

CPA FLIGHT LINES

Volume 13, No. 8

September 1996

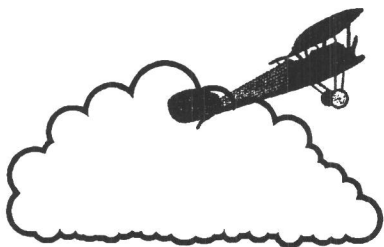


Mineral County Airport was destination of the *CPA Creede Fly-In* August 10-11. Its E/W runway is located in an open valley at 8,680 feet msl. Town can be seen about 5 miles north of the airport, near the foothills. See story page 8.

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President's Message



A Word On Silver Heels Gliderport...

*Patti
Arthur*

Silverheels Gliderport in Southpark has been plagued with noise complaints by the local community for the last few months, and is now litigating the matter in court. I had the opportunity to speak with two attorneys familiar with the Silverheels Gliderport litigation last month. One attorney was representing Park County in their attempts to restrict operations from the gliderport. The other attorney represents the gliderport. Needless to say, the County attorney was...well...a little hostile to me when I called him. It seems he has been required to disqualify himself from the case due to a conflict of interest. Early on in the matter, he drafted an opinion letter on the definition of recreation. Apparently, the opinion letter was construed to be favorable to the gliderport operations. He then later found himself in the untenable position of representing the county in the lawsuit over the operations, and landed in quite a conflict.

The matter was then transferred to another County attorney, but it appears that attorney may have the same problem, and the county may have to hire outside special counsel to represent them. This would be quite an expense for a small county.

The gliderport's attorney, on the other hand, was pleasant and interesting, but a little cautious when I offered CPA's help. He does however, feel quite confident that he has the winning side of the case. He has filed a motion to dismiss the matter and will inform me of the outcome, which will be reported here later. He may also have the opportunity to make some new Colorado aviation law in the process.

In the meantime, I traveled with my husband Steve and my yellow Labrador Rae to the gliderport to see what all the fuss is about. If you've ever been to Park County, or have flown over the Southpark area, you know there's not much out there. We found the gliderport on the crest of a small hill, and no one was there at the time. Honestly, we couldn't see how there could be any noise complaints.

There are literally no homes for miles.

Hopefully, this case will have a favorable outcome for Colorado general aviation.

DRCOG's New Aviation Study Is Available...

The Denver Regional Council of Governments has recently released their study of aviation operations in a new document called the Regional Aviation System Plan (RASP). The study predicts that aviation operations and passenger service in the region will undergo a healthy increase by the year 2020. The document reviews the area's current aviation plan, and suggests upgrades for the future in light of the increasing demand for aviation services in the next twenty five years.

General aviation operations are also expected to increase significantly. And, DIA is predicted to experience a more than 50% increase in passenger traffic. However, the highest increase is expected for the regional cargo carriers, which should increase cargo hauled by over 200%.

The study can be purchased from DRCOG for \$10, the technical report is another \$20. DRCOG's number is 303-455-1000.

Rocky Mountain National Park Overflights...

I forwarded a comment last month to the FAA expressing concern over the current attempts to restrict tour overflights at Rocky Mountain National Park during the notice and comment period. This issue has gotten quite a bit of press nationally, mostly because there are currently no tour overflights at the park, and because many individuals feel that the ban is just political posturing on the part of some elected officials.

Hopefully, the restrictions will not go through. What a bad precedent to set for general and commercial aviation!

Nothing New On Meridian...

Yes, the latest hearing date for the 1500-unit apartment complex planned for one mile south of Runway 17L at Centennial has been postponed again. Instead of setting a new hearing date every month and canceling it every month (consistently since February of this year), why doesn't Douglas County just postpone the hearing date indefinitely? On the other hand, if the hearing continued to get canceled every month, the complex will never be built!

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



➔ Those who participated in the CPA fly-in to Creede, Colorado on August 10-11 need not have worried about flying into this high elevation airport. Like so many of the mountain airports in Colorado, the Mineral County Memorial Airport at Creede is located in a relatively open mountain valley with wide open approaches and more than comfortable terrain clearance in case of need for a go-around. At its elevation of 8,680 feet it is one of the states highest public airports. Only Leadville at 9,927 ft msl and Telluride at 9,070 ft msl come to mind as being higher.

Of course, operating from airports at these elevations could be a problem for low performance aircraft. A look at the density altitude chart on the back side of the Colorado Division of Aeronautics' new Colorado Aeronautical Chart, for example, shows that the density altitude for Creede on a 75°F day would be nearly 12,000 ft. Not the best place to operate from . . . without first taking CPA's Mountain Flying & High Altitude Airport Operations Course.

➔ Creede is a historian's paradise at which one can't help but think back a hundred years to its early beginning as a lawless no man's land. It currently has a population of less than 500 people. But when silver was discovered there in 1889 it was a boom town with a population of over 10,000. Historians describe it as a slab and tent town strung out along Willow Creek for over two miles. Restaurants, saloons, and gambling halls were open around the clock. About half of the population was made up of bunco artists, mining sharks, saloon keepers, pickpockets, dance hall girls, professional gamblers, and other riff-raff. Shootings on Crede's streets and her dozens of saloons were just part of the way of life.

➔ Needless to say, Shotgun Hill graveyard, located on a hillside on the south edge of the town, also had a boom population. On our short tour there we noticed a fenced burial plot occupied at one time by Bob Ford, the

killer of Jessie James. He was shot in the back and killed in his own Creede saloon. Understand the body was subsequently removed by family and transported to a new grave site in one of the north-central states.

➔ Other notables who lived there included Frank James (Jessie's brother), Bat Masterson (who ran the Watrous Saloon), and Soapy Smith, one of the greatest con men of all times.

Soapy was one of those unique characters who was fascinated with how easy it was to swindle people out of their money. He learned the principles of shell games and bunco acts under the tutelage of carnival pros while following a tent show to Leadville in 1885. Later he brought his own act to Denver. As historians describe it:

"On a busy street corner near the depot, dark-eyed and dapper Smith set up a little folding table on which he piled several dozen cakes of toilet soap and squares of bright blue wrapping paper. While he entertained a curious crowd with a fine repertoire of ballads and a line of snappy patter, he twisted \$10, \$20 and even a few \$100 bills around the cakes of soap before wrapping them in the blue squares. He then tossed the packages carelessly into a pile on the table and offered them to the suckers at *only* \$5 each."

"An associate of the con man would be the first buyer, and sure enough he would find a \$100 bill which he flashed to the crowd. That started the landslide! Anxious buyers piled up around the table and pushed \$5 bills into Smith's face almost faster than he could grab them. Few got more than a nickel bar of soap. With nimble-fingered Smith handling the soap and the money, they had little chance."

Following his success with the soap swindle, Smith became known as "Soapy." It was a name that became about as well-known as any Old West character.

But it didn't take long for public opinion in Denver to turn against him. It was early 1892 and Creede was ripe for a takeover by a

con man like Soapy. And Soapy saw the finger of fortune beckoning him. It was the kind of opportunity he had been looking for. Soon after his arrival there he established himself as the town's boss. Until Creede tired of his mob rule, he was its absolute dictator.

→ Like so many of the mining towns in Colorado, when Congress passed the Silver Act in 1893, which lowered the price of silver from \$1.29 to fifty cents an ounce, the party was over. During those 3-4 years when Creede was a boomtown it earned itself a lasting reputation as one of the Old West's richest and wildest mining camps. The existing town is just a relic of its former self. Its role as a county seat supports a small but stable level of population. The surrounding mountains and streams attract a large number of sportsmen throughout the year. And it is particularly attractive to summer tourists looking for a break from summer temperatures at lower elevations . . . and for those looking for an unique adventure.

→ Probably all you ever wanted to hear about Creede. But I must add one more bit of nostalgia. On the return trip from Creede I took time to overfly the old BACA GRANDE resort at Crestone in the San Luis Valley. Disappointing to see the run-down condition of this former pristine fly-in location. A low flyover revealed no indication of activity. The swimming pool in the inter court of the hotel was empty. The building was in obvious need of major maintenance. The small lake adjoining the resort was covered with algae. Much of the asphalt paved runway and apron were overgrown with sagebrush.

Prior to its closing in about the 1988 time

frame, the resort was one of the most outstanding fly-in locations in Colorado. It featured a small, intimate hotel with a marvelous restaurant. It was readily accessible from anywhere in the state. It was a frequent location of CPA activities. But all that is gone. History!

→ Didn't seem to be as many visitors at the Oshkosh EAA Convention this year. May have been the competition from the Summer Olympics in Atlanta. Or the change in site layout with new and larger exhibit areas . . . which made it seem less crowded. Will be anxious to see the official attendance figures.

The group I went with couldn't get rooms any closer than Milwaukee. So we had to commute about 16 hours each way . . . which took a little of the fun out of it. Still, all in our party would have enjoyed another day over the two days spent at Oshkosh.

Noticed that this year I spent less time looking up at aircraft "thrashing the air" and more time sitting in on seminars. Either a sign of age or too many Oshkoshes. But one learns a lot in the seminars. For example, sitting in on a seminar on aircraft rigging presented by John Frank, Cessna Pilots Association, I learned that:

- Strut and wheel cover mods for nose-wheels are the most cost effective mods for speed increases on fixed gear aircraft.
- The droop tips on Cessna aircraft were not designed for improved performance. Engineering tests showed no benefit. But they were added anyway for the reason they offered a good conspicuous surface on which Cessna could display its name.

(continued next page)

A special thanks to CPA member
Walt Barbo for his efforts in barcoding
our *Flight Lines* mailing labels. This
means faster delivery and lower costs to
CPA members !!!

•The Cutlass RG was not designed as a high performance Cessna 172. Rather, it was designed as a low cost complex trainer. Which explains why the trainer doesn't perform that much better than its straight-leg kin.

•Worth sharing. John Frank also said the only way to get more performance out of a Mooney was to stick a rocket up its butt. Which Mooney owners will probably interpret as a compliment . . . rationalizing the aircraft is already such a clean performer . . .

➔ Speaking of nosewheel treatments for performance gains, Frank Niehaus had one of the mods installed on the Cessna Skylane he flew this year in the Colorado-to-Jackpot Air Classic . . . but finished last in his class. He shared with us later that the control to his carburetor heat had severed such that he had full heat for the trip. Following repairs it is now a real performer.

➔ Thought about what the cost of a new Cessna will do to the value of your used Cessna? By now, everyone knows it will cost \$134,500 for a new Cessna 172, \$190,600 for a Skylane . . . VFR equipped. About three times the value of a good used aircraft of the same make and model.

Don't expect the high costs to affect value of used aircraft very much. At least, that seems to be the example for other aircraft types . . . such as Bonanzas and Mooneys . . . for which new models carry similar high prices. Experts generally agree that the value of used aircraft will be influenced primarily by market forces . . . and we should not expect a significant boost in value with the introduction of new models.

➔ See where the FAA is getting sensitive

about tube-type equipment in its inventory and has announced proposals to decommission Directional Finding (DF) systems at Grand Junction, Colorado and Casper, Wyoming. In announcing the proposal, the FAA stated that tube-type equipment have reached the end of their life cycle and are considered obsolete.

➔ Sent a note to Rob Duncan over at RA Ventures that the CPA home page seemed stuck on 211 fly-bys. My note and his reply may be of interest:

"Rob: I was going to mention the number of fly-bys on the CPA home page in the Heard Along the Flightline article I am writing. But I think the count is frozen at 211. Went off line and back in . . . and the count remained the same. Seems to me I saw the same count several weeks ago also. Let me know."

His reply: "The counter is now 235 and I tested it by doing "Reload" from Netscape 3.0 and IE 3.0. Your browser may be "stuck" and not truly doing a reload. A full access is required to bump the count. Let me know if it is still "stuck" and I'll try to help over the phone. Perhaps this "feature" of some browsers should be discussed in **FLIGHT LINES**."

Note: The CPA home page is one of several aviation home pages maintained by CPA member Rob Duncan and his RA Ventures company. The site can be accessed on the Internet at <http://www.ra-ventures.com/cpa/>.

➔ Some significant changes took place in bulk mailing when the Postal Reform Act went into effect on July 1, 1996. In effect, there was no more bulk mail. Instead, the category was lumped into a new category called standard mail. There are now only three classes of mail: first class, standard and periodicals. Within each class there is oppor-

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.

tunity to use automation (with significant cost savings) or non automated (which carried a cost penalty from rates prior to July 1, 1996).

The effect on CPA mailings, which used bulk mail rates, was to increase the mailing cost of an individual piece from 22.6 cents to 25.6 cents (non-automation rates). However, the Post Office offered a financial incentive for mailers willing to prepare mail for automation processing. In our case, the incentive was a reduction from 25.6 cents to 18.3 cents.

So they offered and we accepted. Note that our mail is now barricaded to take advantage of the new automation system. From what we hear, mail is arriving at its destination faster. Not considering the amount of time it took to set up the system, preparation of address labels and mailings take less time. And our costs savings by using automation amount to nearly \$44/month.

Chalk up one for Government!

→ Sue and Bob, a pair of tightwads, lived in the midwest, and had been married years and years. Bob had always wanted to go

flying. The desire deepened each time a barn-stormer flew into town to offer rides. Bob would ask, and Sue would say, "No way, ten dollars is ten dollars."

The years went by, and Bob figured he didn't have much longer. So he got Sue out to the show, explaining, its free to watch, let's at least watch.

But once he got there the feeling to fly became real strong. Sue and Bob started a strong argument. The pilot, between flights, overheard, listened to their problem, and said, "I'll tell you what, I'll take you both up flying, and if you don't say a word the ride is on me, but if either of you makes one sound, you pay ten dollars."

So off they flew. The pilot did as many rolls and dives as he could. Heading at the ground as fast as the plane would go, pulling out at the very last second. Not a word! Finally the pilot admitted defeat and went back to the field.

"I am surprised, why didn't you say anything?"

"Well I almost said something when Sue fell out, but ten dollars is ten dollars!" ■



FLY MART

■ **Looking for partner in 1968 Turbo Piper Aztec.** Fully loaded, fresh annual, hangared at Longmont. 1/4 share \$15,000. Call Bill at (970) 532-4252.

■ **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.

■ **1941 Naval A/C Factory N3N-3.** Total restoration. 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.

■ **Denmar Wing & Fuselage Covers for Cessna 182.** Excellent condition. Price \$300. Call Frank at (303) 649-8733.

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 weather was with us on the CPA fly-in to Creede August 10 and 11. Terry & Walt Barbo, Bob & Carolyn

Doubek, Tom Bein & Treva Edwards, Jack & Mary K. McElroy, Pat and Dee Murphy and Bart & Mary Jones all flew into the quiet little airport by noon on Saturday. Peggy Long & her friend Doug, Dan & Cheryl Lowry, and Nikki Wickham and Erin Donlon drove there, and also were at the airport by noon.

We needed the vehicles - there is no transportation provided in Creede, so you either thumb a ride, walk, ride a bicycle, or arrange for

someone to pick you up before you fly in. The airport sits about 3 miles from town, down in

the valley below Creede. With the stuff we had to carry, we didn't want to walk!

The airport had plenty of parking places, with eleven planes tied down on the parking ramp over the weekend. The Rio Grande river is about a quarter of a mile from the airport, so Doubeks were the first to throw their fishing line in the water. The river has several different areas with special fishing designations (catch & release, size limitations, "fly" only, etc.) The star fisherman was Doug - Peggy Long's friend - who caught a 2# brown trout and several other good sized fish. Bob Doubek managed to loose a

\$45 video camera battery somewhere on the river bank, so he spent more time there looking for that than he did fishing! Did you find it, Bob?

Once we had all arrived, we rushed into town at noon, had a quick lunch at the Creede Hotel, and hurried back to the airport, where we all climbed into two big

We all poured ourselves a good sized glass of wine and settled down to watch the heavens above

Creede Fly-In

By Mary K. Jones

vans. Greg Coln, owner of the Mountain Man Tours, took us on a guided historical tour along the silver mining district and past two ghost town sites located further above Creede on steep and narrow mountain roads.

There was time after the tour to do a little sightseeing, visit the museums, wander through the gift shops (lots of those), and relax. At 5:00 p.m. we met at the Old Firehouse B&B, climbed the

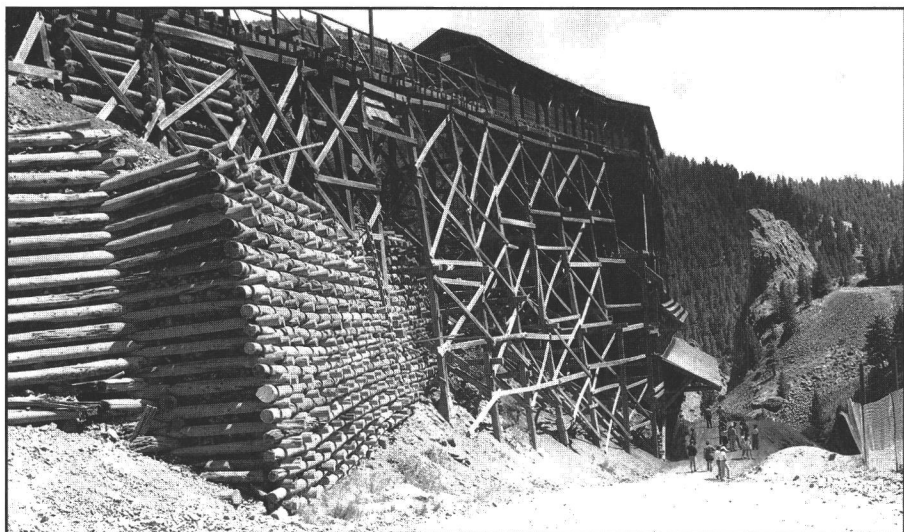
stairs from the ice-cream parlor up to their balcony, and settled in for a great happy hour that went all too quickly! When you get a bunch of pilots together, there never is a lack of stories to tell!

Walked across the street to the Creede Hotel restaurant next, and squeezed into their dining room for dinner. This is an old time hotel, and they have done a great job of restoring it. It has a homey and comfortable atmosphere, and their food is good. The repertory theater was right next door to the hotel, so once you get to town, you have little distance to cover getting from one place to another.

We ambled over to the theater, took

our seats, and were entertained by a group of actors that do a very professional job of making the stage come to life. They offer 5 different plays each summer, and if you call ahead to get a copy of their schedule, you can pick the play that sounds the most interesting to you. We were tied in to a specific date, so our choice was made for us.

The play ended at 10:00, and since Bob and Carolyn told us there was going to be a spectacular display of shooting stars that evening, ten of us squeezed ourselves into two cars, and off we went - back to the airport - where we thought that we could get away from the "city"



Abandoned silver mine sites dot the landscape on the hillsides near Creede. A rock-hound's paradise.

lights to see the star more easily. A blanket was dragged out of one plane and carefully spread out in the middle of the parking ramp. We all poured ourselves a good sized glass of wine and settled down to watch the heavens above. A couple of hours later Carolyn happened to mention that the best viewing would come around 2:00 am. We didn't last that long, but managed to see some spectacular streaks across the skies anyway.

Next morning we ate our continental

breakfast (dry cereal & teeny muffins for those who stayed at the Old Firehouse); the people who stayed at the Creede Hotel were treated to gigantic freshly baked sweet rolls, muffins, and a huge breakfast of any choice on the menu. We gradually were ferried out to the airport while it was still early enough to avoid the building turbulence, and off we flew. We had a great time at Creede and are looking forward to going back.



Two large vans operated by Mountain Man Tours transported the group on a guided tour of the silver mines.

Colorado Caribbean Connection

Announcement

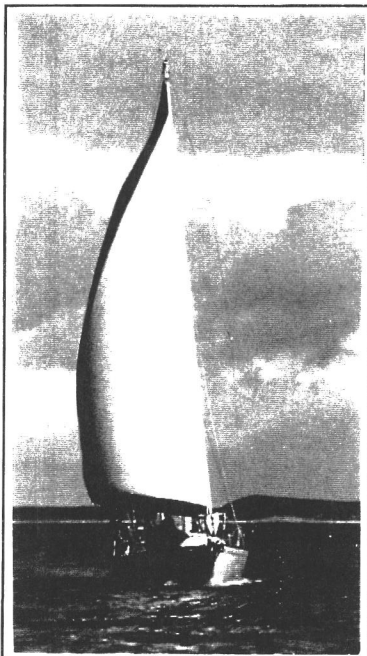
This issue of Flight Lines includes a flyer describing crewed Caribbean sailing charters and a schedule of video and slide presentations. This flyer was inadvertently omitted during the August mailing.

Because these presentations may have passed, the Colorado Caribbean Connection is arranging an additional video presentation in early October for the benefit of interested CPA members.

If you are interested in attending a free presentation and learning more about a personalized Caribbean sailing vacation in the Grenadines; as well as snorkeling, diving, and exploring tropical islands call Al or Diana at (303) 258-3745.

Year round voice mail (303) 417-2961

WWW.PEAKNET.COM (under RECREATION)



Colorado Pilots Association
"The Voice of General Aviation"

CPA Internet Page

<http://www.ra-ventures.com/cpa/homepage.htm>

created by CPA member Rob Duncan of
RA Ventures --

RA Ventures is also the key developer of a new site which contains over 16 thousand aviation service providers (FBO's, prop shops, engine rebuilders, etc.) along with 1000's of hotels, restaurants, car rental agency's, etc., all of which may be found by airport proximity.

<http://www.airbase1.com>

Rob is happy to discuss adding your ad to this service or developing a web site for your business.

(303) 665-0466.

Membership Renewals

Your continued support helps Colorado Aviation!

Michael Kosta, Erie
Dick Miller, Brighton
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Don Dolce, Boulder
Glenn Hooper, Colorado Springs
Dr. Donald Piermattei, Carr
Evan Slack, Denver
Dr. William Fell, Aurora
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Charles Beck, Denver
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Robert Reed, Longmont
Don Nelson, Arvada
Dan Dunning, Strasburg
Priscilla Baldwin, Evergreen
Hal Moore, Highlands Ranch
Lenard Adler, Lakewood
Paul Shepherd, Longmont
Larry Smalley, Golden
Robert Shannon, Littleton
Larry Robison, Manitou Springs
Gretchen Jahn, Eastlake
Karl Sutterfield, Eastlake
Mike Seavall, Longmont

Welcome New Members

Almost 600 Members Strong

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Flagler, CO 80815

Bill Wichart
17145 E. Pacific Place
Aurora, CO 80013

James E. Rowe
3885 S. Idalia Street
Aurora, CO 80013

James Hollis
4729 Edie Place
Erie, CO 80516

Dr. Alfred Purdon Jr.
6685 Gunpark Dr. E., #110
Boulder, CO 80301

Philip I. Arter
212 Overland Drive
Ward, CO 80481

John L. Burman
7941 S. Xanthia Court
Englewood, CO 80112

John A. Hollstein
P. O. Box 69
Morrison, CO 80465

Stephen D. Ducoff
1235 Oakmoor Hgts.
Colorado Springs, CO 80906

Richard H. Maurer
5460 S. Uravan Court
Aurora, CO 80015

Bain White
17836 Weld Cty Rd 10
Brighton, CO 80601

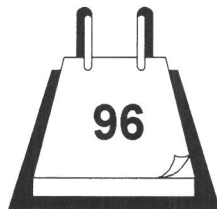
Robert D. Beard
10679 Quivas Street
Northglenn, CO 80234-3710

Ken Mergl
4973 S. Owens Street
Littleton, CO 80127

Donald Pulley
732 Teocall, #C
Crested Butte, CO 81224

Lloyd Land
12501 Riverdale Road
Brighton, CO 80601

Colorado Aviation Calendar



-
- Sept 21 **Buena Vista Municipal Airport Fall Color Fly-in.** See the aspen colors from the comfort of your cockpit! Pancake breakfast starts at 7:00 a.m. Info: Phil or Jane Asay, 719-395-2496.
- Sept 28 **CPA Mountain Flying & High Elevations Operations,** ground school, Centennial Tower (APA). Info: Bill Marshall, (303) 341-4744.
- Sept. 28 **Pueblo Airport Fourth Annual Air Festival and Fly-In.** Airplane rides, static displays, fly-bys, pancake breakfast. All proceeds donated to the Fred E. Weisbrod International B-24 Memorial Museum which is located on the field.
Info: Del Gregg, (719) 948-3355, ext 18.
- Oct 5 **Boulder Airport Day.** Activities include static displays, airplanes ,model airplanes. Pancake breakfast. Airplane rides, helicopter rides, aerobatic rides. Discount fuel for fly-ins.
Info: Ken Carter (303) 494-3663.
- Oct 4,5,6 **Mountain Flying & High Altitude Airport Operations,** Grand Junction. Sponsored by Strand Flying School. Qualifies for FAA Wings Program and Biennial Flight review.
Info: Deanna Strand, (970) 243-4359.
- November 9 **CPA Annual Meeting.** Details later! Hotline 303-266-6266.

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.

CPA HOTLINE
(303) 266-6266

Some like it Hot, Hot, Hot

(recorded message)



Colorado Pilots Association

APPLICATION FOR INDIVIDUAL MEMBERSHIP/RENEWAL

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Phone (home) _____ Phone (work) _____
Pilot Rating Held _____ Profession _____
A/C Owned (make) _____ Model _____ N # _____
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- ☐ \$20 for 1 year membership
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- * Add \$5.50/year for Flying Review
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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:

- | | |
|--|---|
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| ☐ Air Classic | ☐ Newsletter |
| ☐ Education | ☐ Programs |
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| ☐ Legislative | ☐ Fly In |

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