

CPA FLIGHT LINES

Volume 13, No. 10

November 1996



Bonanza A36TC owned by CPA member Larry Merkowitz of Aurora. Photo was taken last year on a return trip from Scottsdale. Terrain is the mountainous area near Angel Fire, NM. Twenty minutes after the photo was taken, the aircraft experienced severe hail damage from a thunderstorm south of Pueblo.

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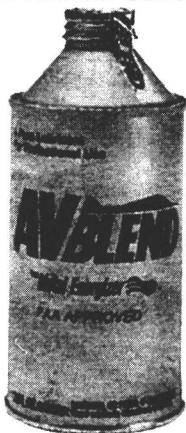
President's Message

Bart Jones



Aviation has been a passion of mine for my entire life and I enjoy nothing more than sharing that excitement with others. It is in that context that I am pleased and honored to have been selected as the President of your Colorado Pilots Association for the coming year. The purpose of the CPA is to guard and protect the rights of pilots, to promote safety and growth of general aviation in Colorado and to assist federal, state and local governments in aviation matters. I can think of no better way to support these goals than through the sponsorship and organization of activities and programs that the broad scope of our members will find interesting enough to want to participate. The thrust of my presidency will, therefore, be directed toward increasing member participation in fun and exciting activities that stimulate and sustain our interest in aviation and each other. With your help I look forward to the coming year with enthusiasm and excitement.

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FLIGHT LINES Editor

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Call David Robertson 666-8284

Area Rep Report

Montrose Regional Airport has completed reconstruction and paving Taxiway B. Also, the ramp areas have been reconstructed and paved. There is a new electric gate for general aviation access to the airport. Rick Crossman has been very active in addressing the concerns of the pilots.

At Nucla/Hopkins Airport in the West End Montrose County, a new FBO operator, Dick Williams, is working to upgrade the services. The dirt crosswind runway has been graded and is now open! -- *Roger Lake, Montrose*



■ Recall the article we published last month about Eagle County Regional Airport charging landing fees. NOT TRUE! This, according to JIM FRITZE at a Colorado Aeronautical Board meeting on October 4, 1996. Jim is a member of the board representing western slope communities, he is County Attorney for Eagle County, and he is the individual most responsible for conversion of the airport from the small general aviation airport it was in the 70's to what is now one of the most active commercial service airports serving mountain recreational areas in the country. He should know.

This was reinforced by a call from Eagle County Airport Manager (and CPA member) JIM ELWOOD on October 31. Needless to say, Jim was "ticked" . . . over a concern the erroneous report would discourage general aviation traffic. He wanted to assure us that he is one of us, welcomes general aviation traffic, does not charge landing fees, and has no plan to do so. He, in fact, is so proud of expansion taking place at the airport that he would like to sponsor a general aviation fly-in to show it off . . . toward summer of next year when the weather is more friendly. And he emphasizes . . . NO FEES!

■ Called Vail Beaver Creek Jet Center at the Eagle County Airport (970/524-7700) to check on their current policy. Customer service tells us they have a service fee (not to be confused with a landing fee) of \$3 for small aircraft using their ramp and a \$5 overnight parking fee. The service fee is waived for aircraft purchasing fuel. Fuel price was \$1.94 for 100LL, which is very competitive considering fuel prices in the Denver area exceed that at several locations. So a service fee of \$3, offset by

reasonably priced fuel, should not be a deterrent to anyone wanting to access this location. It is not discriminatory. Also, if one does not use the Jet Center ramp, there is no fee.

■ Should anyone have a curiosity about the construction taking place down the ramp from the Jet Center, Jim Elwood tells us it is the new, county owned, commercial terminal. The construction schedule required that the new 31,000 square foot terminal building be completed in five months . . . for a scheduled ribbon cutting on November 27. The opening is coincident with the Thanksgiving holiday rush to the nearby ski resorts.

The new terminal will be served initially by American Airlines and Mountain Air Express (a commuter airline subsidiary of Western Pacific Airlines). United, Delta and Northwest Airlines have prior lease arrangements with the Jet Center and will continue operations there . . . at least for an interim period. With the exception of Mountain Air Express, the remaining carriers provide service only during the winter ski season. Mountain Air Express plans to offer service on a year-round basis.

Air carrier enplanements at the airport are currently at the 175,000 level. With the new schedules the carriers will be offering 287,000 seats to the airport with non-stop service from locations as far away as New York and Miami. Of course, not all the seats will be filled. But it nevertheless represents a dramatic increase in air carrier service over the prior year.

■ Nice to see the healthy increase in air carrier operations to the mountain airports. Just a few years ago it seemed an impossible dream.

Much of the early planning goes back to the 1970's when it appeared that Denver would do nothing to improve limited capacity at Stapleton. So aviation planners at the FAA sought alternatives to relieve congestion at the airport . . . including development of a system of reliever airports to reduce operations by general aviation aircraft, expansion at Colorado Springs as an alternate air carrier airport, and development of a system of mountain airports such that travelers could go directly to their destination airport without having to route through Denver. Now, all these years later, all of the measures appear to have worked.

The relievers not only diverted traffic from Stapleton, they stimulated growth in general aviation and became strong economic generators for their supporting sponsors. Colorado Springs benefited with a new runway and terminal. It is now a realistic alternative to service out of Denver.

The mountain airports at Eagle County, Steamboat Springs, Hayden, Gunnison, Aspen and Montrose each expanded to accommodate jet carrier service. Denver finally got around to building its new airport. But while it procrastinated, the other airport systems were developed. Nice fallout. Everyone wins. Particularly the sponsors and communities served by the alternatives to Denver's airport.

■ Before leaving the issue of landing fees, we should put to rest the rumors floating about proposed landing fees at Centennial Airport. A call to Airport Manager Don Crandall revealed there has been some consideration of fees at the airport . . . but consideration is about as far as it went. A request was submitted to the Airport Authority to fund a consultant study on the issue. But the Authority declined to fund it. So airport staff is currently doing

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CPA Internet Page

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

created by CPA member Rob Duncan of
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some in-house evaluation of the proposal. While Crandall didn't suggest this, the proposal for landing fees probably originated with neighborhood groups who would do anything to discourage traffic at the airport.

Neighborhood groups need not concern themselves with actions to reduce traffic at the airport if the current trend continues. Aircraft activity is currently at an annual level of about 365,000 operations, down from 402,000 last year and 422,000 the year before. Crandall attributes the decline to a drop in operations by small aircraft. For whatever reason, the little guys are not flying. Business operations, on the other hand, continue to increase . . . as do revenues, particularly revenues from jet fuel sales.

■ Expect another change to board members on the Colorado Aeronautical Board as (CPA member) MIKE SILVA retires upon expiration of his current term on December 16, 1996. Mike, who has been on the board since January, 1994, chose to not seek reappointment such that he could give more attention to his family. He represented general aviation pilots interests on the board, was a faithful participant at CPA board meetings, and was our eyes, ears and voice in state aviation matters. For a little guy, he leaves a big pair of shoes. He will be a hard act to follow.

■ For anyone with a curiosity as to the constituency of Aeronautical Board members, the following provision is repeated from HB 1250, the enabling legislation which created the Colorado Aeronautical Division:

"Section 28-6-104 (2) The members of the board shall be chosen as follows: Four members, two from the eastern slope and two from the western slope of the state, representing local governments which operate airports (such members shall be selected from a list of nominees supplied by local governments); one member representing a statewide association of airport managers; one member representing a statewide association of pilots; and one

member familiar with and supportive of the state's aviation issues, interests, and concerns. Appointments shall be made so as to insure a balance broadly representative of the activity level of airports throughout the state."

The language is worth reading for the reason the question occasionally rises as to who the constituency is for the board member representing pilots. The language specifically provides that a member shall be chosen to represent a statewide association of pilots. CPA is the only association fitting that criteria. However, the language is also a little broad. While it provides that a member shall be chosen to represent a statewide association, it doesn't say that a member must be selected from the ranks of the association. Only that a member is selected to represent it. So an unknown could end up as our representative. Worth watching for the reason it has happened in the past.

■ ROCKY MOUNTAIN AIR FAIR '97 will be held on Saturday and Sunday, March 8-9, 1997 at the Wings Over the Rockies Air and Space Museum. This is the second year for the event to be held at the Museum. The prior two years it was held at the Denver Convention Center. Expect somewhat the same format as last year. Featured speakers include Scott Crossfield, best known as the first pilot to fly Mach 2 and Mach 3. Also, Rod Machado returns with another of his hilarious addresses. MARY ANN SENFT, CPA member from Longmont, is Air Fair Director this year.

■ Detailed record keeping on the operation and maintenance of one's aircraft may seem like a pain . . . but it can save a lot of trouble . . . and bucks. Case in point, WALT BARBO shares with us how his records saved his neck following over five years' use of Mobil AV-1 in the engine of his T210.

Mobile AV-1 was the 100% synthetic produced by Mobil Oil Company. Fantastic oil, but with just one drawback. It would not keep lead deposits in suspension.

Instead, lead deposited out as a sludge. In the worst cases it plugged small oil orifices and threatened engine failure from oil starvation.

The oil was withdrawn from the market in 1995 and in 1996, following a class action suit, Mobil initiated a protocol program to repair damaged engines. The action covered only Continental 520 engines which had used the oil for a period of greater than 200 hours. Nearly 700 engines were affected nation-wide. In general, the protocol provided that engines with three or more cylinders with low compression were entitled to a complete top overhaul. If less than three cylinders had low compression, only those with low compression were eligible for overhaul. Barbo had low compression in two cylinders and it appeared the extent of Mobil's participation would be limited to the repair of those two cylinders.

But the protocol also provided that evidence of a sudden and rapid increase in oil consumption would be the basis for a complete top overhaul. And here is where accurate record keeping played a vital part. Barbo had maintained a meticulous record of every quart of oil added to the aircraft and was able to prove that oil consumption had increased from a normal 12-13 hours/quart to something less than 4 hours per quart over the last 50 hours. Mobil accepted the evidence without hesitation and immediately authorized a complete top overhaul. By his account, the record keeping effort saved him nearly \$10,000 in engine repair work. At least, that is what it cost Mobil.

■ When I look at the quality of our *CPA FLIGHT LINES* I can't help but reflect back on how it all started. Back in those early years, Wayne Thetford, a CPA member and co-owner of Tumbleweed Press, located in Westminster, was concerned enough about the rag that we were turning out at that time that he personally got involved to do something about it. Lisa Thetford was a graphic artist. She was responsible for the design of the cover format. He talked Ken Monahan into taking the job as editor. And Wayne donated printing costs.

After Monahan burned out, Wayne talked Terry Barbo into taking over . . . a job she carried for nine years prior to David Robertson stepping in to take over.

Wayne and Lisa, unfortunately, were in a fatal aircraft accident when participating in one of our annual Denver-Jackpot Air Classics. Wayne's partner at Tumbleweed Press continues with the printing of the *FLIGHT LINES* as a living memorial to Wayne and Lisa. Several of us were frequent flying companions of the Thetfords and find ourselves thinking about the couple every time we see one of the publications. Particularly those of us involved in its preparation. Hope it always meets their high standards. It is a fitting memorial.

■ Over heard in the airport lounge from a pilot using his best pickup line: Woman: "I like your approach, now let's see your departure."

The CPA
scheduled 5 fly-in
trips this year:
Monument Valley
in AZ; Navajo
Lake near
Arboles, CO;
Johnson Creek in
ID; Creede, in CO; and Steamboat Springs,
in CO. Only one trip had to be canceled,
and not because of the weather - it was to
Johnson Creek in Idaho, a back-country fly-
in destination over the 4th of July week-
end, and there just weren't enough people
who signed up for the trip. A minimum of
six pilots making a fly-in doesn't seem like
an unreasonable number to aim for; those
trips where we stay in hotels and have
specific tour reservations often require more
people attending in order to give any price
breaks.

Obviously camping trips are the most
flexible, but 1 to 3 people going were just
not enough! The fly-in arrangements have
a lot of work behind the scenes involved
(like contacting the Idaho Dept. of Aviation
to notify them regarding fly-in plans to
specific sites) or reservations for lodging,
food, etc.

So, with the 1997 CPA calendar
currently being planned, it is time to
consider the proposed fly-ins for next year.
If there is a trip you'd like to make, please

Fly-in Wrap Up

call, write or E-mail your interest - you can
always cancel later if it is necessary, but it
gives us an idea of what needs to be done.

By Mary K. Jones

BIG question...how many of you out there
are interested in another fly-in trip to
Monument Valley in April? There were
several who didn't get to make the trip last
year, and if there is enough interest, we can
do a repeat of that one. We need to know
right away on this, because reservations are
made a year in advance there, and we will
be "squeezing the envelope" to get our
request in!

Before each month arrives that we
have scheduled a trip, I will write up more
specific information on what it takes to fly
there (An example? grass landing strip -
camp on field, etc.) a little history about

the area, what specific things we have planned, what else you can do on your own, lodging arrangements, and so on.

CPA makes no money on any of these fly-ins, that's not the purpose. It's a way to find new destinations to fly to, and enjoy some pretty special company - with a group of people who have similar interests. Part of the fun of owning a plane is being able to use it in ways that are fun, exciting, and sometimes challenging. Hopefully we can get a little of all of that with these trips we are planning.

This is where your input becomes critical - if you've been to a place that fits any of the above - we are always looking for new places to try! What we don't do this year can be scheduled for the next.

With all that - last but not least - my phone # is (719) 488-0653; E-mail is mkstraugh@msn.com for requests, suggestions, reservations! MK Jones.



Carolyn & Bob Doubek and Walt & Terry Barbo (pictured left to right), enjoy a cruise on beautiful Lake Granby aboard the motor launch "Little Girl Blue" owned by Penny & Bill Hamilton. Barbos flew their 210 from Jeffco to Granby International for a day of hiking & boating with the Doubeks and Hamiltons. (photo by Penny Hamilton)

CPA Proposed Fly-In Trips For 1997

By Mary K. Jones

- #1 Padre Island, TX** Fly to Brownsville, TX. Rent car/vans so we can do some "on the beach" camping on Padre Island; take a chartered fishing boat for deep sea fishing, do a tour of Matamoros, Mexico; right across the border from Brownsville that begins at the Brownsville Chamber of Commerce complex; take a side trip to a national bird/wildlife sanctuary to the north of Brownsville. *April*
- #2 Grandby, CO** Take a bus trip to visit the Pump Plant, go into Rocky Mountain National Park, take a nature walk with a Park Ranger and eat at the Grand Lake Lodge, spend the night at Silver Creek Inn; return home. *May*
- #3 Thermopolis, WY** Take your golf clubs and get in a round of golf - the course is right beside the landing strip. Eat dinner at the golf club restaurant (best place in town, offers old time dining like we used to see 25 years ago with course after course (no cigarettes to end the meal with however!); spend the late afternoon touring the hot springs area, soaking in the waters, stay at a B&B that is a historical gem; take a walking tour of the museums and downtown area the next day before leaving. *Early June*
- #4 Farmington, NM** Go for their annual summer outdoor theater production of "Anasazi, The Ancient Ones", eat dinner on the site, spend the night, eat breakfast at airport (fine food there), return home. *Late June*
- #5 Chico Hot Springs, MT** Land on the road near the beautiful resort; spend the night, eat at the best restaurant in Montana (pilots fly here just for the meal)- and on to Butte, MT. to visit mining museum, the rock museum at MT. School of Mines, and giant open pit copper mine in Butte. *Early July (in conjunction @ Jackpot trip)*
- #6 Los Alamos, NM** Tour the town's science and history museums which trace the history of the development. of the Atomic bomb, visit the nearby Santa Clara pueblo's Puye Cliff Dwellings, Bandolier National Park, and if you like, your

choice of one or two (or none) opera performances at the Santa Fe Opera: on July 29 (Tues.) Traviata - Verdi's passionate story of honor & loyalty, on July 30 Ashoka - world premiere of American composer Lieberman, an opera set in ancient India, with a mystical odyssey transforming his world into a utopian society.

Late July

#7 Cavanaugh Bay, ID Fly-in camping, fish/boat marina right beside grass landing strip; fish for Kokanee land-locked salmon in the lake, canoe, relax, or go pick wild huckleberries. Can take all meals at marina, so no cooking involved if you prefer. Hot/cold showers provided at landing strip campground. Take a 20 min. flight over to Lake Sullivan, in Washington where there is excellent fly fishing and many day hikes available. *Early August*

#8 Grand Junction, CO On Saturday afternoon tour the valley's local vineyards, that evening eat dinner at the downtown brew pub. Sunday, ride the Grand Junction annual "Tour of the Valley" century bicycle ride (you can choose to do a 35 mile ride through the orchards, a 50 mile ride, or the 100 mile century); we'll stay at the Holiday Inn (one of ride's sponsors) which is a close bike ride from the airport, eat a great lunch at the hotel after the bike ride, and return home that afternoon. *Mid August.*

#9 Dutch John, UT Isolated beautiful primitive camping at airport - but there are showers provided at the airport hanger; fish the famous Green River by walking the riverbanks, floating down it on rafts or belly boats, return the next day. This is NOT a week-end trip. Too packed with people doing a float trip down the river (not fishing). *Mid September*

#10 Durango, CO Fly in on a Friday, landing contests at airport, followed by a happy hour in the new FBO facility. Spend the night at the historic Statler Hotel. Next morning take a fall-color trip in private car on Toltec/Silverton train; do a walking tour of Silverton, return to Durango on the train; eat a gourmet meal downtown for breakfast & dinner; return the next day. *Late September or early October*

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 **FLYING 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.

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CPA Holiday Party

Sunday December 8

5:00 p.m. Cocktail Hour (cash bar)

6:00 p.m. Dinner

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2191 Arapahoe Street, Denver

(corner of Arapahoe and 22nd)

cost is \$25 per person. Guests welcome!

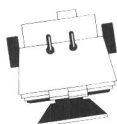
Call for reservations by December 1.

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Please Join us for this special evening of festivity !

CPA



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All articles & letters should be sent to:

DAVID ROBERTSON
EDITOR, CPA FLIGHT LINES
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**Copy Deadline is
the 20th of each
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