking of government agencies, the FAA reports the General Aviation Fleet is still shriveling, but forecasts the bottom may be near. In its latest periodic state-of-the-industry report, the FAA notes the active fleet fell to 170,600 in 1994, a decline of 13.8 percent from the previous report issued in 1990. And forecasts the fleet will lose another 5,000 aircraft before bottoming out in 1997 after which it will resume very modest growth.

■ Which seems incongruent with all those optimistic reports and forecasts of new aircraft coming on line. However, there is the reality that the average aircraft in the fleet is somewhere around 25 years old, some are being retired from service, a few are lost in accidents, and many of the nicer ones are exported to buyers in other countries.

■ Handheld GPS's for MILITARY PASSENGER JETS? Caught my attention when I saw that Defense Secretary William Perry ordered the Air Force, Navy, and Army to install GPS navigation systems and flight data recorders for all of their passenger-carrying airplanes. The actions were taken in response to the April crash that killed Commerce Secretary Ron Brown and 34 others. As an interim step, \$1,500 handheld

GPS receivers will be installed immediately in over 1,200 aircraft. *Aside: Knowing how the military purchasing system works, have to wonder if the units are equivalent to Garmin GPS-90s — which can be purchased on the street for less than \$700.*

■ Some late breaking good news for Colorado aviation. The governor signed into law H.B. 1215 which, among other provisions, allows the Colorado Aeronautical Board to grant funds for informal aviation education purposes. The legislation permits the Board to continue funding of programs such as the Rocky Mountain Air Fair and Fantasy of Flight Program.

■ And in other good news, we learned that Representative Lewis Entz's term in the Colorado Legislature will not end for another two years. Representative Entz has been a major presence in support of state aviation. It was mistakenly announced previously in the **FLIGHT LINES** that his term would end this year.

■ Fly-In Chairmen Bart and Mary Jones announced that over 40 people in 15 aircraft participated in the May 4-5 fly-in to Monument Valley in Utah. Over 1/2 were first-time participants in a CPA fly-in event.

■ Mary Jones was the only casualty for the trip. Last minute asthma attack and she had to scrub. So Bart flew their Cessna 170 to Monument without her.

Weather was a continual threat. For some reason there was very little good flying weather in April and the first part of May. But the continual string of cold fronts which kept moving through the area held off for the one weekend. Other than some lingering turbulence, it was perfect flying weather and a perfect weekend.

Interesting Airport to get in and out of. The landing strip is about 4,000 feet long x 40 feet wide at an elevation of 5,192 feet. Not

Heard Along The Flight Line

that much different than flying from airports in the Denver area. Except that the strip has a 700 foot high rock formation rising off one end. One way in (towards the rocks) and one way out. No go arounds. Significant uphill grade. Compacted dirt strip. Invariably a tailwind. All of which makes for some interesting challenges on landing. But the threat is all more psychological than real. Easy enough to get in and out of. There were four Mooneys in the group, for example, and it was remarked if they can get in and out, any aircraft can. And the airstrip gets a lot of play from commercial users. Several Twin-Otters and Cessna 206s were operating from the strip.

Most of the CPA participants stayed at the Gouldings Trading Post and Lodge, although a few of the more hardy types chose to camp out at the campground site. The lodge boasts about 60 southwest style rooms, each with private balcony and a spectacular view of the airstrip and rock formations in the valley. It also has a large indoor swimming pool designed for yearround use.

The lodge is on a Navaho Indian Reservation—so there were limitations on use of alcoholic beverages. For example, the restaurant did not have alcoholic beverages on the menu. But CPA fly-in participants are a resourceful lot and are known to bring their own bottles. So there were a number of social gatherings at several rooms. (Didn't hear any reports from those that camped out.) Also, the lodge provided a portion of an unused dining room for a "before dinner social hour." It was a fabulous room with a vista over the entire valley. And they were discreet enough to ignore how it was being used.

The highlight of the trip was a 3 1/2 hour commercial tour through the rock formations of Monument Valley. Like a tour into history. Backdrop to at least 38 movies filmed there—including *Stage Coach* (1939), *Fort Apache* (1948), *She Wore a Yellow Ribbon* (1949), *Rio Grande* (1950), and *The Searchers* (1956), all starring John Wayne.

The Valley also provided background scenery for scenes for some more recent movies including *Thelma and Louise* and *Forrest Gump*.

The most challenging part of entire trip was trying to enter the coordinates of Monument Valley into a handheld GPS. Which brings up an interesting point on modern day navigation. We tend to rely so much on nav aids such as Loran and GPS that we forget how to use Sectional Charts.

■ The April mailing of **FLIGHT LINES** was delayed for nearly two weeks for the reason it was hoped to include the new ROSTER with the mailing. But there was a problem that the ink used to print the cover would not dry. Problem of incompatibility between paper and ink. Tumbleweed Press, which not only does all of our printing, it also heavily subsidizes it, ended up discarding the run and starting over. They didn't have to do this. Nice gesture from some nice people.

Which explains the late mailing for April and why the ROSTER was sent with the May **FLIGHT LINES**.

■ Speaking about the ROSTER, wonder how many noticed that it contains a separate listing of all aircraft owned by CPA members. The listing, starting on page 61, is sequential by N number. It is only a partial listing for the reason that many members chose not to list aircraft owned. Should members for any reason want to make a change in the data shown, please advise Terry Barbo at 303/367-0670. She maintains a continual data base of the information. However, revised data will not be published until the next printing of the ROSTER.

■ Couldn't help but overhear CPA member DAVID WILLIAMS talk about why he didn't need a hangar for his aircraft. Said it was always in the shop for maintenance. □

Welcome New Members

Charles R. Stout
Larry Knowles
George Brewer
Ron Lizar
Bob Allen
John A. Schnackel, DVM
Gerald Knievel

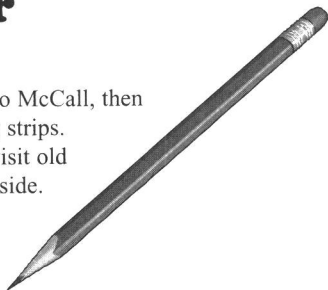
Ann Luce
William Guinther
Donald Spillman
Robert E. Haeger
Chris Sylling
Gary Huber
Kevin R. Townsend

Mark Your Calendar

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 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 20 CPA Mountain Flying and High Elevations Operations Ground School. Centennial Tower (APA). Info: Bill Marshall 303-341-4744.



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:

FLYING REVIEW
4801 Charlotte Ct. NE
Albuquerque, NM 87109

Membership Renewals

Your continued support helps Colorado Aviation!

Neil King, Boulder
 John Linz, Englewood
 John Papalia, Littleton
 Robert Starck, Berthoud
 Maynard Kealiher, Aurora
 Glen Cheney, Delta
 Charles Carstensen, Montrose
 James Crowder, Loveland
 Thomas Currigan, Aurora
 Dana Haglin, Erie
 L. W. Bridges, Broomfield
 Del Miles, Greeley
 Dr. Donald Coleman, Erie
 Larry Rhodes, Denver
 Jeff Cain, Denver
 Russ Wilder, Lakewood
 Bob Jain, Denver
 Richard Dixon, Parker
 Norm Hodge, Denver
 Gary Silence, Monument
 William Morse, Colorado Springs

Earl Tighe, Littleton
 Larry Jones, Denver
 Robert Jay, Fort Collins
 Paul Foster, Monte Vista
 Mike Myshatyn, Ft. Collins
 Howard Cammack, Littleton
 Susan Wolber, Fort Collins
 Charles Kellerman, Aurora
 Frank McLaughlin, Denver
 Margaret Dwelle, Aurora
 Richard Hahn, Englewood
 Douglas Strangfeld, Golden
 Paul McCoy, Fort Collins
 Patrick Fedorowicz, Aurora
 Jan McKenzie, Fort Collins
 John Sasso, Avon
 Scott Laudenslager, Aurora
 James Elwood, Eagle
 Ed Cutler, Aurora
 Michael Bolas, Williamsille, NY
 Bill Linenberger, Aurora

FLY MART



- **Denmar Wing & Fuselage Covers for Cessna 182.**
 Excellent condition. Price \$300. Call Frank at (303) 649-8733.
- **Cessna 172 Wheel Pants, \$550.00.** For models from 1971 with tubular-strut main gear. Set of 3 pants includes mounting plates & delivery to your airplane or hangar. Call for info., Diane Brady (303) 758-3703.
- **Sigtronics portable intercom** model spo-4. 2-place main with 2-place plug-in for rear. External audio in and out jacks. Battery power with fail-safe and optional cig. lighter power cord. 2 push-to-talk switches. \$70. **II Morrow Apollo portable GPS.** All factory upgrades including approach monitor and runway centerline extensions. Yoke mount, external antenna, two power cords - cig. lighter and customizable end. AC adapter. \$550 Roger Bates (303) 988-0207. E-mail rbat@aol.com.
- **1941 Boeing Stearman, Total Restoration N3N3.** P/W 450, 700 SMOH, Dacron, Polyurethane, Full Panels, Nav-Com, I.C., Xponder Mode e, Encoder, GPS, Horizon, D.G., Elect Start, Strobes, Leather Seats - A 10! Dual Controls, Standard Category, Fresh Annual w/purchase. Asking \$82,500. Call Jack Miller, 970-482-3706.
- **British Jet Provost,** for sale or partnership. 8800 TT, 30 SHOT, Fresh Annual, Full IFR, Intercom, new paint, side by side seating. Easy to fly. Price \$89,900 or 1/4 share for \$25,000. Call Dick (719) 596-7324.

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).

Anyone attending the public hearing on the Colorado Airspace Initiative Draft Environmental Impact Statement at Rangeview High School in Aurora on Wednesday, May 25, witnessed one of the slickest sales jobs this writer has ever witnessed.

Colorado Airspace Initiative

Draft Environmental Impact Statement

By Walt Barbo

The purpose of the hearing was to invite comments on the latest version of the DEIS . . . but I couldn't help but notice the Colorado Air National Guard has learned a lot about selling a proposal since several years ago when it failed the same mission.

Remember "REDEYE COMPLEX?" And COANG's Major Krikorian? Redeye was the predecessor to the Colorado Airspace Initiative. Krikorian had the responsibility to redraw the several MOAs in Colorado to meet training requirements for the F-16s about to be placed with the Guard. Happened way back in the 1990 time frame. But he ran into a buzzsaw when residents of the San Luis Valley and Westcliffe areas learned how the plan would affect their area. So the Guard went back to the drawing board and started over. New faces. Lt. Col. Buckingham now replaces Krikorian. New scene. But same act.

The hearing was truly slick. On entry, each visitor was given a blue manila information folder with a number of inserts on what would take place . . . and how to participate. The inserts consisted of:

- Welcome statement and description of purpose of the hearing
- Information sheet on how to comment on the Draft EIS
- Letter from the Department of the Air Force Air National Guard Center welcoming participants and describing the "open house" concept for the hearing

- Colorado Airspace Initiative release from the Air National Guard Readiness Center, Environmental Division, Andrews Air Force Base, describing the process and where copies of the two volume, two and one-half inch document can be reviewed. (*The release identifies about 50 public libraries — which incidentally excluded Aurora.*)
- Joint statement from USAF Lt. Col. Thomas Lillie, Environmental Manager for Combat Training Ranges, and John Walewski, Senior Research Associate from Colorado State University, on the value of Air Force ranges as national assets. (*The paper draws the conclusion that land set aside as an Air Force range is environmentally beneficial because the land is protected from the pressures and impacts of other activities like commercial development.*)
- A 12 page document on the National Environmental Policy Act (NEPA)
- A super slick 10 page colored brochure from the National Guard Bureau of Public Affairs on how and why the National Guard trains. It was generously illustrated with spectacular photos of F-16s
- Registration Card
- Written comment form

- And an evaluation survey form for participants to rate the effectiveness of the Draft EIS process.

The format for the meeting was both an "open house" and a "structured speaker forum." Entry was through the open house area . . . in which there were several stations with video monitors operating. Each was staffed with Guard personnel to answer questions on the initiative . . . and to make a case for their requirement.

Walt Bell, Chairman of CPA Airspace Committee, and I attended the meeting together. We arrived shortly after 7:00 p.m. for a meeting that was scheduled to last for 5 hours, from 5:00 p.m. to 10:00 p.m. Couldn't help but feel the long time span was to fragment the opposition such that crowds would be manageable. But in a way it made sense also for the reason the primary purpose of the hearing was to gain public comment on the DEIS. It was not a forum to debate the issues behind the DEIS. And spread out over several hours as it was allowed more people to speak.

Brilliant strategy by the Guard. Calling the forum a Public Open House and Hearing created a marvelous opportunity to lobby support for the Guard training mission.

Walt Bell also took advantage of the forum to do a bit of lobbying of his own. He made a case to Lt. Col. Buckingham (COANG Airspace Representative) that the general aviation community needs better information on when MOAs are actually in use (real time as opposed to block times as shown on the charts). Without the information, Walt pointed out that GA aircraft are required to avoid large blocks of airspace which are used only a fraction of the time for military training. With the information, airspace could be freed up for other users. It would require only that ANG aircraft radio F.S.S. to advise when entering and exiting the airspace.

The procedure was tentatively agreed to during negotiations on the Redeye Complex. For some reason, however, the policy obviously did not trickle down to the current airspace initiative. After what appeared to be

some initial resistance, Buckingham seemed to warm up to the suggestion. Hard to tell if his change of position was anything other than good PR. His initial resistance though may have stemmed from too many days on the road trying to sell the Initiative. In any case, Walt intends to pursue the proposal and submit it as a formal recommendation.

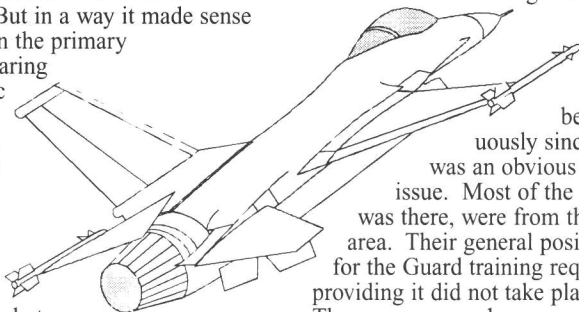
The hearing provided for comments to be made in any of three ways: In a public forum; privately to a staff stenographer; or in a written form, to be submitted either at the meeting or later in a correspondence.

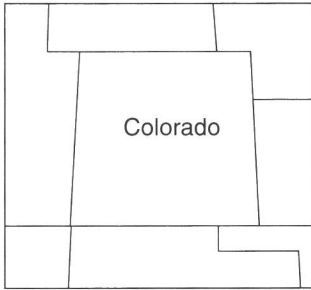
The public forum part of the hearing took place in a small auditorium at the high school. There were somewhere near 100 people in attendance when Walt Bell and I entered the auditorium at about 8:00 p.m. Speakers were given a maximum of 10 minutes to make their case.

Considering that presentations had been running continuously since 5:00 p.m., there was an obvious interest in the issue. Most of the speakers, while I was there, were from the San Luis Valley area. Their general position was support for the Guard training requirement, providing it did not take place in the valley. There were several comments that the Guard had prejudged the outcome of the Draft EIS . . . that their presence seemed more to convince rather than to listen. Several speakers also argued that the method used for determining noise levels was flawed. They noted that the method averages aircraft noise over a 24 hour period and does not give adequate consideration to the extreme impact of single events which take place infrequently during the day.

Really have to hand it to the Guard. Takes a lot of guts to come out with a paper which concludes an Air Force training range is environmentally beneficial because the land is protected from the pressures and impacts of other activities like commercial development. Had to wonder how the residential areas adjacent to Centennial Airport would react to a similar type of suggestion. But it was slick.

As I see it, when it all shakes out, the Guard will win. Any concessions made to residents of the Valley will be minor. Worth watching to see if they listen to CPA comments on "real time." Stay tuned. Comment period closes June 5. A decision could be made as early as 5-6 months after that.





CPA Fly-In

by Mary Jones

Navajo Lake, near Arboles, Colorado is the only Colorado state park that offers fly-in camping. The campgrounds are near the grass landing strip, and the marina is a 15 minute walk from there. Hot showers are available, and campsites with picnic tables and barbecue grills overlook the lake. CPA members gathered there with a group of EAA pilots May 18 and 19.

Bob Allen and his family flew in a day early to rent out a houseboat for the week-end. The rates here are less than what you find in most other places, and instead of being forced to rent the boat for a week, you can take it for a week-end.

Lee Bernhardt, President of the EAA group sponsoring the fly-in, also arrived early to fill in gopher holes, and in general get things ready for the entire group. Late Saturday afternoon a "dust devil" made a direct hit on his tent and flattened it - he left early!

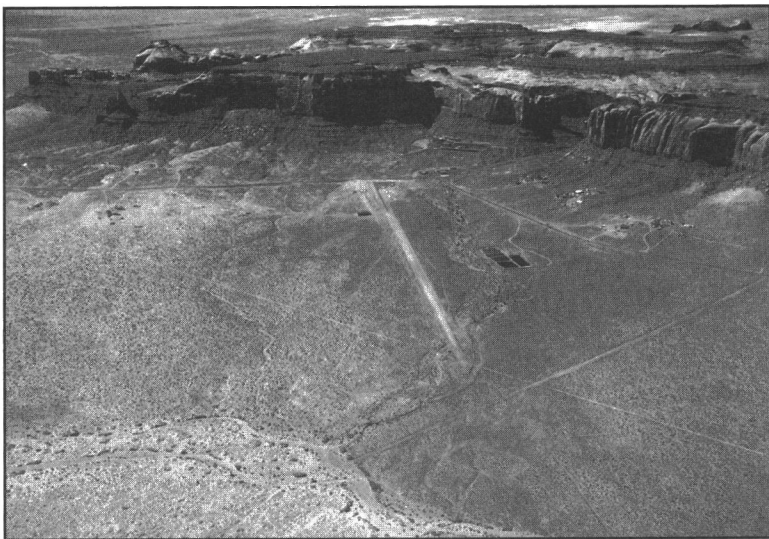
With that, the Doubeks, Malmquists, Allens, Niehuses, Bartletts, Roger Bates and Debi Brew were left with a small group of EAA members to relax, explore the place, celebrate an extended happy hour, and enjoy a great potluck barbecue. The next morning people were in the air as high winds were predicted once again for late in the day; it meant the campground was cleared early. Niehaus is boasting he made his trip back to Centennial airport in one hour and fifteen minutes! Nice to have a

300 HP engine in a C182.

CPA had over ten pilots that planned to go to the May 18-19 scheduled trip; six CPA members made it, the others couldn't overcome the stiff 50+ MPH winds that were shrieking over the mountains. When our ground-speed was down to 40 knots, we knew we were in for a major battle. The persistent 2000 FPM down drafts made us feel as though we were in an elevator - with the ground coming up sharply to meet us. Moments later we gained altitude at the same rate. After almost 5 hours of struggle and 6 attempts to cross four different passes, we gave up the war and returned to earth - home-base at Meadow Lake. Our 170B loaded with camping gear and food and drinks for 20+ people just didn't have the right oomph!

There *can* be another fly-in to Navajo Lake scheduled in the fall, if anyone is interested in going. If we can get the dates it will be scheduled!

Monument Valley CPA Fly-In May 5 and 6 was a wild success. We planned for 20 people to take the trip; 50 showed up! The weather was perfect, and everyone arrived with no casualties or drop-outs. Gouldings Lodge at Monument Valley had staff people there to meet us, and after a quick lunch at the lodge, the 3 1/2 hour tour began. People climbed into large flat-bed trucks



The landing strip at Monument Valley, Utah is 4,000 feet long with a significant gradient leading to a spectacular rock formation that protrudes nearly 700 feet above the strip.

that took people out to the Navajo reservation, where the tour began. The only comment at the end was that we wished that there was time to do more! The lodge provided the CPA group with a gather room where everyone met for a happy hour before dinner. After dinner, a free multimedia show on the Monument Valley area was given to round out the visit.

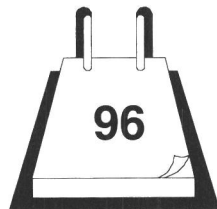
Next fly-in destination? Johnson Lake. Don't let this one slide by, it is supreme back-country fly-in camping.

***Note:** there are still four spaces open to the August 10-11 trip to Creede, and there are still several slots open for the Steamboat trip over the Labor Day weekend. If you are interested, please call Bart or Mary Jones at (719)488-0653, or E-mail address: mkstraugh@aol.com.*

CPA HOTLINE
(303) 266-6266

Just the facts ma'am

Colorado Aviation Calendar



-
- 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. 9:00 a.m. to 3:00 p.m. Static displays, aerial demos, WWII aircraft in mountain setting. Info: Kim Bracher 970-925-2522.
- July 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.
- July 4 **Brush Community Airport, 4th of July Celebration.** To coincide with Independence Day festivities. Lion's Club breakfast, 6-9 a.m., Parade starts at 10 a.m. followed by an ice cream social and Mule show. Open Rodeo starts at 7 p.m. with the "best fireworks in the state" at intermission. Info: Brush City Hall, 970- 842-5001.
- 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 5-7 **Balloon Affaire,** Montrose County Airport. 5:30 a.m. pilot briefing. Balloon Aglow 9:00 a.m. Morning flights July 6 & 7. Day long activities. Info: Pat Blackwelden, 970-249-9345.
- July 6-7 **Salida Airport Open House,** Harriet Alexander Field. Sat. 8-5, Sun. 8-3. Airplane and glider rides, displays, aerial demos, food, & airport tours. Info: Bill Reeves, 719-539-1185.
- July 11-13 **99's International Convention.** Oklahoma City. Info: Carol Sokatch 405-840-1156.
- July 13 **Air Show and Breakfast,** Alamosa San Luis Regional Airport, sponsored by San Luis Valley Pilots Association. Breakfast 7 a.m. to 10 a.m. Air show 9:30 a.m. to noon (field closed for show). Hangar party July 12, 6:00 p.m. reservations required. Info or reservations: Robert Munson 719-843-5227.
- 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 20 **CPA Mountain Flying & High Elevations Operations Ground School,** Centennial Tower (APA). Info: Bill Marshall, 303-341-4744.
- July 24 **Cheyenne, WY Airshow & U.S. Thunderbirds.** Info: Stephan Hafner 307-775-2260.
- August 5 **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.
- August 10 **Buena Vista Municipal Airport Gold Rush Days Fly-in.** Town parade starts at 10:00 a.m. Also features old fashion melodrama, western shootout, singers, bands, gold panning, arts & crafts, etc. Info: Phil or Jane Asay, 719-395-2496.

Colorado Calendar is compiled by the Colorado Pilots Association for the benefit of its members and in the interest of creating an awareness and support for aviation activities in the State of Colorado. Information on current activities is also maintained on the CPA HOTLINE (303) 266-6266. Please submit events or changes to *Flight Lines* Editor, 627 Wildrose Way, Louisville, CO 80027.



Colorado Pilots Association

APPLICATION FOR INDIVIDUAL MEMBERSHIP/RENEWAL

Name _____ Spouse _____
Street Address _____
City _____ State _____ Zip _____
Phone (home) _____ Phone (work) _____
Pilot Rating Held _____ Profession _____
A/C Owned (make) _____ Model _____ N # _____
Principal airport based at or flown from _____

Applying for:

- ☐ Renewal or
☐ New Membership
☐ Flying Review Subscription *
☐ GA News & Flyer **
(discount subscription)

Check enclosed, payable to CPA, to cover membership & Flight Lines Newsletter:

- ☐ \$20 for 1 year membership
☐ \$38 for 2 year membership
☐ \$55 for 3 year membership
☐ \$100 for corporate membership (includes 3 free 1/2 page ads and CPA hat!)

* Add \$5.50/year for Flying Review

** Add \$16/year for GA News

Mail to: CPA
P.O. Box 200911
Denver, CO 80220

I am interested in serving as an Area Representative for the _____ area.

I am interested in serving on the following committees:

- | | |
|--|---|
| ☐ Airspace | ☐ Membership |
| ☐ Air Classic | ☐ Newsletter |
| ☐ Education | ☐ Programs |
| ☐ Flight Safety | ☐ Public Affairs |
| ☐ Legislative | ☐ Fly In |

Discount subscription rates to

GA NEWS & FLYER

Now available to CPA members at the special subscription rate of \$16 per year (regular rate \$24), payable one year at a time only. Make check payable to CPA and mail to CPA, P.O. Box 200911, Denver, CO 80220.

CPA MERCHANDISE

Caps (white) with CPA logo\$10
Lapel Pins\$3
CPA Decals\$2

Caps or T-Shirts, add \$2 for shipping and handling; Pins or Decals, add 30¢.
Mail to CPA, P.O. Box 200911,
Denver, CO 80220

Printing of the newsletter by



2597 West 64th Avenue
Denver CO 80221
(303) 427-0282

Colorado Pilots Association
P.O. Box 200911
Denver, CO 80220
RETURN POSTAGE GUARANTEED

U.S. POSTAGE
PAID
BULK RATE
Permit No. 301
Aurora, CO

